

HINGHAM

NEIGHBOURHOOD PLAN

2023-2043



Referendum version
November 2025

Contents

	Page
1. Introduction	4
2. Hingham parish	10
3. National and Local Context	33
4. How the Plan was prepared	39
5. Vision and objectives	48
6. Policies	51
7. Development and design	55
8. Community infrastructure	78
9. Access and parking	90
10. Business and employment	100
11. Environment and landscape	109
12. Implementation and Monitoring	137
Appendix	140
A: Neighbourhood Plan Steering Group members	
B: Non-designated Heritage Assets justification	
C: Local Green Space assessments	
D: Glossary	

If you would like this document in large print
or in another format please contact
Hingham Town Council,
hinghamtc@hotmail.com



Figure 1: Bus shelter with
Neighbourhood Plan banner
for consultation drop in event.

1. Introduction

- 1.1 The Hingham Neighbourhood Development Plan will provide the first ever statutory planning policy document specifically for the parish of Hingham. Neighbourhood Plans such as this were made possible by powers contained within the 2011 Localism Act which sought to decentralise policy making to the local level, give more powers to communities and the right to shape future development where they live.
- 1.2 The Neighbourhood Plan is a community-led document for guiding the future development of the parish. It is about the use and development of land between 2023 and 2043. Once the Plan is made and adopted, South Norfolk Council will use it to determine planning applications. Hingham Town Council will use the Plan to respond to planning applications.
- 1.3 The Hingham Neighbourhood Plan complements existing national and local planning policy by providing a specifically local level of detail attained through consultation with the local community and further research. Commissioned by Hingham Town Council, the Neighbourhood Plan has been developed by a Steering Group of local residents and Town Councillors (see **Appendix A** for Steering Group members).



Figure 2:
Steering Group
work.

- 1.4 The Neighbourhood Plan has been prepared in accordance with the statutory requirements and processes set out in the Town and Country Planning Act 1990 (as amended by the Localism Act 2011) and the Neighbourhood Planning Regulations 2012 (as amended). The flow chart below (figure 3) outlines the stages the Plan has been through in its evolution.
- 1.5 The Hingham Neighbourhood Plan is not a mechanism for stopping development, it is there to ensure that development takes place in an appropriate way for the parish. It has been positively prepared, with the purpose of supporting and managing growth, not to prevent it. In practice, higher level planning documents such as the emerging Local Plan for the Greater Norwich Area (which includes South Norfolk district) cannot feasibly deal with all of the issues particular to every town and village across three districts, whereas the Neighbourhood Plan can by providing additional details which reflect specific local circumstances and conditions.
- 1.6 The Neighbourhood Plan provides clarity on what will be expected from development proposals, gives prospective investors confidence in how the area will change in the future, and ensures that the impact of development is anticipated and planned for in Hingham. A Neighbourhood Plan is a significant document and will carry legal weight so that developers have to take note when considering future developments in the parish.

