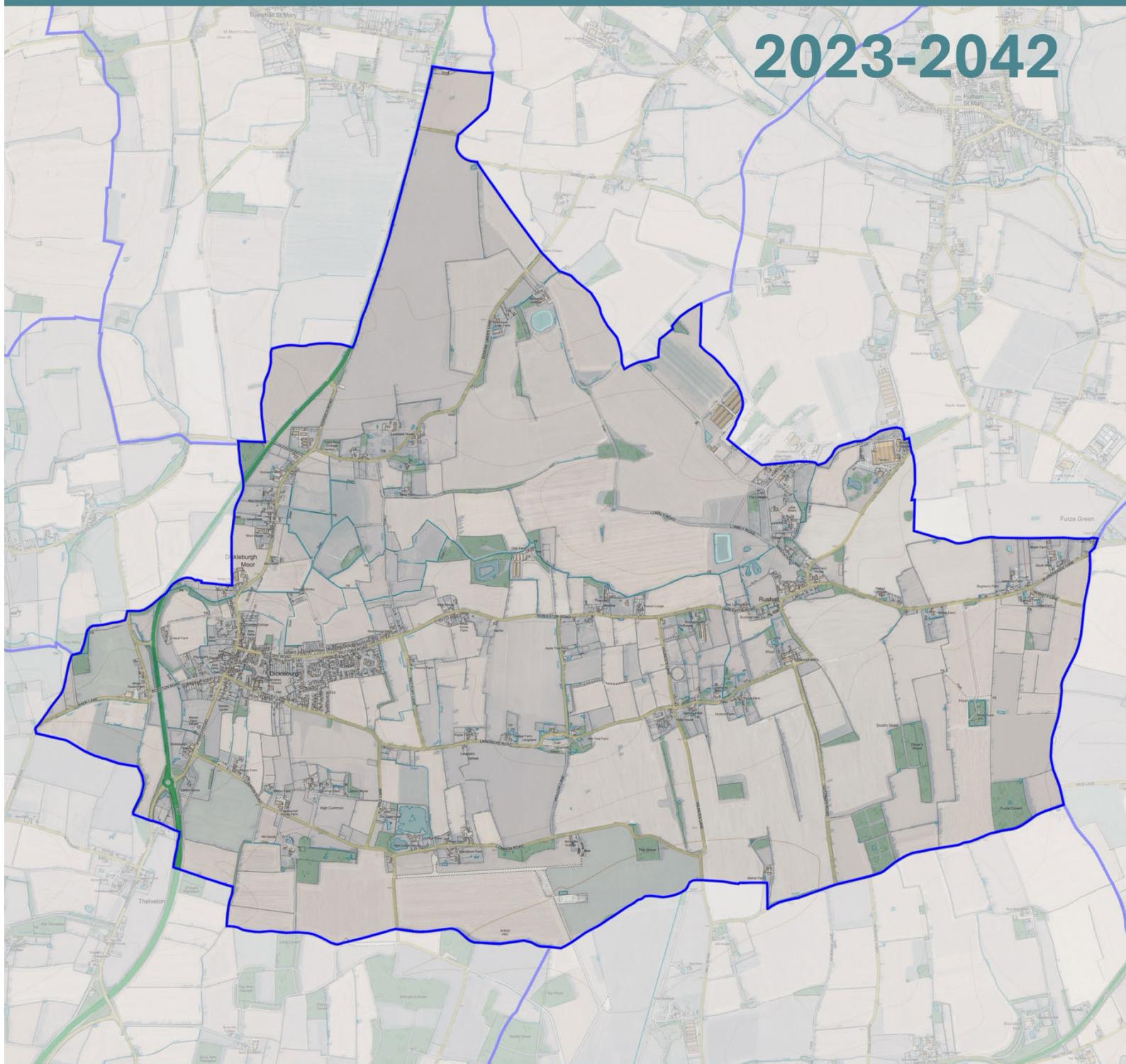


Dickleburgh & Rushall Neighbourhood Plan

2023-2042



Referendum version, March 2026



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or in another format please contact
Dickleburgh and Rushall Parish Council,
clerk@dickleburghandrushallparishcouncil.gov.uk**

In memory of Allan and Brenda Eavis and Tony Perkins who sadly died during the process of creating this Neighbourhood Plan. The team are grateful for their time, expertise and enthusiasm in delivering this NP for the community within the Parish.

1. Introduction

- 1.1 In 2011 the Localism Act introduced Neighbourhood Planning to the hierarchy of spatial planning in England, giving communities the right to shape future development at a local level. The parish Neighbourhood Plan complements existing local, regional, national and strategic planning policy, providing valuable detail that has come directly from residents of the parish.
- 1.2 The Dickleburgh and Rushall parish Neighbourhood Plan is community-led. It has been created in order to guide the future development of the parish. It is the first of its kind for the parish and part of the Government's current approach to planning. The Neighbourhood Plan was conceived as a response and safeguarding measure to the Greater Norwich Local Plan (GNLP) process. For the parish of Dickleburgh and Rushall, it has been localism at work.
- 1.3 This Neighbourhood Plan is supported by a number of documents that need to be read alongside the Neighbourhood Plan to understand the intentions and requirements of the plan fully. These can be found at:
www.dickleburghandrushallpc.org.uk/neighbourhood-plan

The parish, a short portrait

- 1.4 The parish is defined by open fields turned over to crops, scattered linear housing, wooded areas, and a scattering of occasional light industrial/business units, particularly around the east of the parish, and the two villages of Dickleburgh and Rushall.

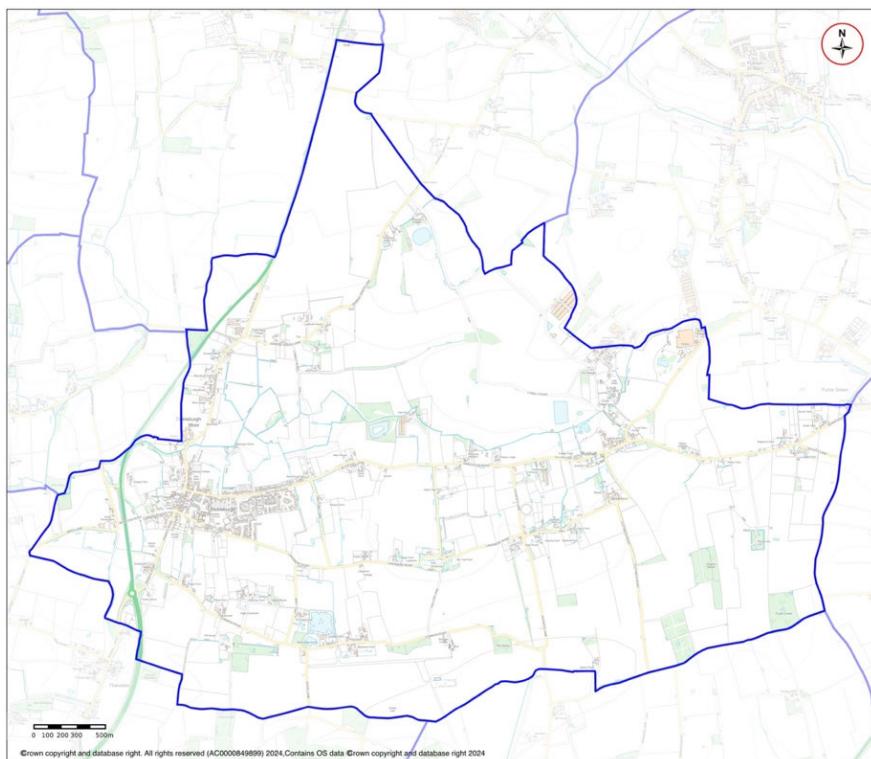


Figure 1: Parish of Dickleburgh and Rushall, the Neighbourhood Area (source: Parish Online, with own annotations). Blue line denotes parish boundary.

Dickleburgh

- 1.5 Dickleburgh is situated on a slight plateau between the valleys of the Waveney and the Tas on the A140 from Norwich to Ipswich, some 5 kilometres north of the crossing of the Waveney at Scole. Rushall lies 2 kilometres east of Dickleburgh on the main road from Dickleburgh to Harleston.
- 1.6 There were significant areas of common land around the village of Dickleburgh and Semere. Almost all of the common land was taken during the enclosures of the 19th Century. Today the parish has two small commons, Langmere Green and St. Clements, the latter being a gift to the parish by the late Daphne Buxton.
- 1.7 The village of Dickleburgh (Dicclesbuc, which may mean “stronghold of Dicel or Dicla”) appears, along with the now non-existent village of Semere (Semera, which may mean “lake land or marsh pool”),¹ in the Doomsday book. In 1086 Semere was divided between two landowners, The Abbey of St. Edmunds, with an annual value of £2.5/- (two pounds and 5 shillings) and Robert Malet, with an estimated annual value of 11/-7d (11 shillings and 7 pence). The village contained 18.4 households*, 2 acres of meadow, woodland and 4 pigs². Today the village of Semere no longer exists.
- 1.8 The Abbey of St. Edmunds owned Dickleburgh with an annual value of £2.2/-12d (two pounds, 2 shillings and 12 pence**). The village of Dickleburgh contained 22 households, 7 acres of meadow, woodland and 16 pigs, 1 church and 2 priests.³
- 1.9 There is clear evidence of possible habitation around Dickleburgh dating from the Mesolithic age (6,000 – 3,000 BCE⁴) to the present day.⁵ Archaeological and permanent structural evidence suggests there were certainly permanent settlements in the parish from Saxon times (Rushall Church round tower is thought to be Saxon).⁶
- 1.10 The village of Dickleburgh is defined by the Moor, both in terms of the built environment and the social, cultural, and historic environment. Although there has been significant housing development to the east and south, the historic part of the village, and the church, in particular, are still connected to the Moor and surrounding open countryside by footpaths, and with open views to the west.
- 1.11 To the south, there is a strong linear approach to the village along Ipswich Road, and it is also important to note the historic detachment and separation from the village of the 18th Century Dickleburgh House, now known as the Manor House, Manor Barns and the 17th Century Manor Farmhouse.

¹ <http://www.heritage.norfolk.gov.uk/record-details?TNF213>

*opendomesday.org records the number as being 18.4.

² www.opendomesday.org

** It is understood that there were 12 pence to the shilling, 20 shillings to the pound and 21 shillings to the guinea. www.retrorow.co.uk. However, opendomesday.org records £2.2/-12d.

³ www.opendomesday.org

⁴ www.theottertrust.org/archaeology.html

⁵ Dickleburgh Moor – history, geology and hydrology by Ben Grief 2022.

⁶ <http://www.norfolkchurches.co.uk/rushall/rushall.htm>

- 1.12 There are highly valued views along Burston Road, The Ipswich Road and Harvey Lane with hedgerows and trees maintaining a rural character.
- 1.13 To the north, there is the historic landscape of the Dickleburgh Moor, a historic glacial reservoir, now a flat marshy plateau of nature conservation and significant archaeological interest. There is some dispersed settlement along Norwich Road to the west of the Moor, but this remains separated from the village and is referred to as 'Dickleburgh Moor'.

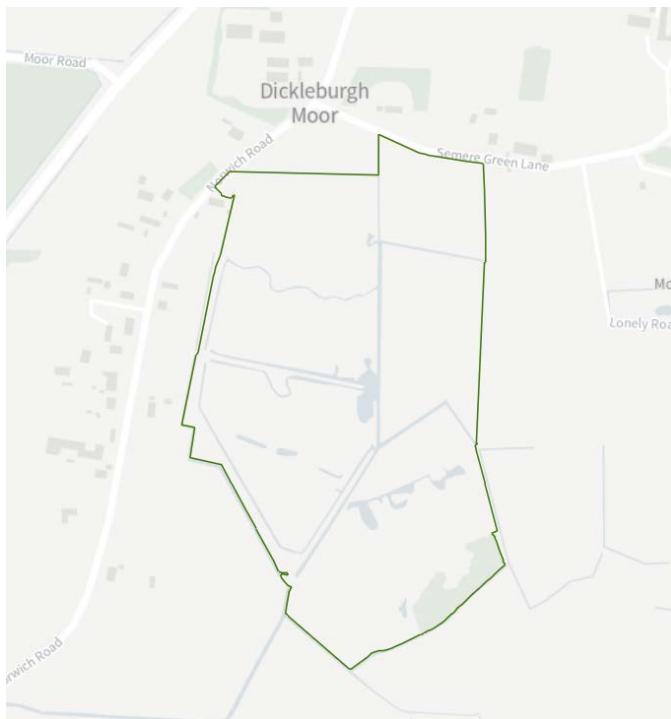


Figure 2: Dickleburgh Moor County Wildlife Site.

- 1.14 There has been some development on the east side of the village, some of which has been within the existing Conservation Area boundary (figure 7). Development has generally been sympathetic to the character of the village in terms of the size and scale of housing and the use of locally distinctive materials. The Conservation Area is more focused on the historic part of the village to the west.

Rushall

- 1.15 The village of Rushall (Riuessal, which appears to mean "nook of land"),⁸ like Dickleburgh and Semere, appears in the Domesday Book. In 1086 Rushall was owned by the King⁹ and known as King's land. At the time of the Domesday Book, Rushall was the most significant settlement in the parish of today.
- 1.16 The village consisted of 26 households, including ten freedmen and three smallholders, making it within the top 40% of populated villages. The village had an annual value of £3 (three pounds),¹⁰ a considerable sum given the combined

⁷ <https://maps.nls.uk>

⁸ <http://www.heritage.norfolk.gov.uk/>

⁹ <https://opendomesday.org/place/TM1982/rushall/>

¹⁰ http://domesday.pase.ac.uk/Domesday?op=5&nameinfo_id=3408

value of England was £72,000.¹¹ The village contained three cattle, 17 pigs, 18 sheep, two goats and a beehive.¹²

1.17 Today the main features of Rushall are a small village mound, which contains the telephone box (the latest listed building in the parish), the public house and the church. The significant linear approach occurs on Langmere Road that leads to the hamlet of Langmere. The other linear development occurs on Burnt House Lane on the way to Harleston. There is very little new housing post-1980. Most new dwellings are conversions of existing barns and houses, many of them being listed buildings. The village is surrounded by farmland. There are several small businesses within the village.

Street patterns and historic grain of the parish

1.18 The historic grain generally follows a linear development pattern along the main north-south thoroughfare with a handful of historic properties along Rectory Road, Burston Road, Harvey Lane, Ipswich Road and beyond as the village scape ends and quiet lanes lead to the hamlets and isolated buildings of Langmere, maintaining the rurality of the setting. The village of Dickleburgh, and less so Rushall, contains some interspersed modern development and housing that has, in the main, through sensitive design, reflected the heritage of the environs within which they stand (examples being The Hatchery, Rushall, and Ganders Rushall, where original features have been maintained).

1.19 Along the Street, there is a strong contrast between the more spacious churchyard setting of the church and village green at the centre of the village and tight, back of the pavement, development to the north and south. Where there are gaps in the south section of The Street, these provide access to rear gardens and outbuildings, most of which have now been converted to residential use. There are important views looking west across the churchyard, particularly from the village green and Rectory Road junction, towards the rural landscape beyond. Consequently, there are views from the open countryside back towards the church tower.

1.20 The grain of development slightly ‘loosens up’ further from the centre to the north along Norwich Road and south along Ipswich Road with a more varied building line and looser arrangement of buildings. There is also a more spacious grain on Harvey Lane, which allows landscaping to dominate, making this lane feel more like a rural lane in character. The same can be said of Burston Road; however, both roads have seen recent planning approval, which has tightened the grain on Burston Road and particularly on Harvey Lane, which has created a stark exit from the village via Harvey Lane, which is not in line with the principle of rurality.

¹¹ <http://www.domesdaybook.net/domesday-book/data-terminology/money-values/values>

¹² www.opendomesday.org

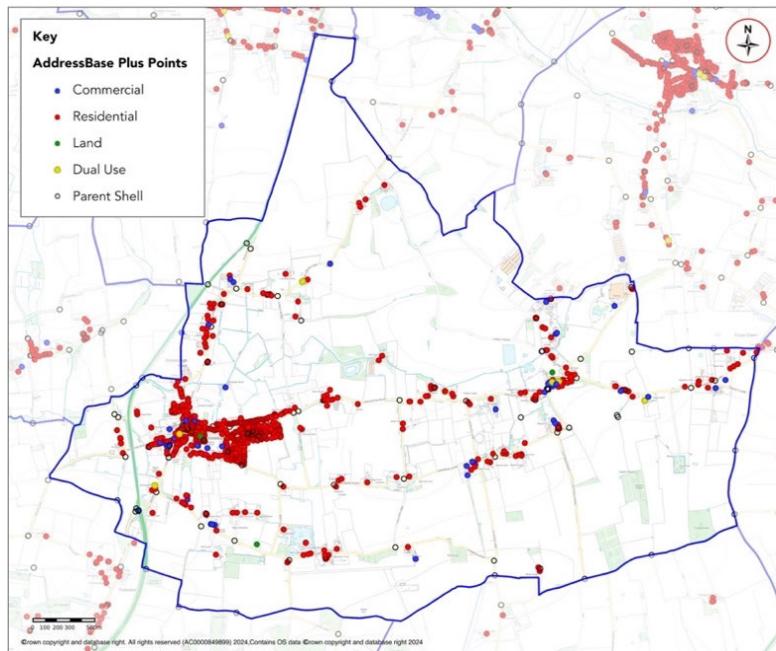


Figure 3: Addresses in the parish (source: Parish Online, with own annotations). Blue line denotes parish boundary.

The Moor

1.21 The village of Dickleburgh exists because of the Moor. The Moor has defined the shape of the village and, for most of its history, the industry and commerce of the village. In recent times the impact of the Moor has diminished, as it has been systematically drained.

1.22 Today, part of the Moor is, once more, an active Moor providing rich biodiversity and geology and a welcome location for all. Other parts of the ancient Moor continue to be farmed, particularly the east and south of the Moor. Retaining open vistas on and off the Moor and access to the Moor is a principal concern of the population of the parish. The views and vistas on and off the Moor and the environment around the Moor are considered of paramount importance to protect and add further weight to the principle of ruralism. To that end, there must be no added pressure on the Moor's vulnerable ecosystem.



Figure 4: Map of Dickleburgh and Dickleburgh Moor circa 1794 (courtesy of Norfolk Heritage Library).

2. The creation of the Neighbourhood Plan

- 2.1 The Neighbourhood Plan has been commissioned by the Dickleburgh and Rushall Parish Council following residents' concerns about safeguarding the rurality of the villages and hamlets within the parish. The Neighbourhood Plan Steering Group have prepared the plan, supported and encouraged at key times by officers from South Norfolk District Council and Broadlands District Council.
- 2.2 In order to inform and involve residents, the parish Neighbourhood Plan Steering Group believed that effective communication and community engagement was essential from the beginning of the Neighbourhood Plan (NP) process. The NP process has therefore been open to all at all times. All meetings have been public, and ideas and concerns of residents have been sought at all times.
- 2.3 The policies contained within the Dickleburgh and Rushall plan will:
 - reflect and reinforce the importance of the rural identity of the villages of Dickleburgh and Rushall as small tranquil villages.
 - limit new development within the settlement boundary.
 - provide guidance on the size and scale of any new development.
 - ensure the provision of off-road parking.

The Neighbourhood Plan team

- 2.4 The Neighbourhood Plan team consists of residents who, between them, have a wide range of skills, experiences, occupations, and interests, including: Publican, Principal Architect, Advertising Executive, Delivery Driver, School Secretary and Bursar, Health Service Trustee, Lawyer, Publishing, Long Distance Transport Haulage, Musician, Local Education Authority Team Manager, Chairman Parish Council, Member of the Village Society, Marketing Executive, Deputy Registrar, Parish Clerk, Biodiversity Experts, Local Authority Manager, Education Authority Policy Officer, Captain Ladies Tennis Team, Higher Education Team Leader on Biodiversity, Psychotherapist, Teacher, Vice Principal of a Further Education College, Associate Head Teacher, Printer, Retail Shop Manager, Captain Ladies Golf Club, Police Officer, IT consultant, Civil Servants, Solutions Manager, Advertising Executive, Company Director.

The Neighbourhood Plan Steering Group

- 2.5 The Steering Group members consisted of: Julia Deighton, Allan Eavis, Karen Barker, Andrew Goodman, Abigail Watson, Brenda Eavis, Ivan Sandford, Pauline Goodman, Darren Watling, Judy Walker, Keith Moore, Ann Baker, Colin Kirk, Mary Hicks, Richard Hulett, Ben Grief, Lisa Thirkettle and Martin Cottis.

Organisation of the Neighbourhood Plan team

2.6 The Neighbourhood Plan team comprised three sub-teams that would meet separately from the whole team to analyse the outcomes of surveys and subsequent information-gathering events and occasions, to formulate ideas and documents for the wider group to consider, inform and develop. The three teams consisted of:

- Housing and the Built Environment.
- Transport and Connectivity.
- Environment (Biodiversity) Heritage and Community.

2.7 All other themes such as economy, services were either addressed through those groups or as separate projects identified by individuals within the team who would then start a discussion within the larger group. All decisions were taken at full Steering Group committee meetings. Further detail can be found in support documentation, Team Meetings.

Seeking a Neighbourhood Plan, the voice of the people

2.8 In 2017 as a consequence of the emerging Greater Norwich Local Plan (GNLP), which was itself a response to government directives to build more homes across the breadth of the country, a significant number of sites were put forward by landowners and developers for housing development within the parish. So large was the number and so concentrated on one village that it was thought that, were they to gain planning permission, then the village of Dickleburgh would be lost to the developments, and with that, the loss of its heritage and context. The decision was taken to start creating the Dickleburgh and Rushall NP (DandR NP). The prospect of creating a Neighbourhood Plan team was advertised, a number of people put themselves forward to join the team. The initial strategy to gather evidence of the views of the communities within the parish was two-pronged.

2.9 On the one hand, a questionnaire was constructed and posted by hand to all addresses within the parish. All houses were subsequently revisited (in some cases a number of times) to collect the completed forms. The second strategy was to engage the residents of the parish in the GNLP debate. A public meeting was held on the 24th of February 2017 to launch the DandR NP. Its purpose was to outline the Neighbourhood Plan processes, the GNLP call for site's outcome and the possible implications for the parish. Further public meetings were organised. These included Sites Map, Have Your Say (HYS) and Have Your Say 2 (HYS2). In addition, information on the progress of the Neighbourhood Plan was posted on the parish website and Facebook page, and a permanent display in the Village Centre. Further detail can be found in support documentation Appendix.

Consultation	Details
1. The Survey and initial public meeting	The Neighbourhood Plan was launched on 24 th February 2017 with a public meeting. The initial thoughts of the community were provided at that meeting. The meeting was attended by around 40 members of the parish. The thoughts, ideas and concerns generated by the public meeting made it quite clear the community was sufficiently concerned that further evidence was sought through a questionnaire.
2. The Questionnaire	The Questionnaire was constructed during the Spring and Summer of 2017. It was issued during the Autumn and Winter of 2017/2018 and collected over the following months November 2017 – May 2018). In total, these completed questionnaires generated in excess of 2,000 separate responses.
3. Have Your Say 1 and 2	Further opportunities were provided for individuals to contribute. This included two public sessions (Have Your Say 27 th April 2019 and Have Your Say 2, 18 th and 20 th of January 2020); the Neighbourhood Plan was discussed at every subsequent Annual Parish meeting with displays. It also appeared as an agenda item at all Parish Council Meetings.

Principal evidence from the public

2.10 The trend in recent years has been for new developments to be built at high densities. This is not in keeping with the South Norfolk Spatial Assessment of retaining a rural character that is both peaceful and tranquil¹³ and is not in keeping with the notion of rurality. There is concern within the community to retain the village and rural feel. Parish residents wish to see new developments positively contribute through sympathetic and visually attractive design. The Neighbourhood Plan supports the National Planning Policy Framework's (NPPF2024) objective to achieve excellence in design, especially design that will help establish a 'strong sense of place' and 'create attractive and comfortable places to live, work and visit' (NPPF 2024 paragraph 2.8). While the main focus of this policy section is residential development, the policy section is also intended to apply to commercial development should any proposals come forward.

2.11 The public questions and meetings provided a very strong steer. The communities of Dickleburgh and Rushall are extremely concerned about the quality of life within the parish, both for current residents and potential new residents. The overarching concerns of the people of the parish can be found within the terms of beautification and rurality. The list below must be viewed through the prisms of rurality and beautification.

2.12 ***Housing results***

- Housing must be in sympathy with, and reflective of, the current housing stock and the environmental setting and must be future-proofed.

¹³ https://www.southnorfolk.gov.uk/sites/default/files/LUC_2001_RPA_A5_Waveney_Rural_River.pdf

- There is a strong desire to see housing that supports people at different stages in their life including affordable homes, homes for young families, homes for the elderly that support independent living such as bungalows.
- Gardens and the size of gardens are seen as of paramount importance not just to provide a green lung for the house itself but also to provide adequate space for children to play and explore and to ensure levels of privacy (sight and sound).
- The distance between houses is an important factor to the people of the parish.
- There is a desire that new homes should be well presented.
- Parking should be off the road and not in front of houses; parking spaces should be provided beside the house or behind the house.
- There should be enough parking space per house to negate the need for cars to be parked nose to tail.
- New houses must be environmentally friendly and environmentally compliant.
- Houses and structures should incorporate features such as electricity generation, water harvesting (grey water usage) and other features that will help optimise biodiversity, protect the environment and conserve natural resources.

2.13 ***Connectivity results***

- WiFi. The residents are keen to see improved connectivity in the parish, particularly Wi-Fi which at the time of publication is still not universal throughout the parish with different areas having different strengths.
- Rural isolation and isolation through rural poverty is a concern within the parish. Cars form an essential part of the connectivity. Residents are highly dependent upon the car in order to access work, basic necessities such as food shopping and amenities such as health and well-being.

2.14 ***Transport and traffic results***

- A significant concern across the parish is the number of heavy goods lorries driving through the villages at all times of day and night. In Dickleburgh, this movement of traffic is focused upon The Street and Rectory Road. In Rushall, it is focused on The Street and the Harleston Road.
- Residents would like to see heavy goods lorries using alternative routes to get to their destinations.
- Traffic calming featured significantly, both as a separate issue and also in relation to, pedestrian, cyclist, horse and horse rider safety. Concern was expressed about people ignoring speed limits and pollution generated as a consequence of the high volumes of traffic on some roads.
- There is concern over the lack of car parking spaces available in the villages.

2.15 ***Heritage results***

- Residents are proud of the heritage and history of the parish and the villages and hamlets within the parish. There is a strong desire to add to the knowledge and understanding of the villages within the landscape.

- The Moor at Dickleburgh received a significant number of positive comments expressing a strong desire to maintain all views on and off the Moor and to protect the surrounding environs of the Moor.
- Other sites across the parish were identified as needing protection. They included St. Clements and Langmere Commons, Olivers Wood, the allotment sites in and around Dickleburgh, the open spaces along Rectory Road and toward the Moor, and the playing field on Harvey Lane.

2.16 ***Conservation and biodiversity results***

- Protecting flora and fauna is a principal concern that affects everyone. It adds to well-being and an understanding of place. There were many examples of areas that needed to be protected in order to maintain flora and fauna, especially in and around the villages. A number of rare plants were identified as existing in the hedgerows of the parish and on the verges. Mammal routes for food and flight corridors of birds and mammals were identified as requiring special protection.

2.17 ***Well-being results***

- There was a strong expression of the desire to preserve open spaces, to protect open spaces and add to the public open spaces in the heart of the village of Dickleburgh, enabling easy public access to the open countryside. Engagement opportunities were identified, such as holiday learning and after-school clubs for school-age children, and youth clubs, adult learning opportunities for people to re-skill, learn new skills or develop new interests.

Severe acute respiratory syndrome coronavirus 2 (SARS-CoV-2)

2.18 The Covid-19 pandemic has had a marked influence on the lives of residents in Dickleburgh and Rushall parish, changing their perception of three aspects of the parish plan. First, they recognise a need for secure and safe housing with appropriate amenities and enabling local neighbourhood-based support systems (neighbourliness) while safeguarding individual interests. Secondly, they value the ease and safety of road and footpath access, particularly remarking on the pleasure of reduced traffic on roads. And thirdly, there is a far higher appreciation, with marked emphasis placed on the ‘green environment’.¹⁴ The parish has seen abundant use of country walks, people tending their gardens for pleasure and encouraging wildlife, observation and preservation of the parish’s flora and fauna and sharing this on local social media sites. This has led to a call for the introduction of Quiet Lanes across the parish.

¹⁴ Green Exercise Linking Nature Health and Well Being. Joe Barton et al. Routledge 2016. p.102.



3. The Vision and Objectives

The vision up to and beyond 2042

3.1 The vision sets out what the people of Dickleburgh and Rushall wish their parish to be like in the years to 2042 and beyond. It shapes the objectives, policies and projects set out in the Neighbourhood Plan. There was particular interest in retaining the rural character and protecting its heritage and biodiversity.

Vision statement

The parish of Dickleburgh and Rushall will continue to be a vibrant rural parish with a strong sense of community with residents that feel valued.

The unique and historic landscape will be preserved. Development will be well designed to integrate with the existing housing and shall enhance and harmonise with the character of the parish, while protecting its local heritage, natural environment and rural nature.

Dickleburgh and Rushall will remain a caring and safe community in which the quality of life for current and future generations will flourish.

3.2 In response to the consultation, a series of objectives were written, which set out what the Neighbourhood Plan aimed to accomplish. The objectives provided a starting point for the development of policies.

3.3 The Neighbourhood Plan reflects the parish communities understanding of the need to accommodate housing growth. However, there is great concern about the potential growth of Dickleburgh and Rushall parish if it is unmarshalled. New developments in the parish could erode the very qualities that make the parish a community if it is not carefully managed in terms of scale, design, and impact. Dickleburgh and Rushall growth must be more than about meeting housing numbers; new developments should contribute to the character of the parish, enrich the natural environment, provide local benefits, and have at their core an embrace and maintenance of rurality and beautification and the richness of the environment.

Housing objectives

3.4 These objectives have been formulated from the Questionnaire and opinion-seeking events and consultation exercises with various expert agencies such as Anglia Water, Government departments, the National Tree Council, NWT and many others. The two principal objectives in relation to housing development are:

Housing objective 1	To provide sufficient and appropriate high-quality housing in small-scale developments to meet local needs within a balanced housing market.
Housing objective 2	To provide mixed-use development that complements the character and heritage of the rural villages of Dickleburgh and Rushall.

3.5 The residents of the parish wish to avoid:

- o Urban sprawl, inappropriate development, or over development.
- o Change to the status of village of Dickleburgh.
- o Loss of character.

(This can be summed up by the terms maintaining rurality and improving beautification.)

3.6 The residents of the parish wish to encourage:

- Protection of Rural England and the rural landscape of the parish.
- Maintaining and improving the character, appearance and distinctiveness of the villages and settlements within the parish.
- Any site selected in and around Dickleburgh and Rushall should be carefully planned and designed to adhere to the requirements of maintaining rurality and improving beautification.

3.7 Infrastructure for new housing:

- Most of the sites outside of the village centre are on individual sewage treatment plants. Houses should harvest grey water for flushing toilets, watering a garden and other aspects of life that do not require purified water. Housing developments will be expected to be connected to the mains water and sewage system.

Transport objectives

3.8 The Neighbourhood Plan requires the following objectives to be achieved through planning or as projects undertaken by the Parish Council.

Transport objective 1	Address the issue of significant numbers of lorries and HGVs travelling through areas of the parish judged to be hazardous and perilous to both pedestrians and the environment.
Transport objective 2	Improve the safety of pedestrians and residents of the parish.
Transport objective 3	Reduce traffic congestion in the parish.
Transport objective 4	To future proof the housing infrastructure to support environmentally friendly transport.

Environmental and biodiversity objectives

3.9 In addition to the survey outcomes, additional data has been obtained from: Norfolk County Council, locally conducted surveys of biodiversity, meetings with local agencies and organisations including Norfolk Wildlife Trust (NWT), South

Environmental and biodiversity objective 1	To put in place measures and policies that; ensure the protection and enhancement of all our natural habitats, including hedgerows, coppices, ditches and key natural environmental assets, in order to encourage an increase in biodiversity across the parish and provide environments conducive to maintaining healthy populations of birds, bats and other fauna
Environmental and biodiversity objective 2	To Protect and promote an increase of green footpaths, bridleways and cycleways to further enable public access to open countryside, green sites for community use and woodlands, including any new parish woodlands. And protect and enhance vistas and views of significance within the parish.
Environmental and biodiversity objective 3	To ensure the maintenance of distinct settlements and define clear settlement gaps to ensure the continuance of these distinct and separate settlements.
Environmental and biodiversity objective 4	To challenge environmental risk and promote carbon offsetting by supporting creative thinking and solutions that safeguard and enhance the natural environment. To promote, within the design/build of new developments, features such as permeable driveways/hard standing, provision of green energy, green walls, green roofing, water harvesting and full utilisation of grey water solutions.
Environmental and biodiversity objective 5	Establish clean environment policies to address issues of pollution and promote well-being, and improved public health. This will include a ‘beautification’ policy as part of the approach to promote well-being by improving the overall visual enhancement and character of the parish.

Policies and projects

3.10 Policies and projects have been identified and developed with the community, which are designed to ensure Dickleburgh and Rushall parish develops in a sustainable way.

Policies

3.11 The Neighbourhood Plan policies follow the Government’s guidance, and they exist to:

- Set out requirements in advance for new development in an area.
- Inform and guide decisions on planning applications.
- Ensure that the multitude of individual decisions add up to something coherent, positive and enhancing for the area and parish as a whole.

Heritage policies	<ul style="list-style-type: none"> • POLICY DR1: Heritage • POLICY DR2: Views and vistas • POLICY DR3: Development Pattern • POLICY DR4: Heritage ditches, hedges and verges
Housing policies	<ul style="list-style-type: none"> • POLICY DR5: Design • POLICY DR6: Local housing need • POLICY DR7: Valued community assets • POLICY DR8: Parking for the building of new houses or conversions • POLICY DR9: Water harvesting • POLICY DR10: Flooding and surface water drainage issues • POLICY DR11: Carbon offsetting for new builds
Transport policies	<ul style="list-style-type: none"> • POLICY DR12: Local traffic generation • POLICY DR13: Walking, cycling and horse riding
Environment policies	<ul style="list-style-type: none"> • POLICY DR14: Green corridors and Biodiversity Net Gain • POLICY DR15: Local Green Spaces • POLICY DR16: Dark skies

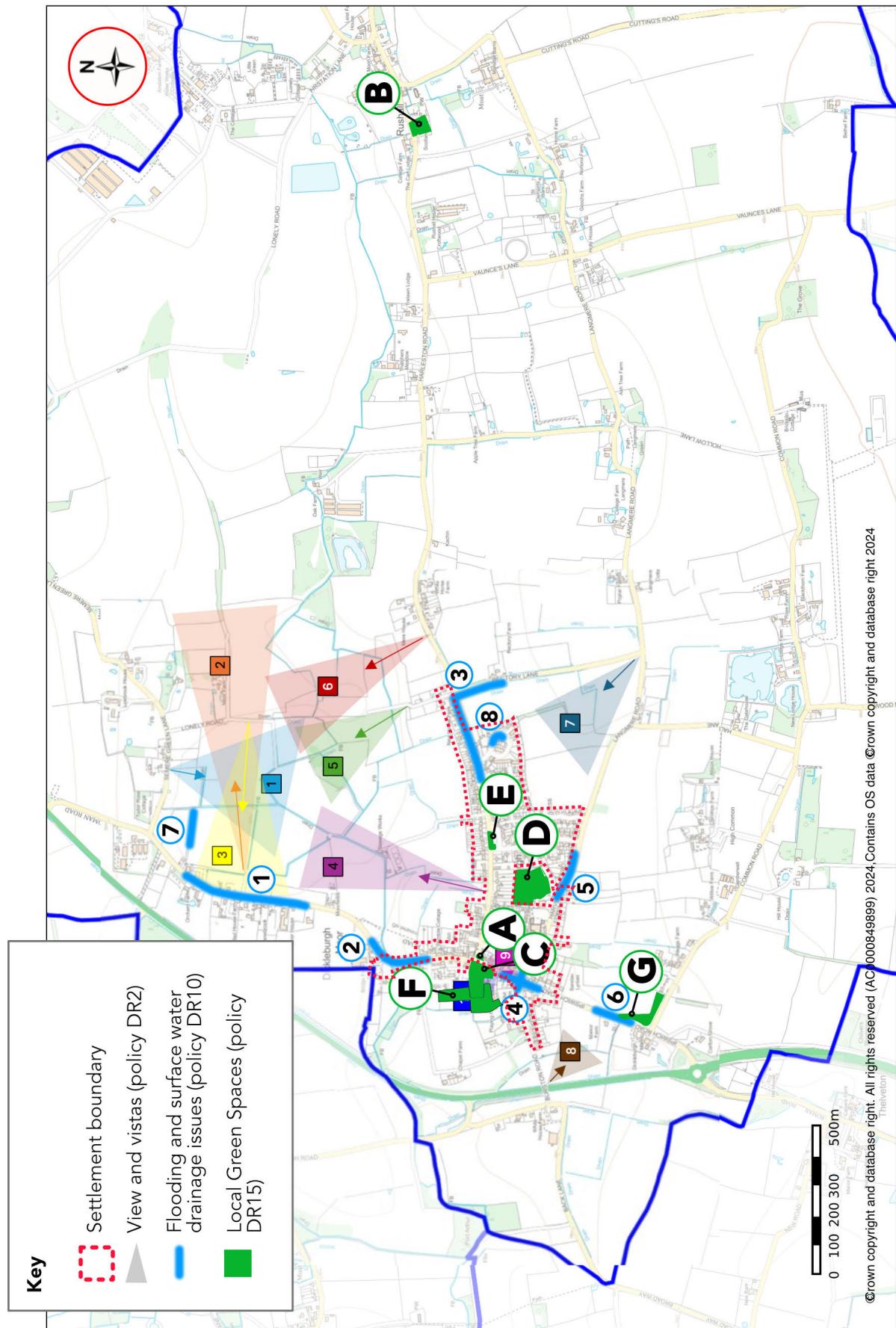


Figure 5: Composite policies map (source: Parish Online, with own annotations). Blue line denotes parish boundary.

4. Heritage policies

Introduction to policy DR1: Heritage

4.1 To gain an understanding of the significance of the parish as a whole and aspects of the parish, any development will need to be conducted within a framework of understanding the past. To that end, all buildings and developments will be required to reference the environment within which it is set, which may well include referencing the past through archaeological interpretation of the land surrounding the proposed development, the heritage of the site and location, and the vistas and views it pertains to. Any development will be required to reflect the best of the parish in terms of architecture, ecology, natural habitats and biodiversity. All archaeological finds should be shared with the relevant authorities, and a report should be published on the parish website.

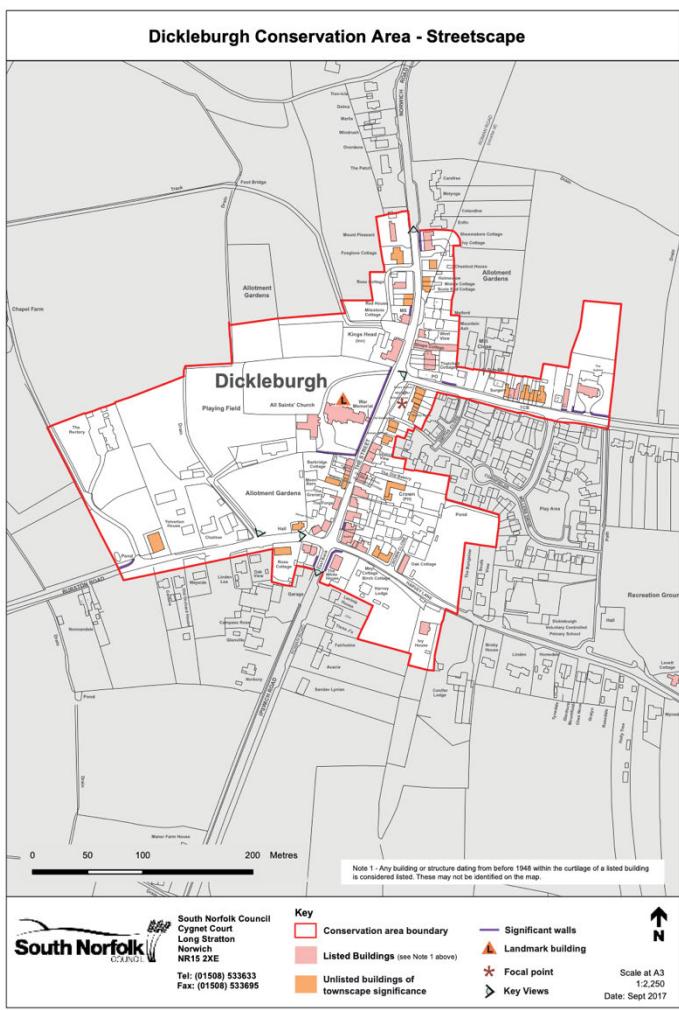


Figure 6: Dickleburgh Conservation Area – Street Scape (source: Appendix 5 of the South Norfolk Council ‘Dickleburgh Conservation Area Character Appraisal and Management Guidelines’, December 2017)¹⁵.

¹⁵ South Norfolk Council 'Dickleburgh Conservation Area Character Appraisal and Management Guidelines', December 2017

<https://www.southnorfolkandbroadland.gov.uk/downloads/file/1172/dickleburgh-conservation-area-character-appraisal-and-management-guidelines> (accessed 17.06.24).

Our heritage

4.2 The village of Dickleburgh exists because of the Moor. The Moor has, historically, defined the shape of the village and the surrounding environs. The impact of the Moor, throughout most of its history, has driven the industry and commerce of the village from the original failed Roman Road, through to rearing horses (Suffolk Punch) and industry to supporting working horses, agriculture and coaching inns. In recent times, the importance of the Moor has diminished, as it has been systematically drained. At the same time, the significance of the village of Dickleburgh continued to wane. Today, although much reduced, the Moor is once more an active Moor providing a rich biodiversity and welcoming location for all. Retaining open vistas and access to the Moor is a principal concern of the population of the parish and one that is considered of paramount importance to protect. To that end, there must be no added pressure on the Moor's vulnerable eco system. There should be no further housing or other built structures unless they are part of the support structure of the Moor, supporting the ecosystem and biosphere of the Moor.

4.3 Heritage assets comprise of:

- Listed Buildings – many of which (but certainly not all) are within the Historic Core.
- Non-designated Heritage Assets of village scape significance (NDHAs) – many of which (but certainly not all) may be within the Historic Core.
- Dickleburgh Historic Core (including Sites of found and recorded Archaeological Significance and sites of found and known by Historic England but as of this date unrecorded Archaeological significance).¹⁶
- Dickleburgh and Rushall Conservation Area.

Context

4.4 There are over 100 listed buildings in the parish, some of which do not appear on the figure 7. There are a significant number of buildings in the parish that add to the knowledge and understanding of the land, history and the environment within which it is set. It may be, for example, a post-industrial conversion, an avant-garde building that enables contextualisation. Some of these buildings are in the Dickleburgh designated Conservation Area, but many are not.¹⁷ It is the intention of this Neighbourhood Plan to protect the integrity of these buildings as NDHAs by ensuring their position in the landscape is recognised.

¹⁶ <https://www.theottertrust.org/archeology.html>

¹⁷ Dickleburgh Conservation Area Character Appraisal 2017

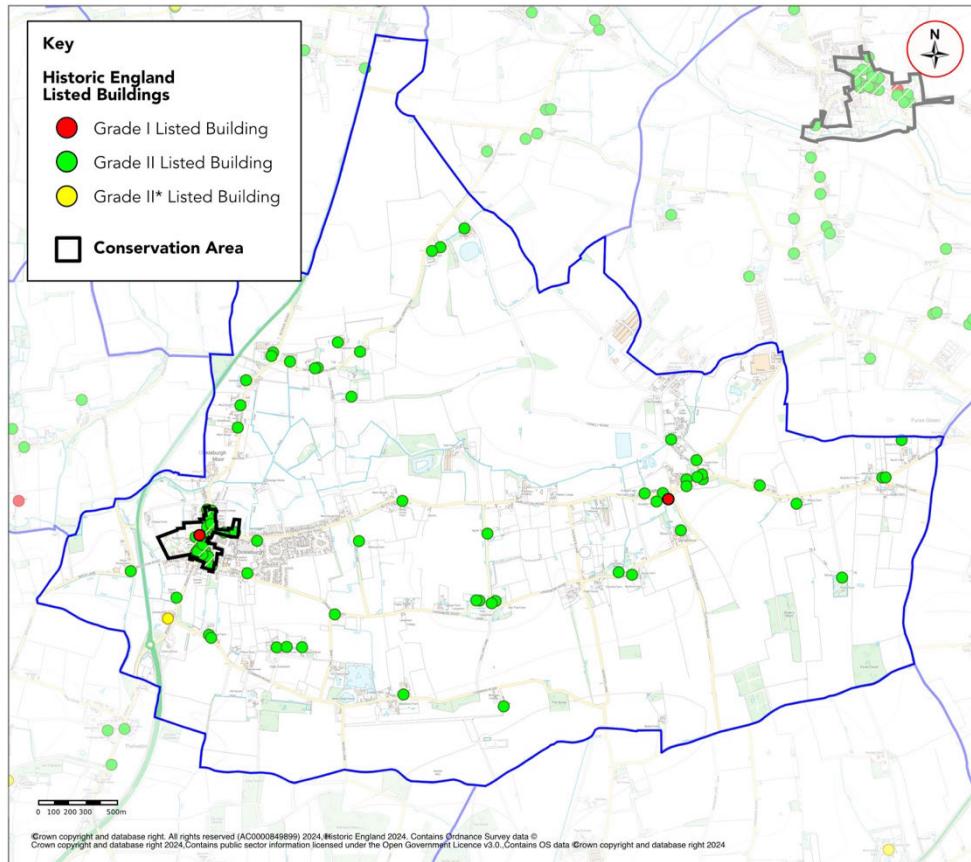


Figure 7:
Dickleburgh and Rushall parish Listed Buildings and Conservation Area (source: Parish Online, with own annotations). Blue line denotes parish boundary.

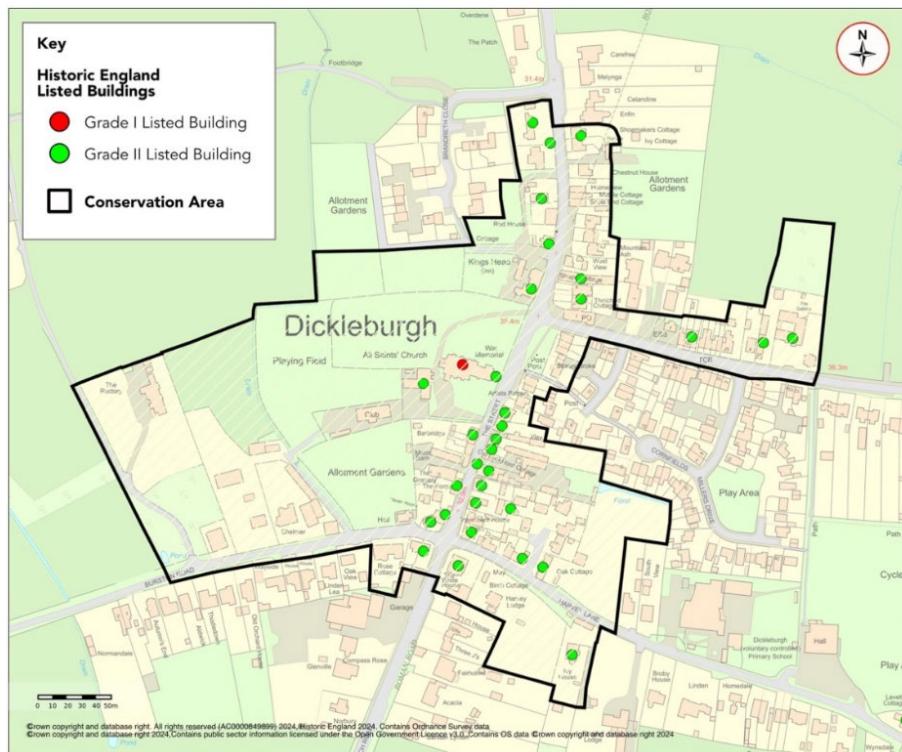


Figure 8: Dickleburgh Listed Buildings and Conservation Area (source: Parish Online, with own annotations).

The importance of Non-designated Heritage Assets (NDHA) of village scape significance

4.5 It is considered crucial that all NDHAs are protected within their setting in order that we and generations after us are able to fully appreciate and reference the landscape, the villages and hamlets within the parish. NDHAs are buildings that add to the knowledge and understanding of the land and the environment within which it is set. The Neighbourhood Plan would recognise NDHAs status on the basis of the significance of the building's location. We do not expect NDHAs to have the same legal standing as Listed buildings. For a NDHAs it is about the context of the building. This includes the environment within which it sits and how any development outside of the curtilage of the building may affect its context. The Reading Room is a good example of a NDHAs, it is one of the few remaining Boulton and Paul Limited prefabricated buildings dating from the early 1800's, it is home to the village society.

4.6 Some houses that do not look significant may be. Tower cottage on The Street, has the remains of a Roman Tower in the garden. Tower Cottage is to all extent a standard build house within the conservation area of Dickleburgh. Tower Cottage would be deemed a NDHAs because of the Tower.

Criteria for Non-designated Heritage Asset status

4.7 The following criteria should be used to identify Non-designated Heritage Assets. This is taken from Historic England's 'Local Heritage Listing: Identifying and conserving local heritage' (Historic England Advice Note 7 (Second Edition)):¹⁸

- **Age:** The age of an asset may be an important criterion, and the age range can be adjusted to take into account distinctive local characteristics or building traditions.
- **Rarity:** Appropriate for all assets, as judged against local characteristics.
- **Architectural and artistic Interest:** The intrinsic design and aesthetic value of an asset relating to local and/or national styles, materials, construction and craft techniques, or any other distinctive characteristics.
- **Group value:** Groupings of assets with a clear visual design or historic relationship.
- **Archaeological interest:** The local heritage asset may provide evidence about past human activity in the locality, which may be in the form of buried remains, but may also be revealed in the structure of buildings or in a designed landscape, for instance. Heritage assets with archaeological interest are primary sources of evidence about the substance and evolution of places, and of the people and cultures that made them.
- **Historic interest:** A significant historical association of local or national note, including links to important local figures, may enhance the significance of a heritage asset. Blue Plaque and similar schemes may be

¹⁸ <https://historicengland.org.uk/images-books/publications/local-heritage-listing-advice-note-7/heag301-local-heritage-listing/>

relevant. Social and communal interest may be regarded as a sub-set of historic interest but has special value in local listing. As noted in the PPG: 'Heritage assets ... can also provide meaning for communities derived from their collective experience of a place and can symbolise wider values such as faith and cultural identity'. It therefore relates to places perceived as a source of local identity, distinctiveness, social interaction and coherence, contributing to the 'collective memory' of a place.

- **Landmark status:** An asset with strong communal or historical associations, or because it has especially striking aesthetic value, may be singled out as a landmark within the local scene.

Archaeology

4.8 Both Dickleburgh and Rushall are rich in archaeology. Some of the archaeology is of national significance as it provides evidence of human activity and settlement evidence dating possibly from 2,000 to 3,000+ BC. Pre-Roman and Roman finds have tended to be discovered to the east of Dickleburgh running north to south, although archaeological finds are scattered across the entire parish. The identification and logging of archaeological finds are of paramount importance, and any development that involves the building of new properties must involve archaeological surveys to add to our understanding of human activity in the area. It is worth noting that a pre-Roman find has emerged in the Hamlet of Langmere. We must assume, therefore, that there are potential Roman and Pre-Roman finds in a much wider area than just the east and north of the village of Dickleburgh. In addition, some finds are so sensitive that they have been noted by Norfolk County Council and recorded, but the location has not been identified to preserve them.¹⁹ In addition to Roman and pre-Roman archaeology, there are many finds from the medieval period to the present day. These finds are more widely dispersed across the parish and show industrial, commercial, economic and evidence of domestic life.

4.9 The history of human activity on the land in the parish of Dickleburgh dates back to prehistoric times (possibly 3,000 BC), 'A burnt mound of flint (NHER 11014) and a prehistoric crannog (NHER 11099), or man-made island has been reported near Dickleburgh Moor... A submerged wooden trackway (NHER 11012) ... running north to south across this area may also be prehistoric'.²⁰ There are finds dating back from the Mesolithic (Axe NHER 29524²¹) and Neolithic age (flint flakes (NHER 23357²²) to modern times.

¹⁹ <http://www.heritage.norfolk.gov.uk>

²⁰ [www.heritage.norfolk.gov.uk/record-details?TNF213-Parish-Summary-Dickleburgh-and-Rushall-\(Parish-Summary\)](http://www.heritage.norfolk.gov.uk/record-details?TNF213-Parish-Summary-Dickleburgh-and-Rushall-(Parish-Summary))

²¹ [www.heritage.norfolk.gov.uk/record-details?TNF213-Parish-Summary-Dickleburgh-and-Rushall-\(Parish-Summary\)](http://www.heritage.norfolk.gov.uk/record-details?TNF213-Parish-Summary-Dickleburgh-and-Rushall-(Parish-Summary))

²² [www.heritage.norfolk.gov.uk/record-details?TNF213-Parish-Summary-Dickleburgh-and-Rushall-\(Parish-Summary\)](http://www.heritage.norfolk.gov.uk/record-details?TNF213-Parish-Summary-Dickleburgh-and-Rushall-(Parish-Summary))

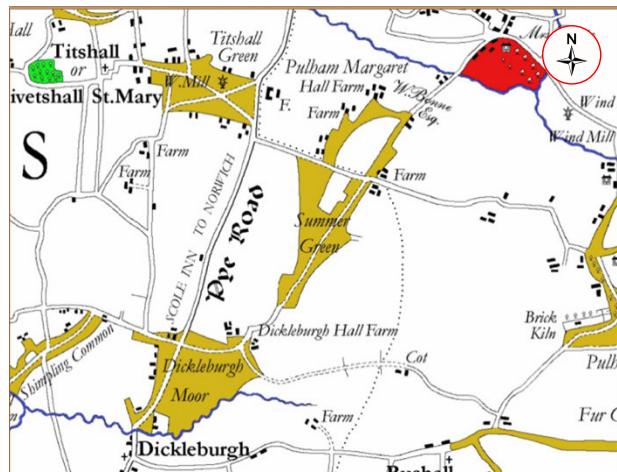


Figure 9: Faden's 1797 map redrawn (source: www.theottertrust.org/archeology.html).



Figure 10 left: Location of Roman and pre-Roman finds, marked in red (source: Parish Online with own annotations). Blue line denotes parish boundary.



Figure 11 right: Location of post-Roman Medieval and later finds, marked in blue (source: Parish Online with own annotations). Blue line denotes parish boundary.

Habitats and Biodiversity

4.10 Paragraph 198 of the NPPF 2024 states that, planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should:

- mitigate and reduce to a minimum potential adverse impact resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life.
- identify and protect tranquil areas which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason; and
- limit the impact of light pollution from artificial light on local amenities, intrinsically dark landscapes and nature conservation. The identified sites Local Green spaces offer protected tranquil areas, limited light pollution or

intrinsic dark landscapes. Some of the sites are very sensitive to the adverse impact of noise. Some sites are prized for their recreational amenity value, others for their habitats. We argue that NPPF 2024 paragraph 198 b justifies the establishment of the Historic core.

- NPPF 2024 para 205 requires local authorities to maintain up to date records. With regard to the Parish of Dickleburgh and Rushall evidence is being unearthed regularly, we argue the creation of the historic core will assist the authorities in protecting the historic environment.
- NPPF 2024 para 210 states local planning authorities should take account of ...
- NPPF 2024 Paragraph 212, 213 and 214 stress the importance of protecting designated heritage assets. We argue the historic core can be viewed in its totality as a historic asset, given the geology, biodiversity, historic significance and landscape.

4.11 NPPF 2024 Paragraph 149 states that, when defining Green Belt boundaries, plans should:

- a. ensure consistency with the development plan's strategy for meeting identified requirements for sustainable development.
- b. not include land which it is unnecessary to keep permanently open;
- c. where necessary, identify areas of safeguarded land between the urban area and the Green Belt, in order to meet longer-term development needs stretching well beyond the plan period.
- d. make clear that the safeguarded land is not allocated for development at the present time. Planning permission for the permanent development of safeguarded land should only be granted following an update to a plan which proposes the development.
- e. be able to demonstrate that Green Belt boundaries will not need to be altered at the end of the plan period; and
- f. define boundaries clearly, using physical features that are readily recognisable and likely to be permanent.

4.12 NPPF 2024 Paragraph 150 states that, if it is necessary to restrict development in a village primarily because of the important contribution which the open character of the village makes to the openness of the Green Belt, the village should be included in the Green Belt.

4.13 We argue that there is strong evidence supporting the creation of a Historic Core for Dickleburgh. Depending upon the level of protection afforded the Historic core of Dickleburgh, there may be a case for classifying the Historic core as green belt.

Rationale/justification: The resident's desire for DR1 is expressed through answers to Questions Q4, Q5, Q8, Q9, Q17, Q18, Q20. Evidence from Consultation exercise April 2019 Section 'Thinking about environment when building new houses'. Further Evidence from Public Open Days 18th and 20th January 2020 Section 'Heritage Assets', 'Protecting and Recording the Heritage of the Parish 1', 'Protecting and Recording the Parish 2', 'Protecting Parish 3', 'Protecting Parish 4'.

Additional justification: The East of England Plan (2008) states that 'plans, policies programmes and proposals should identify, protect, conserve and, where appropriate, enhance the historic environment of the region, its archaeology, historic buildings, and places and historic landscapes, including those features and sites (and their settings) especially significant in the East of England'. It goes on to define these further and includes 'the rural landscapes of the region, which are highly distinctive and of ancient origin.'²³

1. The NPPF requires applications for listed building consent to 'describe the significance of any heritage assets affected, **including any contribution made by their setting**. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance'. For example, where significance and/or impact are relatively low, as will be the case in many applications, only a few paragraphs of information might be needed, but if significance and impact are high then much more information may be necessary. We argue for our local Neighbourhood Plan the ability to apply for Non-designated Heritage assets of village scape significance should be available for property holders within the parish in regard to buildings in the parish as a means of registering the significance of the building to its setting.
2. Historic England recommends that the level of detail provided must be sufficient to describe the significance of a heritage asset, to understand the impacts of a proposal on that significance and therefore the steps which follow on (avoidance, minimising of impact, and enhancement of significance). Understanding significance/special interest smooths the path to a better scheme and assists the assessment of impact by the LPA.
3. Further information on both the staged approach and proportionate approaches to Statements of Heritage Significance can be found in **Historic England Advice Note 12 - Statements of Heritage Significance: Assessing Significance in Heritage Assets**. Historic England provides interpretation of the relevance of setting in note 12. <https://historicengland.org.uk/images-books/publications/statements-heritage-significance-advice-note-12/heag279-statements-heritage-significance/>
4. Significance is one of the guiding principles running through the historic environment section of the NPPF. The NPPF 2024 defines heritage assets of local historic value as an irreplaceable resource, that should be conserved in a manner appropriate to their significance ..
Paragraph 205 requires the collection and maintenance of up to date records, paragraph 205 b) requires local authorities to "predict the likelihood of unidentified heritage assets, particularly sites of historic and archaeological interest"

In order to support this evidence gathering, we propose an easy to complete document is created to enable residents to identify any significance to their property that may enable NDHA to be given. This could be a future project of Dickleburgh and Rushall Parish Council.

NPPF 2024 Section 16 Conserving and enhancing the historic environment

²³ Historic characterisation and sensitivity Assessment Norfolk County Council May 2009 (Introduction p.3)

203. In determining applications, local planning authorities should take account of: d) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; e) the wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring; and f) the desirability of new development making a positive contribution to local character and distinctiveness, and g) opportunities to draw on the contribution made by the historic environment to the character of a place. We argue that 203 e, f and g reinforce the value of taking into account local historic assets outlined in this policy.

POLICY DR1: Heritage

All heritage assets should be conserved in a manner appropriate to their significance. As identified in South Norfolk Council's 'Dickleburgh Conservation Area Character Appraisal and Management Guidelines' (December 2017), the parish's historic environment includes:

- The Conservation Area,
- Listed Buildings, and
- Non-Designated Heritage Assets of village scape significance.

As appropriate to their scale and nature and location, development proposals should respond positively to heritage assets in the neighbourhood area. Proposals affecting heritage assets should address:

- a. The character, distinctiveness and important features.
- b. The setting and its relationship to its immediate surroundings.
- c. The contribution that the heritage asset makes to the character of the area.

Introduction to policy DR2: View and vistas

Views and vistas

4.14 There is increasing evidence that views and vistas maintain and improve public health. Research on health and well-being has suggested that open countryside views and vistas reduce stress, improve mental health and memory, and improve restorative health.²⁴ In short, our well-being is affected by the environment.²⁵ Research suggests that just as there are significant long-term health benefits to being in or around nature, nature loss degrades human health.²⁶ Research conducted by the University of Minnesota suggests that within a health setting, 'natural scenes are restorative and are most liked when they have a depth perspective' (a view).²⁷

²⁴ View through a window may influence recovery from surgery by: [R S Ulrich](#). Published by SCIENCE 27th Apr 1984. Vol 224, Issue 4647 pp. 420-421.

²⁵ sky-scapes.com/6-ways-scenic-views-of-nature-help-heal-the-mind-and-body/

²⁶ UEA Published by News archive 23rd Jun 2022.

²⁷ Taking Charge of your Health and Well-being Expert Contributor: [Mary Jo Kreitzer, RN, PhD](#)

4.15 The visual, scenic and undeveloped character of the parish will be protected from development that may adversely affect its landscape character, its function as an important piece of green infrastructure and its contribution to the wider network of green spaces in the parish.

4.16 It is the landscape that reflects the sense of any place. It is the views and vistas of that landscape that reflect the conditions of the location and demonstrate the human values, activities and priorities.²⁸ It is becoming increasingly clear that there is a fundamental link between the local and wider environment and the well-being and health of the communities that dwell within it.²⁹ We are informed that 'distinctive and diverse places are manifestations of a deeply felt involvement with those places by the people who live within them, and that for many such a profound attachment to place is as necessary and significant as a close relationship with other people.'³⁰ The sense of place not only creates coordination and proper functioning of the human and architectural environment but also provides a sense of security, fun and emotional awareness for people. Individual and social behaviour of people are also influenced by the feelings aroused by the context of one's place within the environment. Individuals' participation in social activity is dependent on how rooted they feel about place.³¹ This view is largely endorsed by Pretty et al., who identify that 'both exposure to nature and physical activity improves mental health and psychological well-being'³² It follows, therefore, that maintaining a solid connection with the environs engenders well-being and good health and attitude. Views and Vistas, enable that connection. Indeed, the lack of important views and vistas or the removal of such hooks to the landscape will have an adverse effect, on the well-being of individuals and the community.

4.17 The views and vistas in, through and from sites in the parish enable the observer; to understand the evolving relationship of humankind with the environment, to interpret history and contextualise. As such, it provides a strong sense of place and well-being. The identified views and vistas do not cover all sensitive or significant areas within the parish but does cover those considered most at risk, and should they be dissipated, infringed upon or interrupted, it would result in harm to the well-being of the residents of the parish.

4.18 Important features within the parish which must be protected as they pertain to vistas and views includes: 'The regular pattern of small fields around Dickleburgh. The history of these fields is a topic of debate with a number of

²⁸ Comparing the Components of Sense of Place in the Traditional and Modern Residential Neighborhoods. *Procedia - Social and Behavioral Sciences* 201 (2015) 275 – 285 Hanieh Azizi Ghoomi*, Seyed-Abbas Yazdanfar, Seyed-Bagher Hosseini, Saeid Norouzian Maleki. *School of Architecture and Environmental Design, Iran University of Science and Technology, 16846-13114, Tehran, Iran.* 1877-0428 © 2015 Published by Elsevier Ltd. This is an open access article under the CC BY-NC-ND license <https://pdf.sciencedirectassets.com>

²⁹ Green exercise in the UK countryside: Effects on health and psychological wellbeing, and implications for policy and planning Article in *Journal of Environmental Planning and Management* · March 2007 DOI: 10.1080/09640560601156466

³⁰ Place and Placelessness. Edward Relph. Pion Limited 1976.

³¹ Ibid

³² Green exercise in the UK countryside: Effects on health and psychological wellbeing, and implications for policy and planning Article in *Journal of Environmental Planning and Management* · March 2007 DOI: 10.1080/09640560601156466 p.227

explanations for its appearance. The most widely accepted is that it is a coaxial system of pre- or proto-historic type, which predates the building of the earliest Roman road in the area. Other views are that it derives from a regularly planned land allocation contemporary with the Roman road, or that most of the field shapes are post medieval, being based upon routeways following natural features, only occasionally conforming to a grid by chance.¹³³ This example of our attempts to understand our interactions with the environment provides a glimpse of the importance of long views and vistas, as it is the interpretation of the views that help us understand context and history. Should they be lost the questions become meaningless.



Figure 12 left: 1843 map of the area around Langmere Green, north and east.

Figure 13 right: Google Capture 2021 of the same area. The maps show how, west of Lakes Road, modern farming has combined older smaller fields, hedgerows and ditches into larger monocultures. Whilst east of Lakes Road the Hedgerows and ditches remain largely intact.

4.19 Small pockets of woodland occur throughout the character area, they create a more intimate and enclosed landscape. Many of these are of ancient origins such as Dodds Wood and Olivers Wood to the east of Dickleburgh.³⁴

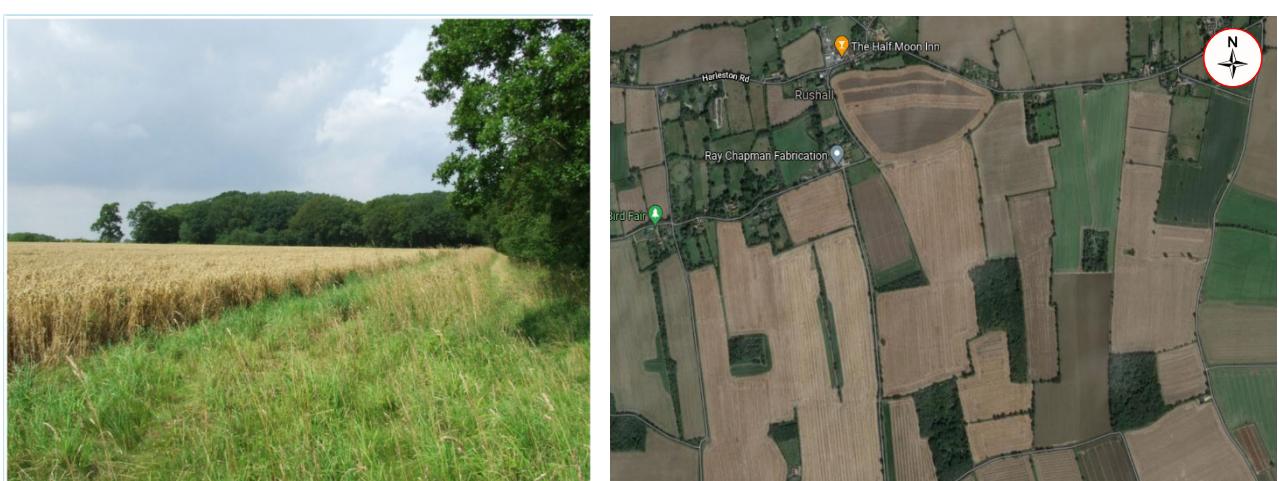


Figure 14 right: Dodd's Wood/Oliver's Wood (source: Google maps 2021).

³³Character Area: B 4 Waveney Tributary Farmland South Norfolk Landscape Assessment: Final Report page 52.

³⁴ Para 11.6 South Norfolk Landscape Assessment: Final Report page 52.

4.20 South Norfolk District Council identify, as significant county/district assets, the 'presence of historic parkland scattered across the area'. 'Wooded appearance created by the mix of hedgerows, remnant historic parkland and woodland blocks'. 'Presence of tributary watercourses', and the 'Historic field pattern around Dickleburgh'.³⁵ All of these features can be found in the vistas and views across this parish.

4.21 It is, therefore, essential that the visual, scenic and undeveloped character of the parish be protected from development that may adversely affect its nature and conservation value, its landscape character, its function as an important piece of green infrastructure and its contribution to the wider network of green spaces in the parish and the well-being of the visitors and residents of the parish. The protection of the vistas and views of the parish must be retained, not just for 'the now' but for future generations as outlined by the GNGP sensitivity assessment. 'This area has historically been sparsely populated and remains a zone of dispersed farmsteads strung out along the road. The Roman Road is a highly visible and easily understood archaeological feature in the landscape. However, the agricultural landscape is strongly 20th century, and this is the dominant character of the zone now. The visible settlement pattern and recognisable archaeological feature of the Roman Road affects significance. Erosion of pre-20th century field patterns, and vulnerability to modern-in-fill affects robustness'.³⁶ It is these factors that make the protection of views and vistas in the parish even more important to maintain. Erosion or destruction of the views and vistas will destroy the lived context of the setting of the Village of Dickleburgh and the parish, with the additional value to mental health and well-being that the views and vistas bring, leading inevitably to the potential feelings of loss and placelessness as Dickleburgh becomes 'just' another lost environment.

Important views in the parish

4.22 Significance – current archaeological finds suggest Dickleburgh Moor and the village of Dickleburgh have been home to humans for the last 3,800 years. The views across the now much depleted Dickleburgh Moor enable the viewer to step back in time and consider the changes to the landscape and humans' relationship with the Moor over time. Dickleburgh Moor, under the management of the Otter Trust is the home to rare and in some cases protected species of flora, as well as rare and protected fauna, providing views that include treasures for the eye. As a significant landscape of national archaeological importance, the Moor and the open field systems around it, with the Village of Dickleburgh provides unique views and vistas and explanations of the significance of the land in determining human habitation. The Moor provides the stark changes to the landscape views over the seasons providing spectacular sunrises all year round and majestic views of almost mystical nature in the hardness of winter.

³⁵ Para 11.14 South Norfolk Landscape Assessment: Final Report page 54.

³⁶ Historic characterisation and sensitivity Assessment. Norfolk County Council May 2009.

4.23 All views on to and from all parts of the Moor and associated fields (all fields to the north, east, south and west) must be protected. All views from Norwich Road, Rectory Road, and Semere Green Lane fall under this protection.

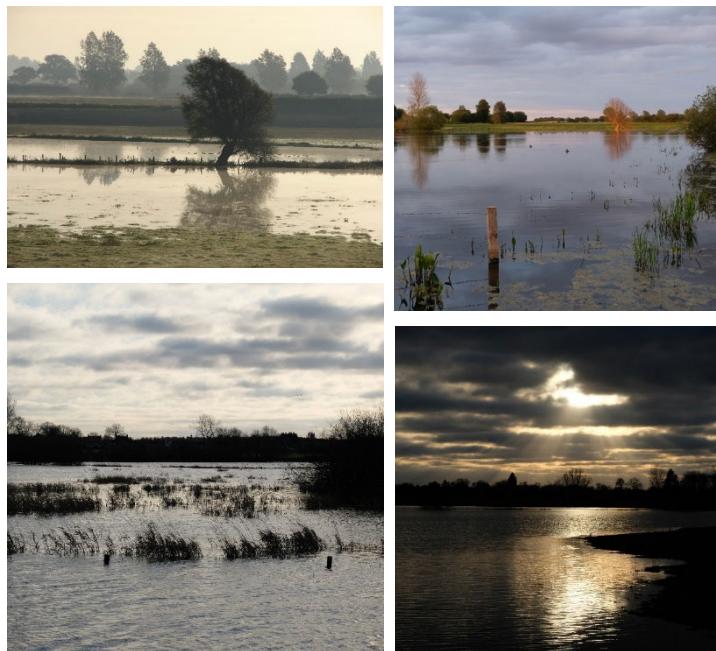


Figure 15: Views across Dickleburgh Moor from various angles.

4.24 The open field system to the north of Rectory Road. The views from Rectory Road are among the most stunning views of the Moor and demonstrated the changing ecology of the area as the fields blend into the environment of The Moor. From within the curtilage of the village of Dickleburgh, there are only two places from Rectory Road where the Moor can now be glimpsed by visitors. The first is a small gap between New House Farm and Langmere House. The other point is from the bottle bank area on Rectory Road. The Settlement Gap to the north of the Village of Dickleburgh starts immediately behind the ribbon of houses on the north and east side of Rectory Road. From the village the observer looks across the broken ploughed fields, to the opening expanse of the Moor and the vistas beyond. The open field that constitute the plateau beyond, around and east of the Moor provide opportunities to observe the land form in harmony with the skies providing an experience of awe. The importance of the views and vistas around the historic village of Dickleburgh and its context to the ancient landscape fall, very easily, into the historic assessments of Norfolk when they describe 'the rural landscapes of the region, which are highly distinctive and of ancient origin.'³⁷

³⁷ Historic characterisation and sensitivity Assessment Norfolk County Council May 2009 (Introduction p.3).



Figure 16 left: View of Dickleburgh Moor from the rear of houses on Rectory Road, Dickleburgh.
 Figure 17 right: Dickleburgh village 1843 (source: Norfolk Heritage Library).

Evidence for the importance of protecting and enhancing views and vistas

4.25 South Norfolk is famed for its 'big skies' and uninterrupted long views. This is highlighted in the South Norfolk Landscape Assessment: Final Report, Character Area: B4 Waveney Tributary Farmland which identifies the key characteristics as including. 'A large-scale open landscape on the higher ground with some distant views. "A peaceful and rural landscape."³⁸ The document goes on to say. 'Churches are a distinctive feature of this character area, with towers often being significant in rural views. Large, prominent churches' (such as Dickleburgh) ... (and) church occurs amid fields³⁹ (such as Rushall).

4.26 The Landscape Assessment identifies sensitivities and vulnerabilities, which include: 'the hedgerows and woodlands, which create pattern and variety in the landscape and contribute to a more intimate and enclosed character in some areas; ... the rural setting of villages; ... the views to and setting of the distinctive and prominent churches; ... the overall peaceful, rural character and absence of visual and aural intrusion.'⁴⁰. Rushall can be judged as meeting this requirement from all angles in and out of the Village. Dickleburgh also meets the requirement when viewed from the North, East and South. The rich diversity of wildlife, including bats, that are often dependent upon uninterrupted views, vistas and the network of hedgerows and woodlands are thriving in the parish. Destruction of habitats through the damage of views and vistas is likely and would deplete the value of the sightlines to both communities and the local biosphere alike.

4.27 The overall landscape strategy of the BSNDC is, 'to conserve the rural, peaceful quality of the Waveney Tributary Farmland with its strong farmland character, threaded by small tributary watercourses, and mix of more intimate, wooded, enclosed valleys contrasting with more open landscapes.'⁴¹

³⁸ Character Area: B4 Waveney Tributary Farmland (B 11.2).

³⁹ Character Area: B4 Waveney Tributary Farmland (B4 11.13).

⁴⁰ Any structure that impinges upon views too, from, or through the distinctive features, or challenges the views of the skyline, would fail to meet the requirements set out in the Landscape Assessment (B4 11.15).

⁴¹Character Area: B4 Waveney Tributary Farmland (B4 11.16).

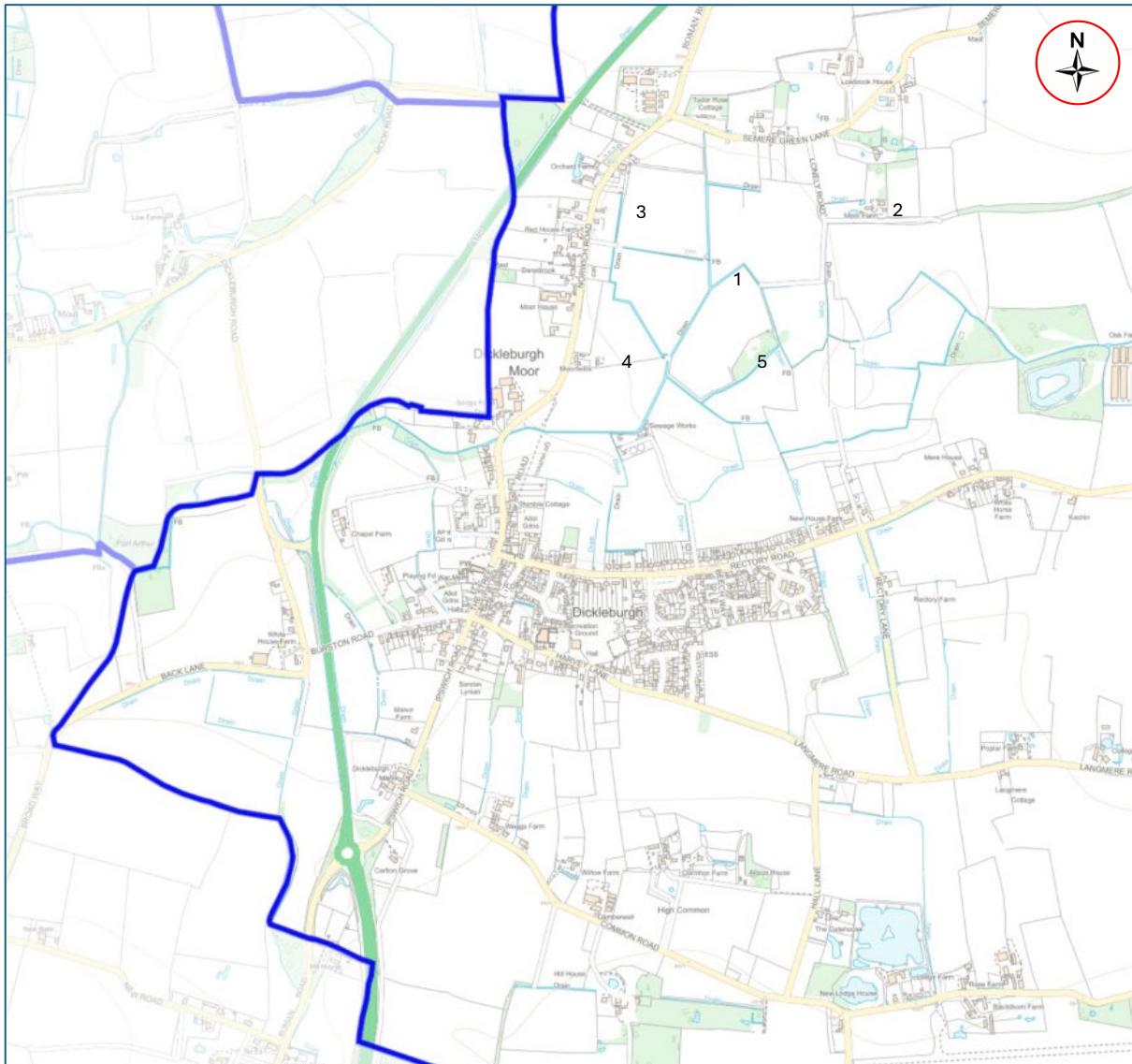


Figure 18: Views around Dickleburgh village (source: Parish Online, with own annotations). Blue line denotes parish boundary.

1 From Semere Green Lane across

Dickleburgh Moor: uninterrupted, wide view across grazing land towards Dickleburgh Moor. The grazing land is owned by the Otter Trust and is used to graze Suffolk Punch Horses as well as heritage breed livestock. The view varies by season as the Moor water levels rise in the winter and dry out in the summer months.



2 From footpath 1 on Norwich Road to

Dickleburgh Moor: the footpath leads over the moor and is only fully accessible once the water levels drop in the summer months. A short walk along the footpath affords wide eastwards views over the former glacial lake wetland of Dickleburgh Moor, made up of peatlands, wet meadow, grazing marsh and shallow scrapes and home to a variety of plants, insects and birds.



3 From the entrance of footpath from Lonely Road towards Dickleburgh Moor: the entrance

to the footpath on Lonely Road affords a view west across farmland towards the Moor with Norwich Road in the distance.



4 From the Recycling Point on Rectory Lane across the open fields towards Dickleburgh Moor: this slightly elevated view demonstrates

the changing ecology of the area as the open fields blend into the environment of the Moor. The Scole-Dickleburgh field system is associated with the Roman Pye Road and is thought to be prehistoric.



5 From the public footpath next to New House Farm across the open fields towards

Dickleburgh Moor: this is the second viewpoint along Rectory Road towards the Moor. From this vantage point there are open views towards the horizon, which contribute to the open and spacious 'big sky' feeling.



From Harleston Road towards Dickleburgh

Moor across open landscape: from Harleston Road coming from the direction of Rushall and looking towards the Moor, provides a wide-open view of the field system, edged by hedgerows and with scattered trees on the horizon. This view of open farmland and ‘big skies’ is typical of the parish.



From the junction of Rectory Lane and Langmere Road looking across the fields towards Dickleburgh village: this popular walking route has panoramic views all around across open farmland, with mature trees in the distance.



From the end of Burston Road (A140 end) looking over the field toward Manor Farm:

view over the open hay meadow from another popular walking route enjoyed by residents and dog walkers. Burston Road, which includes a mix of historical and modern properties, feels like a ‘leafy’ rural lane in character and provides a gateway to the quiet lanes to the west of the parish.



From Ipswich Road looking towards The Street in Dickleburgh Village: view showing the strong linear approach to the village along Ipswich Road and taking in listed buildings in the Conservation Area in the heart of Dickleburgh village. The Street is characterized by simple rendered cottages in a pleasing mix of colours with evidence of former commercial activity in the different window arrangements at ground level.



From the playing field (Local Green Space) looking east towards Dickleburgh Church: this view takes in All Saints church and The Church Rooms from the rear, indicating the rurality of the location. All Saint's church is the most significant building in the settlement and the principal landmark. The Church Rooms are a grade II listed former schoolhouse, guildhall and workhouse, and considered a hidden gem.



4.28 All Saints church in Dickleburgh is the predominant landmark in the village and views of the church must be preserved. The sightlines to and across the church should not be impacted by any development unless it can be demonstrated that it brings greater value than the already existing view.

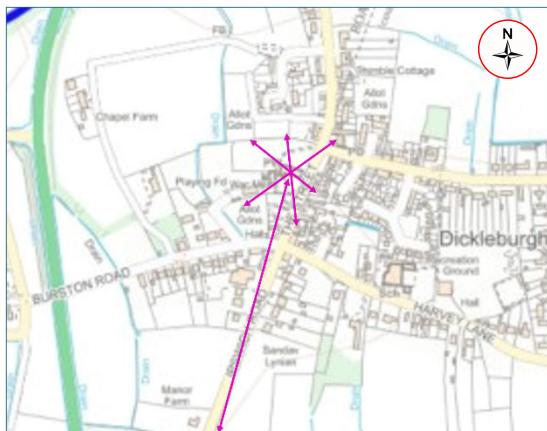


Figure 19 left: Sightlines around All Saint's Church, Dickleburgh (source: Parish Online, with own annotations). Blue line denotes parish boundary.

Figure 20 right: All Saint's Church, Dickleburgh.



Figure 21 left: The church in context of Ipswich Road.

Figure 22 middle: The church in context of Rectory Road.

Figure 23 right: The church in context of Norwich Road.



Figure 24: View of Dickleburgh church from Common Road.

Views around Rushall

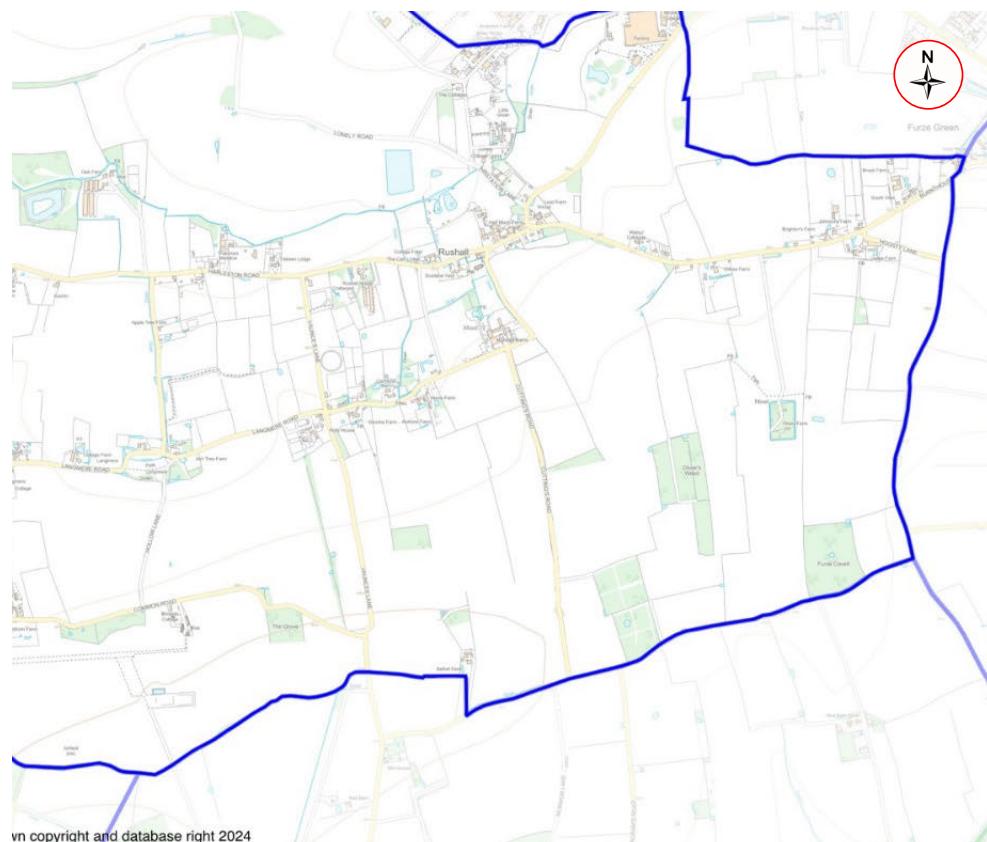


Figure 25:
Views around
Rushall
(source: Parish
Online, with
own
annotations).
Blue line
denotes parish
boundary.

¹¹ **Sightlines around St Mary's church at Rushall:** St Mary's church in Rushall is the predominant landmark in the village and views of the church must be preserved. The sightlines to and across the church should not be impacted by any development unless it can be demonstrated that it brings greater value than the already existing view.



¹² **View of Dodd's Wood and Oliver's Wood**

from Cutting Road: gaps in the hedgerows afford wide views across the fields towards Dodd's Wood and Oliver's Wood, which are adjoining mature woodland to the east of the parish. The view is punctuated by historic oak trees providing an iconic image of the English countryside.



Rationale/justification: The resident's desire for DR3 is expressed in answers to Questions Q4, Q5, Q8, Q17, Q18. Evidence from Consultation exercise April 2019 Section 'Help us Set the Vision' Further Evidence from Public Open Days 18th and 20th January 2020 Section 'Transport Poster 2' 'Housing Across the Parish 2'. NPPF 2024 para.187.

Additional justification: There is significant evidence to support the argument that restoration or creation of views is restorative. Research suggested that when participants viewed a scenic view, their stress levels lowered, and they were better able to handle the stress.⁴² The restorative nature of scenic views and vistas was further exemplified by research in Pennsylvania, USA, demonstrating that access to scenic views improves recovery. Evidence shows overwhelmingly that exposure to windows or other natural landscapes aids hospital patients in many aspects of recovery – pain tolerance and heart rate.⁴³ We argue that the implementation of this policy will have a positive impact on the well-being of residents and visitors.

The South Norfolk District Council Character area 5 assessment draws the distinction that, 'Any development in the area must respect the character of Waveney Tributary Farmland and in particular, consider the following: conserve the rural, peaceful character, with the pattern of small villages and settlements set within the agricultural landscape, but not dominating it; conserve the character and individual identity of the villages either set around greens or loosely following roads. Conserve the quiet, rural character of the narrow lanes that cross the area'.⁴⁴ We argue that this policy is in line with and supports this expectation.

POLICY DR2: Views and vistas

As appropriate to their scale, nature and location, development proposals should respect their landscape setting.

The following views are identified as important in the parish (as shown in figures 18 and 25):

⁴² Viewing Nature Scenes Positively Affects Recovery of Autonomic Function Following Acute-Mental Stress by: [Daniel K. Brown,* Jo L. Barton](#), and [Valerie F. Gladwell](#) published by: [Environ Sci Technol](#). 2013 Jun 4; 47(11): 5562–5569. Published online 2013 Apr 16.

⁴³ [Building and Environment Volume 58, December 2012, Pages 70-80](#) by: E.R.C.M.Huisman

⁴⁴ Character Area: B4 Waveney Tributary Farmland (B4 11.17)

Dickleburgh

1. From Semere Green Lane across Dickleburgh Moor
2. From footpath 1 on Norwich Road to Dickleburgh Moor
3. From the entrance of footpath from Lonely Road towards Dickleburgh Moor
4. From the Recycling Point on Rectory Lane across the open fields towards Dickleburgh Moor
5. From the public footpath next to New House Farm across the open fields towards Dickleburgh Moor
6. From Harleston Road towards Dickleburgh Moor across open landscape
7. From the junction of Rectory Lane and Langmere Road looking across the fields towards Dickleburgh village
8. From the end of Burston Road (A140 end) looking over the field toward Manor Farm
9. From Ipswich Road looking towards The Street in Dickleburgh Village
10. From the playing field (Local Green Space) looking east towards Dickleburgh Church

Rushall

11. Sightlines around St Mary's church at Rushall
12. View of Dodd's Wood and Oliver's Wood from Cutting Road

Development proposals within or affecting an important local view should demonstrate how they have responded positively to the view concerned and safeguarded its integrity and local importance.

Introduction to policy DR3: Development pattern

The development pattern in the neighbourhood area

4.29 The distribution of built development is a key element of the character of the parish. Dickleburgh is a nucleated settlement and represents its principal concentration of built development. Rushall to the east is a hamlet which has a clear format. Within this overall context, other smaller areas of built development are found at Langmere (to the east of Dickleburgh) and at Dickleburgh Moor on the Norwich Road (to the north of Dickleburgh). In combination this provides a characteristically rural distribution of development which results in the separation of the areas of built development.

4.30 There is a clear demand, as expressed through the consultation process within the parish, that the Plan should ensure the protection of key parish assets, to preserve and maintain the identity and character of the separate area of built development.

4.31 Maintaining the separation of built development will preserve and protect avian and mammal corridors (Green Corridors) through and around settlements. It will maintain the dark sky objective and define the edges of dominant human habitation.

4.32 The distinctive pattern of development in the neighbourhood area provides essential views of the important natural features within the parish and assist in maintaining the beauty and integrity of the natural environment, setting the human settlements within the historic and economic context of the landscape. Views of open countryside and fresh air have been demonstrated to have a positive impact upon well-being, and mental health and the maintenance and protection of the separate areas of built development will go some way in assisting the well-being of the residents in the parish.'

POLICY DR3: Development Pattern

The countryside in the parish will be protected from intrusive development. Development proposals should respond positively to the distinctive settlement pattern of the neighbourhood area and safeguard the physical distinction between Dickleburgh and the surrounding, isolated groups of development.

Development proposals that would result in an unacceptable reduction in the existing physical distinction of Dickleburgh with either Dickleburgh Moor (to the north of the settlement boundary) or Langmere (to the east of the settlement boundary) will not be supported.

Introduction to policy DR4: Heritage ditches, hedges and verges

Hedgerows, ditches and verges (HDV) including Heritage Ditches Verges and Hedgerows

4.33 Research of ancient maps in the County archives show that the bulk of field shapes and the single-track lines, hedgerows and verges in this parish has remained largely unchanged for hundreds of years, and it appears that many of these configurations are likely to date back to the Iron Age enclosures. Heritage HDV are those identified on the 1843 map of the parish (found at Norfolk Archive Library) and exist to this day. There are in addition younger hedges ditches and Verges. An example would be the ditch on Harvey Lane by Wynsdale (the ditch is house side of the speed sign and the telegraph pole. We expect all HDV's to be protected under this policy.



Figure 26: Relatively modern ditch outside Wynsdale cottage on Harvey Lane. By adopting a softer management plan the verge and ditch have become species rich and therefore offering habitats and safe movement for mammals.



Figure 27: The ditch verge and hedge on Harvey Lane within the proposed settlement gap B. This ditch verge and hedge are on the 1843 map and are species rich.

Figure 28: The ditch verge and hedge on Green Lane Rushall (an unclaimed bridle path). This ditch verge and hedge are on the 1843 map and are species rich.

Ditches and hedgerows

4.34 Ditches and hedgerows add significantly to the biodiversity of an area as well as providing a historic context to the land and the environs, and therefore adding to an understanding of place whilst encouraging emotional and psychological health and well-being. Ditches and Hedgerows also contribute in the effort to capture and lock in carbon from the atmosphere. There are a significant number of heritage ditches and hedgerows that must be protected within the parish. All developers are strongly encouraged to increase the quantity and quality of ditches and hedgerows in the parish. Heritage ditches must be protected from wilful or accidental damage or destruction. Where possible, heritage ditches and hedgerows should be added to. This will protect the plants, insect's mammals, amphibians and birds associated with the hedgerow or ditch and enable greater health of the ditch hedgerow or verge and provide opportunities for the variety of species to increase. Where development is occurring, this is particularly important and could potentially be used as part of the mitigation demanded of a development.

4.35 Hedgerows are part of the cultural heritage and historical record. In addition, they play a significant role in preventing soil loss, reducing pollution, and for their potential to regulate water supply and to reduce flooding.⁴⁵ In addition, they potentially increase biodiversity and increase the amount of land that can assist in carbon sequestration.

Cultural importance

4.36 There is a popular belief that most hedgerows are recent additions to the countryside, having been planted across an open landscape under the Enclosure Acts of the early 19th Century. In fact, at least half our hedges are older

⁴⁵ <https://hedgelink.org.uk/hedgerows/importance-of-hedgerows/>

than this, and many are hundreds, some even thousands, of years old.⁴⁶ The parish of Dickleburgh and Rushall have some ancient hedgerows as identified by the Waveney document.

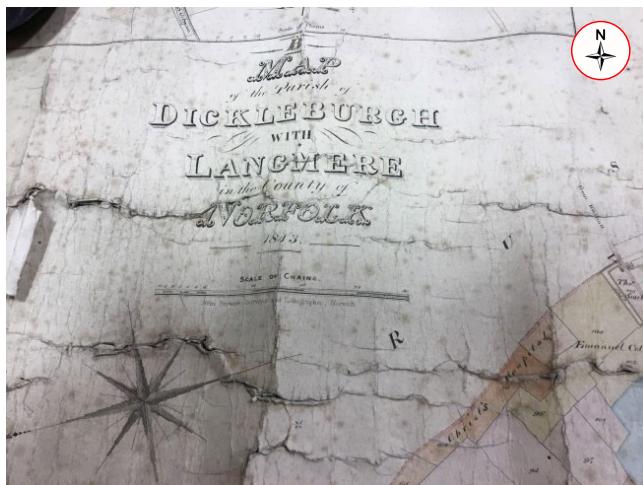


Figure 29: Map (legend) of the parish of Dickleburgh with Langmere in the County of Norfolk 1843 courtesy of Norfolk Archive Library (this should be used to identify heritage HVDs. Also, this should be used, alongside other resources, to identify heritage HVDs).

Heritage verges

4.37 Heritage verges like ditches and hedgerows, provide a historic context to the land and the environs, therefore adding to an understanding of place and encouraging emotional and psychological health and wellbeing. Heritage verges have served as habitats, safety margins, biodiversity depositaries, the first point of carbon capture from road vehicles and home for some rare plant species. Like ditches and hedgerows, they provide a historic context to the land and the environs, therefore adding to an understanding of place and encouraging emotional and psychological health and wellbeing. There should be an active policy of driving up the standard so that all heritage verges achieve the status of nature reserve. This can be managed through careful, thoughtful cutting policies being part of the mix of measures to increase biodiversity and health of verges, so they evoke even more a sense of place and memory. “One noticeable trend is that, with the move to earlier and earlier cutting in spring, we’re erasing summer from our verges. Only plants that flower early have a chance to set seed before the mowers arrive. As a result, some spring flowers are thriving and spreading, but summer flowering plants – many of which typify our beautiful meadows – are disappearing. This isn’t just bad news for flowers, it is bad news for the bees, beetles, butterflies and birds that rely on plants for food.”⁴⁷

4.38 All developers are strongly encouraged to increase the quantity and quality of verges in the parish, including the establishment of new verges in relation to any development. Developers should be encouraged to aim to improve the health of Heritage Verges as part of a successful application.

4.39 Ditches, hedges and verges identified on the 1884 map of Dickleburgh and Rushall, and which still exist today (figure 33), are recognised as locally

⁴⁶ <https://hedgelink.org.uk/hedgerows/importance-of-hedgerows/>

⁴⁷ Plantlife: The Good Verge Guide.

important in terms of their heritage and biodiversity value. In the context of the Hedgerow Regulations these features should not be compromised.

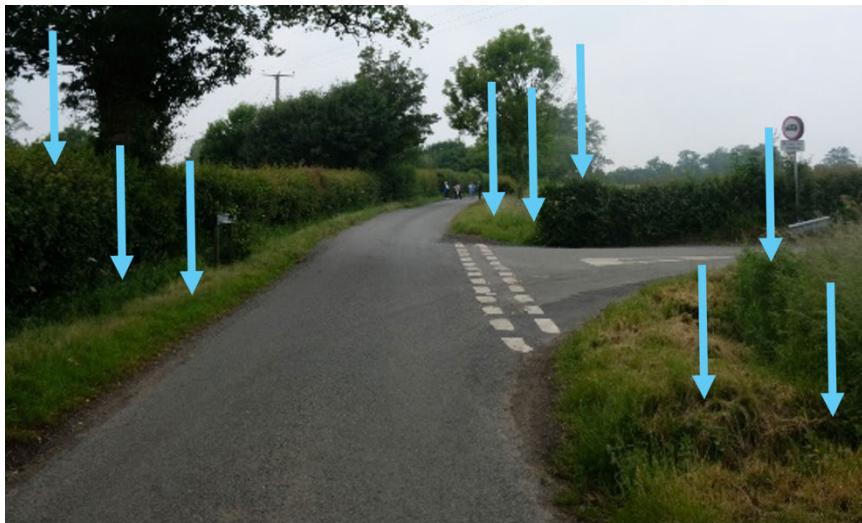


Figure 30: Photo Showing the entrance to Rectory Lane, arrows showing the Heritage hedges, ditches and verges.



Figure 31: Photo



Figure 32: 1843 map of

verge and hedges.



Figure 33:
Example from the
1884 Ordnance
Survey Map
ancient
hedgerows that
existed in 1884
and are in
existence in 2024
are over marked in
green (own
annotation).

Rationale/justification: The resident's desire for DR6 is expressed in answers to questions Q4, Q5, Q8, Q9, Q18. Evidence from Consultation exercise April 2019 Section 'Help us Set the Vision', 'Wildlife and Flora', 'Existing Green Spaces and Habitats'. Thinking about environment when building new houses' and 'Settlement Gaps'.

Additional justification: Further Evidence from Public Open Days 18th and 20th January 2020 Section 'Protecting Parish 3'.

POLICY DR4: Heritage ditches, hedges and verges

As appropriate to their scale, nature and location, development proposals should seek to safeguard and enhance the existing network of ditches, hedges, and verges.

5. Housing policies

Introduction to policy DR5: Design

Purposes of the housing section and policies

5.1 In order to gain an understanding of the significance of the parish as a whole and aspects of the parish, any development will need to be conducted within a framework of understanding the past and making a positive impact on the lives of the people already living within the parish. To that end, all buildings and developments will be required to reference the environment, both natural and human, within which it is set and the aspirations of the community. That may well include referencing the past through archaeological interpretation of the land surrounding the proposed development, the heritage of the site and location, and the vistas and views it pertains to. Any development will be required to reflect the best of the parish in terms of architecture, ecology, natural habitats, and biodiversity. All archaeological finds should be shared with the relevant authorities and a report published on the parish website.

Rurality and Beautification

5.2 Any development must reflect and take account of the Beautification and Rurality requirements. Specific guidance is provided for agreed developments.

Rurality

5.3 The Topographical Dictionary of England of 1833 refers to the Hamlet of Langmere as an area of individual farms and houses near to the village of Dickleburgh.⁴⁸ Almost 200 years later that description still applies. It is descriptions such as these that quite rightly draw people to the parish. Ensuring rurality and beautification are at the core of all developments should ensure that the parish remains rural.

5.4 Areas of open fields, verges, trees, hedgerows, green lanes, footpaths and avenues for wildlife to intermingle with communities must be retained to ensure separation between settlements and individual houses maintaining a feeling of rurality. The villagers have identified this as an important characteristic of the area. If this notion is ignored, then settlements will cease to be distinctive rural environments.

5.5 The evidence from all surveys and information gathering exercises undertaken to inform this Neighbourhood Plan demonstrates that the population of this parish are deeply concerned with the preservation of rurality in all its forms. Be that buildings that reference the best of what is already in the villages and hamlets of the parish, a sense of space, where ecology and biodiversity are encouraged and

⁴⁸ https://archive.org/stream/bub_gb_MMc_AAAcAAJ/bub_gb_MMc_AAAcAAJ_djvu.txt

celebrated, and individuals are able to live in harmony with the wider environment. Rurality has to involve environs with easy access to green footpaths and public open spaces, quiet roads and lanes, peacefulness and calmness. Rurality evokes environments that promote well-being, community and tranquillity. A significant element of that sense of rurality pervading the parish landscape includes clear views and vistas from homes, public and private spaces. Views and vistas should be the easiest to maintain and may have the deepest resonance with people as they evoke a sense of both, space, place and time, drawing in the historic as well as the present and future. Views and vistas are also the most fragile element, once gone they are nigh impossible to retrieve, recreate, or restore.

- 5.6 All developments within the parish must fulfil the criteria of rurality. It is through the adoption of the principles of Rurality that we maintain glimpses of open countryside, reminders of the context of the village, from spaces between houses and across housing. The principle of rurality also includes providing space within the development for the natural world to enter and flourish.
- 5.7 Careful strategic planning is therefore required to ensure the village of Dickleburgh remains a small, nucleated village, adoption of the principles of Rurality will go some way to addressing this concern. All developments within the parish must fulfil the criteria of rurality.
- 5.8 In relation to landscape types, the parish of Dickleburgh and Rushall exists within the Waveney Tributary Farmland area and within the wider category of tributary farmland. This classification identifies that: there are occasional long views and an intricate network of narrow, winding rural lanes bounded by banks or ditches. Settlements in this geographic area are evenly distributed and consist of small, nucleated villages⁴⁹. This classification through geography and design does present concerns for the parish and requires safeguards in order to maintain the classification.
- 5.9 Any development on or around the routeway of the Roman Road should emphasise and celebrate the road and its significance, along with the much older trackway across the Moor.

Rurality principle

- 5.10 Rural settlements must sit comfortably within the natural environment and not dominate the natural environment. The further the distance from the centre the greater the importance of the natural environment enabling the free flow of flora and fauna. The further a building is from the centre of the village the greater size of garden. The minimum garden size is identified in the Housing Design and Character Guide (HDCG). All roads must contain verges, ditches and hedgerows. The HDCG lays out minimum requirements. South Norfolk Landscape assessment B4, Settlement and Built Character, p.53, Landscape Strategy, p.55/56 provides additional guidance.

⁴⁹South Norfolk Landscape Assessment.

5.11 Rurality in the village scape Principles for Development

- **Principle 1:** The first principle of rurality and beautification is that you are sustaining the rural environment in and through a settlement.
- **Principle 2:** The further the proposed new house, commercial or industrial building is from the centre of the village the greater the distance should be between buildings. The minimum requirement is set out in the HDCG Example in documentation.
- **Principle 3:** Any proposed new house, commercial or industrial building must have larger gardens/grounds than the next building to the proposed new building, if the next building is closer to the village centre. Examples below.
- **Principle 4:** Any proposed new house, commercial or industrial building must reflect and support and not dominate, the rural environment within which it sits, allowing for the free flow of flora and fauna in and through the development.
- **Principle 5:** Waveney Valley is made up of small rural villages that are linear in make-up (B4 p55). Any development must reflect this description.
- **Principle 6:** All developments of new houses, industrial or commercial building must maintain the soft grass verges and ditches with native hedgerows or open frontages that characterise the settlements along rural roads.
- **Principle 7:** Any proposed new house, commercial or industrial building must, as a minimum comply with the HDCG. Applying principle 7 must not be at the expense of principles 1, 2, 3, 4, 5 or 6.

Beautification

5.12 Beautification is a concept and attitude that will preserve the best of the streetscape and provide developers the opportunity to emulate and improve upon the best examples in the parish. Beautification is therefore an important issue to be addressed through the Dickleburgh and Rushall Neighbourhood Plan. (DRNP) It would be a dereliction of responsibility not to address the need to ensure that building better and building sustainable communities occurs within the parish. It is the intention of the DRNP, through the adoption of a

beautification policy to ensure this occurs. All developments and change that increase the existing footprint of the building or constitute a new build must contribute to the beautification of the specific location and to the parish as a whole.

5.13 There is no doubt that beauty is in the eye of the beholder. The natural world can appear to the casual observer to be unstructured, haphazard, and an undesirable location and yet these sites are often the richest in biodiversity. It is difficult, therefore, to specify what is or is not beautifying the location or parish. In order to achieve the status of beautifying, a development will need to fulfil a number of tests.

- The visual impact of new developments, when viewed from approaching main roads in the surrounding countryside, should be such that they do not appear out of character with the surrounding environment and be of good design.

- A new development must be harmonised with the open countryside and village scape by the use of sensitive landscape screening and mature tree planting.
- A development must increase the biodiversity of the area. This can be achieved through well-integrated green spaces, laying new, and preserving existing ditch and pond systems, and, in addition, allowing untouched areas to remain, enabling the natural environment to reach into any development.

5.14 There is an opportunity through development, to improve the scenic look and visual impact of the village and setting including landscaping, open green spaces, the creation of ditches and verges, green entrances and exits, and replacing trees with mature trees with a minimum length of maintenance. We would recommend 10 years.

5.15 Any new development must be harmonised to not detract from the setting or integrity of any listed or NDHA in its proximity. This will include sight lines to and from the listed / NDHA and the context within which the building exists. A development must increase the biodiversity of the area. This can be achieved through green spaces, laying new, and preserving existing ditch and pond systems, and creating green walks and tree avenues. Allowing, untouched areas to remain, should help in enabling the natural environment to reach into any development.

Garden size

5.16 Garden size is a critical factor in the development of houses. Where houses are built as family homes, then the gardens must provide enough space for pleasure, relaxation, provision of home-grown food, areas of quiet, and allow space for children to play and explore. Gardens must provide a sense of place for the residents and offer a variety of biodiversity to enable well-being.

5.17 The South Norfolk Rural Policy identifies the following Development Considerations. Any development in the area must respect the character of Waveney Tributary Farmland and in particular consider the following:

- conserve the rural peaceful character, with the pattern of small villages and settlements set within the agricultural landscape, but not dominating it.
- conserve the character and individual identity of the villages either set around greens or loosely following roads. Infilling or extension of settlements could result in a change to a more compact character and merging of settlement and loss of individual identity.
- seek to maintain the soft grass verges and open frontages that characterise the settlements along rural roads and avoid creation of hard boundaries or surfaces which would impart a more urban character.
- conserve village greens and commons.

- conserve the local vernacular features that contribute to the rural character – including the distinctive road signs and road names. Conserve the quiet, rural character of the narrow lanes that cross the area.⁵⁰
- Consider the effect of a large-scale development (3+ is a year's growth for the village of Dickleburgh) on the village scape and the rurality of the Villages and Hamlets in this parish.

5.18 We argue that policy DR5 supports the intentions of the NPPF 2024. Section 12, Achieving well-designed places is explicit in its expectation, paragraph 131, 'The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process'. Paragraph 132 states 'Plans should, at the most appropriate level, set out a clear design vision and expectations, so that applicants have as much certainty as possible about what is likely to be acceptable'. Design policies should be developed with local communities, so they reflect local aspirations, and are grounded in an understanding and evaluation of each area's defining characteristics. Neighbourhood planning groups can play an important role in identifying the special qualities of each area and explaining how this should be reflected in development, both through their own plans and by engaging in the production of design policy, guidance and codes by local planning authorities and developers.

5.19 Paragraph 133 states, 'To provide maximum clarity about design expectations at an early stage, all local planning authorities should prepare design guides or codes consistent with the principles set out in the National Design Guide and National Model Design Code, and which reflect local character and design preferences. Design guides and codes provide a local framework for creating beautiful and distinctive places with a consistent and high-quality standard of design. Their geographic coverage, level of detail and degree of prescription should be tailored to the circumstances and scale of change in each place and should allow a suitable degree of variety'.

5.20 Paragraph 134 states that 'Design guides and codes can be prepared at an area-wide, neighbourhood or site-specific scale, and to carry weight in decision-making should be produced either as part of a plan or as supplementary planning documents'. Landowners and developers may contribute to these exercises but may also choose to prepare design codes in support of a planning application for sites they wish to develop. Whoever prepares them, all guides and codes should be based on effective community engagement and reflect local aspirations for the development of their area, taking into account the guidance contained in the National Design Guide and the National Model Design Code. These national documents should be used to guide decisions on applications in the absence of locally produced design guides or design codes.

⁵⁰ South Norfolk Rural Policy Area B4: Waveney Tributary Farmland (2001) p.56.

5.21 Paragraph 135 states that, 'Planning policies and decisions should ensure that developments:

- a. will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development.
- b. are visually attractive as a result of good architecture, layout and appropriate and effective landscaping.
- c. are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities).
- d. establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit.
- e. optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f. create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience'.

5.22 Paragraph 136 states that, 'Trees make an important contribution to the character and quality of urban environments and can also help mitigate and adapt to climate change...'

5.23 Paragraph 139 states that 'Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes. Conversely, significant weight should be given to:

- a. development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or
- b. outstanding or innovative designs which promote high levels of sustainability or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

5.24 In NPPF 2024 Section 15, Conserving and enhancing the natural environment. Paragraph 187 states that 'Planning policies and decisions should contribute to and enhance the natural and local environment by:

- a. protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan).
- b. recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland.

5.25 NPPF 2024 Paragraph 192 states, 'To protect and enhance biodiversity and geodiversity, plans should:

- a. Identify, map and safeguard components of local wildlife-rich habitats and wider ecological networks, including the hierarchy of international, national and locally designated sites of importance for biodiversity; wildlife corridors and stepping stones that connect them; and areas identified by national and local partnerships for habitat management, enhancement, restoration or creation; and
- b. promote the conservation, restoration and enhancement of priority habitats, ecological networks and the protection and recovery of priority species; and identify and pursue opportunities for securing measurable net gains for biodiversity.

Rationale/justification: The resident's desire for DR 7 is expressed through answers to Questions Q3, Q4, Q5, Q7, Q8, Q9, Q17, Q18, Q21. Evidence from Consultation exercise April 2019 Section 'Help us Set the Vision', 'Key Thoughts on Housing', 'Housing for the Next Generation', 'Thoughts on Land not used for Housing', 'Trees and Hedgerows', 'Thinking about Environment When Building New Homes'. Further Evidence from Public Open Days 18th and 20th January 2020 Section 'Policy 3 Valued Community Assets', 'Transport Poster 2', 'Transport Parking for New Developments', 'Housing New Builds 1', 'Housing across the Parish 2 (policy 4)', 'Green Spaces', 'Biodiversity Objective 4 (Settlement Gaps)', 'Biodiversity objective 3 (natural habitat and hedgerows)', 'Protecting and Recording the Parish 2'.

Additional justification: Dickleburgh sits within the wider Scole-Dickleburgh field system which has been characterised as prehistoric. The parish of Dickleburgh and Rushall exists within the Waveney Tributary Farmland area and within the wider category of Tributary farmland. This classification identifies that: there are occasional long views and an intricate network of narrow, winding rural lanes bounded by banks or ditches. Settlements in this geographic area are evenly distributed, and consist of small, nucleated villages. This classification through geography and design does present concerns for the parish and requires safeguards in order to maintain the classification. The adoption of a ruralisation and beautification policy should enable planners to protect the environment and heritage of the parish whilst enabling sensitive development that supports the ambitions of the residents. It should ensure the rurality of the villages and hamlets remains, along with the long views, historic references and the rich biosphere of the parish.

POLICY DR5: Design

The design of all new development in Dickleburgh and Rushall parish should reflect the rural nature and add to the beautification of the locality. This can be achieved through design that is locally distinct and reflects the character of the parish.

Development proposals should respond positively to the relevant parts of the Dickleburgh and Rushall Neighbourhood Plan Housing Design and Character Guide (Appendix A).

As appropriate to their scale, nature and location, development proposals for new housing development should meet the following criteria:

1. Dwellings no higher than 2 or 2.5 storeys, reflecting the height, form, massing and scale of the adjacent properties.
2. The density of the development should reflect that of the surrounding area whilst making the best use of land.
3. Materials to enhance or complement existing adjacent dwellings. High quality, local and sustainable materials to be used where possible.
4. Roof pitches should reflect those on adjacent properties whilst providing a degree of informality which is a characteristic of the rural character of the settlement.
5. Respect neighbouring properties in terms of privacy, overbearing, or overshadowing impact.
6. The size of garden should naturally relate to the size of the plot/application site concerned and, where practicable, be arranged to complement the relationship between the village and the surrounding countryside.
7. Public green space, where the size of the development affords.
8. Wherever practicable development proposals should comply with Secured by Design Principles.
9. Development proposals should have regard to any recreational pressure that may be caused to habitat sites in line with the Norfolk Green Infrastructure and Recreational Impact Avoidance and Mitigation Strategy.

Introduction to policy DR6: Local housing need

Issues of scale and rurality

5.26 The emerging South Norfolk Village Clusters Housing Site Allocations Plan requires the parish of Dickleburgh and Rushall to deliver 25 homes. The planning authority of South Norfolk have given outline planning permission to a development on the land to the west of Norwich Road and to the east of Brandreth Close for 22 homes. This pre-existing permission falls outside of the housing allocation required by the emerging South Norfolk Village Clusters Housing Site Allocations Plan. Over the course of the lifetime of this Neighbourhood Plan, there will therefore be a potential planned delivery of 47 homes. Within the context of a small rural village, scale is important. What would be perceived as a small, tiny or negligible development in a town will appear as a large-scale development within a village. A village with a population of 1000⁵¹ could see a 3-house development increase the population of the village by around 1% (assuming 3 people per house). As an example the population of the village of Dickleburgh is currently around 1061⁵². The proposal to deliver an additional 47 houses will potentially deliver a significantly increased population. The impact of the development will significantly challenge the dynamic of the village and the attitudes and values of the residents as expressed throughout the consultation process. Increased housing has a direct impact on the local

⁵¹ https://www.citypopulation.de/en/uk/eastofengland/norfolk/E34001559_dickleburgh/

⁵² https://www.citypopulation.de/en/uk/eastofengland/norfolk/E34001559_dickleburgh/

infrastructure and the delivery of services which needs to be planned and delivered in conjunction with housing developments. It is, therefore, crucial that housing is developed sensitively and in accordance with the views of the parish.

5.27 Given the size of Dickleburgh the addition of 3 houses is a significant event. The table below shows population growth over the period from 2001 to 2021.⁵³

Community	2001 population	2011 population	2021 population	Population growth	Growth per year (if all years equal)	Equivalence of houses to deliver annual growth*
Dickleburgh	1013	1096	1166	153	7.65	2.5
Tasburgh	846	910	852	6	0.3	0
Burston	538	568	582	44	2.2	1
Pulham St. Mary	736	770	795	59	2.95	1
Pulham Market	753	722	822	69	3.45	1
Scole	1000	1028	1037	37	1.85	1

*Based on the premise that each house contains 3 people.

5.28 The communities in the table are very similar with a mix of primary schools or village / community hubs or centres, pubs, and or shops and yet they are not growing at the same rate. This clearly places the need for a rural understanding at the heart of planning decisions made regarding Dickleburgh. Growth of 3 homes is clearly in excess of need to deliver the current pattern of growth. A 3 + home development is therefore, within the rural context significant. In relation to the rural environment, 2+ homes will not be considered “windfall” but part of the planned growth, as 2 homes will provide the annual growth.

Developments that include the removal of trees or hedgerows

5.29 All large-scale development proposals (3+ houses) shall include high-quality landscaping design studies, that as a minimum, retain existing trees and hedgerows. Any development of over 15 sq. meters must look to retain any pre-existing trees and/or hedges. If a strong case is made for the removal of any trees or hedgerows, the loss will need to be mitigated by ensuring that replacement is at least equivalent to the ecological value of the hedgerow, or trees removed.

Housing mix and type

5.30 Delivering a wide choice of high-quality homes is essential to support a sustainable, mixed, and inclusive community. There is a demand for a range of property sizes and types to meet the current needs of the community, along with suitable accommodation to meet changing needs of some older residents. Policy DR6 looks to support the approach taken in the South Norfolk Strategic Housing Market Assessment 2017 (and as updated in 2019). In this broader

⁵³ <https://www.citypopulation.de/en/uk/eastofengland/>

context the Parish Council would welcome the delivery of the following house types in new developments in the Plan period:

- Housing suitable for older people and those with disabilities, including bungalows;
- Smaller homes;
- First Homes;
- Affordable Housing, as part of a mixed development; and
- Custom-build properties.

5.31 The Neighbourhood Plan supports an appropriate level of affordable housing for rent. All future development must comply with the national and district guidelines for the percentage of affordable housing as defined at the time of the implementation of a development. The Neighbourhood Plan supports South Norfolk District Council's adopted standard cascade format. In this context the Parish Council notes South Norfolk Council's approach that all affordable homes for rent via Section 106 obligations will have a local priority.

5.32 Paragraph 135 of the NPPF 2024 states that, 'Planning policies and decisions should ensure that developments:

- a. will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development.
- b. are visually attractive as a result of good architecture, layout and appropriate and effective landscaping.
- c. are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities).
- d. establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit.
- e. optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f. create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

5.33 Paragraph 137 of the NPPF 2024 states that, 'Design quality should be considered throughout the evolution and assessment of individual proposals. Early discussion between applicants, the local planning authority and local community about the design and style of emerging schemes is important for clarifying expectations and reconciling local and commercial interests. Applicants should work closely with those affected by their proposals to evolve designs that take account of the views of the community. Applications that can demonstrate early, proactive and effective engagement with the community should be looked on more favourably than those that cannot'.

5.34 Paragraph 138 of the NPPF 2024 states that, 'Local planning authorities should ensure that they have access to, and make appropriate use of, tools and

processes for assessing and improving the design of development. The primary means of doing so should be through the preparation and use of local design codes, in line with the National Model Design Code. For assessing proposals there is a range of tools including workshops to engage the local community, design advice and review arrangements, and assessment frameworks such as Building for a Healthy Life. These are of most benefit if used as early as possible in the evolution of schemes and are particularly important for significant projects such as large-scale housing and mixed-use developments. In Planning policies for housing should make use of the Government's optional technical standards for accessible and adaptable housing, where this would address an identified need for such properties. Policies may also make use of the nationally described space standard, where the need for an internal space standard can be justified. Unless, in specific cases, there are clear, justifiable and compelling reasons why this would be inappropriate.

Rationale/justification: The resident's desire for DR 8 is expressed in answer to Questions Q3 Q4, Q5, Q8, Q17, Q18, Q20, Q21. Evidence from Consultation exercise April 2019 Section 'Help us Set the Vision', 'Key Thoughts on Housing' and 'Housing for Next Generation', 'Thinking about Environment when Building New Homes', 'Settlement Gaps'. Further Evidence from Public Open Days 18th and 20th January 2020 Section 'Housing Policy 1', 'Key thoughts on Housing'.

Additional justification: Lifetime Homes Standard v M standard M4 (2) and M4 (3). M4 (3) would result in building homes that can be converted for wheelchair access and living. M4 (3) is the highest standard.⁵⁴

Further justification / rationale

The trend in recent years has been for new developments to be built at high densities. This is not in keeping with the South Norfolk Spatial Assessment of retaining a rural character that is both peaceful and tranquil⁵⁵ and is not in keeping with the notion of rurality. The Neighbourhood Plan supports the NPPF objective to achieve visually attractive, safe environments with a strong sense of place' sympathetic to the local character, create attractive, welcoming and distinctive places to live, work and visit, with biodiversity and environmental protection at its core. (NPPF 2024 para 131 - 139).

We argue that this policy is in accordance with NPPF 2024 Section 12 Achieving well-designed places.

⁵⁴ <https://www.gov.uk/government/consultations/raising-accessibility-standards-for-new-homes/outcome/raising-accessibility-standards-for-new-homes-summary-of-consultation-responses-and-government-response>

⁵⁵ https://www.southnorfolk.gov.uk/sites/default/files/LUC_2001_RPA_A5_Waveney_Rural_River.pdf

POLICY DR6: Local housing need

Development proposals that would deliver ten or more homes should provide a range and mix of housing sizes, to meet the housing needs of the parish.

Where it is commercially-viable to do so, the mix of new housing should be provided in accordance with current and future local needs identified in the most up-to-date Strategic Housing Market Assessment.

Introduction to policy DR7: Valued community assets

Valued community assets

5.35 Dickleburgh and Rushall parish has a number of important community assets that enable a vibrant village life. These are shown in figure 34. As the parish grows it is important that these are improved, adapted or extended where required and more community assets are provided.

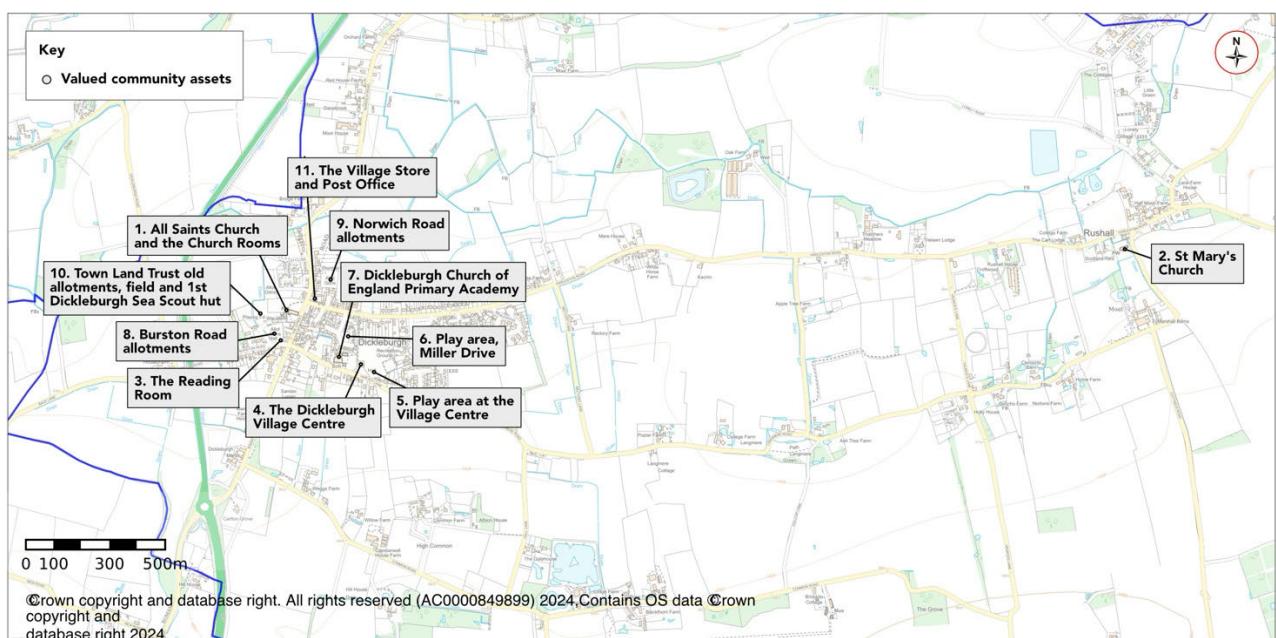


Figure 34: Valued community assets (source: Parish Online, with own annotations). Blue line denotes parish boundary.

Rationale/justification: The resident's desire for DR 9 is expressed through answers to questions Q3, Q4, Q5, Q8, Q17, Q18, Q20, Q21. Evidence from Consultation exercise April 2019 Section 'Thoughts on Land not used for Housing', 'Help us Set the Vision', 'Thinking about Environment when Building New Homes', 'Settlement Gaps', 'Existing Green Spaces and Habitats'. Further Evidence from Public Open Days 18th and 20th January 2020 Section 'Heritage Assets', 'Housing across the Parish 2 (policy 4).'.

POLICY DR7: Valued community assets

The Neighbourhood Plan identifies the following existing community infrastructure (as shown on figure 34):

1. All Saints Church and the Church Rooms, Dickleburgh.
2. St Mary's Church, Rushall.
3. The Reading Room, Dickleburgh.
4. The Dickleburgh Village Centre, Dickleburgh.
5. Play area at the Village Centre, Dickleburgh.
6. Play area, Millers Drive, Dickleburgh.
7. Dickleburgh Church of England Primary Academy, Dickleburgh.
8. Burston Road allotments, Dickleburgh.
9. Norwich Road allotments, Dickleburgh.
10. Town Land Trust old allotments, field and 1st Dickleburgh Sea Scout hut, Dickleburgh.
11. The Village Store and Post Office

Proposals for the improvement, adaptation or extension of existing community infrastructure will be supported where they comply with other development plan policies.

Proposals for change of use, involving a potential loss of existing community assets, will only be supported where:

- a. an improved or equivalent facility can be located in an equally or more accessible location in the parish, or
- b. where it can be demonstrated that there is no reasonable prospect of continued viable use.

Introduction to policy DR8: Parking for the building of new houses or conversions

Parking and the building of new houses

5.36 As the environment and climate changes, the need for cleaner energy will inevitably increase. Currently, Government proposals are that from 2030, only electric cars will be made in the UK. During this period, electric car use is expected to increase by 900%.⁵⁶ All new housing must provide the capacity and infrastructure for off-road electrical charging points per dwelling in order to future proof the house. Individual retrospective fitting of charging points could transgress the overriding beautification policy and carbon offsetting policy.

⁵⁶ Incorporating EV chargepoints into local planning policies for new developments A report by the Energy Saving Trust April 2020 p.14.

5.37 The increased air pollutants caused through the additional movement of nose to tail parked cars that are on the site of the property does not support wellbeing. The provision for nose to tail parking on the site of the property does not meet the requirements of rurality.

Rationale/justification: The resident's desire for DR 10 is expressed through answers to Questions Q1, Q3, Q4, Q15, Q21. Evidence from Consultation exercise April 2019 Section 'Housing for Next Generation'. 'Thinking about Environment when Building New Homes'. Further Evidence from Public Open Days 18th and 20th January 2020 Section 'Housing across the Parish (policy 4)' 'Housing Across the Parish 2 (Policy 4)' 'Transport 5'. Additional information from the Energy Saving Trust. Additional justification is from South Norfolk Policy DM 3.8 Design Principles.

Additional justification: NPPF 2024 section 9 Promoting sustainable transport paragraph 112. South Norfolk Waveney Valley Assessment A5 and The Landscape Strategy of the Waveney Tributary Farmland Assessment B4 identify the character of the Waveney Valley including comments on village-scape. The masking of cars (within the environment) by careful planning and planting, and the provision of parking areas to not detract from the rural feel should guide planning on parking.

A5 Development Considerations

7.20. Any development in the area must respect the character of the Waveney Rural River Valley

- maintain the character of the rural lane network and particularly the sunken lanes with their fords and bridge crossings, which characterise the area.
- conserve the views to landmark churches on the valley crests. Protect and enhance the setting of these landmark features.
- conserve and enhance the compact character of the market towns and small scale vernacular settlements.

South Norfolk Waveney Valley Landscape assessments A5 and B4 offer guidance on parking which can be used to justify the parking requirement.

A5 Development Considerations

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- maintain the character of the rural lane network and particularly the sunken lanes with their fords and bridge crossings, which characterise the area.
- conserve the views to landmark churches on the valley crests. Protect and enhance the setting of these landmark features.
- conserve and enhance the compact character of the market towns and small scale vernacular settlements.

B4 Key Characteristics

- A peaceful and rural landscape.

Landscape Strategy 11.16.

The overall strategy is to conserve the rural, peaceful quality of the Waveney Tributary Farmland with its strong farmland character, threaded by small tributary watercourses, and mix of more intimate, wooded, enclosed valleys contrasting with

more open landscapes. There are opportunities to enhance the landscape to reinforce local character:

- maintain and manage moats, field ponds and drainage ditches.
- protect and manage rural grass verges.

Development Considerations 11.17.

Any development in the area must respect the character of Waveney Tributary Farmland and in particular consider the following:

- conserve the rural peaceful character, with the pattern of small villages and settlements set within the agricultural landscape, but not dominating it.
- conserve the character and individual identity of the villages either set around greens or loosely following roads. Infilling or extension of settlements could result in a change to a more compact character and merging of settlement and loss of individual identity.
- seek to maintain the soft grass verges and open frontages that characterise the settlements along rural roads and avoid creation of hard boundaries or surfaces which would impart a more urban character.
- Larger homes house larger families as villages like Dickleburgh and Rushall are ill-served by opportunities to utilise local transport to get by on a day-to-day basis at times that suit households the prevalence is for families to buy cars for younger members as they get older to provide them with greater independence. Therefore, the requirements identified in DR 10 enable the planning authority to future proof houses in the Village-scape.

POLICY DR8: Parking for the building of new houses or conversions

In order to reflect the rural nature of Dickleburgh and Rushall, car parking for new housing should provide off-road parking as follows:

- 1 bedroom dwelling: minimum of 2 parking spaces
- 2 bedrooms dwelling: minimum of 2 parking spaces
- 3 bedrooms dwelling: minimum of 3 parking spaces
- 4 or more bedrooms dwelling: 4 parking spaces

Where meeting these standards is neither feasible nor practicable, provision for any deficiency may be achieved by provision of car spaces adjacent to the relevant dwellings in small car parks and within streets designed to safely accommodate such parking. Overall car parking levels should meet Norfolk County Council's 'Parking Guidelines for new developments as a minimum.

All car parking should be arranged in a way that is not dominant or detrimental to the sense of place or amenity of adjoining properties and where possible it should be softened by planting.

The provision of electric car charging points on every new house on developments of 3+ houses is encouraged where it is not mandatory.

Introduction to policy DR9: Water harvesting

Water harvesting

5.38 The parish of Dickleburgh and Rushall exist in a rural environment. The parish water movement is dominated by Dickleburgh Moor, the lowest point of a 30-mile radius (all water eventually ends up at Dickleburgh Moor unless it is diverted by man-made obstacles). The Dickleburgh Moor is a natural basin created by glacial movement.

5.39 Dickleburgh as a village and the parish as whole suffers from frequent flooding incidents.

5.40 The Benefits of Rainwater Harvesting include:

- **Water Conservation:** Rainwater harvesting helps in reducing the reliance on traditional water sources, such as groundwater and municipal supply. By utilising rainwater, we can decrease the demand for these resources and contribute to water conservation.
- **Cost Savings:** Harvesting rainwater can lead to significant cost savings by offsetting the need for expensive piped water. It not only reduces water bills but also minimizes the strain on local water infrastructure.
- **Environmental Preservation:** By harvesting rainwater, we can decrease the strain on rivers, lakes, and other natural water bodies. This practice promotes ecological balance and preserves aquatic ecosystems.
- **Reduced Flood Risks:** Rainwater harvesting can help mitigate flood risks by reducing the volume of storm water runoff. By collecting and storing rainwater, we can prevent excessive water accumulation and subsequent flooding.

5.41 Rainwater harvesting systems typically include the following components:

- **Rooftop Collection:** Rainwater is collected from rooftops through gutters and downspouts, directing it towards storage tanks or harvesting structures.
- **Filtration:** The collected rainwater is then filtered to remove debris, leaves, and other contaminants before it reaches the storage tank.
- **Storage:** The filtered rainwater is stored in tanks or underground reservoirs to be used when needed.
- **Treatment:** Depending on its intended use, the stored rainwater can undergo additional treatment processes such as disinfection or purification.
- **Distribution:** The treated rainwater is then distributed through a network of pipes, pumps, and valves, serving various purposes such as irrigation, toilet flushing, or even drinking water.

5.42 Rainwater harvesting (RWH) offers numerous advantages that make it a viable solution for water scarcity and pollution. The adoption of RWH can lead to significant cost savings by reducing reliance on mains water supply, especially for non-potable uses like gardening and flushing toilets. It is free from many pollutants found in groundwater and surface water sources.

5.43 Preventing Groundwater Depletion: Rainwater harvesting helps maintain the water table levels, especially in areas heavily reliant on groundwater, by recharging aquifers and preventing their depletion. This may prove to be a particularly valuable exercise in and around the Village of Dickleburgh. Recent investigations on the Moor at Dickleburgh led to discoveries of peat 35m thick⁵⁷. It is extremely likely that peat is in existence over a wide area of the Historic core of Dickleburgh. RWH will therefore add to the protection of the peat and perhaps aid its restoration. RWH can supplement existing water supplies. This reduces strain on natural water sources and promotes sustainability.

5.44 By utilising rainwater for non-potable uses, the burden on wastewater treatment facilities, is minimised. The implementation of RWH systems in rural areas can help alleviate storm water runoff issues, reducing the risk of floods and minimizing pollution caused by runoff contaminants reaching water bodies.

5.45 Rural areas often suffer from increased runoff due to impervious surfaces like concrete, asphalt and in particular piped field runoff. Rainwater harvesting can include green infrastructure techniques such as rain gardens, permeable pavements, rooftop gardens or green walls and roofs. These measures help absorb rainwater, reducing the risk of flooding and mitigating the strain on storm water management systems. Promoting Groundwater Recharge Rainwater harvesting also encourage practices that promote groundwater recharge. When rainwater is collected and stored for later use, it prevents immediate runoff and allows the water to infiltrate the soil. This helps replenish the groundwater table, which is crucial for maintaining sustainable water supplies. By adopting rainwater harvesting techniques, individuals and communities contribute to the overall health of their local aquifers.

5.46 Rainwater harvesting can have a positive impact on local ecosystems. Instead of diverting rainwater through man-made drainage systems, collected rainwater can be stored and released gradually, mimicking natural hydrological processes. This benefits nearby vegetation, wildlife, and aquatic systems, providing them with a more reliable water supply and reducing the impact of droughts on sensitive ecosystems.

5.47 Filtration, disinfection, and storage practices can prevent the growth of pathogens and contaminants can ensure the safety and reliability of their rainwater supply. In Germany regulations require the implementation of rainwater harvesting systems in new buildings, along with water-efficient fixtures.



Figure 35: Rainwater harvesting diagram

Rationale/justification: The resident's desire for DR 11 and 12 is expressed in answers to Questions Q3, Q4, Q5, Q15. Evidence from Consultation exercise April 2019 Section 'Thinking about Environment when building new Houses'. Further

⁵⁷ <https://www.theottertrust.org/dickleburgh-moor.html>

Evidence from Public Open Days 18th and 20th January 2020 Section ‘Thinking About the Environment When Building Houses’. Additional justification is from, Dickleburgh and Rushall flooding in 2020 / 2021. Regular flooding on Ipswich Road and Norwich Road.

Additional justification: Anglia Water welcomes the policy. NCC Local Flooding Agency. The Lead Local Flood Authority (LLFA) welcome that there is reference made in the Draft Neighbourhood Plan and its proposed policies to flooding from sources such as surface water, fluvial and sewers, as well as the need to protect the environment and conserve natural resources. This practice has been used in Germany for at least the last 20 years. There is significant support to develop a water harvesting approach to living.⁵⁸

POLICY DR9: Water harvesting

As appropriate to their scale and nature, development proposals should make use of on-site grey water harvesting inside the building for water use that does not require purified water for drinking. This should be designed into the new development from the outset.

Where this approach is not practicable, more ambitious water efficiency standards should be included to help reduce potable water use in new homes to 100 litres per person per day through a ‘fixtures and fittings’-based approach, in line with the Environment Improvement Plan Roadmap to Water Efficiency new standard for new homes in England.

Introduction to policy DR10: Flooding and surface water drainage issues

Flooding

- 5.48 The Norfolk County Council Flooding report on Dickleburgh, which are passed on to the Parish Council and added to own records.
- 5.49 Paragraph 172 of the NPPF 2024 states, ‘All plans should apply a sequential, risk-based approach to the location of development – taking into account all sources of flood risk and the current and future impacts of climate change – so as to avoid, where possible, flood risk to people and property. They should do this, and manage any residual risk, by: c) using opportunities provided by new development and improvements in green and other infrastructure to reduce the causes and impacts of flooding. Water harvesting would fall into this category. The Government’s Environment Improvement Plan sets ten actions in the

⁵⁸ https://www.rainwaterharvesting.co.uk/?gclid=Cj0KCQiAwbitBhDIARlsABfFYIJ-fbE50QdxuRIH9PhN2vfQ3tXZhUczMue3bMEy5eMz_qf-9rWzlzwaAkxhEALw_wcB

roadmap to Water Efficiency in new developments including consideration of a new standard for new homes in England of 100 litres per person per day.'

5.50 Paragraph 162 of the NPPF 2024 states that, 'Plans should take a proactive approach to mitigating and adapting to climate change, taking into account the long-term implications for flood risk, coastal change, water supply, biodiversity and landscapes, and the risk of overheating from rising temperatures. Policies should support appropriate measures to ensure the future resilience of communities and infrastructure to climate change impacts. Paragraph 166 of the NPPF 2024 states, In determining planning applications, local planning authorities should expect new development to: a) comply with any development plan policies on local requirements for decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and b) take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption'.

5.51 Paragraph 181 of the NPPF 2024 states, 'When determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. Where appropriate, applications should be supported by a site-specific flood-risk assessment. Water scarcity and pollution are global challenges that continue to worsen, posing a significant threat to both the environment and human well-being. As the demand for freshwater increases, it is crucial to explore sustainable solutions to alleviate this crisis. Rainwater harvesting is the practice of collecting and storing rainwater for future use. It involves the collection of rainwater from various surfaces and its storage for domestic, agricultural, and industrial purposes. This traditional method has been used for centuries, but its relevance and significance cannot be understated in today's world.

Flooding and surface water

5.52 The fluvial flood risk within the neighbourhood area largely follows the course of the Dickleburgh Stream. The sections of Dickleburgh Road and Norwich Road that cross the Dickleburgh Stream, and the land north of Rectory / Harleston Road, are within Flood Zone 3. The rest of Dickleburgh and Rushall in the east are within Flood Zone 1 although significant flooding does occur in areas of the parish (figure 36).

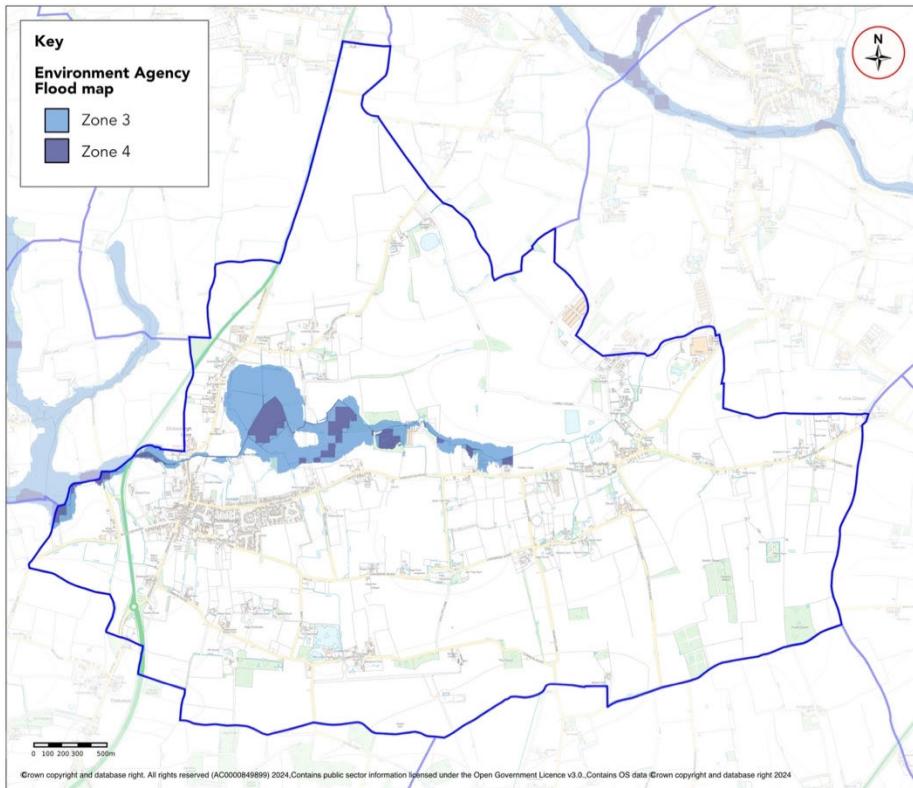


Figure 36: Flood map (source: Parish Online, with own annotations). Blue line denotes parish boundary.

5.53 Surface water flooding in the neighbourhood area largely follows the course of the Dickleburgh Stream and the numerous drains that feed into the stream. Areas of particular concern include parts of Dickleburgh Road, Dickleburgh Bypass, Burston Road, Harvey Lane, Langmere Road, Lakes Road, and Harleston Road as shown on map below (courtesy of the Dickleburgh and Rushall Strategic Environmental Assessment).

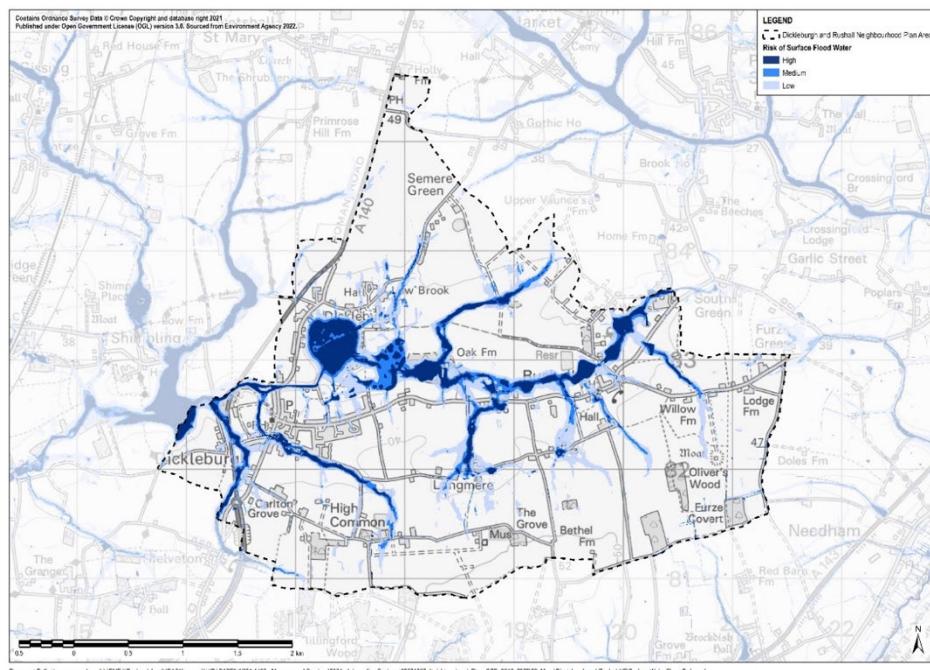


Figure 37: Risk of Surface Flood Water (source: AECOM).

Surface water flood risk in the neighbourhood area

5.54 The Waveney floodplain is under increasing pressure to accommodate development that may decrease its capacity⁵⁹. Within the Village of Dickleburgh there are currently 20 properties that may be at risk of flooding⁶⁰. Dickleburgh Village has localised flooding particularly on Norwich Road, Ipswich Road, Harvey Lane, Rectory Road, Rectory Lane, Merlewood, Burston Road and Semere Green Lane. as outlined on the map below.

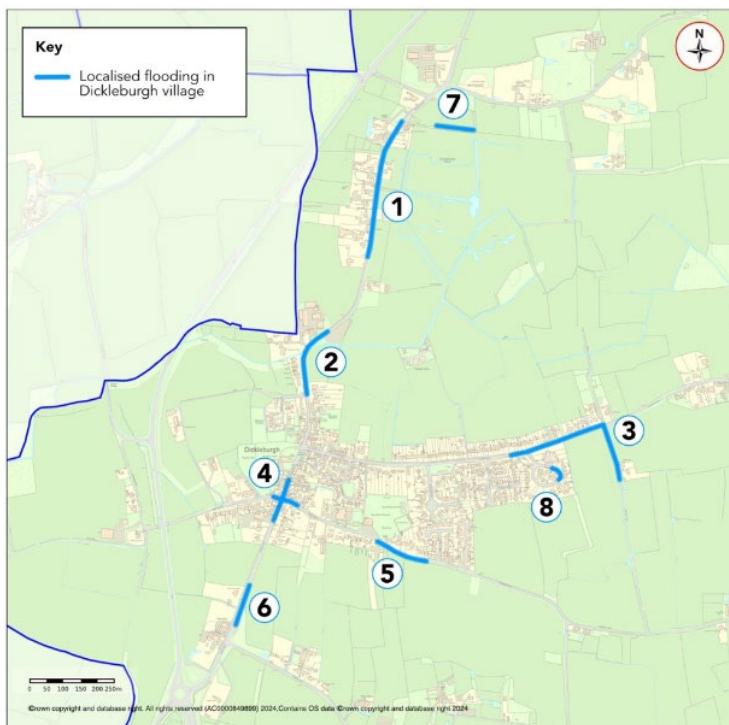


Figure 38: Localised flooding in Dickleburgh village (source: Parish Online, with own annotations). Blue line denotes parish boundary.

5.55 The neighbourhood area lies within the Waveney Operational Catchment⁶¹, more specifically within the catchment of the Dickleburgh Stream Water Body⁶². The fluvial flood risk within the neighbourhood area largely follows the course of the Dickleburgh Stream. The sections of Dickleburgh Road and Norwich Road that cross the Dickleburgh Stream, and the land north of Rectory / Harleston Road, are within Flood Zone 3. However, the rest of Dickleburgh and Rushall in the east are within Flood Zone 1.

5.56 According to the Norfolk Local Flood Risk Management Strategy (NLFRMS), a Preliminary Flood Risk Assessment (PFRA) was undertaken for South Norfolk, indicating general areas where surface water flood risk is likely to be most significant. The assessment estimates that 20 properties in Dickleburgh may be at risk of surface water flooding. The NLFRMS also highlights that the Waveney floodplain is under pressure to accommodate development that may decrease its capacity. Moreover, the impacts of climate change may require an increase in floodplain capacity if current levels of flood relief are to be maintained.

⁵⁹ Norfolk Local Flood Risk Management Strategy.

⁶⁰ Norfolk Local Flood Risk Management Strategy.

⁶¹ Environment Agency (2021): 'Waveney Operational Catchment', [online] available to access via [this link](#)

⁶² Environment Agency (2021): 'Dickleburgh Stream Water Body', [online] available to access via [this link](#)

5.57 Zone 3 and 4 on the flood map should be avoided, although mitigation measures such as sustainable urban drainage systems (SuDS) can provide a degree of protection in these areas. The four pillars of Sustainable Drainage Systems (SuDS) (water quality, water quantity, biodiversity, and amenity) should be demonstrated.

5.58 The impacts of climate change may require an increase in floodplain capacity if current levels of flood relief are to be maintained. Proposals for development must include flood mitigation measures.

POLICY DR10: Flooding and surface water drainage issues

As appropriate to their scale, nature and location, development proposals should:

- a. Demonstrate how they can mitigate their own flooding and drainage impacts, avoid an increase of flooding elsewhere and seek to achieve lower than greenfield runoff rates for flooding, e.g. through the use of permeable materials (on free-standing areas such as drives, parking bays, walkways, vehicle laybys, and any public spaces) and planting.
- b. Respond positively to the advice and guidance on surface water drainage and the mitigation of flood risk obtainable from Norfolk County Council (as Lead Local Flood Authority) and the relevant Internal Drainage Board (as statutory Drainage Board for the Plan area); and
- c. Where appropriate, mitigate and adapt to climate change.

Proposals for development of 3 or more dwellings should include sustainable drainage systems unless it is impracticable to do so.

Any surface water drainage ponds associated with development should appear natural and be able to be colonised by the local flora and fauna whilst maintaining their designed purpose.

The planting of trees, hedges and grasslands, and the creation of ponds, ditches and swales should be used as the method of enabling water absorption and drainage unless site specific conditions require an alternative approach.

Introduction to policy DR11: Carbon offsetting for new builds

Carbon offsetting/capture for new builds

5.59 The population of the parish of Dickleburgh and Rushall is committed to the principles of supporting and enhancing biodiversity, for celebrating nature and man's place within the biosphere. Carbon production is amongst the greatest human threats to the planet. We are therefore committed to finding ways of building and sustaining housing development at net zero carbon emissions. This view is shared by the UK Government 25 Year environmental plan – a green future which states "Current policy is that the planning system should provide

biodiversity net gains where possible.” p.33. The start of this must be that new development does not contribute to the problem of increasing carbon outputs either through the development of housing or the living and running of homes. Dickleburgh and Rushall as a rural village in a rural setting provides opportunities for the developer to mitigate carbon production through the build phase of the development by increasing the biodiversity of the site and the carbon capture opportunities of the site before development occurs. By undergoing a carbon assessment to identify the amount of CO₂ that needs to be offset developers can agree with the planning department on the methods to achieve that offsetting, on site, or within the parish boundary. In this context Dickleburgh and Rushall parish will work towards becoming a low carbon community.

5.60 There are many calculators available to enable a developer to identify the possible CO₂ emissions of a development. Post development a carbon assessment could be made to determine the average carbon production of the building over a given year, this knowledge can guide the planting and development of increased biodiversity on the site to offset the carbon generated.

5.61 The Committee on Climate Change 2018, looking at the ways we could reduce our emissions by 2050, identified areas and activities that could be addressed that would reduce carbon emissions from Britain and support a more sustainable environment. Depending upon the strategies and practices adopted the committee visioned a reduction of Carbon emissions from between 30 – 80% of MtCO₂e. From the perspective of the parish of Dickleburgh and Rushall these include:

- Restoring peatlands. Nationally this could contribute to a saving of 4 – 11 MtCO₂e.
- Increase Woodland and Hedgerow planting. Nationally this could contribute to a saving of 8 -18 MtCO₂e⁶³

Rationale/justification:

The resident's desire for DR 14 is expressed through answers to questions Q3, Q4, Q7, Q8, Q9, Q20. Evidence from Consultation exercise April 2019 Section 'Thinking about Environment when Building New Houses', 'Trees and Hedgerows'. Further Evidence from Public Open Days 18th and 20th January 2020 Section 'Housing Across the Parish 2 (Policy 4)', 'Transport 5', 'Carbon Offsetting', 'Thinking about the Environment when Building Houses', 'Biodiversity All Key Objectives'.

Additional justification:

- The Government welcomes local authorities introducing whole-life carbon requirements within their Local Plans.
- Whole life carbon (WLC) requirements are becoming the expected requirements for developers. The need for WLC standards are important and perhaps easier to achieve if the development is in a rural setting.
- London Planning guidance outlines WLC requirements.⁶⁴

⁶³ The Committee on Climate Change. Land Use: Reducing Emissions and preparing for Climate Change 2018. theccc.gsi.gov.uk

⁶⁴ <https://www.london.gov.uk/programmes-strategies/planning/implementing-london-plan/london-plan-guidance/whole-life-cycle-carbon-assessments->

We argue that policy DR11 is justified as it supports the Government's aspirations to develop a carbon neutral building industry. It will also contribute significantly to meeting the requirements of NPPF.

NPPF 2024 14. Meeting the challenge of climate change, flooding and coastal change

- 161. The planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure.

<https://www.gov.uk/government/news/new-homes-to-produce-nearly-a-third-less-carbon>

Housing Minister Eddie Hughes said:

Climate change is the greatest threat we face, and we must act to protect our precious planet for future generations. The government is doing everything it can to deliver net zero and slashing CO₂ emissions from homes and buildings is vital to achieving this commitment.⁶⁵

We believe policy DR11 goes some way to supporting the Government 25 year environmental plan.

- The Government 25 Year environmental plan – a green future
- “Chapter 1: Using and managing land sustainably”
- “1. Embedding an ‘environmental net gain’ principle for development including housing and infrastructure”
- “We will seek to embed a ‘net environmental gain’ principle for development to deliver environmental improvements locally and nationally.” P.33
- “Current policy is that the planning system should provide biodiversity net gains where possible. We will explore strengthening this requirement for planning authorities to ensure environmental net gains across their areas..” “Some local authorities, major private developers and infrastructure companies have already implemented a net gain approach...” p.33

A green Future goes on to say,

The UK was at the forefront of international efforts that have phased out 98% of ozone depleting substances globally, under the UN Montreal Protocol. We also played a leading role in amending the Protocol in 2016 to deliver a phase down of hydrofluorocarbons (potent GHGs) by 85% globally by 2036; Green Future page 21 We will provide the policy framework to enable a long-term programme of forestry and woodland expansion, helping us move towards the pathway for carbon reduction set out in the Clean Growth Strategy. We will strengthen domestic carbon offset mechanisms to encourage private sector investment and develop markets for

[guidance#:~:text=Whole%20Life%20Cycle%20Carbon%20\(WLC,carbon%20impact%20on%20the%20environment](guidance#:~:text=Whole%20Life%20Cycle%20Carbon%20(WLC,carbon%20impact%20on%20the%20environment)

⁶⁵ <https://www.gov.uk/government/news/new-homes-to-produce-nearly-a-third-less-carbon>

domestic carbon reduction. This will encourage more businesses to offset their emissions in a cost-effective way, through planting trees. We will also explore how we might extend this approach to other land activities. As a start, we will introduce a reporting framework for businesses to drive demand for Domestic Offset Units or Credits. We will also introduce a Forest Carbon Guarantee scheme, using the existing Woodland Carbon Code. Given strengthening domestic demand for domestically grown timber, this risk sharing mechanism will help to attract investors. p.48
We want to reduce our carbon emissions by at least 80% from 1990 levels and achieve this by 2050. p116

We want the Plan to help organisations make more of these innovative ideas. To that end, the Government will:

Set up a stronger domestic carbon offset mechanism and carbon guarantee scheme. These will encourage private sector investment and develop markets for domestic carbon sequestration. Businesses will be encouraged to plant trees as a cost-effective way to counterbalance their residual carbon emissions; we will also explore how we could extend this approach to include other land activities. First, we will introduce a reporting framework for businesses that drives demand for Domestic Offset Units or Credits. Government will also explore whether a Forest Carbon Guarantee scheme is viable, using the existing Woodland Carbon Code as a way of sharing the risk to attract investors and increase demand for domestically grown timber.

Embed an ‘environmental net gain’ principle for development, including housing and infrastructure and explore options to introduce a system of conservation covenants in English law. This will provide long-term assurance that compensatory habitats will be maintained to the standard required.

Test, encourage and embed natural flood management solutions in the appropriate places, and alongside more traditional defences where needed, including new ways of financing schemes (see chapter 3).

Work with partners to consider whether benchmarking of environmental products and supply chain certification schemes could make consumers more aware of them and drive higher standards.

Consider the results of Natural England’s pilot of the BITC Landscape Enterprise Network approach in the Hampshire Avon catchment and assess how to encourage better uptake. P.148

There are many calculators to assess the carbon footprint and how to mitigate it. tCO2e stands for tonnes (t) of carbon dioxide (CO2) equivalent (e). 1 metric ton is the equivalent of 2,200 pounds.⁶⁶

The Standard is net zero

Examples of carbon offsetting total points ditch =100 points, tree = 1 point.

It is the intention of the Dickleburgh and Rushall Neighbourhood Plan that when development takes place the build should be at net zero. The sum of the build should be offset, to that end:

⁶⁶ https://www.google.com/search?q=tc02e+meaning&rlz=1C1CHBF_en-GBGB967GB968andoq=tc02andgs_icrp=EgZjaHJvbWUqBwgCEAYgAQyCQgAEEUYORiABDIHCAEQABiABDIHCAIQABiABDIHCAAMQABiABDIHCAQQABiABDIHCAUQABiABDIHCAQABiABDIHCAcQABiABDIHCAgQABiABDIHCAkQABiABNI BCTc2NTZqMGoxNagCALACAAandsourceid=chromeandie=UTF-8

All new residential, employment or community infrastructure development will be expected to have undergone a carbon assessment (tCO₂e) and to publish both the result and the strategy to achieve net zero at the time the application is made (prior to any decision by the planning authorities).

It is accepted that this need may be pushing the expectations we have of developers but there is a strong strategic impetus from Government to green the future and decarbonise the environment. A key element of this process is decarbonising the building industry

This can be found in documents such as:

The Green Future⁶⁷

Green Growth Strategy⁶⁸

The British Government is committed to invest in net zero⁶⁹

The British Government guidance on achieving Biodiversity net gain. **The biodiversity gain objective of at least a 10% gain is measured against the pre-development biodiversity value of the onsite habitat for the development.** The objective is met if the post-development biodiversity value is exceeded by at least 10%. This 10% gain is calculated in reference to:

- the projected biodiversity value of the onsite habitat at the time the development is completed (“the post development biodiversity value of the onsite habitat”);
- the biodiversity value in relation to the development of any registered offsite biodiversity gain allocated to the development;
- and the biodiversity value of any biodiversity credits purchased for the development.

Plan-makers can complement the statutory framework for biodiversity net gain by, for instance, including policies which support appropriate local offsite biodiversity sites, including whether specific allocated sites for development should include biodiversity enhancements to support other developments meet their net gain objectives in line with Local Nature Recovery Strategies.⁷⁰

Carbon capture

Building to net zero: costing carbon in construction

This is a House of Commons Committee report, with recommendations to government. The Government has two months to respond.

First Report of Session 2022–23

<https://publications.parliament.uk/pa/cm5803/cmselect/cmenvaud/103/report.html>

42. Additional guidance available includes the Royal Institution of Chartered Surveyors (RICS) Professional Statement on Whole Life Carbon. This was developed in response to the inconsistent application of BS EN 15978 in the UK, which many

⁶⁷https://assets.publishing.service.gov.uk/media/65fd713d65ca2f00117da89e/CD1.H_HM_Government_A_Green_Future_Our_25_Year_Plan_to_Improve_the_Environment.pdf

⁶⁸<https://assets.publishing.service.gov.uk/media/5ad5f11ded915d32a3a70c03/clean-growth-strategy-correction-april-2018.pdf>

⁶⁹<https://www.gov.uk/government/publications/build-back-better-our-plan-for-growth/build-back-better-our-plan-for-growth-html>

⁷⁰<https://www.gov.uk/guidance/biodiversity-net-gain>

attribute to the lack of a mandatory national methodology.⁷¹ It aims to provide principles and practical guidance for whole-life carbon assessment to be adopted across UK industry.⁶¹

45. Although it is not officially the UK's prescribed methodology, we repeatedly heard from practitioners and academics that the RICS methodology was used by industry as the way to implement the British Standards for embodied carbon assessment. RIBA, LETI, ACAN and others recommended that the RICS methodology be adopted as the UK industry standard.⁶⁵ RIBA considered the RICS methodology to be the most comprehensive and consistent approach available to UK industry.⁶⁶ This was supported by the UK Green Building Council, The Alliance for Sustainable Building Products (ASBP), academics from the University of Sheffield and others.⁶⁷

61. Some local authorities **have gone beyond current national planning policies** and regulations to consider whole-life and embodied carbon in their Local Plans. These plans set planning policies in a local authority area.

67. Catherine Adams, Director of Net Zero and Greener Building, Department for Levelling Up, Housing and Communities said: **local authorities can go above and beyond [building regulations] for planning procurement. We see that happening in local authorities in specific areas where they have chosen to go further than the minimum standards and what they are expecting to see in their local area.**¹⁰³

We argue that this legitimises the Dickleburgh and Rushall NP in requiring whole life carbon standards to apply to new developments.

68. The responses of the Minister and his official suggest that the Government does not currently intend to introduce mandatory whole-life carbon assessments as part of the planning system, but **welcomes local authorities introducing whole-life carbon requirements within their Local Plans.**

76. The timeline for the Future Homes Standard should be brought forward to December 2023 to align the timeframes for addressing operational and embodied carbon.

81. Steel and concrete are the predominant building materials in the UK, chosen for their stability, longevity and resilience,¹⁰⁶ yet both are highly energy intensive to create.¹⁰⁷ During our inquiry into *Energy Efficiency of Existing Homes*, we heard that **sustainable building materials were under-utilised in the UK, despite being well established in other major European countries.**⁷² Sustainable products include insulation made using natural fibres; breathable mineral, clay and lime-based plasters; renders, mortars, and paints; and structural components made predominantly from timber. Natural materials, such as wood, sequester carbon, while lime-based renders, plasters and mortars have lower embodied carbon compared to equivalent cementitious materials due to the lower energy inputs during manufacture.¹⁰⁹ The Alliance for Sustainable Building Products (ASBP) told us that interest in the use of natural materials had grown in the last 18 months, although progress in their use remained stubbornly slow.¹¹⁰

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⁷¹ <https://publications.parliament.uk/pa/cm5803/cmselect/cmenvaud/103/report.html#footnote-260>

⁷² [Building to net zero: costing carbon in construction - Environmental Audit Committee \(parliament.uk\)](https://publications.parliament.uk/pa/cm5803/cmselect/cmenvaud/103/report.html#footnote-260)

insulation made using natural fibres; breathable mineral, clay and lime-based plasters; renders, mortars, and paints; and structural components made predominantly from timber. Natural materials, such as wood, sequester carbon, while lime-based renders, plasters and mortars have lower embodied carbon compared to equivalent cementitious materials due to the lower energy inputs during manufacture.⁷³ The Alliance for Sustainable Building Products (ASBP) told us that interest in the use of natural materials had grown in the last 18 months, although progress in their use remained stubbornly slow.¹¹⁰

83. The National Model Design Code (NMDC) provides guidance on the production of design codes for developments.⁷⁴ The Government states that the NMDC encourages the careful selection of materials and construction techniques in improving efficiency and reducing their environmental impact.⁷⁵

84. The emphasis in NMDC is on energy efficiency. It notes that codes may set standards for new developments to meet relating to embodied energy and whole-life carbon to improve the sustainability of the construction, but no supporting detail is provided. The Code twice mentions **embodied carbon, which it refers to as “embodied energy”**;⁷⁶ but the text of the Code offers no explanation of how to assess embodied carbon, what the impact of embodied carbon is or how to mitigate these emissions.

86. Wildlife and Countryside Link argued that **designing for enhanced biodiversity should run “as a golden thread” throughout the Code**, with the benefits of the integration of nature into development clearly cross-referenced throughout the Code and its supporting guidance.

89. The Minister’s assertion that detailed guidance on embodied carbon in construction was not necessary ran contrary to the majority of evidence we received from the construction industry, which consistently requested that the Government issue a national methodology, recommendations for tools and a requirement to undertake whole-life carbon assessments.⁷⁷

92. The carbon footprint of construction materials can be reduced by using materials in a resource efficient manner. LETI, the Embodied Carbon Group and UK Concrete all told us that buildings often had redundancy in their design which could be reduced.⁷⁸ We heard that efficient, simpler configurations of structure and façade can dramatically decrease the embodied carbon of buildings, regardless of material.⁷⁹ **Witnesses repeatedly stressed that if the Government were to mandate whole-life carbon reporting, and progressive carbon targets for building types, designers would follow by rationalising the design of buildings to conserve carbon.**⁸⁰

Low Carbon Concrete

103. Other types of lower carbon cement are being developed. Some novel cements are now commercially available, though others are at earlier stages of development.

⁷³ [Building to net zero: costing carbon in construction - Environmental Audit Committee \(parliament.uk\)](https://publications.parliament.uk/pa/cm5803/cmselect/cmenvaud/103/report.html#footnote-212)

⁷⁴ <https://publications.parliament.uk/pa/cm5803/cmselect/cmenvaud/103/report.html#footnote-212>

⁷⁵ <https://publications.parliament.uk/pa/cm5803/cmselect/cmenvaud/103/report.html#footnote-211>

⁷⁶ <https://publications.parliament.uk/pa/cm5803/cmselect/cmenvaud/103/report.html#footnote-210>

⁷⁷ <https://publications.parliament.uk/pa/cm5803/cmselect/cmenvaud/103/report.html#footnote-203>

⁷⁸ <https://publications.parliament.uk/pa/cm5803/cmselect/cmenvaud/103/report.html#footnote-201>

⁷⁹ <https://publications.parliament.uk/pa/cm5803/cmselect/cmenvaud/103/report.html#footnote-200>

⁸⁰ <https://publications.parliament.uk/pa/cm5803/cmselect/cmenvaud/103/report.html#footnote-199>

Large-scale uptake has been limited.⁸¹ Elaine Toogood, of UK Concrete, pointed out the need to share knowledge about the commercial availability of low-carbon concrete products more broadly across the construction industry to stimulate demand

Steel

125. **The reuse of steel components is not yet common practice in the UK. One of the main barriers to steel reuse is the collection, storage, testing and certification of used steel components. The Department for Business, Energy and Industrial Strategy and the Infrastructure and Projects Authority are already investing in how to better promote recycling and reuse of steel, alongside long-term investment in decarbonising the primary production of steel.**

126. **Mandating whole-life carbon assessments for buildings, as we have already recommended, would be a simple, material neutral way of encouraging the greater reuse and recycling of steel components.**

Timber

133. Both in the Government's Clean Growth Strategy¹⁹⁴ and its 25 Year Environment Plan¹⁹⁵ the Government has committed to increasing the use of timber in construction.

3. The Department for Business, Energy, and Industrial Strategy is currently considering the possibility of funding an update of the RICS methodology. This update is intended to make the methodology more accessible and more transparent thus addressing the concerns raised by Ministers to us about the RICS methodology. Once the national methodology and requirement to undertake whole-life carbon assessments is in place, the cost of undertaking assessments is likely to be minimal. (Paragraph 71)

POLICY DR11: Carbon offsetting for new builds

As appropriate to their scale, nature and location, development proposals should incorporate the following climate change mitigation measures:

- a. Low carbon construction on and off-site. A whole life carbon assessment is encouraged for new dwellings, commercial and community builds.
- b. Use of high quality, thermally efficient building materials.
- c. Provision of new safe walking and cycling routes.
- d. Increase biodiversity, through the creation of links between wildlife corridors, new green spaces, tree and hedge planting, and other strategies to ensure climate change resilience.
- e. Renewable energy for individual dwellings.
- f. Electric car charging points.

⁸¹ <https://publications.parliament.uk/pa/cm5803/cmselect/cmenvaud/103/report.html#footnote-176>

6. Transport policies

Introduction to policy DR12: Local traffic generation

- 6.1 Dickleburgh is serviced by three main roads, the Ipswich Road from the A140 linking Diss and Norwich, Norwich Road also from the A140 linking Diss and Norwich and Rectory Road linking Norwich Road to Rushall and Harleston. There are also two service roads into the village. Common Road which meanders to Upper Street and Thorpe Abbots and Harvey Lane which leads to Langmere and on to Rushall.
- 6.2 The Street constitutes the central road in Dickleburgh. This ancient narrow short road links the 3 main roads of Ipswich Road, Norwich Road and Rectory Road together. Ipswich road is the main entrance to the village as it takes most of the village traffic due to its connection to a major trunk road, the A140, and has a roundabout. The traffic from Ipswich Road travels through the heart of the historic part of the village (the Street). The majority of vehicles are cars and farm traffic plus a quantity of HGV's. On average, there are 1500 to 1700 vehicles entering the village per day.
- 6.3 Rectory road consists of a large quantity of residential estates with their own small roads connecting to Rectory Road. When one leaves the village travelling to Rushall the driver will pass through open fields and small clusters of housing. Rushall is surrounded by local farms. Despite having a weight restriction there are significant numbers of HGV's that use this road.
- 6.4 Norwich road is the third entrance to the village. This road leads to the A140. However, traffic using this road mainly travel in one direction as it is accessed from the A140. Vehicles travelling out of the village on the Norwich Road negotiate a difficult right turn onto a busy road. The majority of vehicles are cars bound for Rectory Road.
- 6.5 Common Road and Harvey Lane take you into the countryside with a few residential houses. Rushall is serviced by two roads, Harleston Road and Rushall Road. Harleston road takes all the HGVs to the Box factory (Smurfit Kappa) and a number of farm vehicles. Rushall road leads to the countryside then onto the town of Harleston.
- 6.6 This parish, which consists of Dickleburgh, Rushall and Langmere, has a high dependency on the car. The only public transport is a bus service, which is inconsistent for worker's needs. Dickleburgh sits an equal distance from the major towns of Ipswich and Bury St. Edmunds and the City of Norwich. These would appear to be the major places of employment for local people. The local railway service is located at Diss and connects directly to Norwich and London Liverpool Street.
- 6.7 There are key times during the school-working day where there are significant

vehicular movements. These occur at the beginning and end of the school day when children from locations other than Dickleburgh are dropped off or collected. The influx of traffic at these key times is highly disruptive to residents on: The Street, Harvey Lane, Rectory Lane, Rectory Road and Ipswich Road.

- 6.8 Traffic congestion builds up in the parish between the hours of 0700 and 0900 am and 15.30 to 18.00 pm. This is due to the distance away from employment and the drop off and pick up from the school in Dickleburgh. Policy 12 comments about the potential need for development proposals to mitigate their effects on the local highways network. Mitigation measures could include traffic calming, changes to road layout, pavement improvements and crossing points.
- 6.9 The parish has an intricate network of narrow lanes, although many are relatively straight, which may be seen as inviting cars, lorries and farm vehicles to travel faster than many would wish.
- 6.10 There are a number of Quiet Lanes in the parish which link to the network of public rights of way providing opportunities for ramblers and walkers. The issue of speeding on quiet lanes has been raised many times by residents through the consultation process and requires careful planning and action to address it.

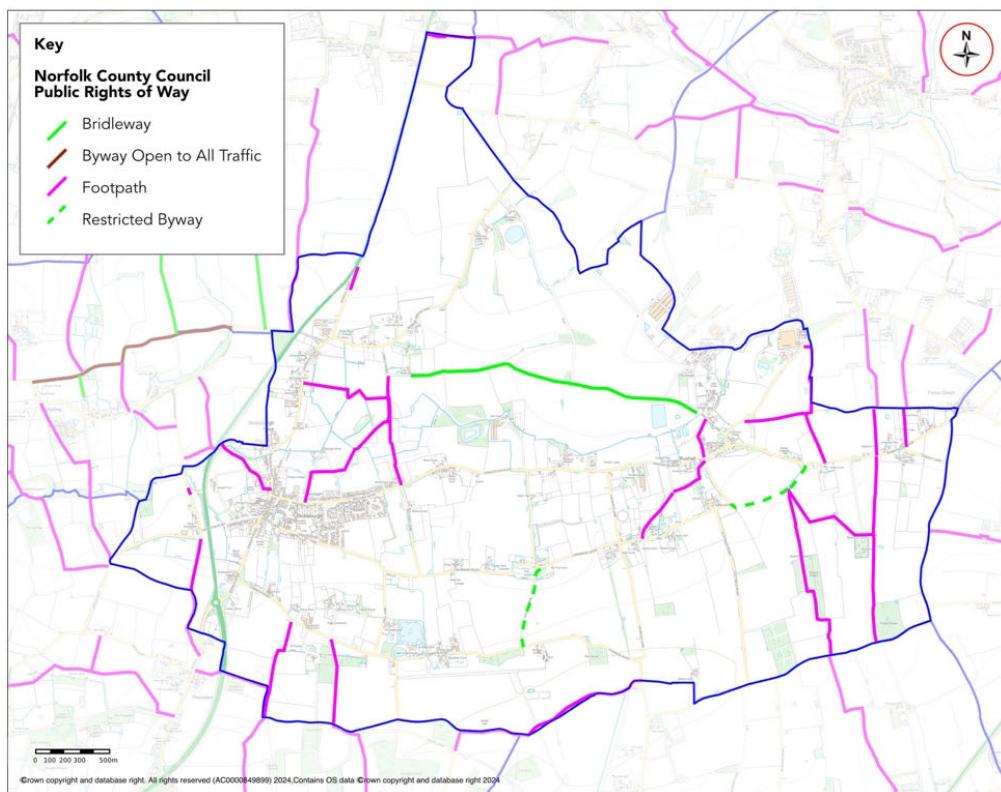


Figure 39:
Public Rights
of Way
(source:
Parish Online,
with own
annotations).
Blue line
denotes
parish
boundary.

Local traffic generation



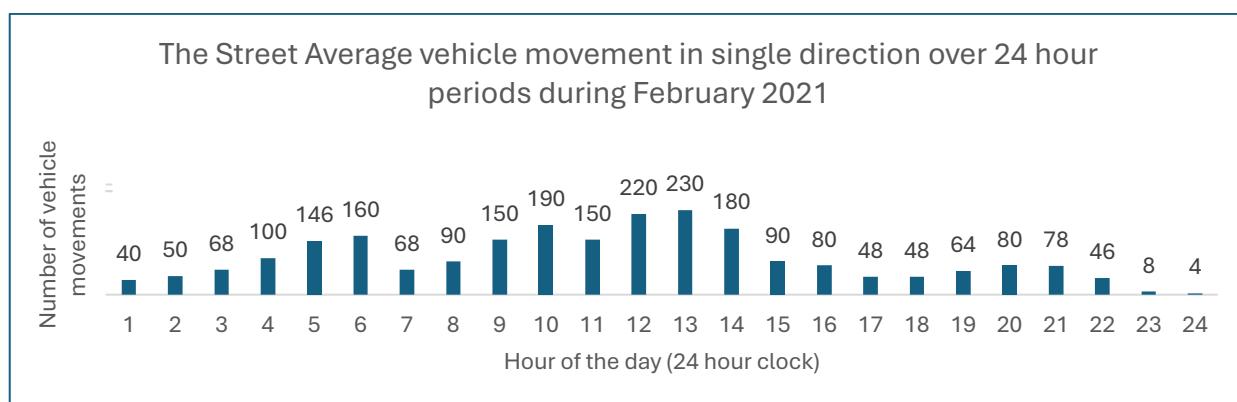
Figure 40: Winter, a not uncommon sight. In this instance a bus tries to pass a parked Lorry on The Street. In order to do so the driver is forced to make the bus mount the kerb, putting potential pedestrians at risk.

6.11 It is clear from the evidence gathered that the parish requires a coherent transport policy. From the evidence analysed four main themes emerge to be included in a transport policy for the parish: a) safety of residents and visitors, b) environmental impact from transport, c) transport connectivity and communications and d) future proofing parish developments.

6.12 The parish has conducted a lengthy consultation with residents, which aimed to elicit their views, requirements and desires for future planning of the parish. Evidence was captured from; speed watch (from February 2018), from SAMs data (from 2021), Lorry counts (2019), air quality monitors (2019), parish wide consultation process (from 2017 onward), including parish questionnaires (2018), 'Have your Say Days' and discussions with Smurfit Kappa (from 2019) and Highways (from 2017 onward).

Speed Awareness Monitoring (SAM) data

6.13 Below are examples of traffic movements in Dickleburgh during the early months of 2021. The parish -managed SAM machine records vehicle movements in a single direction only. During 2023 police monitoring found that over a 10-day period, there are around 16,000 vehicle movements on The Street.



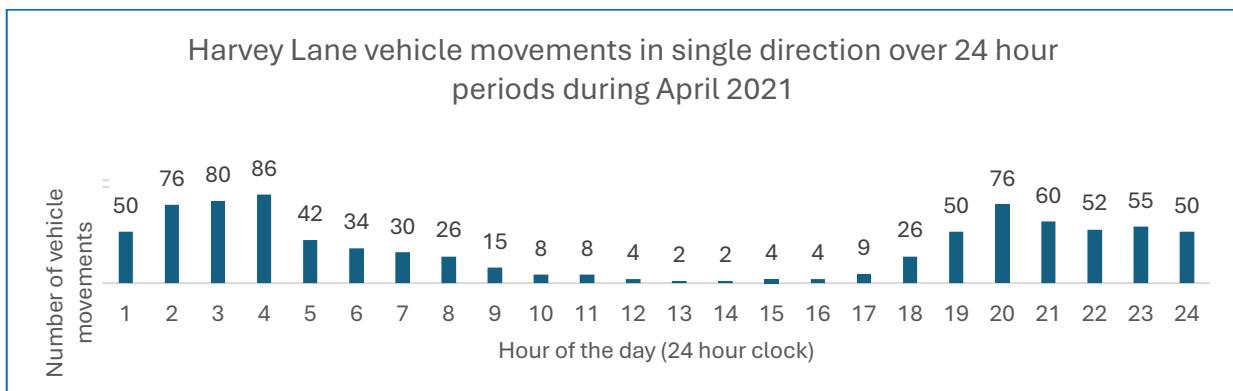
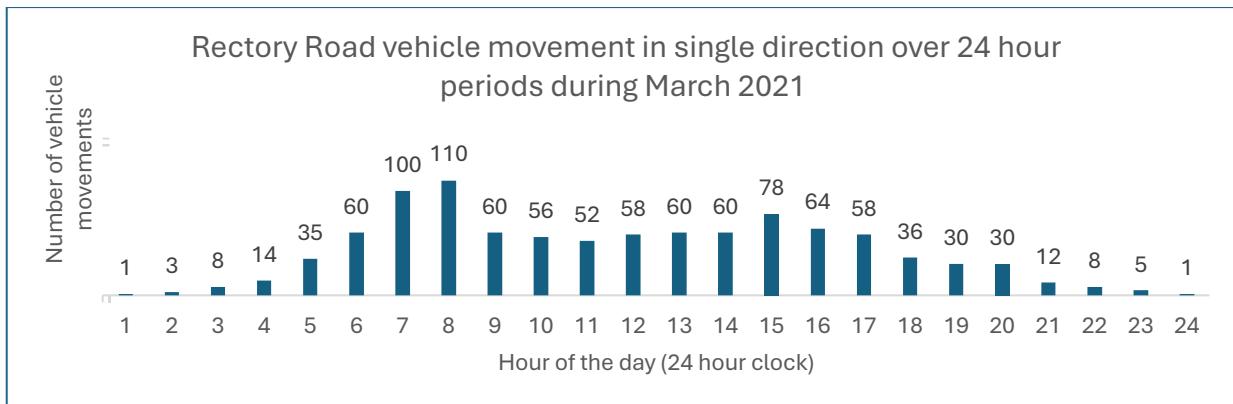


Figure 41: Vehicle movements recorded by the SAM.

Air pollution data

6.14 The quality of the air across the parish was monitored by the parish Council in 2019, as part of the South Norfolk Air Quality monitoring scheme. The monitoring of the quality of the air was hampered by the covid infection and subsequent lockdown. Evidence was gathered however during May and June of 2019, see below, which revealed interesting results that raise issues around the quality of the air in key roads of the parish. The sites were as follows:

1. Harvey Lane Dickleburgh. This Road was chosen as it is a destination for parents depositing and collecting children at the Primary School.
2. The Street / Burston Road junction Dickleburgh. This site was chosen as vehicles often idle at this point to enable oncoming traffic to pass.
3. The Street. This spot was chosen, due to the width of the road and the width of the pavement (3 feet) it is the closest point houses are to traffic. Some of the homes on the Street do not have access to off-road parking. Therefore, The Street is often effectively single-track road.
4. The Junction of The Street and Rectory Road. This site was chosen as it is often a stopping point for vehicles who wish to use the village shop.
5. Smiths Close junction with Rectory Road. Like The Street many homes do not have off-road parking, and therefore this junction is also often a single-track section of the road.
6. The Junction of The Street and Harleston Road Rushall. This site was chosen as it is a key spot for HGV's moving through the parish.

6.15 The results, as one could reasonably expect, for a village bypassed by the A140 are better than some inner-city sites or main thoroughfare sites in Norwich or town sites in Harleston. However, the results are comparable or worse than sites such as Poringland - The Street, New Costessey - Norwich Road, Norwich – Plumstead Road East, Thorpe St Andrews - Yarmouth Road, New Sprowston and New Buckingham.⁸²

NITROGEN DIOXIDE RESULTS Dickleburgh														ug/m3	Annual Mean	With 2016 BAF
SITE	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEPT	OCT	NOV	DEC	Sum			
1- On pole for the school sign, can walk in during school hours							7						7.00	7.00		
2- Behind street sign on Junction of Burton Rd & The Street						10	11						21.00	10.50		
3- Downpipe of Bramley Cottage Opp pub						18	19						37.00	18.50		
4- On the give way sign Opp shop at Junction with Rectory Rd						11	10						21.00	10.50		
5- Downpipe on 1 Smiths Close						13	12						25.00	12.50		
6- On Give way sign at traffic island near to Half Moon Pub						10	9						19.00	9.50		
															11.42	
															Missing	

Figure 42: Air quality data from The Street, Dickleburgh (source: Norfolk County Council). Blue box shows missing data due to Covid 19.

Weight restrictions in the parish

6.16 The following roads have weight restrictions:

- Hogsty Lane – for its entire length
- Langmere Road – from Harleston Road, southeast for 370 metres
- Vaunces Lane – Harleston Road to Langmere Road
- Hall Lane – for its entire length
- Rectory Lane – for its entire length
- Rectory Road – for its entire length
- Harleston Road – for its entire length⁸³

Rationale/justification:

The resident's desire for DR 15 is expressed in answers to questions Q1, Q2, Q3, Q7, Q15 Q17, Q21. Additional Evidence from Public Open Days 18th and 20th January 2020 Section 'Biodiversity Objective 3 (Natural habitat and Hedgerows)', 'Transport Poster 2', 'Green Spaces'.

Additional justification:

- Source data from the Department of Energy and Climate Change shows that South Norfolk has recorded higher CO2 emissions per capita than both the East of England and England between 2005 and 2019. Moreover, the reduction in emissions per capita in South Norfolk during this period has been lower than both

⁸² 2019 Air Quality Annual Status Report (ASR) In fulfilment of Part IV of the Environment Act 1995 Local Air Quality Management (May 2019).

⁸³ Norfolk County Council weight restriction order 2006.

the East of England and England, which suggests that current actions to reduce CO2 emissions are not keeping up with those demonstrated at the regional and national level.

- The transport sector continues to be a key challenge in terms of reducing emissions, especially as the neighbourhood area has a relatively poor public transport network, which needs improving considering the limited range of services and facilities on offer in the neighbourhood area. In this respect, the Dickleburgh and Rushall Neighbourhood Plan provides an opportunity to guide development towards the most accessible locations in the area, which will encourage active transport, and support local infrastructure improvements to help reduce the use of private vehicles.

POLICY DR12: Local traffic generation

Development proposals should quantify the level of traffic movement they would generate and their cumulative effect on traffic flow.

Where necessary, development proposals should incorporate mitigation measures to manage the impact of the development on road safety, pedestrian movement, cycle safety, horse riders, parking, and traffic flow.

Introduction to policy DR13: Walking, cycling and horse riding

Walking, cycling and horse riding

- 6.17 All new developments of 3 or more homes will be required to contribute to an enhanced and joined-up network of high-quality footpaths, green paths and rights of way to improve access to village amenities and the open countryside. Any new development adjacent to existing footpaths or open spaces must take account of its setting by avoiding negative impacts on safety, visual appearance, surveillance, and functionality.
- 6.18 Walking and cycling are to be encouraged. All new developments of 3 or more homes, employment or community infrastructure buildings will be expected to provide adequate provision of crossing points, safe footpaths and cycle ways, in accordance with national planning guidance. Where appropriate, new infrastructure should be connected to existing local provision and thereby adding to the existing network.
- 6.19 All new developments of 3 or more homes should make clear provision for level pavements and appropriate drop-curbs for residents and visitors with mobility difficulties.

Rationale/justification:

The resident's desire for DR 16 is expressed in answers to questions Q1, Q2, Q3, Q4, Q5, Q6, Q7, Q8, Q9, Q10, Q15 Q17, Q18, Q20, Q21. Evidence from Consultation exercise April 2019 Section 'Help us set the vision', 'Thoughts on Land not used for Housing', 'Transport Policies', 'Pathways and Walks', 'Carbon Offsetting', 'Transport Parking for New Developments', 'Housing across the Parish'. Further Evidence from Public Open Days 18th and 20th January 2020 Section 'Green Spaces', 'Transport 1', 'Transport 3', 'Transport 4', 'Biodiversity Objective 3 (Natural habitat and Hedgerows)', 'Transport Poster 2', 'Thinking about the Environment when Building Houses', 'Transport Environmental Impact'.

Additional justification:

Additional evidence is within: Robert Clarke: Impact of Roadside Tree Lines on Indoor Concentrations of Traffic-Derived Particulate Matter.

POLICY DR13: Walking, cycling and horse riding

As appropriate to their scale, nature and location, the design of new residential developments, community buildings and new commercial units, [developers](#) should seek to enhance and join up networks of footpaths, green paths and cycleways (including Public Rights of Way, figure 38) that are suitable for all users, within their designs and layouts. New provision should encourage alternatives to using private cars. Footpaths and cycle ways should use permeable materials and should be separate from any adjacent and associated roads where practicable.

The provision of new footpaths and cycleways will be supported, in particular where there are opportunities to:

- a. Make connections through developments and enable a cohesive village network.
- b. Connect to other surrounding parishes.
- c. Link to existing community infrastructure (as identified in policy DR7).
- d. Enable access to open countryside.

Projects that aim to meet the objectives and policies within the Neighbourhood Plan

6.20 Parish residents are concerned about parking in and around new developments. As part of good design, car-parking provision needs careful consideration, and incorporated into the overall design of the local environment. Given the rural nature of Dickleburgh and Rushall, there is a high dependency on private cars, with many households having more than one car. Therefore, sufficient parking provision is required for all new developments as outlined in the Housing Design and Character Guide.

1. Establish a chicane on the Ipswich Road / The Street, coming into the village of Dickleburgh.
2. Traffic speed, where possible, should be 30 mph or less, on the Ipswich Road and Norwich Road.

3. Create a crossing point on Rectory Road adjacent to the pathway leading to Dickleburgh Primary School, the Village Centre and the Recreational Green. This will enable school children to safely cross Rectory Road.
4. Install permanent speed awareness monitors
5. The parish to continue to support the successful voluntary Speed Watch campaign and extend it, if possible, to Rushall and Langmere.
6. The parish aims to protect and safeguard pedestrians, cyclists and horse riders by introducing new road calming measures, as required, on the roads entering Dickleburgh.

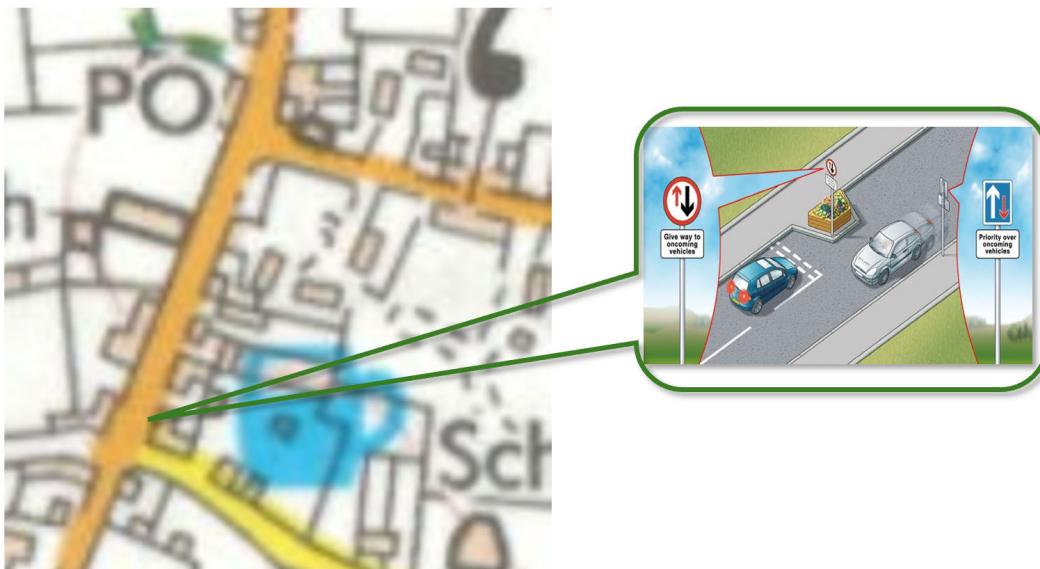


Figure 43: Example of a chicane, for Ipswich Road/The Street.

Measures to reduce Air Pollution

6.21 The Neighbourhood Plan Steering Group have suggested the following initiatives:

- The parish aims to enable a greater use of public transport.
- The parish will seek to ensure that sufficient electrical charging points are provided for charging electric powered vehicles.
- To engage with and encourage carbon capture initiatives on new developments.
- To investigate and initiate means to reduce pollution on the roadways within the villages of the parish.⁸⁴

⁸⁴ Barbara A. Maher, * Imad A. M. Ahmed, Brian Davison, Vassil Karloukovski, and Robert Clarke: Impact of Roadside Tree Lines on Indoor Concentrations of Traffic-Derived Particulate Matter. *Environmental Science and Technology*. pubs.acs.org/est

7. Environment policies

Introduction to policy DR14: Green corridors and Biodiversity Net Gain

Biodiversity in the parish

- 7.1 The parish of Dickleburgh and Rushall is rural, a place of open fields and views, sitting among high-quality agricultural land. It is home to several County Wildlife Sites. These are, predominantly, ancient woodlands. It is also home to Dickleburgh Moor, a wetland nature reserve of emerging importance and a site of historical significance.
- 7.2 The fields in the parish have largely escaped the enlargement seen elsewhere in the county, and many of these have remained unchanged for hundreds of years, probably reflecting original Iron Age field divisions. Consequently, the area is blessed with extensive corridors of narrow lanes, ancient hedgerows, and verges. This network gives the parish its character and provides an interconnected thoroughfare for animals and a home for rare plant species.
- 7.3 This Green Infrastructure draws wildlife experts and enthusiasts into the parish, and a small army of wildlife volunteers works constantly recording the incredible diversity of bird species, bats, orchids and other plant-life.
- 7.4 In public consultations, it was clear that the protection of this Green Infrastructure was of the utmost importance to residents. The active participation by such a high percentage of parishioners under the age of thirty shows the desire for a long-term vision for biodiversity in the parish.

Green infrastructure

- 7.5 Green Infrastructure is the umbrella term used to describe all the different elements that form the natural and semi-natural spaces within and around our settlements and in the open countryside. Beyond the obvious connotations of woodlands and fields, the term can be used to embrace a wider range of spaces and includes rivers, streams and other water features, parks, gardens, green lanes, hedgerows, trees, public rights of way, churchyards, sports facilities and so on.
- 7.6 The Green Infrastructure in the parish of Dickleburgh and Rushall is fundamental to a sense of place and quality of life.
- 7.7 It is often assumed that rural areas must be well blessed with green assets, given the relatively low density of population and the large swathes of open land that contribute to the character of the local landscape. However, much of this land is given over to agriculture and is not primarily managed for wildlife or public access.

7.8 Settlements have often developed incrementally over long periods, with a significant amount of development coming forward in the form of individual plots or small developments, limiting the opportunities to plan for the benefit of the community. We need to address that issue.

7.9 Given current levels of accessible green space, it is vital that we safeguard what we presently have. We will support projects by the community or other local groups to create accessible green space throughout the parish and are keen to look to secure some form of shared public space within Rushall which presently lacks such an amenity.

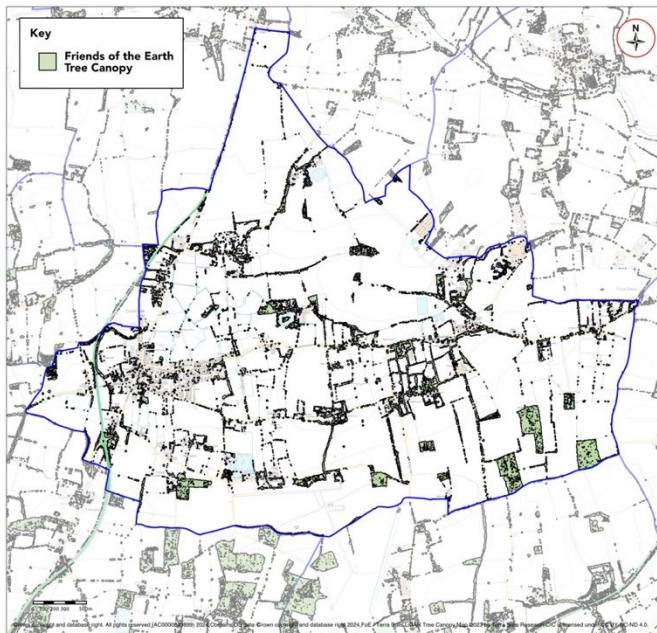


Figure 44: Tree canopy (source: Parish Online, with own annotations). Blue line denotes parish boundary.

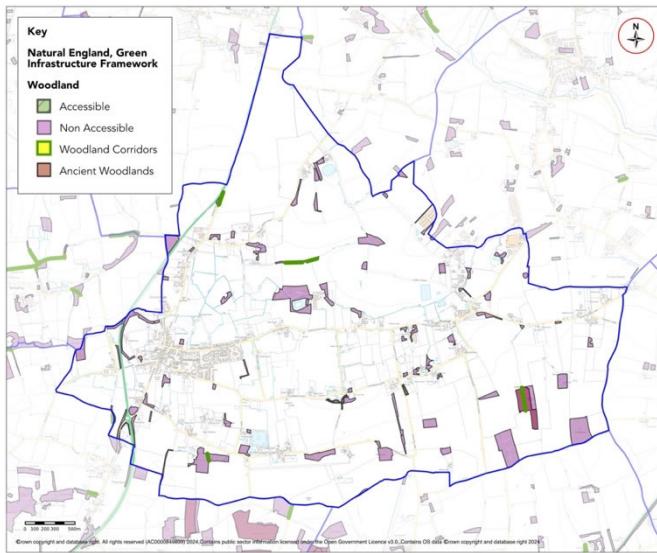


Figure 45: Woodland (source: Parish Online, with own annotations). Blue line denotes parish boundary.

Green corridors and protection of species

7.10 Any developer should make themselves aware of all green corridors in and around the parish of Dickleburgh and Rushall that may be compromised by the development and look for opportunities for their development to support the green corridors. The entire network of green corridors provides navigation and feeding grounds for many bat species, evidenced by the BTO bat surveys carried

out throughout the area since 2016. Recorded species over the whole area include (Barbastelle, Brown Long Eared, Common Pipistrelle. Daubentons. Leisters. Natters, Serotine, Soprano, Pipistrelle. Noctule).

Supporting green corridors within the rural setting of Dickleburgh village

7.11 The village of Dickleburgh sits on the extreme west of the parish. It is a village with areas of tight conurbation and a linear approach from North to South, extending eastwards to the Hamlet of Langmere. To the west, running from North to South is a green expanse of ancient woodland, stretching the whole length of the village from Norwich Road to Ipswich Road. It comprises small untouched fields with a variety of wildlife, including a possible recording of the protected hazel dormouse. The strip includes lengths of old hedgerows, an ancient stream, an old orchard, the 15th century Church and it's grounds and two old and distinct allotments. The whole area separates the village from, and acts as a buffer with, the main A140. To the North of Dickleburgh is Dickleburgh Moor, an area biodiversity rich, filled with rare and notable flora. The Otter trust, working with Natural England are engaged in a programme of introducing new or extinct species back into the environment. The Moor is home to water voles and a multitude of wading birds, ground nesting birds, many using it as an overwintering haven. Swans and Geese are attracted to this wetland habitat, as are barn owls, little owls, buzzards, kites, and turtle doves which are all in residence.

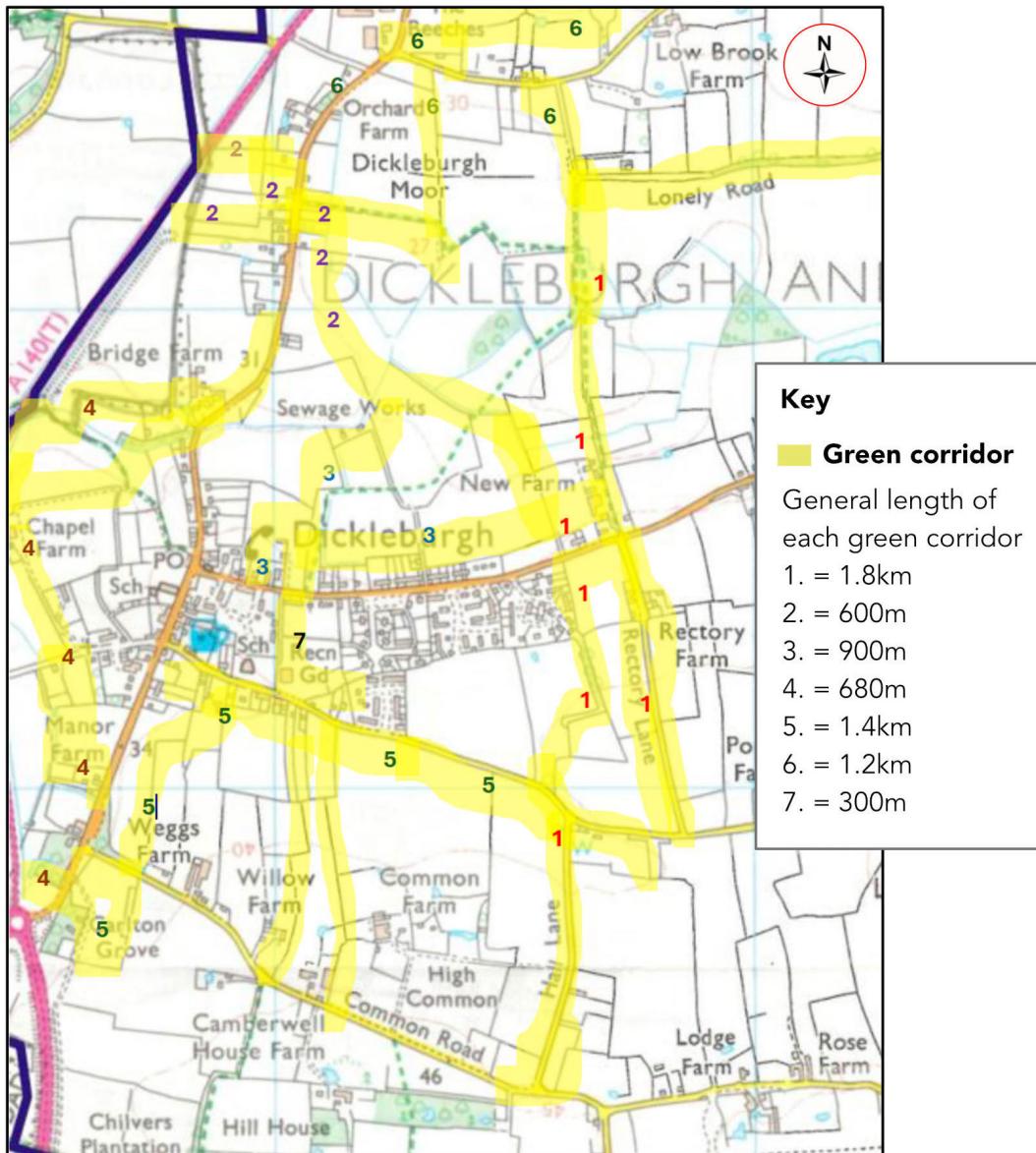


Figure 46: Green corridors in Dickleburgh (source: Parish Online with own annotations). Blue line denotes parish boundary. The full report can be found in Appendix D.

Supporting green corridors within the rural setting of Langmere

7.12 The hamlet of Langmere has a network of green corridors and is complemented by numerous patches of densely wooded areas, open grassland, ponds, lakes and domestic, but largely wild private gardens. Of particular note is Langmere Common, a feeding and breeding ground for Barn Owls and Turtle Doves. To the south of Langmere, on Common Road, is a small habitat of woodland and scrub which is home to a breeding pair of turtle doves. In addition patches of sulphur clover can be found in Common Road, Hall Lane and Vaunces Lane.



Figure 47: Left, Turtle Dove. Middle, Sulphur Clover. Right, Barbastelle Bat.

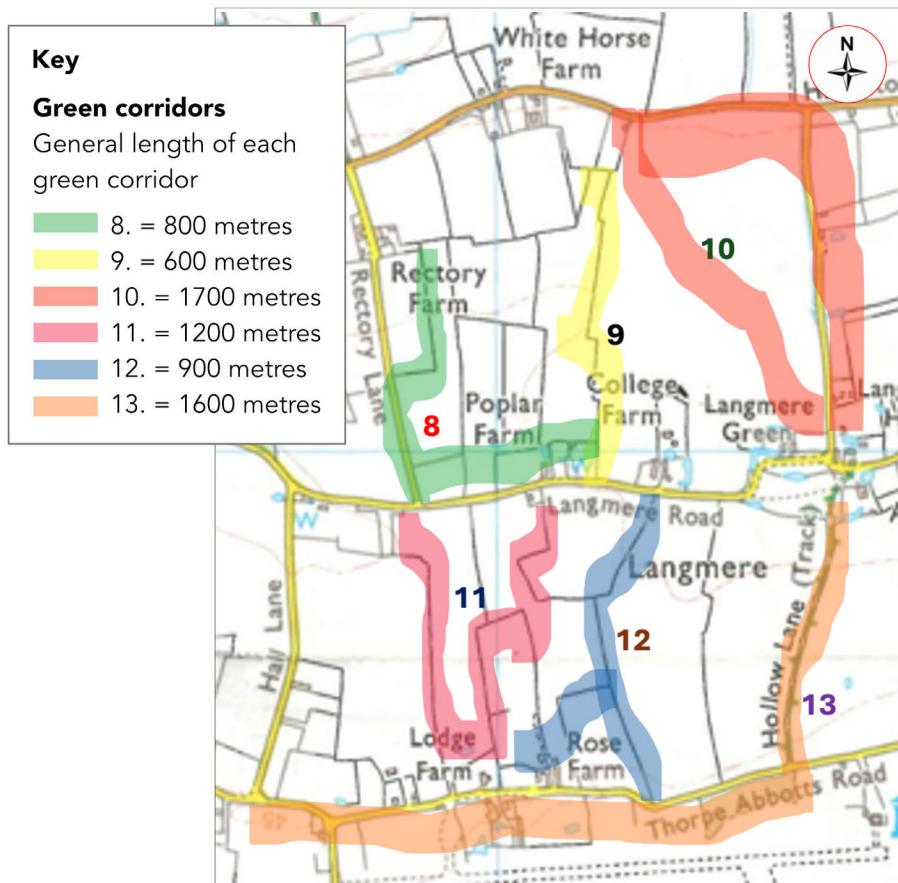


Figure 48: Green corridors in Langmere. The different colours indicate different green corridors (source: Parish Online, with own annotations). The full report can be found in the Appendix.

Supporting green corridors within the rural setting of Rushall village

7.13 The village of Rushall, sitting on the eastern side of the hamlet of Langmere, is an area of open fields, scattered with mainly clusters but some isolated homesteads. The patchwork of fields, including an ancient iron age field system, still in evidence in the landscape, creates a network of numerous green corridors linking up with Langmere and beyond to Dickleburgh. This network of ancient trees and hedgerows, ditches, open spaces, commons and quiet lanes is supported by the tended and wild gardens in what are, in the main, very old and often listed buildings now occupied as private dwellings. Of special note is St Clements Common, a biodiversity rich, untouched space supporting rare and locally protected flora and fauna, including turtle doves, Bee orchids, Pyramidal orchids, Common Spotted orchid and in particular Adders Tongue Fern, an indicator species of unimproved meadows.

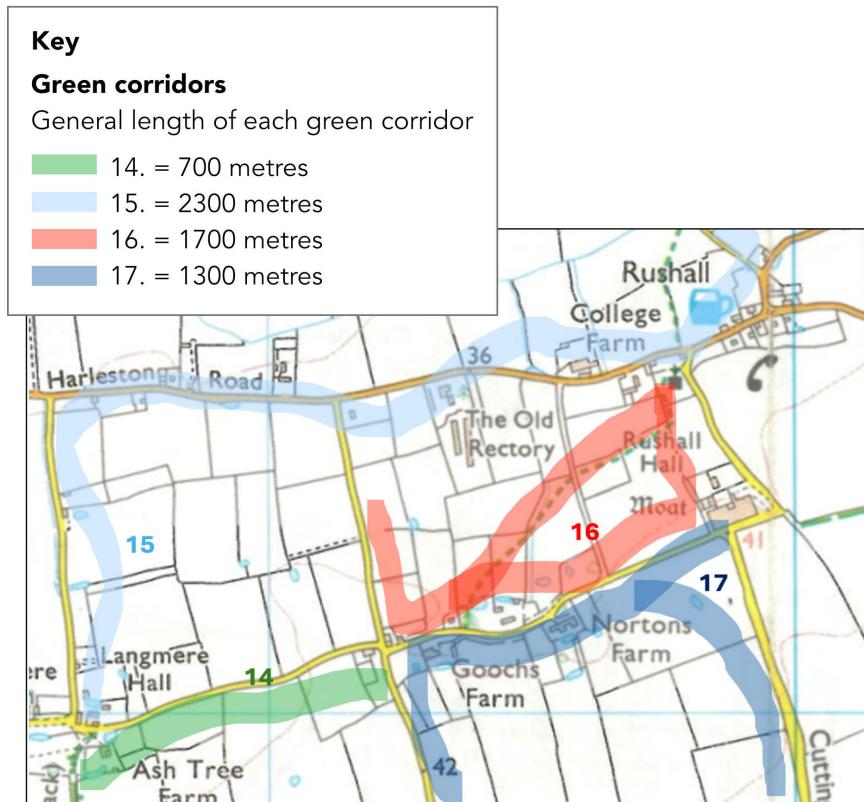


Figure 49: Green corridors in Rushall. The different colours indicate different green corridors (source: Parish Online, with own annotations).

7.14 In England, Biodiversity Net Gain is mandatory under [Schedule 7A of the Town and Country Planning Act 1990 \(as inserted by Schedule 14 of the Environment Act 2021\)](#). Developers must deliver a Biodiversity Net Gain of a minimum of 10%. This means a development will result in more or better quality natural habitat than there was before development. <https://www.gov.uk/guidance/biodiversity-net-gain#determination-of-the-planning-application>

7.15 This objective is for development to deliver at least a 10% increase in biodiversity value relative to the pre-development biodiversity value of the onsite habitat. This increase can be achieved through onsite biodiversity gains, registered offsite biodiversity gains or statutory biodiversity credits once planning permission has been granted, a Biodiversity Gain Plan must be submitted and approved by the planning authority before commencement of the development. This is easily done by supporting any Green Corridors that may fall within the curtilage development area, by planting trees to line roads with the development area, to create verges hedges and ditches.

7.16 Developers should consider biodiversity net gain early in the development process and factor it into site selection and design. Where appropriate, they should discuss the biodiversity net gain requirements for their development with South Norfolk Council. In addition, there are minimum national information requirements related to biodiversity net gain. These requirements will allow consideration of existing habitat baselines for relevant applications so there is a common understanding about the pre-development biodiversity value of the

development's onsite habitat at this stage. Where appropriate developers should provide a detailed and budgeted plan to evidence how biodiversity net gain will be sustained over the longer term (a minimum of 10 years).

7.17 In support of biodiversity and green corridors, we argue that the requirements of DR17 supports NPPF 2024 12. Achieving well-designed places. Paragraph 135 states, 'Planning policies and decisions should ensure that developments:

- a. will function well and add to the overall quality of the area, not just in the short term but over the lifetime of the development.
- b. are visually attractive as a result of good architecture, layout and appropriate and effective landscaping.
- c. are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities).
- d. establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit.
- e. optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f. create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience'.

7.18 Ditches increase the amount of land available for carbon sequestration, they also increase the biodiversity. Ditches increase the diversity of habitats and therefore encourage and maintain different communities of insect's plants, reptiles and mammals. Ditches and verges are part of ruralisation and ruralising. DR 17 identifies networks of habitats as outlined in NPPF 2024 Section 15 Conserving and enhancing the natural environment. paragraph 187 a, b, d, e, paragraph 192 a and b, paragraph 193 a, c, d. paragraph 194 c.

7.19 We argue that the identified Green Corridors in this NP meet this requirement of the NPPF. This Neighbourhood Plan places great emphasis on the need to provide the mechanisms to ensure rurality, beautification, carbon capture, increasing biodiversity and sustainability. We feel that this policy DR14 supports, and is in turn supported by NPPF 2024 section 12 Achieving well-designed places. Paragraph 136 states, 'Trees make an important contribution to the character and quality of urban environments and can also help mitigate and adapt to climate change. Planning policies and decisions should ensure that new streets are tree-lined, that opportunities are taken to incorporate trees elsewhere in developments (such as parks and community orchards), that appropriate measures are in place to secure the long-term maintenance of newly planted trees, and that existing trees are retained wherever possible. Applicants and local planning authorities should work with highways officers and tree officers to ensure that the right trees are planted in the right places, and solutions are found that are compatible with highways standards and the needs of different users'.

7.20 DR 17 is supported by NPPF 2024 11. Making effective use of land. Paragraph 124 states 'Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions... Establishing ditches and verges on all roads increases and supports green corridors. Thereby ensuring greater biodiversity in and through any development. Ditches and Verges also offer safer travel routes for mammals'.

7.21 Paragraph 125 states, 'Planning policies and decisions should: a) encourage multiple benefits from both urban and rural land, including through mixed use schemes and taking opportunities to achieve net environmental gains – such as developments that would enable new habitat creation or improve public access to the countryside; see note above. Ditches and Verges add to environmental gains. b) recognise that some undeveloped land can perform many functions, such as for wildlife, recreation, flood risk mitigation, cooling/shading, carbon storage or food production. Ditches and verges add to carbon capture and storage. A ditch increases the land available for carbon capture.'

7.22 National Design code N3 biodiversity p.25⁸⁵ Paragraph 85. Natural assets such as ancient woodlands, designated sites, mature trees, and protected species should be protected and enhanced (where possible) in the design of the schemes. Priority habitats and priority species should also be considered within the design process. Paragraph 86. A baseline assessment needs to be undertaken prior to development using the Natural England Biodiversity Metric 3.0 to N.3 Biodiversity. Paragraph 82. All new development needs to use, retain and improve existing habitats or create new habitats to achieve measurable gains for biodiversity. This includes landscaping and tree planting. N.3.i Biodiversity Net Gain. Paragraph 83. Local Nature Recovery Strategies (LNRS) to map and identify opportunities to create and enhance local biodiversity will be included in the Environment Bill. These strategies are intended to assist developers in achieving biodiversity net gain and need to be referenced in the design code. measure the existing value of the site (this will become mandatory under the Environment Bill). The proposed post-development design will similarly be assessed to show a minimum 10% improvement (including any offsite provision where necessary N.3.ii Planning for Biodiversity.⁸⁶

7.23 Paragraph 87. The design code should be based on a hierarchy that first seeks to avoid damaging habitats, then to mitigate that damage and then, if this is not possible, to consider replacement habitats. Paragraph 88. Measures using green/infiltration SuDS that improve water quality and create habitats should be included where possible. Planting: To provide nectar, nuts, seeds, native vegetation and berries along with trees and shrubs, logs and stones. Native plant

⁸⁵

[https://assets.publishing.service.gov.uk/media/611105f98fa8f506c58e786f/National Model Design Code - Part 2 Guidance Notes web.pdf](https://assets.publishing.service.gov.uk/media/611105f98fa8f506c58e786f/National_Model_Design_Code_-_Part_2_Guidance_Notes_web.pdf)

⁸⁶

[https://assets.publishing.service.gov.uk/media/60140c438fa8f53fba2e4a50/Guidance notes for Design Codes.pdf](https://assets.publishing.service.gov.uk/media/60140c438fa8f53fba2e4a50/Guidance_notes_for_Design_Codes.pdf)

and tree species are generally, but not always, better for wildlife. Creating habitats: Strategies need to be considered for creating natural habitats, for example, through use of trees, wildflowers and ponds as well as bat and bird boxes, bee bricks and bird bricks and hedgehog highways. Enhancing Habitats: Management of native planting, foraging grounds for bats, feeding grounds and wetlands for birds and forest floor habitats. Ecological niches: Can create a range of ecological conditions from woodland transition zones to wetland areas and open grassland. Note: This would clearly and obviously include ditches. Existing features: Natural assets such as trees, woodlands, hedges, wetland areas and other natural features need to be retained and enhanced where possible. Ecological network: Masterplans should create an interconnected ecological network that encompasses everything from doorstep spaces and private gardens to the surrounding countryside.

7.24 Paragraph 89. Street trees and other landscape features in streetscapes provide habitat, shading, cooling, air quality improvements and carbon sequestration, as well as being a vital component of attractive places. It is the government's intention that all new streets include trees. Building sustainably and environmentally is not a new concept. Many local authorities have design codes that require biodiversity neutrality or net gain.⁸⁷

7.25 The Landscape Strategy of the Waveney Tributary Farmland Assessment B4. Identifies important features that are to be retained. DR 17 will contribute to the maintenance of key Landscape assets in the parish of Dickleburgh and Rushall. 11.16. The overall strategy is to conserve the rural, peaceful quality of the Waveney Tributary Farmland with its strong farmland character, threaded by small tributary watercourses, and mix of more intimate, wooded, enclosed valleys contrasting with more open landscapes. There are opportunities to enhance the landscape to reinforce local character: maintain and manage moats, field ponds and drainage ditches; protect and manage rural grass verges; maintain areas of pasture within the tributary valleys and seek opportunities to extend pastures along watercourses; South Norfolk Landscape Assessment: Final Report 55 B4: Waveney Tributary Farmland maintain the stock of hedgerow trees, particularly along roadsides and encourage new generations of hedgerow trees to replace existing stock; consider opportunities to reinstate hedgerows where they have been lost, and particularly along roadsides; manage woodlands to conserve character and enhance biodiversity and consider opportunities to extend and link woodland, including the creation of new woodlands around villages; conserve and restore historic parkland landscapes; conserve the distinctive small-scale historic field pattern around villages as at Alburgh, Dickleburgh, Denton and Burston.

7.26 Development Considerations 11.17. Any development in the area must respect the character of Waveney Tributary Farmland and in particular consider the following: conserve the rural peaceful character, with the pattern of small villages and settlements set within the agricultural landscape, but not dominating it; conserve the character and individual identity of the villages either

⁸⁷ https://www.london.gov.uk/sites/default/files/biodiversity_and_planning_research_report_0.pdf

set around greens or loosely following roads. Infilling or extension of settlements could result in a change to a more compact character and merging of settlement and loss of individual identity; seek to maintain the soft grass verges and open frontages that characterise the settlements along rural roads and avoid creation of hard boundaries or surfaces which would impart a more urban character; conserve village greens and commons; conserve the local vernacular features that contribute to the rural character – including the distinctive road signs and road names. Conserve the quiet, rural character of the narrow lanes that cross the area; consider potential effects of potential large-scale developments (for example relating to airfield sites).

7.27 NPPF 2024, Section 15. Conserving and enhancing the natural environment. Paragraph 187 states, ‘Planning policies and decisions should contribute to and enhance the natural and local environment by: a) protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan), (note Dickleburgh Moor significant findings of peat); b) recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland; d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures...’ e) ... development should wherever possible, help to improve local environmental conditions... . Paragraph 192 states; a) Identify, map and safeguard components of local wildlife/rich habitats and wider ecological networks ... b) ‘promote the conservation, restoration and enhancement of priority habitats, ecological networks and the protection and recovery of priority species; and identify and pursue opportunities for securing measurable net gains for biodiversity’.

7.28 We assert that delivery of DR 17 will enable the planning authority to ensure biodiversity and care for the climate is at the heart of development. As a minimum, all development **that involves building of a new house industrial or commercial building** must demonstrably have retention of biodiversity and the additionality of biodiversity at its core. Any development that involves the building of a new home or converting an existing industrial building into a house will be required to demonstrate a net ecological and biodiversity gain of at least 10% across the area they are developing. This will be achieved by measuring, understanding, and reporting the ecology of the environment in its natural state prior to the proposal. The developer will need to include in their proposals evidence of how the development will achieve a minimum of 10% net gain.

7.29 Research on Insect populations suggest there has been drastic reductions in populations. Insects provide the starting point for soil improvement and birds and animal food.

7.30 The world is today experiencing the Anthropocene or Holocene epoch. Unlike all others this epoch is defined by human impact on the planet.⁸⁸ It is human activity which, uniquely amongst animals has contributed to the consumption of fossil fuels and the build-up of greenhouse gases, that in turn are significant contributors to global warming and rising sea levels.⁸⁹ It is estimated that 80 percent of all the different kinds of animals on this planet are insects. They maintain the world as we know it.⁹⁰ Therefore one can make the assumption that, if the insect world is affected during this epoch then human activity is likely to be the trigger of that effect. There is now incontrovertible evidence that direct human activity is having a direct impact on the quantity and variety of insects around us, both friend and foe.

7.31 Habitat loss and degradation of land almost inevitably causes the reduction of resources for insects over their life cycle, thus amplifying the opportunities to diminish the populations, be that loss of breeding sites, foraging sites, shelter from predators and weather. Studies have shown that insect populations have reduced by 50% over the last 50 years.⁹¹ Between 1969 and 2016 moth populations have fluctuated up and down, there is however, an overall downward trajectory with the Moth population declining precipitously, by 31% overall.⁹²

7.32 Insects are vital components in the production of food and maintaining human health. There is now clear evidence that insect numbers and varieties are declining. Currently there are estimated to be around 1 million insects per Acre of land.⁹³ Climate change is a factor in the reduced number of insects, contributing to the loss of habitat along with the reduced variety of plants and exposure to chemicals.⁹⁴ The insect world is without doubt a resilient world, some insects are adept at adapting to changing environments, others less so.

7.33 Creating hostile environments between fragmented semi natural habitats again makes it more difficult for insects to move successfully between locations. Urbanisation is clearly a significant factor in the creation of insect-dead land. Although it can be argued that building houses with gardens can stem the damage, evidence suggests gardens tend to be full of generalist species and although they may go some way in sustaining some species of insect it requires management, more purposeful and systematic planning and planting to maintain diversity and animal routeways from one area to another.⁹⁵

7.34 There are things that can be done to mitigate against the worst effects and may go some way to supporting and maintaining a healthy environment of insects

⁸⁸ <https://www.digitalatlasofancientlife.org/learn/geological-time/geological-time-scale/#:~:text=Earth's%20history%20is%20characterized%20by,Archean%2C%20Proterozoic%2C%20and%20Phanerozoic>

⁸⁹ <https://www.sciencedirect.com/topics/earth-and-planetary-sciences/holocene-epoch>

⁹⁰ <https://www.nationalgeographic.com/magazine/2020/05/where-have-all-the-insects-gone-feature/>

⁹¹ <https://www.theguardian.com/environment/2020/apr/23/insect-numbers-down-25-since-1990-global-study-finds>

⁹² <https://www.pnas.org/content/118/2/e2018499117>

⁹³ http://www.bbc.co.uk/pressoffice/pressreleases/stories/2005/10_october/20/life_facts.shtml

⁹⁴ UK Parliament Post. Post note number 619 March 2020

⁹⁵ UK Parliament Post. Post note number 619 March 2020

which in turn maintains a healthy environment for us, including, the enabling of human wellbeing.

7.35 There are relatively simple things that can be done by developers within the parish to protect the biodiversity and maintain healthy insect populations. These include:

- Planting wildflower meadows. Since the 1930's 97% of wildflower meadows have disappeared.⁹⁶ When considering planting a meadow, generally the higher the plant diversity in meadows the greater the chance of a higher diversity of animals. A variety of herbivores will be on hand to consume all the different plant species and they in turn will supply food for any number of carnivores from spiders to beetles and birds.⁹⁷ On average, five acres of grassland contain about one tonne of insects. The number of predatory invertebrates such as beetles may exceed 2000 per cm² of ground. 1 acre of hay meadow may contain 2.25 million spiders.⁹⁸
- Joining existing woodlands together by planting trees, shrubs to create woodland corridors this could include integrating roses. This not only improves habitats for wildlife, it will also help connect people with nature.⁹⁹
- Expanding an existing woodland serves the existing wildlife better, rather than creating a standalone area of woodland.
- Where a road is created include a hedgerow and ideally include a ditch. Include taller shrubs like Woods' rose and elderberry alternated with smaller plants, these environments will draw insects into the local environment and therefore encourage, pollination, fertilisation and food for birds and bats.
- Creation of brownfield sites or open spaces of land, ponds, verges, gardens allotments and green roofs can all support the insect population.
- Reduction in artificial light.¹⁰⁰ This will include light escaping from properties and flooding dark areas with light, as well as street lighting.

Further information is found in the Appendix.

Rationale/justification: The residents' desire for DR.17 is expressed in response to questions Q1, Q3, Q8, Q16, Q17 and Q21. Evidence from Consultation exercise April 2019 Section 'Help us set the Vision', 'Thoughts on Land not used for Housing', 'Transport Policies', 'Key Thoughts on Housing', 'Housing for Next Generation', 'Thinking about Environment when building New Houses', 'Wildlife and Flora', 'Existing Green Spaces and Habitats and 'Trees and Hedgerows'. Further evidence from Public Open Days 18th and 20th January 2020 Section 'Transport 3', 'Poster Green Spaces', 'Biodiversity Objective 3 (Natural habitat and hedgerows)',

⁹⁶ Professor Dave Goulson: Reversing the Decline in Insects. The Wildlife trusts.

⁹⁷ <http://www.countrysideinfo.co.uk/meadows/animals.htm>

⁹⁸ <http://www.countrysideinfo.co.uk/meadows/animals.htm>

⁹⁹ <https://forestrycommission.blog.gov.uk/2020/08/26/wonderful-woodlands-and-why-you-should-create-them/>

¹⁰⁰ <https://www.theguardian.com/environment/2020/apr/23/insect-numbers-down-25-since-1990-global-study-finds>

‘Biodiversity Objective 4 (Settlement Gaps)’, ‘Green Spaces’, ‘Thinking about the Environment when Building New Houses and ‘Housing across the Parish 2 (Policy 4)’.

POLICY DR14: Green corridors and Biodiversity Net Gain

As appropriate to their scale, nature and location development proposals should retain, protect and, where practicable, enhance existing green corridors (as shown on figures 46, 48 and 49) and respond positively to the Norfolk Local Nature Recovery Strategy.

As appropriate to their scale, nature and location development proposals should demonstrate how they will support the green corridor network and contribute to biodiversity net gain. As appropriate to the development concerned, this could be achieved through the following:

- a. Good connections for wildlife.
- b. Protecting and enhancing natural assets, such as trees, woodlands, orchards, hedgerows, brooks, springs, ditches or ponds.
- c. Utilising native tree and plant species.
- d. Creation of new ditches and hedges.
- e. Creation of open species rich public spaces

Wherever it is practicable to do so, new roads should be built with open ditches, green verges and hedges designed and positioned to support wildlife and biodiversity.

Introduction to policy DR15: Local Green Spaces

Local Green Spaces

7.36 There are a number of Local Green spaces around the parish that hold a significant interest to residents of the parish, some have significant historical / heritage interest, others have biodiversity value, whilst others are valued as spaces for exercise. All local green spaces must be protected. Local Green Spaces have a distinct place in the parish topography. Local Green Spaces are identified because they encompass a sense of place and add to the wellbeing of the community. The residents of the parish desire that Local Green Spaces within the parish are protected from harm through erosion of the site itself or its setting within the environment of the parish. The proposed local green spaces have been assessed principally against the guidance in Section 8 of the NPPF. The Parish Council has also used general information provided by the Open Spaces Society to supplement the NPPF tests.



Figure 50: Local Green Spaces (source: Parish Online, with own annotations). Blue line denotes parish boundary. More detailed maps can be found in the Appendix.

7.37 <https://www.norfolk.gov.uk/article/39037/What-the-strategy-aims-to-achieve>
 Local Nature Recovery Strategy, aims:

- **Creating Ecological Networks:** Establishing a '**Nature Recovery Network**' to connect isolated habitats, creating corridors that promote species migration, genetic exchange, and adaptation to climate change. This approach recognises that a connected landscape is more resilient and beneficial for both wildlife and people.
- **Enhancing Biodiversity:** The protection and restoration of local wildlife, creating and improving habitats for native species.
- **Green Space Access and Connection:** Improving access to, and the quality of, green spaces and natural areas for local residents and tourists. This is both for the physical and mental health benefits they provide and to foster a deeper connection with, and appreciation for, the natural world.
- **Using Land Sustainably:** Promoting land use practices that are sustainable and nature friendly. Including encouraging everything from sustainable agriculture and forestry practices to nature-based solutions in urban planning and development.
- **Engaging With Communities and Partners:** Involving local communities, landowners, land managers, local authorities, private companies, business, the third sector, and government bodies in the nature recovery process. This will ensure strategies are locally grounded, widely supported, and that they offer social, economic and environmental benefits.
- **Climate Change Mitigation and Adaptation:** Using natural solutions to combat climate change, such as increasing tree cover to remove carbon from the atmosphere, restoring wetlands and peatlands, and changing the way farmland is managed.

7.38 We argue DR 18 is supported by NPPF 2024 Section15. Conserving and enhancing the natural environment. Paragraph 192. To protect and enhance biodiversity and geodiversity, plans should: a) Identify, map and safeguard.

7.39 NPPF 16 sets out justification for DR 18 and DR 1 Conserving and enhancing the historic environment ... p.59 – 62. Paragraph 203 states Plans should set out a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats. This strategy should take into account:

- d. the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation.
- e. the wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring.
- f. the desirability of new development making a positive contribution to local character and distinctiveness; and
- g. opportunities to draw on the contribution made by the historic environment to the character of a place.

POLICY DR15: Local Green Spaces

In addition to the County Wildlife Sites in the parish, the following areas are designated as Local Green Spaces for special protection (figure 49):

- A. Dickleburgh Village Green, opposite the church
- B. The Churchyard of St. Mary's Church, Rushall
- C. The Churchyard of All Saints Church, Dickleburgh
- D. Dickleburgh Village Hall Playing Fields
- E. The Green on Rectory Road/Catchpole Walk
- F. The former allotment area and field (held in trust and managed by the Townlands Trust) to the south and west of Dickleburgh Church
- G. The entrance to High Common.

The management of development within areas of Local Green Space will be consistent with that for development within Green Belts as set out in national policy.

Introduction to policy DR16: Dark skies

Dark skies

7.40 The privilege of viewing the dark sky is one that should be available to all. We live in a society where currently dark skies can be a matter of economy. Those who have the opportunity to live away from community hubs can enjoy the dark skies whereas those who reside within the community have restrictions placed upon them; this policy should go some way to equalising this imbalance.

7.41 Wildlife is all around us, whether we live in one of the two villages, a hamlet, or in a more isolated spot. Choices made about outdoor lighting impact all species and are especially important for locations in or near sensitive habitats. Bad lighting can have lethal consequences for wildlife. There is clear evidence within the parish that well-lit areas deter some of the rarer bats and at

the same time drain the night skies of moths and other light attracted insects that would normally provide food for bat colonies. Good lighting practice can, on the other hand, help restore healthy ecosystems.

- 7.42 By adopting a Dark Skies Policy, we will be reducing the consumption of energy by promoting efficient outdoor lighting technologies and practices. It will encourage appropriate lighting levels and warranting conditions (whether lights may be installed in certain areas and/or operated during particular hours of the day).
- 7.43 Poorly designed and/or installed outdoor lighting is a known hazard to motorists, bicyclists and pedestrians in transit at night. By adopting a Dark Skies Policy that reduces glare and puts the right amount of light in the right place and at the right time, will ensure the safety of all.
- 7.44 Adopting a dark Skies Policy does not mean we compromise on security. Over-lighting outdoor spaces at night in the belief that lighting deters crime can conversely create favourable conditions for crimes of opportunity. Good policies that protect dark skies, enhance security by reducing glare, reducing harsh lighting that creates shadows, and retaining the element of surprise using adaptive lighting controls, can enhance security.

What a ‘dark sky parish’ means for residents?

- 7.45 Being in a Dark Sky parish does not mean you have to turn lights off. Rather, it is about encouraging the use of high-quality eco-friendly lighting, which is not only more effective in shining light where it is needed, but also reduces light pollution and carbon emissions and is better for nocturnal wildlife.
- 7.46 To ensure we minimise light pollution and retain the parish’s rural character a Lighting Management Plan (LMP), see Appendix. The Lighting Management Plan (LMP) is not a legal document but is supported by the Neighbourhood Plan and should therefore be used by the planning authorities as guidance when considering domestic, public and commercial planning applications within the parish. When developers apply to build new developments, or an individual wants to build new premises, or expand existing buildings, they will need to consider whether, and to what extent, external lighting is needed. If the decision is that external lighting is required, then it will need to be dark sky friendly. That means using lighting which is suited to the job, and which is fully shielded. Such lighting is invariably less expensive to operate over the long term and requires less maintenance than older lighting technologies.
- 7.47 The parish of Dickleburgh and Rushall encompasses wilder remoter areas, hamlets and villages. As a result of this the Lighting Management Plan includes different guidelines for different areas.

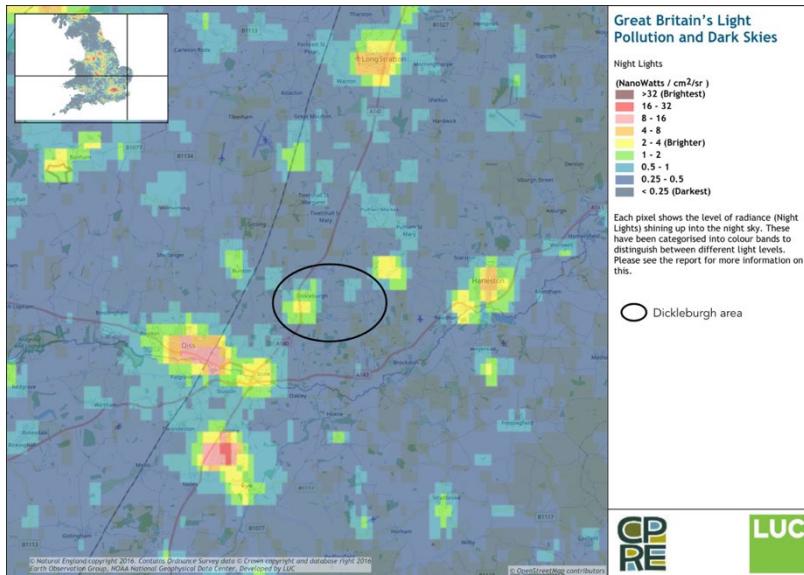


Figure 51: Light pollution and dark skies – Dickleburgh and Rushall parish and surrounds (source: Commission for the Protection of Rural England).



Figure 52: Light pollution and dark skies – Dickleburgh and Rushall parish (source: Commission for the Protection of Rural England).

POLICY DR16: Dark skies

Development proposals should take account of the parish's existing dark skies Light Management Plan (Appendix F) and limit the impact of light pollution from artificial light (figure 50 and 51).

For individual dwellings, lighting necessary for security or safety should be designed to minimise the impact on dark skies by, for example, minimal light spillage, use of down lighting, movement sensitive lighting and restricting hours of lighting.

Lighting that would cause unacceptable disturbance or risk to wildlife will not be supported.

Appendix

Appendix A: Dickleburgh and Rushall Neighbourhood Plan Housing Design and Character Guide



Rushall house, showing the original features of the threshing barn.

Introduction and planning policy hierarchy

Any development proposed within the parish of Dickleburgh and Rushall will need to comply with 1. National Planning Policy Framework (NPPF), 2. Greater Norwich Local Plan (GNLP) and Joint Core strategy (JCS) 3. South Norfolk Local Plan (SNLP) and their Place- Making Guide, and 4. Dickleburgh and Rushall Neighbourhood Plan (DRNP)

The NPPF 2024 section 12 Achieving well-designed places, Para 133 refers to the need for “Design guide” and this section of the DRNP is intended to give site specific design guidelines for any residential development within the parish. Guidelines that specifically seek to meet future residential needs within context of the rural nature and characteristics of the 2 villages.

All planning applications for development submitted to South Norfolk District Council (including any notified to SNDC under GNLP) shall be notified to adjoining owners and any properties within 100 metres of development.

In order to fulfil the objectives and policies of the NP, any planning applications which are delegated for planning officer approval should have Parish Council approval before they can proceed. If they do not receive Parish Council approval they should automatically be submitted for South Norfolk DC Development Management (Planning) Committee consideration.

Any sites to be developed in and around Dickleburgh and Rushall should be carefully planned and designed to ensure the following:

1. Minimum detrimental impact on existing residents' outlook, amenity and enjoyment of the villages and hamlets. Positive impact on change to the character and appearance of the villages.
2. Proposals adjacent or near any listed buildings, conservation areas or their settings, must conserve and wherever possible, seek to enhance their significance, quality, and character. This will include retaining significant sight lines and views. (see heritage policies).
3. The new houses do not exceed 2 storeys high and reflect the height, form, massing and

scale of existing, and that the density is in keeping with village standards, reflecting rurality and enhancing beautification. The housing mass must not exceed 15-20 dwellings per hectare. Where issues of Rurality pertain to the site in question, then the rurality principles must be conformed with.

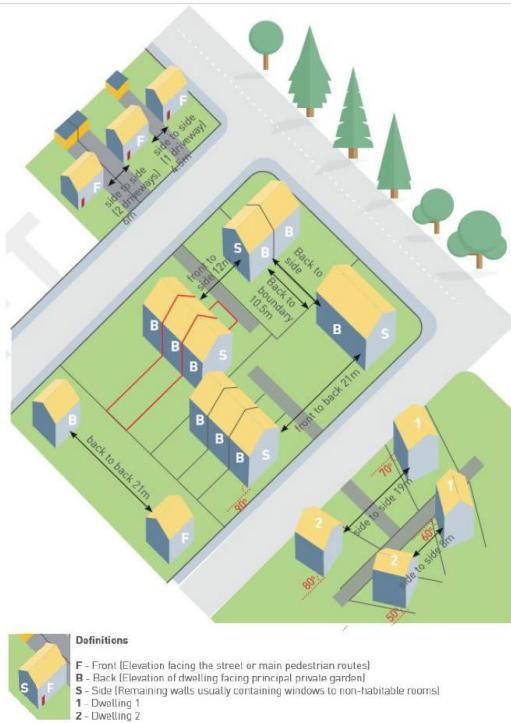
4. The design of houses (including extensions) matches, enhances or complements existing dwellings and local materials in the area with quality and sustainable materials. Roof design should be pitched to match existing. The design and specification of the dwellings must ensure they do not adversely change the character of the existing area, nor have an adverse impact on neighbouring properties in relation to privacy, overbearing, or overshadowing impact.
5. There are planned adequate provision of infrastructure schools, drainage, power etc. Most of existing dwellings outside the village centre are on individual sewage treatment plants. Any new sites for 2 or more dwellings outside, but within the extent of current mains drainage should be on mains drainage. The Anglian Water Authority has a Water Recycling Centre (formerly known as Wastewater Treatment Plant) situated to the north on Dickleburgh Moor which has a limited capacity and may need to be extended to meet demand beyond 2036. Rushall is not currently served by the Water Recycling Centre. In considering any future sites for development it should be noted that Anglian Water recommend a suitable distance is maintained between communities they serve. A 400-metre gap is recommended for a water recycling centre and within 15 metres of a used water pumping station.
6. The design layout of any development must take account of location, proximity to access points, sight lines, and manoeuvring requirements so that indiscriminate parking and obstruction of footways and carriageways is avoided. Design of access and egress to meet requirements of emergency and other service vehicles, including vehicles for the disabled must be catered for. Any bus routes adjacent to residential development areas will require a minimum clear passage of 5.5 metres plus footway of 2 metres, which must be available where on-street parking is proposed.
7. Construction traffic is controlled to reduce mud on roads, damage to highway and safety. The inevitable disruption to the adjoining roads and provision of services is kept to a minimum, and a timetable for implementation of the various sites is planned to avoid clashes between developers and villagers' activities.
8. The mix of dwellings meets demands for different types and sizes, e.g. 1-4 bedrooms, with some single storey for the elderly, and possibly warden controlled sheltered accommodation, and some affordable dwellings.
9. The design layout of any new developments must provide gardens of a reasonable size for the enjoyment of residents and must ensure that any first-floor habitable room clear glass windows are no closer than 15 metres to rear garden boundary i.e. minimum distance of 30 metres back-to-back.

This requirement is to ensure a reasonable degree of privacy and amenity, and to minimise impact on existing residents outlook and enjoyment of the parish.

That any bungalows or single storey development designed for the elderly must ensure that there is sufficient private or shared landscaped amenity space outlook from habitable rooms.

The following illustration is taken from the North Norfolk Design Guide. It shows the principles of the foregoing set standards, but the DRNP team have increased the distances from those shown as indicated above to reflect the rural nature of existing dwellings.

Diagram showing garden sizes and distances between houses (amended diagram from the North Norfolk Design Guide).



10. The dwellings have off-road parking integral to the dwelling in accordance with the table below:

Bedrooms	Minimum number of cars parking to be provided
1	2
2	2
3	3
4 (and more)	4

11. Where it is not feasible and practical to meet the above standard on all dwellings in a development, provision for any deficit may be achieved by provision of car spaces adjacent to such dwellings in small car parks. In recognition that on-street parking could occur, streets should be designed to safely accommodate unallocated on-street parking. All car parking should be arranged in a way that is not dominant or detrimental to the sense of place or amenity of adjoining properties and where possible softened by planting. The layout and design of the dwellings is enhanced by sensitive landscaping and planting of trees and shrubs.

12. Any existing features, including hedgerows and trees, rural character of views and gaps are retained and included in the developments. Any future developments beyond those currently under consideration must retain the rural separation of the two villages of Dickleburgh and Rushall and all surrounding hamlets.

13. Provision of better internet accessibility is required particularly in Rushall and outlying areas.

14. All new dwellings must comply with the minimum energy efficiency measures under Building Control, but consideration should be given in the design to reduction of carbon footprint by inclusion of energy efficient measures and technologies e.g. additional insulation, solar panels, subterranean water storage, heat pumps etc.

15. The provision of an appropriate level of affordable housing must comply with the national and district guidelines for the percentage of affordable housing as defined at the time of the implementation for inclusion in a mixed development. Consideration of affordable housing should also include the possibility of self-build sites. Whereas the provision of affordable housing must comply with all the above design guidelines, criteria and NP policies, consideration may be given to modest reductions in minimum

space and design in order to achieve economy and affordability.

16. All new dwellings must comply with the minimum technical housing standards-national described space standard from Department for Communities and Local Government. See table 1.
17. All homes should be designed with future proofing in mind to enable adaption to the changing needs of the occupants.
18. All houses should be designed in such a way as to support and enhance biodiversity. Examples could include the use of swift bricks (<https://www.swift-conservation.org/Leaflet%204%20-%20Swift%20Nest%20Bricks%20-%20installation%20and%20suppliers-small.pdf>) and the creation of bat roosts (<https://cdn.bats.org.uk/uploads/pdf/Resources/Bats-and-Buildings.pdf?v=1646659085>).

The following is an extract from **technical housing standards – national described space standard** from Department for Communities and Local Government: -

Minimum gross internal floor areas and storage (m²)

Number of bedrooms(b)	Number of bed spaces (persons)	1 story dwellings	2 story dwellings	3 story dwellings	Built-in storage
1b	1p	39 (37) *			1.0
	2p	50	58		1.5
2b	3p	61	70		2.0
	4p	70	79		
3b	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	
4b	5p	90	97	103	3.0
	6p	99	106	112	
	7p	108	115	121	
	8p	117	124	130	
5b	6p	103	110	116	3.5
	7p	112	119	125	
	8p	121	128	134	
6b	7p	116	123	129	4.0
	8p	125	132	138	

Rurality and Beautification

Rurality requires, buildings that reference the best of what is already in the villages and hamlets of the parish, create a sense of space, where ecology and biodiversity are encouraged and celebrated.

Infill

When a building is categorised as an infill it must reflect all the requirements of density, beautification and rurality. It must not impinge upon or alter long vistas and views which are defining aspects of the county as identified by the South Norfolk Landscape Assessment.

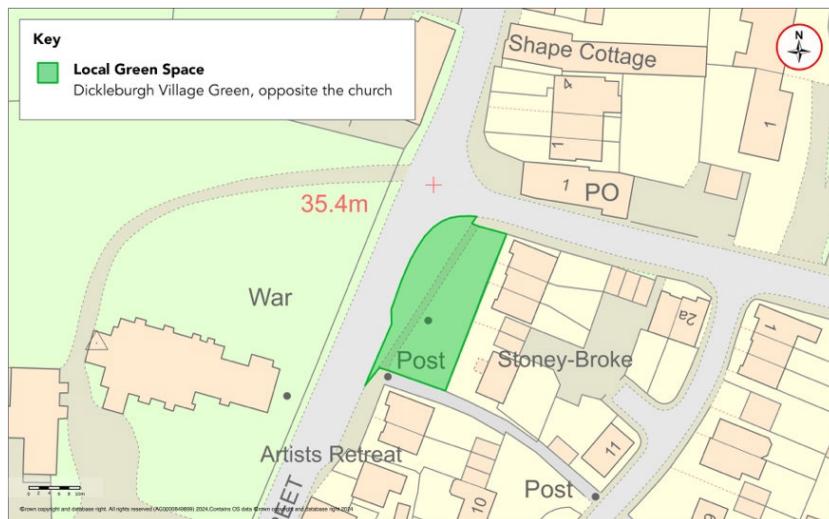
Glossary

- **Affordable housing:** Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices.
- **Archaeological interest:** There will be archaeological interest in a heritage asset if it holds, or potentially may hold, evidence of past human activity worthy of expert investigation at some point. Heritage assets with archaeological interest are the primary source of evidence about the substance and evolution of places, and of the people and cultures that made them.
- **Best and most versatile agricultural land:** Land in grades 1, 2 and 3a of the Agricultural Land Classification.
- **Birds and Habitats Directives:** European Directives to conserve natural habitats and wild fauna and flora.
- **Buildings of local interest:** Locally important buildings valued for their contribution to the local scene or for local historical situations but not meriting listed status.
- **Built-up Area Boundary:** These are defined in the South Norfolk Council (SNC) Local Plan and their policies and Core Strategy. They are planning terms that do not necessarily include all buildings within the boundary.
- **Conservation (for heritage policy):** The process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance.
- **Community Infrastructure Levy:** A levy allowing local authorities to raise funds from owners or developers of land undertaking new building projects in their area.
- **Designated heritage assets:** A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation.
- **Development plan:** This includes adopted Local Plans and Neighbourhood Plans as defined in section 38 of the Planning and Compulsory Purchase Act 2004.
- **Exception sites for affordable housing:** Sites for affordable housing development in rural locations where market housing would not normally be acceptable because of planning policy constraints.
- Homes can be brought forward on these sites only if there is a proven unmet local need for affordable housing and a legal planning agreement is in place to ensure that the homes will always remain affordable, will be for people in housing need and prioritised for those with a strong local connection to the parish.
- **Green infrastructure:** A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.
- **Heritage asset:** A term that includes designated heritage assets (e.g. listed buildings, world heritage sites, conservation areas, scheduled monuments, protected wreck sites, registered parks and gardens and battlefields) and non-designated assets identified by the local planning authority. Non- designated heritage assets include sites of archaeological interest, buildings, structures or features of local heritage interest listed by, or fulfilling criteria for listing by, the local planning authority.
- **Hinterland Village:** Defined in the Core Strategy as villages that tend to be small, with very limited facilities and so are dependent on nearby larger villages or urban areas for many of their everyday needs.
- **Historic environment:** All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.
- **International, national and locally designated sites of importance for biodiversity:** All international sites (Special Areas of Conservation, Special Protection Areas, and Ramsar sites), national sites (Sites of Special Scientific Interest) and locally designated sites including Local Wildlife Sites.

- **Local planning authority:** The public authority whose duty it is to carry out specific planning functions for a particular area, which in this case is South Norfolk District Council.
- **Local Plan:** The plan for the future development of the local area, drawn up by the local planning authority in consultation with the community.
- **Neighbourhood plans:** A plan prepared by a Parish Council or Neighborhood Forum for a particular neighbourhood area (made under the Planning and Compulsory Purchase Act 2004).
- **Open space:** All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.
- **Renewable and low carbon energy:** Includes energy for heating and cooling as well as generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment – from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass and deep geothermal heat. Low carbon technologies are those that can help reduce emissions (compared to conventional use of fossil fuels).
- **Rural exception sites:** Small sites used for affordable housing in perpetuity where sites would not normally be used for housing. Rural exception sites seek to address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection. Small numbers of market homes may be allowed at the local authority's discretion, for example where essential to enable the delivery of affordable units without grant funding.
- **Setting of a heritage asset:** The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.
- **Significance (for heritage policy):** The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting.
- **Site of Special Scientific Interest:** Sites designated by Natural England under the Wildlife and Countryside Act 1981.
- **Strategic Environmental Assessment:** A procedure (set out in the Environmental Assessment of Plans and Programmes Regulations 2004) which requires the formal environmental assessment of certain plans and programmes which are likely to have significant effects on the environment.
- **Use Classes:** The Town and Country Planning (Use Classes) Order 1987 (as amended) puts uses of land and buildings into various categories known as 'Use Classes'.
- **Wildlife corridor / Green Corridor:** Areas of habitat connecting wildlife populations.

Appendix B: Assessment of Local Green Spaces

A. Village Green on the Street	
<p>Description: Small Green opposite Church contains village sign, trees, grass, wild flowers, metal seat bus stop at pavement. Unique in the village of Dickleburgh.</p>	
In reasonably close proximity to the community it serves	Yes
Demonstrably special to a local community and holds a particular local significance	<p>A prominent aspect of The Street within the Conservation area. It provides an oasis of calm and a space for quiet reflection amongst the congestion of The Street. The area defines the historic perspective of the village. It provides an understanding of the centre of the village and the relationship between the Church and the village. The village sign denotes the heart of the centre of the village and provides a contemplative place on The Street looking toward the war memorial. It opens up the confined space of The Street providing opportunities for people to pause and pass without the need to step into the road. This LGS contributes to local identity, character of the area and a sense of place.</p>
Local in character and is not an extensive tract of land	Yes



Local Green Space A (source: Parish Online, with own annotations).

B. The Graveyard St. Mary's Church, Rushall

Description: Graveyard around the Church. Graves full descriptions and significance can be found on the following websites. It features in the Norfolk Heritage Website. <https://www.heritage.norfolk.gov.uk/record-details?MNF11037-St-Mary%27s-Church->

[Rushall&Index=3&RecordCount=7&SessionID=e09fdb50-c766-4713-951f-3b9dead49094](#) Norfolk Churches

<http://www.norfolkchurches.co.uk/rushall/rushall.htm> and Historic England

<https://historicengland.org.uk/listing/the-list/list-entry/1050387>

It contains the War Memorial.

In reasonably close proximity to the community it serves	Yes.
Demonstrably special to a local community and holds a particular local significance .	13 th Century. Unique and prominent within the landscape. All views to the church are protected and provide an oasis of calm and space for quiet reflection with the installation of benches to consider and reflect on the history of the village and the context of wildlife and human life. It sits around a Grade 1 listed building and contains the graves of many Rushall families dating back to Saxon times. Surrounds a Grade 1 listed building. This LGS contributes to local identity, character of the area and a sense of place, and makes an important contribution to the physical form and layout of the settlement. It links up with PRoWs and allows views through or beyond the settlement which are valued locally. The graveyard is maintained to attract wildlife.
Local in character and is not an extensive tract of land	Yes



Local Green Space B (source: Parish Online, with own annotations).

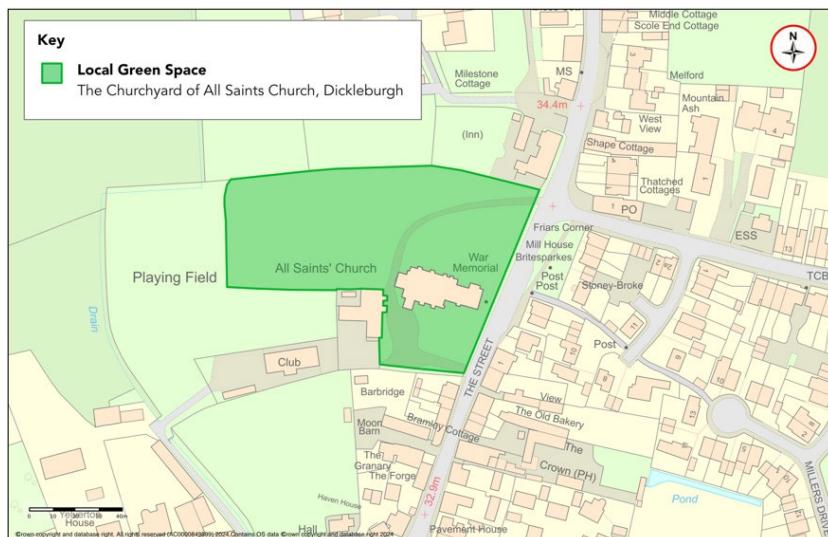
C. The Graveyard All Saints Church Dickleburgh

Description: Features on the Norfolk Heritage website. Graves full descriptions and significance can be found on the following websites

<https://www.heritage.norfolk.gov.uk/record-details?MNF3991-All-Saints%27->

[Church-Dickleburgh-and-Rushall&Index=2&RecordCount=7&SessionID=560348e0-9c04-4fc8-9f06-2287de38e6a5](https://www.english-heritage.org.uk/listing/the-list/list-entry/1373199) Also the Historic England website
<https://historicengland.org.uk/listing/the-list/list-entry/1373199>

In reasonably close proximity to the community it serves	Yes.
Demonstrably special to a local community and holds a particular local significance.	14 th Century. Unique in the village of Dickleburgh with highly important site lines, views and vistas. Post medieval. References the Town Land Trust management from the 15 th Century. It abuts the old poor house which became the workhouse and then Guild Hall. Contains a wide variety of tree species including examples of rarer trees including Lime and a Giant Sequoia. Contains a war memorial. Surrounds a Grade 1 listed building. It contains a grave for the orphaned children of the parish. The graveyard provides a setting for, and allow views of, the Church, The Historic core, the historic field behind the church. It is a locally valued landmark.
Local in character and is not an extensive tract of land	Yes.



Local Green Space C (source: Parish Online, with own annotations).

D. Playing Field on Harvey Lane

Description: The only playing field in the parish. It contains a full-size football pitch, bowls club, Village Centre and a variety of children's play equipment.

In reasonably close proximity to the community it serves	Yes.
Demonstrably special to a local community and holds	Extremely high community value. A prominent aspect of Harvey Lane. The land was gifted to the

a particular local significance.	Parish Council in the 20 th Century by a local resident to create a community playing field. Biodiversity includes a variety of trees, wildflower areas and a regular flurry of orchids. The LGS has a variety of seats allowing users to sit and watch, reflect or contemplate. The field contains a variety of play activities for children, a football pitch, a bowls club, BMX cycle track. The playing field contributes to the landscape, character and setting of the village. The field contributes to local identity, character of the area and provides a sense of place and makes an important contribution to the physical form and layout of the settlement. It links to the green space on Rectory Road via a footpath. It provides a very narrow view of the green space on Rectory Road and through that to the open field system and Dickleburgh Moor beyond the settlement which is highly valued.
Local in character and is not an extensive tract of land	Yes



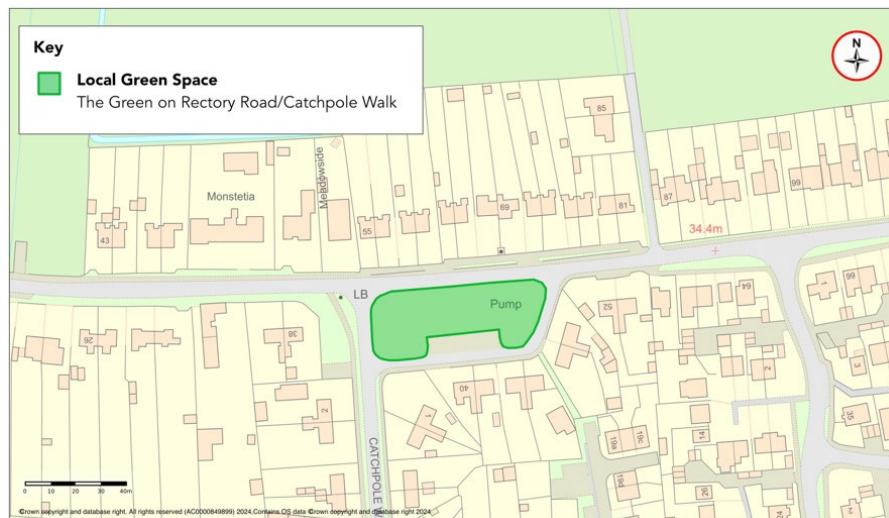
Local Green Space D (source: Parish Online, with own annotations).

E. Open space on Rectory Road by Catchpole

Description: Open space on Rectory Road. Tree lined, The only open public space on Rectory Road.

In reasonably close proximity to the community it serves	Yes.
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Demonstrably special to a local community and holds a particular local significance	It is a prominent aspect of Rectory Road. Owned by Saffron Housing. An area left when the Catchpole estate was built. The open space provides a setting for, and allows views of, the edge of the village of Dickleburgh and the Historic core. It contains some mature trees and provides a link in the avian network around Rectory Road and North to the Moor. It provides a quiet reflective spot on Rectory Road. The area around it provides safer parking spots.
Local in character and is not an extensive tract of land	Yes.



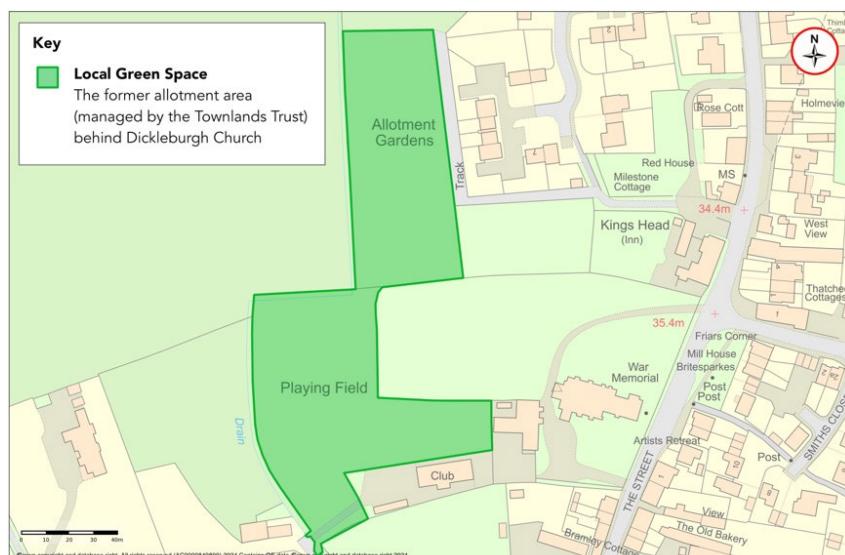
Local Green Space E (source: Parish Online, with own annotations).

F: The field behind the church and allotments behind Brandreth Close including ditches and hedgerows.

Description: Land bequeathed for the people of the Village of Dickleburgh.

In reasonably close proximity to the community it serves	Yes
Demonstrably special to a local community and holds a particular local significance	This land has extremely high resonance with the Village of Dickleburgh. It is an area that provides an oasis of calm and a space for quiet reflection. The area is uniquely linked to the welfare of the people of Dickleburgh via their status as Town Land (Town Land Trusts being set up nationally from the 16 th century to administer the parishes and look after the welfare of parishioners). The LGS allows views of the Church. It provides context to the development of the village. The allotments contain a heritage orchard, high numbers of rare flora and rare insects. The area has been left wild and largely undisturbed. The

	field is used heavily by dog walkers, and people taking a stroll through the village of Dickleburgh. It provides an access point to the graveyard from Burston Road. This LGS has local significance for recreation, for walkers, ramblers and dog walkers. This area provides a significant contribution to the landscape, character and setting of the village. The LGS contributes to local identity, character of the area and provides a sense of place. It makes an important contribution to the physical form and layout of the village. It links up with the graveyard, and the allotments. It allows views through the village.
Local in character and is not an extensive tract of land	Yes.



Local Green Space F (source: Parish Online, with own annotations).

G. The entrance to High Common, the junction of Ipswich Road and Common Road

Description: Pre 19th Century. The last remaining indication of High Common. It predates the modern Common Road.

In reasonably close proximity to the community it serves	Yes.
Demonstrably special to a local community and holds a particular local significance.	Very high community historical value. The wooded area is very quiet, and largely ignored thereby providing a significant safe habitat for animals and birds and undisturbed biodiversity. The entrance to the common land (High Common as opposed to Dickleburgh Moor which is the low point of a 30-mile radius of the village). The site is all that remains of High Common, although now

	<p>in private hands it stands as a memorial to the enclosure acts and a reminder of the move from an agrarian culture to a more productive mechanised industrial age of farming, and land ownership through enclosure. This entrance is locally referred to as “chicken corner”. This area contains thicket and a small wooded area largely undisturbed for over 200 years. It provides wildlife habitats at the entrance of Common Road. It provides understanding of the development of the east of the village of Dickleburgh. It stands opposite the Grade 2* listed building Manor House. Its contribution to the landscape and character of the entrance of the village is significant as it marks the history of the landscape before the enclosures. The LGS provides contextualisation between the historical and modern local identity and character of the area. It provides a sense of place and makes an important contribution to the physical form and layout of the village. The views from this LGS are highly valued locally and provide the sightline to the Grade 1 and Grade 2* listed building and Grade 2 listed buildings.</p>
Local in character and is not an extensive tract of land	Yes.



Pre 1843 Silk Map courtesy of Norfolk Heritage Library

Colour Map 1843 courtesy of Norfolk Heritage Library



Local Green Space G (source: Parish Online, with own annotations).

Appendix C: Verges – background information and possible future project

Heritage verges are verges that are identifiable on the 1843 map of the parish. Heritage verges serve as habitats, safety margins, biodiversity depositaries, the first point of carbon capture from road vehicles and home for some rare plant species. Like ditches and hedgerows they provide a historic context to the land and the environs, therefore adding to an understanding of place and encouraging emotional and psychological health and wellbeing.

Heritage verges are not required to be classified as gold, silver or a Nature reserve but there should be an active policy of driving the standard up so that all heritage verges achieve the status of gold or nature reserve. This can be managed through careful, thoughtful cutting policies being part of the mix of measures to increase biodiversity and health of verges so they evoke even more a sense of place and memory. The Parish Council, in partnership with other agencies when appropriate, will establish ongoing projects to identify, manage and protect verges identified as being a Heritage Verge, Wildlife Verge or a verge of significant conservation interest.

“One noticeable trend is that, with the move to earlier and earlier cutting in spring, we’re erasing summer from our verges. Only plants that flower early have a chance to set seed before the mowers arrive. As a result, some spring flowers are thriving and spreading, but summer flowering plants – many of which typify our beautiful meadows – are disappearing. This isn’t just bad news for flowers, it is bad news for the bees, beetles, butterflies and birds that rely on plants for food.”¹⁰¹

All developers are strongly encouraged to look to increase the quantity and quality of verges in the parish and including the establishment of new verges in relation to any development.

We have already established above what constitutes a Heritage Hedgerow for the purpose of the Neighbourhood Plan. Any verge which sits alongside one of these Heritage Hedgerow shall be deemed to be a Heritage Verge for the purpose of the Neighbourhood Plan.

POSSIBLE FUTURE PROJECT: Roadside Verge Nature Reserves (‘Heritage Verges’)

Many of the verges in the parish are older than the roads themselves and in many areas contain a huge amount of local botanical diversity. Dickleburgh, for example, hosts a number of orchids and rare Sulphur clover.

The Neighbourhood Plan identifies 3 levels of verge and affords them protection rights. The Parish Council in partnership with other agencies when appropriate will establish an ongoing project to identify, manage and protect verges identified as being a Heritage Verge (silver), Wildlife Verge (gold) or a verge of significant conservation interest (bronze). All verges will be managed to enable them to become richer in biodiversity and enable them to rise in status.

Gold: Wildlife verge, Nature Reserve verge as identified by NWT or NCC.

Silver: Heritage verge identified by DR PC adopted criteria. A heritage verge is a verge that is identified on maps prior to 1900, or it supports any animal species protected under European or National legislation or supports a rare animal species or rich community of animals in the context of the county's fauna. It should contain 7 different species of flora and at least 1 of the following:

Birds – foot trefoil, Yarrow, Red clover, Dandelion, Ragwort, Lady’s bedstraw, Hedge bedstraw, White clover, Meadowsweet, Oxeye daisy.

¹⁰¹ Plantlife: The Good Verge Guide

Bronze It supports a good example of a plant community that represents a habitat characteristic of the local area. If the verge contains a ditch and hedging it will automatically be graded as Bronze and fall under the Bronze maintenance regime.

Care

Gold Wildlife Verge Requires the verge shrubs and hedging to be maintained on a 3 year cycle to enable and encourage birds and enable wildlife routes through the parish. Grass cutting and maintenance of the verge should be conducted in line with NWT recommendations. Where recommendations do not exist the following regime should be followed.

Grass 1st cut during late August / early September. 2nd cut if needed during December.
Ditches should be inspected annually. If they need clearing by digging out, the spoil should be deposited on the surrounding verge.

Hedges should be cut every 3 years and should have variegated heights

Silver Heritage Verge. To encourage and support a diversity of flora. Heritage verges should be managed following the set criteria below:

Grass 1st cut during August. 2nd cut if needed during December.
Ditches should be inspected bi annually. If they need clearing by digging out, the spoil should be deposited on the surrounding verge.

Hedges should be cut every 3 years and should have variegated heights
the verge to be managed to the same requirements as the commons within the parish.

Bronze Requires the grass to be cut once a year from July – September. Hedges to be cut on a 3 year cycle. Green hay from Gold or Silver sites can be spread upon these verges as required to encourage increased diversity of growth.

In an ideal situation some councils mark these special areas by an arrangement of coloured posts, with an information plaque. Each verge has its own specific management regime developed to benefit the special wildlife/flora of that verge. Verges are monitored regularly to ensure that their wildlife/flora value is being maintained or enhanced. The Dickleburgh and Rushall Neighbourhood Plan supports this management policy.

Proposed practice

1. Gold and Silver grade verges will not be allowed to build upon, reduced, degraded, or covered, unless it can be demonstrated that there is no viable alternative to doing so. Compensation should be delivered in the form of additional verges created managed in order to achieve Gold status.
2. If a Gold or Silver grade verge is damaged they will be made good using soil of the same description and seeded with plants equal to those lost.
3. If a Gold or Silver grade verge is built upon compensation will be provided that will double the amount of verge that has been lost to the development. The new verge will be seeded with plants from the verges flora list.
4. The Parish Council, in partnership with other agencies when appropriate, will establish an ongoing projects to identify, manage and protect verges identified as being a Heritage Verge, Wild life Verge or a verge of significant conservation interest.

Verges and their designation

General Background

The Dickleburgh and Rushall Neighbourhood Plan (NP) talks extensively about the importance of verges within the parish in terms of heritage, biodiversity, beautification and so on.

It is also backed up by extensive notes and reference to research in the various Biodiversity Section Appendices and participation in various online webinars run by relevant bodies such as *Plantlife*¹⁰².

¹⁰² Plantlife: The Wild Plant Conservation Charity <https://www.plantlife.org.uk/uk>

The NP sets out specific policies designed to protect certain old and/or important verges within the parish. The intention within these policies is to protect these vital habitats and in the extreme and hopefully rare cases where this cannot be achieved there are specifics about appropriate 'green' compensations.

Verge Designations

Ideally we would like to see Norfolk Wildlife Trust work with us to declare certain verges as Roadside Nature Reserves to preserve and hopefully improve the chosen locations.

Unfortunately, they do not have the capacity at present to consider or accommodate any new candidate sites.

The NP makes reference to a form of grading system for the verges, specifically Gold and Silver. Although the NP policies seek to protect the verges the intent behind the Gold/Silver designations is to set in place a long term aim to promote improvement of quality in the verges throughout the parish. Clearly it is sensible to see barren roadside verges, currently of little quality, being improved and securing a Silver rating. Similarly the environment and residents will gain if those Silver verges with an established mix of plant species can be nurtured and improved and subsequently 'promoted' to a Gold rating.

The Process of establishing ratings

Research has not been able to establish any sort of Gold/Silver/Bronze rating in place anywhere else in the country. Such ratings do not seem to form part of *Plantlife*'s important work.

One County Council does have a similar series of ratings but this is based on specific scientific criteria relating to soil types etc and is not based on quality or diversity of planting etc.

We therefore need to establish a rating of our own.

After various discussions with local enthusiasts and ecologists it became clear that we have two main issues:

1. Any designation/rating should be very simple.
2. It would be absolutely pointless in having a rating method that leads to an enormous number of verges being granted Gold status from the very outset. It is clear that the bulk of the work in terms of maintenance will fall on the shoulders of local volunteers and volunteer groups so they need a realistic chance to engage with a manageable number of sites initially.

The proposal is as follows:

Gold designation is given to those verges which contain rare species of wild flowers which are listed by *Plantlife* in their guide¹⁰³ as Near Threatened, Vulnerable, Endangered or Critically Endangered. As it happens the Oxslip and Sulphur Clover which are important within the parish and appear on certain verges are listed as vulnerable within the *Plantlife* plant listings. It is also suggested that verges holding orchids are given similar status.

Bronze designation would be given to those verges which are mainly pure grass verges, cut regularly for road safety purposes and generally lacking in mixed wild flowers. Typical examples would be the bulk of Harleston Road heading to Harleston as it emerges from Rectory Road. Some of these verges will hold nettles and the like and it is recognised these are beneficial for butterflies etc but there is very little prospect of such locations being left alone for long enough to ever improve in terms of plant variety.

Silver verges would therefore be those verges which are neither Gold or Bronze. The vast majority of verges in the parish would fall into this category and will feature a wide range of wild flower types. Obviously some of these will arguably be more important than others for various reasons and it is envisaged these might be targets for inclusion under the Gold category if the definition is developed over time. Essentially this is hopefully a simple, clear starting point.

¹⁰³ *Plantlife:Road Verges, Last Refuge Document*

https://www.plantlife.org.uk/application/files/4514/9261/2387/Road_verges_report_19_April_FINAL.pdf

One Final Note

None of this will be possible without the collaboration of various wildlife groups and it is hoped NWT will contribute to this and we will also need County Council and Highways permissions. Also, given that most damage to wildlife on the verges is largely due to badly timed and inappropriate cutting from farmers and landowners we will need either their cooperation or strict edits from the County Council to break this annual cycle of destruction. The document issued by Cambridge County Council¹⁰⁴ does touch on many of the issues we need to consider in building a long term programme and is included here as a potentially useful point of reference.

Appendix D: Green corridors

NOTE: maps to be found in main body of the Neighbourhood Plan.

Green corridors are vital elements of the tapestry of enabling mammals and avians to traverse the human built environment, travelling into, through and around the built environment.

The Green Corridors provide a network of routeways for mammals and avians to traverse the rural village of Dickleburgh. Green Corridors are an essential element of rurality.

Green Corridor 1

Travelling North to South and vice versa. Situated on the East side of the Village of Dickleburgh. This green route is used by (all) mammals and high numbers of bats utilising the hedgerows and treelines as points of navigation and safety.

Green Corridor 1 includes: heritage ditches¹⁰⁵, verges¹⁰⁶ and hedges¹⁰⁷, statement trees¹⁰⁸ and tree lines, open green spaces, wildlife gardens¹⁰⁹ and heritage wooded areas¹¹⁰. In addition, there are wild and managed feeding points and habitats.

¹⁰⁴ Highways Verge Maintenance attached.

https://cambridgeshire.cmis.uk.com/CCC_live/Document.ashx?czJKcaeAi5tUFL1DTL2UE4zNRBcoShgo=96UhY8mvcCmYuQ6fHuLe9e9muHdj3njV6coZwDa0iFu%2bShv3aUq75g%3d%3dandrUzwRPf%2bZ3zd4E7lkn8Lyw%3d%3d=pwRE6AGJFLDNlh225F5QMaQWCtPHwdhUfCZ%2fLUQzgA2uL5jNRG4jdQ%3d%3dandmCTlbCubSFfXsDGW9IXnlg%3d%3d=hFflUdN3100%3dandkCx1AnS9%2fpWZQ40DXFvdEw%3d%3d=hFflUdN3100%3danduJovDxwdjMPoYv%2bAJvYtyA%3d%3d=ctNjf55vVA%3dandFgPIEJYlotS%2bYGoBi5oA%3d%3d=NHdURQburHA%3dandd9Qjj0ag1Pd993jsyOjqFvmyB7X0CSQK=ctNjf55vVA%3dandWGewmoAfeNR9xqBux0r1Q8Za60lavYmz=ctNjf55vVA%3dandWGewmoAfeNQ16B2MHuCpMRKZMwaG1PaO=ctNjf55vVA%3d

¹⁰⁵ **Heritage Ditch** is a ditch that can be found on the 1800 Dickleburgh map available at Norfolk Heritage library

¹⁰⁶ **Verge** is a strip of land that separates the ditch or hedge and the road or other use of land such as ploughed land. A verge is invariably green.

¹⁰⁷ **Hedge** a line of trees or bushes that separate 2 areas of land such as a road and a field, a ditch and a field. Hedges often indicate the edge of owned land.

¹⁰⁸ **Statement Tree** is a single tree, or small group or a substantial tree amongst other trees or bushes. Statement trees will tend to be native woodland trees such as Oak, Elm, Willow, Ash, Poplar (Dickleburgh is the principal depository of Black Poplar trees that are being re-introduced across Norfolk <https://www.theottertrust.org/black-poplar-project.html>).

¹⁰⁹ **A Wildlife Garden** is a residential garden attached to a house that has an area, or focus on providing wild flowers, wild areas (less cultivated), habitats or feeding stations for wildlife.

¹¹⁰ **Heritage Wooded Area** is a wooded area that is evident on maps from the 1800's.



- A, Hall Lane – heavily hedged, ditches, verges, wildlife gardens. Hall Lane provides access to the north to Harvey Lane, Chestnut Wood, and Rectory Lane and to the south to Common Road.
- B, Harvey Lane - wooded, hedged, ditched, verge, providing opportunities for nesting.
- C, Chestnut Wood – nesting, food, mammal habitat.
- D, Rectory Lane – nesting, habitat, hedged, ditched, verge, green mammal routeway along the field.
- E, Tree Line to the hard eastern edge of Dickleburgh, Merlewood. This tree line originally met Chestnut Wood.
- F, Merlewood – wildlife gardens, statement trees, hard and soft edges, ditch.
- G, Rectory Road – PROW Footpath 1 entrance, green entrances, gravel entrances, hedge lines, ditches, verges, statement trees, wildlife gardens
- H, PROW Footpath 1 joins another spur of Footpath 1 (from the centre of the village) hedge lines, ditches, verges, wetlands.



National Library of Scotland 1880 – 1930
Ordnance Survey Map



Google map May 2024

The movement of avians and mammals along Green Corridor 1 enables them to access Green Corridors 3, 5 and 6.

Corridor 1 contains evidence of the following species of Bat: Barbastelle, Brown Long Eared, Common Pipistrelle, Daubenton's, Leisler's, Natterer's, Serotine, Soprano, Pipistrelle, Noctule, Myotis Species, and other unspecified species. This Green Corridor provides evidence of extremely high levels of Bat activity.

Green Corridor 2

Travelling East to West, and vice versa across the North of the parish to Dickleburgh Moor. This green route is used by (all) mammals and high numbers of birds and bats utilising the hedgerows and treelines as points of navigation and safety. This green corridor provides wild habitats for some rare and protected species (both mammals and avians) and provides hunting and killing grounds for raptors.

Green Corridor 2 includes: heritage ditches, verges and heritage hedges, statement trees and tree lines, open green spaces, wildlife gardens, wild habitats¹¹¹ and managed habitats¹¹². The corridor includes wild (unmanaged feeding points)¹¹³ as well as managed feeding points¹¹⁴.

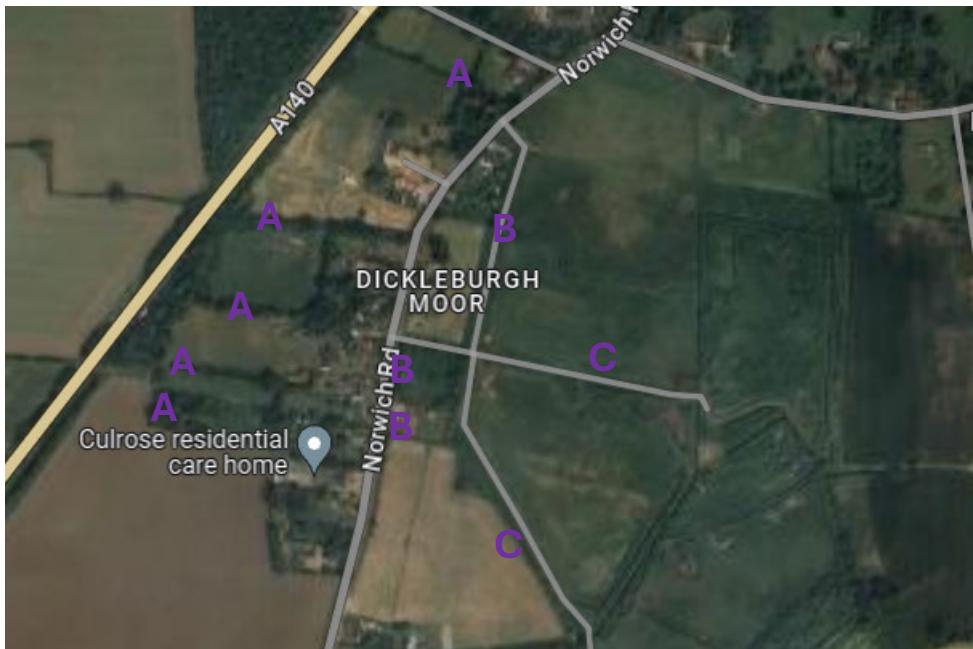
¹¹¹ **Wild habitats** are habitats that are not man-made. They tend to evolve through untended aspects of tree, bush, shrub or grass land. Wild habitats include neglected areas.

¹¹² **Managed habitats** are habitats that have been intentionally created by humans for wild avians and wild mammals as well as domesticated avians and mammals. A managed habitat is a monitored habitat.

¹¹³ **Wild feeding points** are feeding opportunities that occur in a wild habitat area. They may be identified by landowners but deliberately set aside or deliberately left unmanaged.

¹¹⁴ **Managed feeding points** range from deliberate dropping points of animal feed, household feeding points such as bird tables, maintenance of fruit and berry trees and shrubs.

- A, From A140 following ancient hedgerows and ditches to Norwich Road. Also cultivated hedges, through open grassland behind the properties on the Norwich Road. The A140 has a ditch hedgerow and verge on the Eastern side of the road that supports the movement of avians and mammals north to south and south to north, as well as in particular, East. Areas in A provide wild (habitats) and managed habitats, including significant amounts of wild feeding from a wide variety of native trees, grasses and wildflowers.
- B, Includes the start of PROW Footpath 1 from the Norwich Road east over Dickleburgh Moor. It includes Heritage treelines and hedgerows along with more recently planted trees.
- C, Includes the North to South hedgerow, ditch and verge. It also opens into the managed habitats of the Moor.



The movement of avians and mammals along Green Corridor 2 enables them to access Green Corridor 1, 3 and 6.

Corridor 2 contains evidence of the following species of Bat: Barbastelle, Brown Long Eared, Common Pipistrelle, Daubenton's, Leisler's, Nathusius's, Natterer's, Serotine, Soprano, Pipistrelle, Noctule, Myotis Species, and unspecified species.

In 2023 Hazel Dormouse was identified in this Green Corridor. Hazel Dormice are a protected species.

Green Corridor 3

Travelling East to West and vice versa across the North aspect of the Village of Dickleburgh. This green route incorporates the Norwich Road allotments and PROW Footpath 1. It is used by mammals and high numbers of birds and bats utilising the hedgerows and treelines as points of navigation and safety.

PROW Footpath 1 from the centre of the Village, managed heritage hedges and, more recently, planted hedges. There are some wild habitats at both ends of the corridor. Managed habitats tend to proliferate the central edges of the corridor. The corridor has tree lines, open green spaces and hard garden edges. The corridor includes a previously SSI status ancient wooded area which includes heritage trees.

Green Corridor 3 includes: heritage ditches, more recently cut ditches, verges and hedges, statement trees and tree lines, open green spaces, managed gardens, wild habitats. In addition, it hosts a heritage woodland, the banking of the Dickleburgh sewage works and the Dickleburgh stream. There are wild and managed feeding points throughout the corridor.



- A, Includes the allotments behind the gardens of houses on the Norwich Road, East side, and the ditch and verge.
- B, Includes the walled garden serving as a wild habitat for avians. There is also hedging and a verge. B sits behind listed buildings. Significant evidence of bats has been found around B.
- C, Includes the 3+ metre high bank of the sewage works. It includes ditches and verges.
- D, Includes verges, hard edges to gardens, managed feeding points and managed habitats. D runs parallel to the Rectory Road (north side) behind and through the gardens.
- E, Includes the Dickleburgh stream managed by the Internal Drainage Board, verges and trees. Significant numbers of avians utilise this aspect of Green Corridor 3.

The movement of avians and mammals along Green Corridor 3 enables them to access Green Corridors 1, 2 and 7.

Corridor 3 contains evidence of the following species of Bat: Barbastelle, Brown Long Eared, Common Pipistrelle, Daubenton's, Leisler's, Nathusius's, Natterers, Serotine, Soprano, Pipistrelle, Noctule, Myotis Species, and unspecified species. This is the richest Green Corridor for bat activity.

Green Corridor 4

Travelling North to South and vice versa along the West side of the Village of Dickleburgh. This Green Corridor is used by (all) mammals and high numbers of birds and bats utilising the hedgerows and treelines as points of navigation and safety. This Green Corridor provides safe haven for mammals and avians from the A140.

Green Corridor 4 includes: heritage hedges and heritage ditches, tree lines and wooded areas, wild feeding points and wild habitats. This corridor links into PROW Footpath 3.

- A, Includes the green route from the A140 roundabout, traversing the grounds of the Grade 1 listed building Manor House and Grade 11 listed building Manor Farm. The route includes banking, woodland, grassland and hard fencing. The route includes a heritage hedge and ditch.
- B, Includes a heritage hedge verge and ditch. This heritage hedge has evidence of significant avian and mammal activity which suggests a resident population as well as animals traversing the edge of the Village moving South to North and vice versa. Significantly the East side of the hedge appears to have more activity than the west side of the hedge.
- C, Includes a wooded area, tree lines and open scrub land leads to a tarmacadam coated road and the remains of the original Burston Road that joined the Shimpling Road.
- D, Opens out to the northern corridor which provides safety and security for traveling mammals and avians away from the heavily used A140. It includes a thick tree line to the west and opens to managed land. To the west it includes a designated open space with a rich heritage and significant finds of wild plants including rare plants and insects. In addition, there are statement trees, a heritage orchard, heritage ditches, verges and hedgerows.



The movement of avians and mammals along Green Corridor 4 enables them to access Green Corridors 2 and 5.

Corridor 4 contains evidence of the following species of Bat: Barbastelle, Brown Long Eared, Common Pipistrelle, Daubenton's, Leisler's, Nathusiu's Natterers, Serotine, Soprano, Pipistrelle, Myotis Species, as well as unspecified species.

Green Corridor 5

Travelling North to South and West to East. This Green Corridor runs parallel to the Ipswich Road (West side) following tree lines and ditches, along the back of gardens to the properties to the south of Harvey Lane where it runs on both sides of Harvey Lane east to the junction of Hall Lane. It is used by mammals and high numbers of birds and bats utilising the hedgerows and treelines as points of navigation and safety. This corridor is widely used by raptors.

Green Corridor 5 includes: heritage ditches, more recently cut ditches, verges and hedges, statement trees and tree lines, open managed and unmanaged green spaces, managed gardens, wild habitats. In addition, there is a heritage woodland at both ends of the corridor. There are wild and managed feeding points throughout the corridor.



- A, The start of Green Corridor 5, at the Ipswich Road is very heavily wooded with soft edges and managed green space. It provides many wild feeding points.
- B, The junction of Common Road includes the heritage woodland and green verge that marks the entrance to High Common. Common Road is high hedged on both sides as it travels East providing security and protection to mammals as they move. Area B provides permanent (habitats) as well as transitory habitats for mammals and birds. The area enables access to hedges, ditches and verges that enable animals and birds to navigate north toward Harvey Lane whilst staying away from the Ipswich Road. Area B provides managed feeding points and wild feeding points.
- C, Includes ditches, hedges and verges.
- D, Includes a managed woodland hard and soft edges. There are hunting grounds for raptors around the wooded area and across the managed sward. The area includes more managed habitats.
- E, Includes hard and soft edges, managed and unmanaged feeding stations.
- F, Includes hard and soft edges, ditches, hedges, verges, unmanaged feeding stations.
- G, Includes heritage hedges, heritage ditches and verges, open managed land, habitats.
- H, Includes heritage hedges, heritage ditches and verges, open managed land, monitored land¹¹⁵, wild and managed habitats and heritage woodland.

The movement of avians and mammals along Green Corridor 5 enables them to access Green Corridors 1, 4 and 7.

Green Corridor 5 contains evidence of the following species of Bat: Barbastelle, Brown Long Eared, Common Pipistrelle, Daubenton's, Leisler's, Nathusius's, Natterers, Serotine, Soprano, Pipistrelle, Myotis Species, and unspecified species.

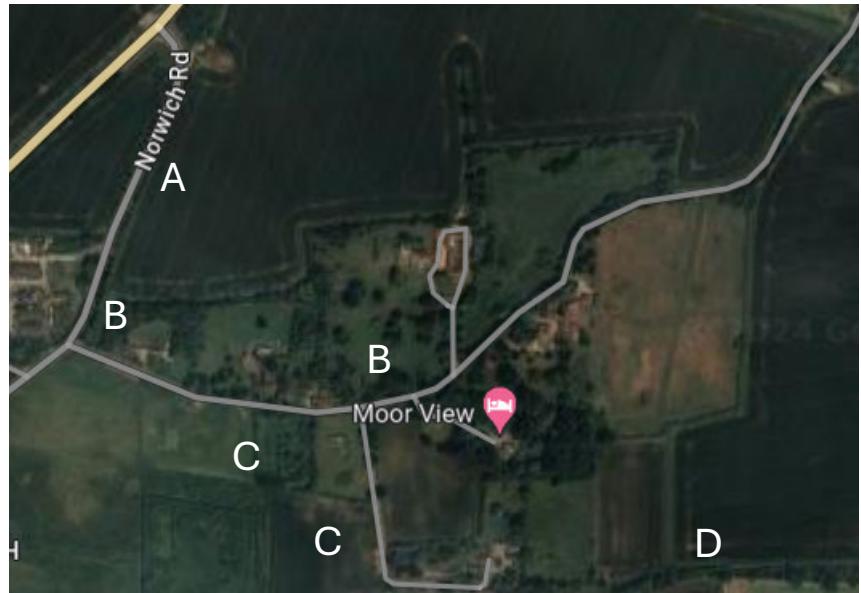
¹¹⁵ **Monitored land** is land that is not used regularly. It is land where intervention can occur in order to maintain the status quo of the land.

Green Corridor 6

Enters Dickleburgh from the North along the Norwich Road which contains a treeline of statement trees. The Corridor takes in the properties on Semere Green Lane, utilises the protective hedgerow ditch and verge. The Corridor traverses South utilising natural features of treelines, statement trees, toward the wetland of Dickleburgh Moor. The corridor extends through and each side of a bridleway and takes mammals ultimately to Rushall and beyond.

Green Corridor 6 includes, heritage trees, statement trees, managed woodland, heritage hedges, ditches and verges, managed and wild food stations, wild and managed habitats.

- A, Includes statement trees, a tree avenue, ditches, verges, open managed land.
- B, Includes hard and soft edges, managed and wild feeding stations, monitored ditches and verges¹¹⁶, hedges, managed woodland, wild habitats.
- C, Includes land managed for animal husbandry, wild habitats, ditches, verges, hedges, hard and soft edges, managed habitats.
- D, Includes ancient / heritage woodland, ditches, verges, wild habitats and open managed land.



The movement of avians and mammals along Green Corridor 6 enables them to access Green Corridors 1 and 2.

Green Corridor 6 contains evidence of the following species of Bat: Barbastelle, Brown Long Eared, Common Pipistrelle, Daubenton's, Leisler's, Nathusius's Natterers, Serotine, Soprano, Pipistrelle, Noctule, Myotis Species, and unspecified species.

Green Corridor 7

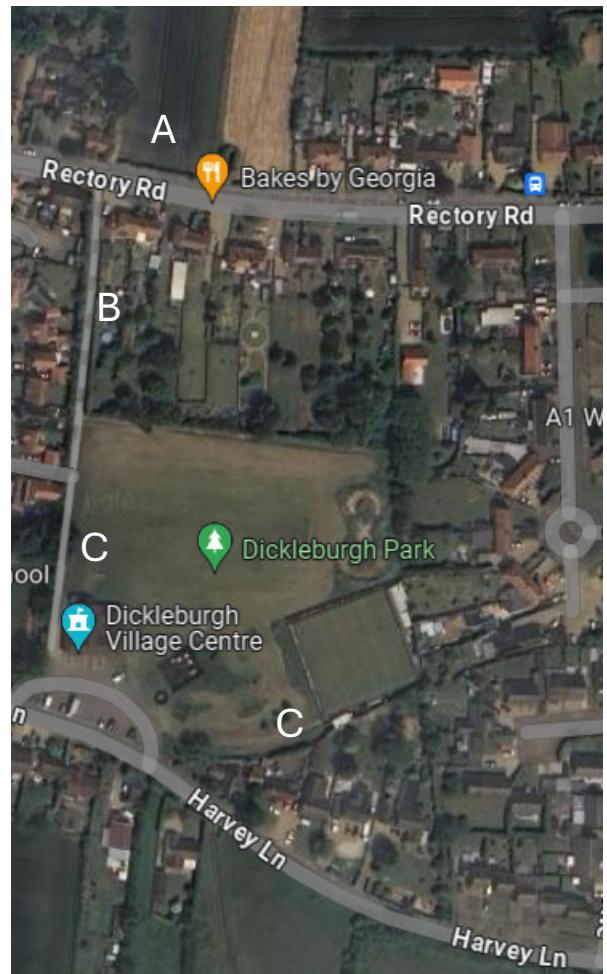
Exists completely within the parameters of Dickleburgh and centres on the areas between Rectory Road and Harvey Lane including the area around the bottle bank.

Green Corridor 7 includes, hard and soft edges, ditches, hedges, hard and soft surfaces.

¹¹⁶ **Monitored ditches and verges** are ditches and verges that are regularly checked as part of a managed programme to enable timely intervention when and if required.

- A, Includes managed hedgerow and verge.
- B, Includes a designated wild ditch and verge and a monitored hedge¹¹⁷. It runs north to south beside a hard surface foot path with a verge both sides. Wild habitat spaces exist. Provides good avian traversing opportunities due to the hedging.
- C, Includes monitored hedges, verges, open managed land, heavily used human activity points. Hard and soft edges, trees and access to gardens that provide wild and managed habitats.

The movement of avians and mammals along Green Corridor 6 enables them to access Green Corridors 3 and 5.



Green Corridor 8

This green corridor follows the Langmere Road from Rectory Lane; it merges in part with corridor 1 and corridor 5. This green route is around 1.5km. It is used by all mammals including high numbers of bats utilising the hedgerows and treelines as points of navigation and safety. The Corridor runs East to West along both sides of the Langmere Road utilizing the hedgerows, ditches and open spaces. As corridor 8 meets Rectory Lane it runs South to North enabling users of Green Corridor 8 to access other Green Corridors. Green Corridor then follows hedges, ditches, verges and open spaces to the Harleston Road which provides access to other Green Corridors and habitats.

¹¹⁷ A **Monitored hedge** is a hedge that is part of a cutting programme that allows for extended periods between cutting.

Green Corridor 8 includes: Heritage Woodland, heritage ditches¹¹⁸, verges¹¹⁹ and hedges¹²⁰, statement trees¹²¹ and tree lines, open green spaces, wildlife gardens¹²²¹²³ and closely managed gardens. Some verges particularly along the Quiet Lanes of Langmere Road and Rectory Lane are biodiversity rich.

The Corridor includes wild and managed feeding points, wild and managed habitats.



- A, College Farm is a wild sanctuary for mammals and birds. It is the home for domesticated birds (including wild but geographically stable Peacock and Peahen). A includes open access farmed land that allows for the free movement of mammals in particular. Hares are often seen on this section of the Corridor suggesting habitats exist on both sides of Langmere Road. There are single trees amidst Hedgerows and stand-alone trees. Hedges include both closely managed and cropped hedges along with less closely managed hedges. Hedges tend to be younger and thinner, thereby not offering the same levels of protection as more mature hedges found in other areas of the parish.

¹¹⁸ **Heritage Ditch** is a ditch that can be found on the 1800 Dickleburgh map available at Norfolk Heritage library

¹¹⁹ **Verge** is a strip of land that separates the ditch or hedge and the road or other use of land such as ploughed land. A verge is invariably green.

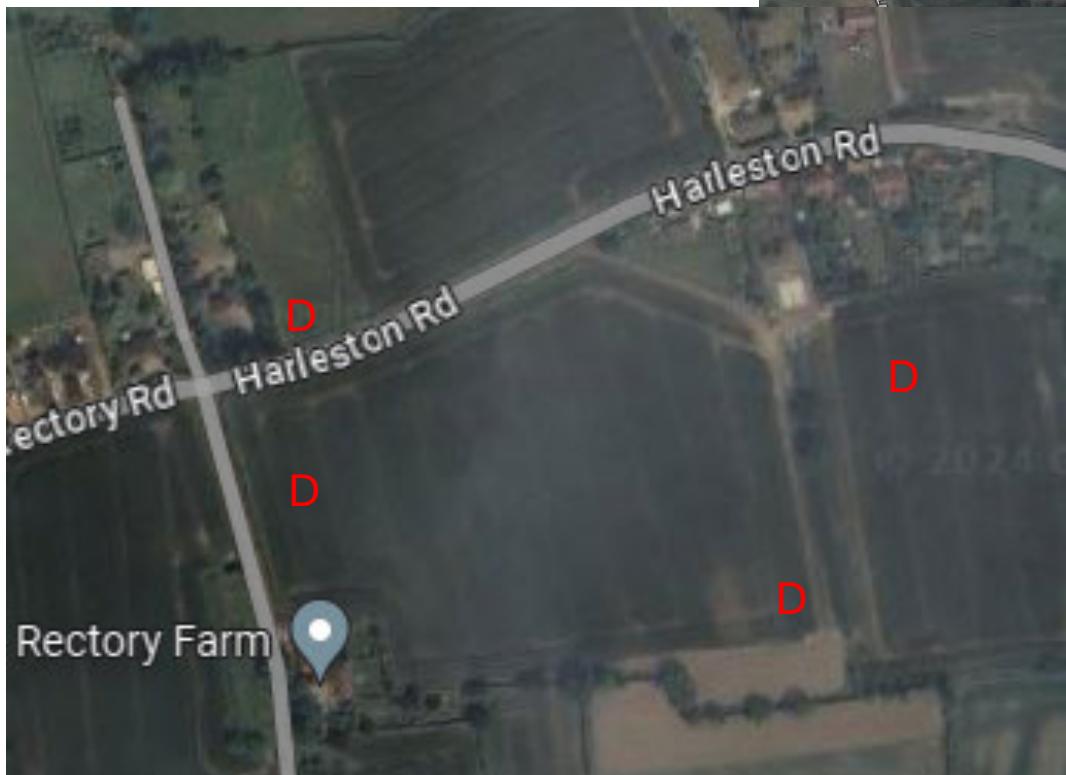
¹²⁰ **Hedge** a line of trees or bushes that separate 2 areas of land such as a road and a field, a ditch and a field. Hedges often indicate the edge of owned land.

¹²¹ **Statement Tree** is a single tree, or small group or a substantial tree amongst other trees or bushes. Statement trees will tend to be native woodland trees such as Oak, Elm, Willow, Ash, Poplar (Dickleburgh is the principal depository of Black Poplar trees that are being re-introduced across Norfolk <https://www.theottertrust.org/black-poplar-project.html>).

¹²² **A Wildlife Garden** is a residential garden attached to a house that has an area, or focus on providing wild flowers, wild areas (less cultivated), habitats or feeding stations for wildlife.

¹²³ **Heritage Wooded Area** is a wooded area that is evident on maps from the 1800's.

- B includes a significant tree line around and to the north of Poplar farm. The corridor is supported by open access spaces that enable the movement of land-based mammals. The hedges and tree line provide markers and navigation points for birds and mammals.
- C includes well protected ditches some over 4 feet deep, overgrown verges and a relatively recently planted, relatively unmonitored hedging of native species. Rectory Lane is a quiet lane, widely used by walkers and dog walkers. This section of the corridor has managed and unmanaged (wild) feeding points for avians and mammals. It is here that Green corridor 1 and Green Corridor 8 converge and then separate in different directions toward and away from the Village of Dickleburgh.
- D The Green corridor follows the ditches on both sides of Rectory Lane affording the wildlife the opportunity to traverse East or West from the exposed point of the T junction to the security provided by the woodland in Corridor 1 or the wood lines and hedging to the West. This section of the corridor provides opportunities for avians and raptures.



The movement of avians and mammals along Corridor 8 enables them to access Green Corridor 9, 11 and 12 along with access to Dickleburgh Green Routes. Green Corridor 8 supports the following bat species: Barbastelle, Brown Long Eared, Common Pipistrelle, Daubenton's, Leislers, Natterers, Serotine, Soprano Pipistrelle, Noctule.

Green Corridor 9

Travelling North to South, South to North from College Farm to the Hamlet around White Horse Farm. This Green Corridor has been reduced by development to the North of the Green Corridor and is vulnerable to the south. This corridor exists because of the hedgerow running North to South dividing managed open spaces. This corridor offers a quite corridor for flying mammals that rely on sound as a form of navigation, also those mammals that are more fearful of human activity. There are feeding points on this Corridor, particularly toward the south. The Corridor contains significant bodies of standing water.

Green Corridor 9 includes Ditches and Heritage ditches, remnants of an ancient hedgerow and relatively newly planted hedgerows, standalone trees along with trees in hedges. Wild feeding points occur along the length of the corridor as well as at both ends of the corridor. The corridor includes wild habitats along with managed habitats.

A includes hedging, a network of ditches and verges that feed to the Hareston Road and via that access to the north of the parish via green routes or open countryside to the west of the Village of Dickleburgh which provides green routeways North West which, avoiding roads, include 3.75km to Pulham Market, where the green route crosses the heavily used Hareston Road and then 5.5km to Bush Green and eventually 9.5km toward Shelton where it crosses Point Road.



B includes Wild and managed habitats, wild and managed feeding stations, verges, hedgerows, standing trees in hedgerows, ditches as well as open spaces.

C includes open spacing, a ditch system, hedgerows, verges. Wild habitats exist.

The movement of avians and mammals along Corridor 9 enables them to access Green Corridor 8 and 10.

Green Corridor 9 supports the following bat species: Barbastelle, Brown Long Eared, Common Pipistrelle, Daubenton's, Leislers, Natterers, Serotine, Soprano Pipistrelle, Noctule.

Green Corridor 10

This Green Corridor starts at the immensely diversity rich common (a central hub of the Langmere Green Corridors) where avians and mammals would start or end their journeys, or move into other Green Corridors within the Langmere network or into the Rushall network. This Corridor encompasses the ancient iron age field systems on the East of Lakes Road and the open field system to the West of Lakes Road. To the North the Creen corridor provides the opportunity for avians and mammals to follow the hedge lines, ditches and verges East toward Dickleburgh and other Green Corridors, West toward Rushall toward and including the heavier wooded areas north of the Harleston Road and north to meet up with Green Corridors that does take mammals and avians toward the Moor Peacock movement to the north of the parish evidence the effectiveness of this Green Corridor.

- A, contains central habitat hubs of the highest order, A provides ideal habitats for raptors, numerous birds, including turtle doves and bats. This area of the corridor is wild flower rich, provides protection and habitats through overgrown areas including bramble, longer grass, coppiced clumps of trees and more mature trees providing food for insects, mammals and birds. Area A includes managed and wild habitats, managed and wild feeding stations. The corridor provides links to St. Clements common which forms part of the Rushall Green Corridor network. This mainly lightly managed and unmonitored section of the corridor provides relative calm and security for mammals that require stability in the environment.
- B, includes Lakes Road, it is an area that floods on a regular basis, providing soil changes that support a wider variety of wildlife. The iron age hedgerows provide excellent cover and protection to mammals traversing the corridor. They also provide excellent navigation for birds and bats. On the West of Lakes Road the open spaces provide raptor hunting opportunities. This section of the Green Corridor feeds toward the Hareston Road that runs East to West.
- C, includes the Harleston Road, this cuts across the Green Corridor running North to South. Mammals and avians could cross the road to access the wooded areas to the north of the Harleston Road, particularly to the East. The Harleston Road is a significantly heavily used road within the parish including large numbers of lorries using the road to travel West to East. The consequence is that there is significant risk attached to mammals crossing this road at key times. This area of the Corridor includes managed hedges, ditches and verges.



Green Corridor 10 supports the following bat species: Barbastelle, Brown Long Eared, Common Pipistrelle, Daubenton's, Leislers, Natterers, Serotine, Soprano Pipistrelle, Noctule.

Green Corridor 11

This Corridor is used by avians and mammals to move around the area divided by the two east west roads of Thorp Abbots Road and Langmere Road which is a Quiet Lane. This Green Corridor provides access to Green Corridors 1, 8, 9, 12 and 13. The Corridor runs from Lodge Farm and its surrounds which comprise managed and wild woodland, a significant body of water in man developed and managed lakes. The Corridor splits into two arms, both enabling mammals and avians to travel north to Langmere Road and beyond. The Corridor includes ditches, hedges, verges, heritage verges, hedges and ditches. There are open, more exposed areas where mammals are more vulnerable.

- A, includes wooded areas and water. The area is significantly managed with high levels of human activity as key times. The area is habitat rich.
- B, contains relatively new laid, heavily managed hedges and older richer hedges ditches and verges. There are open spaces between hedges where the wildlife is greater exposed. There are wild feeding points along this section of the Green Corridor.
- C, contains managed and wild woodland, ditches and verges. It contains managed heritage hedgerows and younger hedgerows. There are managed and wild habitats along with wild and managed feeding points. Langmere Road as a Quiet Lane is more heavily used by walkers, cyclists and horse riders. The road is easier to cross than other east - west roads in the parish and therefore the link to Corridors 1, 8 and 9 is particularly strong.



Green Corridor 11 supports the following bat species: Barbastelle, Brown Long Eared, Common Pipistrelle, Daubenton's, Leislers, Natterers, Serotine, Soprano Pipistrelle, Noctule.

Green Corridor 12

This corridor runs North to South between Thorpe Abbots Road and Langmere Road. It provides access for mammals to Green Corridors 8, 9, 10, 11 and 13. This green route is used by all mammals and high numbers of birds and bats utilising the hedgerows and treelines as points of navigation and safety. This green corridor provides wild habitats for both mammals and avians. The hedgerows and ditches follow ancient field boundaries although managed remain unmonitored for lengths of time, providing relatively undisturbed spots. and provides hunting and killing grounds for raptors

Green Corridor 12 includes: heritage ditches, verges and heritage hedges, statement trees and tree lines, open green spaces, wildlife gardens, wild habitats and managed habitats. The

corridor includes wild (unmanaged feeding points) as well as managed feeding points. The hedge lines are managed with species trees amongst them.

- A includes managed feeding points, managed gardens, wild feeding points, hedging, ditches, verges, managed open spaces. A follows a section of the Thorpe Abbotts Road and lends itself to the northward movement of mammals and avians through the more protected landscape. There are wild habitats in section A. This point of the Green Corridor like area B enables mammals and avians, particularly those that are dependent on hedge lines to swap Corridors and travel via Green Corridor 11.
- B includes ancient managed hedgelines and ditches. Verges are created to support wildflower corridors. The undisturbed spaces between hedges in undisturbed areas enables mammal movements through the corridor.
- C includes managed gardens the Langmere Road which offers jeopardy to mammals, over the Langmere Road the Green Corridor offers more single trees, trees mixed with shrubs and hedging, wild and managed feeding stations. The Corridor enables mammals and avians to join Green Corridors 8 and or 9 and travel further into the Green Corridor network.



Green Corridor13

This green corridor enables the movement of mammals and avians to travel east and west, north and south. The north south aspect of the Corridor follows a deep tree line providing significant cover, protection and rich wild feeding stations. The Green Corridor provides links with corridors 10, 11 and 12. The Corridor is around 1.6km. The green corridor provides wild habitats for some rare and protected species including turtle doves and provides hunting and killing grounds for raptors.

- A includes hedges open spaces, wild feeding points, managed hedging, ditches, verges and more densely wooded areas. There are opportunities for mammals to switch to corridors 11 and 12.
- B comprises of a rich, quiet, sunken pathway (prow). Mammals travel north to south as well as moving laterally along the prow. This section of the Green Corridor provides a wide range of wild foods from hedging and trees. The wild flower count is high from this point forward.
- C The corridor opens to include Langmere Common, this provides a rich location for safety and food. The area contains both managed habitats and wild habitats.

Green Corridor 13 supports the following bat species:
 Barbastelle, Brown Long Eared, Common Pipistrelle,
 Daubentons, Leislers, Natterers, Serotine, Soprano Pipistrelle,
 Noctule.



Green Corridor 14

This green corridor follows the Langmere Road toward Rushall from Langmere Green; it merges in part with corridor 15 and extends corridors 16 and 17. This green route is around 700m. It is used by all mammals including high numbers of bats utilising the hedgerows and treelines as points of navigation and safety. The Corridor runs East to West along both sides of the Langmere Road utilizing the hedgerows, ditches and open spaces. The green Corridor starts or ends at Langmere Green, this is a significant habitat point and provides access to Langmere Green Corridors and therefore Green Corridors in, through and around the village of Dickleburgh. As corridor 14 meets Vaunces Lane it runs South to North enabling users of Green Corridor 14 to access other Rushall Green Corridors. Vaunces lane is a lightly used lane providing minimal risk to mammals. The hedges, ditches and verges, along with open land provides opportunities for avians and mammals to travel South toward Thorpe Abbots. Green Corridor 14 ends St. Clements Common, an extremely highly valued community asset that provides safe habitat space for a wide variety of mammals and avians.

Green Corridor 8 includes: Heritage Woodland, heritage ditches, verges and hedges, statement trees and tree lines, open green spaces, wildlife gardens and closely managed gardens. Some verges particularly along the Quiet Lane of Langmere Road and Vaunces Lane are biodiversity rich. The Corridor starts and ends with open carefully managed commons that include a wide variety of wild flowers including rare and locally protected biodiversity along with significant wild and managed feeding points, wild and managed habitats.



A, Langmere Green (Langmere Common) is a wild sanctuary for mammals and birds including turtle doves. The common has managed habitats as well as wild mammals. The Common is managed for the promotion of biodiversity and the well being of mammals and avians.

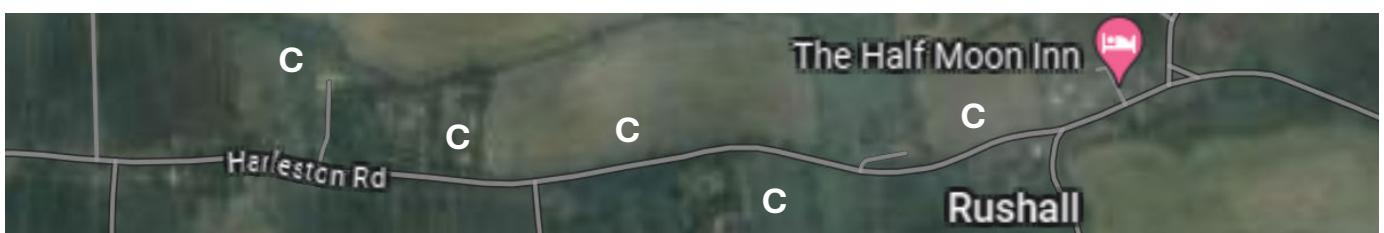
- A includes open access farmed land that allows for the free movement of mammals in particular. Hares are often seen on this Corridor suggesting habitats exist on both sides of Langmere Road. There are single trees amidst Hedgerows and stand-alone trees. Hedges include both closely managed and cropped hedges along with less closely managed hedges. The wild nature of the common and surrounding area provides hunting and killing grounds for Raptors. A includes the sunken pathway to the air field (to the South).
- B includes significant tree lines and hedging around Langmere Hall. Mammals and avians can travel east along the corridor following ditches and verges, navigating via hedging and trees. There are wild feeding point along the Corridor. Mammals could access open farmland to the North. As the Green Corridor follows Langmere Road the corridor becomes closer and more constricted around the road. The Corridor becomes more built up on the South side of the Landmere Road with more human activity and gardens tightly managed and managed for wildlife. There are wild and managed feeding stations in gardens and managed areas. There are domesticated mammals and birds at this point of the Green Corridor.
- C includes St. Clements Common. There are safe habitats, managed habitats, quiet verges and ditches, managed open spaces that are biodiversity rich. C enables avians and mammals to traverse in a number of directions and also join other Green Corridors.

Green Corridor 14 contains evidence of the following bat species: Barbastelle, Brown Long Eared, Common Pipistrelle. Daubenton's. Leislers. Natters, Serotine, Soprano, Pipistrelle. Noctule.

Green Corridor 15

This Green Corridor starts at the immensely diversity rich common (a central hub of the Langmere Green Corridors) where avians and mammals would start or end their journeys, or move into other Green Corridors within the Langmere network or into the Rushall network. This Corridor encompasses the ancient iron age field systems on the East of Lakes Road and the open field system to the West of Lakes Road. To the North the Creen corridor provides the opportunity for avians and mammals to follow the hedge lines, ditches and verges East toward Dickleburgh and other Green Corridors, West the corridor continues toward Rushall toward and including the heavier wooded areas north of the Harleston Road and north to meet up with Green Corridors that does take mammals and avians toward the Moor Peacock movement to the north of the parish evidence the effectiveness of this Green Corridor. Green Corridor 15 enables mammals and avians to travel around and through the north of Rushall.

- A, contains central habitat hubs of the highest order, A provides ideal habitats for raptors, numerous birds, including turtle doves and bats. This area of the corridor is wildflower rich, provides protection and habitats through overgrown areas including bramble, longer grass, coppiced clumps of trees and more mature trees providing food for insects, mammals and birds. Area A includes managed and wild habitats, managed and wild feeding stations. The corridor provides links to St. Clements common via Green Corridor 14 which forms part of the Rushall Green Corridor network. This mainly lightly managed and unmonitored section of the corridor provides relative calm and security for mammals that require stability in the environment.
- B, includes Lakes Road, it is an area that floods on a regular basis, providing soil changes that support a wider variety of wildlife. The iron age hedgerows provide excellent cover and protection to mammals traversing the corridor. They also provide excellent navigation for birds and bats. On the West of Lakes Road the open spaces provide raptor hunting opportunities. This section of the Green Corridor feeds toward the Hareston Road that runs East to West. Hareston Road is a significantly heavily used road within the parish including large numbers of lorries using the road to travel West to East, from Dickleburgh toward Harleston. The consequence is that there is significant risk attached to mammals crossing this road at key times. This area of the Corridor includes managed hedges, ditches and verges. There are available habitats and safe spaces for avians and mammals. Food sources are available.



- C includes open spacing, a ditch system, hedgerows, verges. Wild habitats. The corridor has standalone trees and trees between hedging. There is a Poultry farm along with spaced out houses and gardens. The Village of Rushall that has holiday letting, camping a public house, and various industrial and commercial outlets. The area contains highly managed gardens, gardens managed for wildlife, prows, bridle pathways, quiet roads and running throughout the green corridor is the heavily used Harleston Road which has vehicles of all sizes using it.

Corridor 15 contains evidence of the following bat species: Barbastelle, Brown Long Eared, Common Pipistrelle. Daubentons. Leislers. Natters, Serotine, Soprano, Pipistrelle. Noctule.

Green Corridor 16

This Green Corridor starts at the immensely diversity rich St. Clements common where avians and mammals would start or end their journeys or move into other Green Corridors within the Langmere network or into the Rushall network. This Corridor encompasses the ancient iron age field systems on the East of Lakes Road and the open field system to the West of Lakes Road. To the North the Creen corridor provides the opportunity for avians and mammals to follow the hedge lines, ditches and verges East toward Dickleburgh and other Green Corridors. The main thrust of this corridor is west where it continues toward Rushall that has heavier wooded areas north of Langmere Road it follows prows which provide rich tree lines, sunken lanes, water ways and open spaces. The green corridor stops at Rushall Church graveyard which is managed to promote and protect biodiversity. From this point mammals and avians can follow different corridors traversing across the parish and beyond. The corridor to the south of Langmere Road is also wild, wooded, open access, managed gardens with managed and wild food sources. To the South side at the Cuttings Road junction the Green Corridor provides access to extremely well established and extensive woodlands and pasture lands.



- A, contains central habitat hubs of the highest order, A provides ideal habitats for raptors, numerous birds, including turtle doves and bats. This area of the corridor is wildflower rich, provides protection and habitats through overgrown areas including bramble, longer grass, coppiced clumps of trees and more mature trees providing food for insects, mammals and birds. Area A includes managed and wild habitats, managed and wild feeding stations. The corridor provides links to Langmere Green via Green Corridor 14. This mainly lightly managed and unmonitored section of the corridor provides relative calm and security for mammals that require stability in the environment.
- B, includes houses well separated by grassland and or woodland. This area of the Corridor includes managed hedges, ditches and verges. There are available habitats and safe spaces for avians and mammals. Food sources are available. The Corridor has a path running through the northern area. This is heavily treed. There are known habitats throughout this corridor on both sides of Langmere Road.

Green Corridor 16 contains evidence of the following bat species: Barbastelle, Brown Long Eared, Common Pipistrelle. Daubenton's. Leislers. Natters, Serotine, Soprano, Pipistrelle. Noctule.

Green Corridor 17

This Green Corridor brings mammals and avians from Thorpe Abbots to the immensely diversity rich St. Clements common. where avians and mammals would be able to move into other Green Corridors within the Langmere network or into the Rushall network. This Corridor encompasses The main thrust of this corridor is west where it continues toward Rushall. The Green Corridor offers managed and unmanaged areas including gardens, ancient and more recently planted hedgerows, ponds, open grassland and crops. The corridor provides managed and wild food sources. To the South side at the Cuttings Road junction the Green Corridor provides access to extremely well established and extensive woodlands and pasture lands.



Throughout the length of the corridor mammals can switch to Green Corridor 16 by crossing the Langmere Road which is designated as a quiet lane.

- A, contains central habitat hubs of the highest order, A provides ideal habitats for raptors, numerous birds, including turtle doves and bats. This area of the corridor is wildflower rich, provides protection and habitats through overgrown areas including bramble, longer grass, coppiced clumps of trees and more mature trees providing food

for insects, mammals and birds. Area A includes managed and wild habitats, managed and wild feeding stations. The corridor provides links to Langmere Green via Green Corridor 14. And north into Rushall and the rest of the parish via Green Corridor 16. This mainly lightly managed and unmonitored section of the corridor provides relative calm and security for mammals that require stability in the environment.

- B, includes houses well separated by grassland and or woodland. This area of the Corridor includes managed hedges, ditches, verges and ponds. There are available habitats and safe spaces for avians and mammals. Food sources are available. This is heavily treed. There are known habitats throughout this corridor.

Green Corridor 17 contains evidence of the following Bat species: Barbastelle, Brown Long Eared, Common Pipistrelle. Daubenton's. Leislers. Natters, Serotine, Soprano, Pipistrelle. Noctule.

Appendix E: Dickleburgh and Rushall Light Management Plan

Dickleburgh and Rushall Lighting Management plan (LMP)

There is growing evidence of a link between lighting the night sky and human well-being, with increasing support both nationally and internationally for the night-time skies to become less obscured by ambient light.

National Planning Policy Framework 2024 (NPPF) Section 15 Conserving and enhancing the natural environment, paragraph 198 states:

Planning policies and decisions should ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should:

- a) mitigate and reduce to a minimum potential adverse impact resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life;
- b) identify and protect tranquil areas which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason; and
- c) limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.

The All-Party Parliamentary Group December 2020 state:

“A growing amount of evidence suggests that light exposure at the wrong time has profound impacts on human circadian, physiological, and neurocognitive function. Although the extent of the causal link between health issues and exposure to distinctly outdoor light sources remains difficult to measure. In epidemiological studies conducted by researchers in the US, ALAN has been found to be associated with poorer sleep and prevalence of mood and anxiety disorders, indicating the necessity to consider outdoor illumination at night as a factor in human health and wellbeing.

Norfolk County Council Environment Development and Transport Committee Report title: Streetlighting Review Date of meeting: 8 March 2019 recommended:

“Highways in Rural Areas will not generally be lit, except where problems of road safety exist. Further to this there is also the 2015 policy to stop adopting lighting on new residential / retail developments unless there is a highways safety need. To clarify, the road being part of a traffic route (ie a higher use, non-estate road) or the inclusion of an introduced obstacle constitutes a highway safety need.”

The International Dark Sky Community Designation Guidelines Goals states:

Purpose to support protection of human health, nocturnal habitats, public enjoyment of the night sky and its heritage, and/or areas ideal for professional and amateur astronomy

Norfolk County Council policy on street lamps. All lamps must be ‘cut off lamps’ (meaning full cut off, flat glass lights). These will be used on all lighting schemes in areas classed as Rural Dark Landscape

South Norfolk Council Policy IMP 25 – (Outdoor lighting)

“Proposals for any development involving outdoor lighting schemes will be expected to include details of such schemes as part of the submitted planning application, and will be expected to demonstrate that:

- i) The proposed lighting is the minimum required for security or working purposes*
- ii) Light spillage and glare are minimised, particularly in areas of open countryside or on the edge of settlements*
- iii) There is no detrimental impact on residential amenity, highway safety or to sites of nature conservation value.”*

Expectations of the Dickleburgh and Rushall LMP

Any lighting within a residential property boundary should comply with the following:

- 1) fully shielded (enclosed in full cut-off flat glass fitments)
- 2) directed downwards (mounted horizontally to the ground and not tilted upwards)
- 3) switched on only when needed (no dusk to dawn lamps)
- 4) white light low-energy lamps (LED) and not orange or pink sodium sources
- 5) Avoid the blue spectrum. Evidence exists linking blue lighting to increased cancer risk and eyesight problems. (Harvard Medical School 2018) <https://www.health.harvard.edu/staying-healthy/blue-light-has-a-dark-side>
- 6) Wherever possible lighting that is within the red spectrum should be used for night lighting. (Red lighting has been demonstrated to be least damaging to eyesight).
<https://www.health.harvard.edu/staying-healthy/blue-light-has-a-dark-side>

Street Lighting in DandR

There should be no new streetlights. Streetlights currently fitted should be reviewed to ensure they conform to Norfolk Rural Dark Landscape standard. In addition, they should avoid the blue spectrum and emit light within the red spectrum. They should be low emission, low wattage bulbs. Over time the Parish Council should look to modify the number of street lights so that, should residents request it, street lights are turned off to create and extend a dark skies haven..

Security lighting in the garden

Residents should confine the spill from external lighting to within the property boundary. That could be done by simply adapting or modifying your existing unit. If a security lighting system already exists, it could be Dark skies friendly simply by tilting lights down.

If the plan is to install a new unit, consider using a low wattage bulb, or use dark sky friendly lighting units, which are well shielded.



Street lights

The parish currently manages 45 streetlights (see table below)

Streetlights managed by Dickleburgh and Rushall Parish Council				
	Road Name	Location	Road Name	Location
Dickleburgh	CATCHPOLE WALK	D/S 4/6	Dickleburgh	RECTORY ROAD
Dickleburgh	CATCHPOLE WALK	FRONT GARDEN OF 21	Dickleburgh	RECTORY ROAD
Dickleburgh	CATCHPOLE WALK	SIDE OF 20	Dickleburgh	RECTORY ROAD
Dickleburgh	CATCHPOLE WALK	REAR OF 21	Dickleburgh	RECTORY ROAD
Dickleburgh	CATCHPOLE WALK	D/S 42/44 RECTORY LANE	Dickleburgh	RECTORY ROAD
Dickleburgh	CHESTNUT ROAD	NR F/PATH TO 16	Dickleburgh	RECTORY ROAD
Dickleburgh	CHESTNUT ROAD	D/S 19 ON FOOTPATH	Dickleburgh	RECTORY ROAD
Dickleburgh	BEECH WAY	1ST IN ROAD R/D 1	Dickleburgh	LIMMER AVENUE
Dickleburgh	BEECH WAY	OUTSIDE 12 ON F/PATH	Dickleburgh	LIMMER AVENUE
Dickleburgh	BEECH WAY	JNC CHESTNUT ROAD	Dickleburgh	LIMMER AVENUE
Dickleburgh	BEECH WAY	OUTSIDE 32/34 ON F/PATH	Dickleburgh	RECTORY ROAD
Dickleburgh	MERLEWOOD	SIDE OF 16	Dickleburgh	HARVEY LANE
Dickleburgh	MERLEWOOD	OUTSIDE 3/5	Dickleburgh	HARVEY LANE
Dickleburgh	MERLEWOOD	OUTSIDE 11/13	Dickleburgh	HARVEY LANE
Dickleburgh	MERLEWOOD	SIDE OF 21	Dickleburgh	HARVEY LANE
Dickleburgh	MERLEWOOD	OUTSIDE 33	Dickleburgh	HARVEY LANE
Dickleburgh	MERLEWOOD	OUTSIDE 43	Dickleburgh	HARVEY LANE
Dickleburgh	BURSTON ROAD	OPP OAK VIEW	Dickleburgh	HARVEY LANE
Dickleburgh	BURSTON ROAD	OPP CANTARA	Dickleburgh	HARLESTON ROAD
Dickleburgh	BURSTON ROAD	TURNING AREA NEXT TO BYPASS	Dickleburgh	HARLESTON ROAD
Dickleburgh	RECTORY ROAD	S/D 1 SMITHS ROAD	Dickleburgh	HARLESTON ROAD
Dickleburgh	RECTORY ROAD	OUTSIDE 25/27		
Dickleburgh	RECTORY ROAD	OPPOSITE 12/14		
Dickleburgh	RECTORY ROAD	OPPOSITE 18/20		

We need to improve the street lighting in the parish to ensure it supports our dark skies policies. Street lighting that already exists and is managed by the PC will be regularly reviewed to ensure it meets with the requirements of the Dark Skies Policy. When streetlights are in need of repair, improvement or replacement, the Parish Council will audit the views of those residents around the streetlight to assist in the determination if the streetlight remains with modification, or is removed, to expand the Dark Skies impact and maintain rurality. Street lighting that is managed by Highways or South Norfolk should be modified to meet the requirements of the Dark Skies Policy.

Why is it important to adopt good lighting practice?

The positive benefits to be gained from lighting can include safety of movement, security of property, extension of working practices, and other activities, including commercial advertising and enhancement of important buildings. Generally, lighting in itself is not a problem – it only becomes so if it is excessive, poorly designed, badly installed or inadequately maintained. Human health and ecosystems can be adversely affected by excessive artificial lighting, particularly light within the blue spectrum. Recent studies have found that red lighting is the least damaging to optical nerves and general health. The Neighbourhood Plan balances the need for any lighting proposal against the negative effect it may have on the environment due to obtrusive light.

Lighting and the power it uses is a significant contributor to the carbon emissions we create. Lighting which is dark sky-friendly will not only prevent light pollution but could also reduce energy wastage, offering significant cost savings to businesses and individuals. Indeed, more energy efficient lighting that complies to Dark Skies Policies is likely to reduce overall carbon emissions. A reduction in light usage and an emphasis on using the correct type of lighting for a

particular task will help reduce light emissions, reduce carbon emissions and increase the scope of the natural environment.

Parish Council standard comment to all planning applications that external lighting.

All planning applications that come before the Parish Council for comment should have the comment below, from CPRE Norfolk made by the Parish Council

“National Planning Policy Framework Clause 185 and Norfolk County Council ‘s Environmental Lighting Zones Policy both recognise the importance of preserving dark landscapes and dark skies. In order to minimise light pollution, we recommend that any outdoor lights associated with this proposed development should be:

- 1) fully shielded (enclosed in full cut-off flat glass fitments)
- 2) directed downwards (mounted horizontally to the ground and not tilted upwards)
- 3) switched on only when needed (no dusk to dawn lamps)
- 4) white light low energy, non-blue spectrum lamps, (LED, metal halide or fluorescent) and not orange or pink sodium sources”
- 5) Lighting should be predominantly within the red spectrum