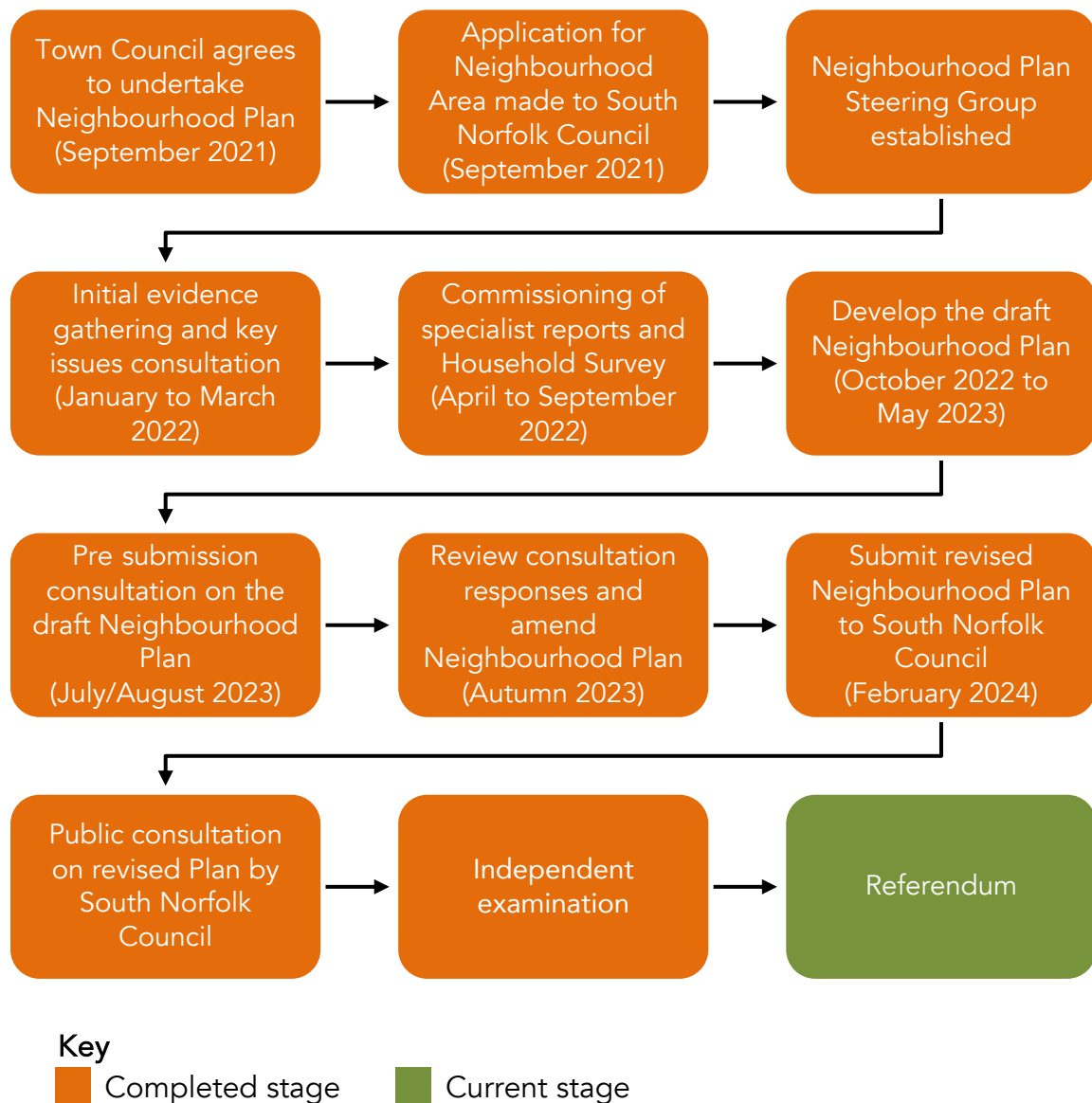


Figure 3: Neighbourhood Plan process and progress.

- 1.7 The Neighbourhood Plan Area covers the entire civil Parish of Hingham and was formally designated by South Norfolk Council in September 2021.

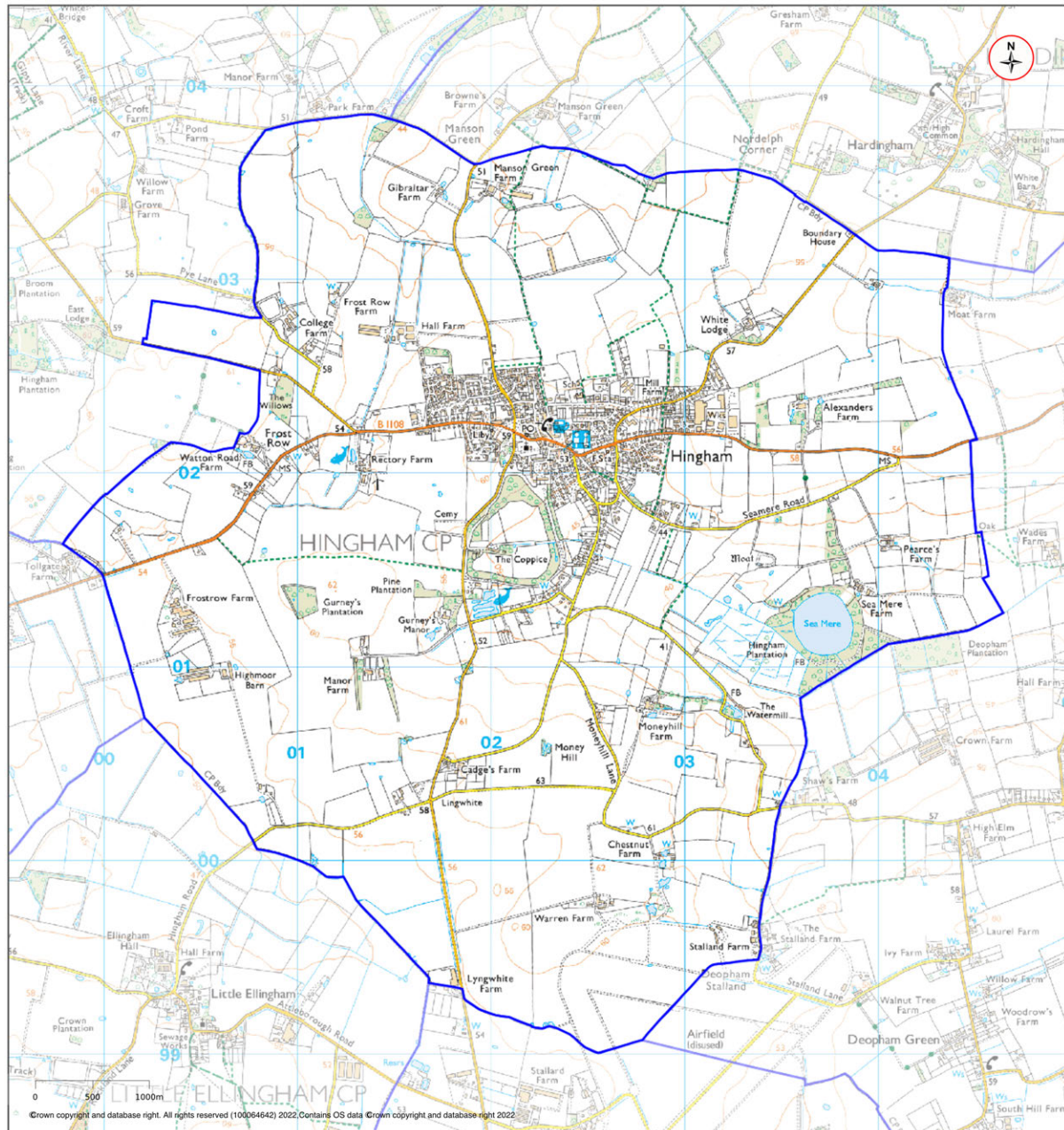


Figure 4: Hingham Neighbourhood Area (source: Parish Online, with own annotations). Blue line denotes parish boundary.

Referendum

- 1.8 This is the Referendum version of the Hingham Neighbourhood Plan. Local residents, businesses, and statutory agencies have had the opportunity to comment on the draft Plan throughout its preparation. The Plan was the subject of Independent Examination during July, August and September

2024. Consultation solely on proposed modifications to Policy HING9 took place during April, May and June 2025. and a further examination was held in June and July 2025. The recommendation of the Examiner in both Examinations is that the Plan (as modified) should proceed to Referendum. At referendum, every resident of Hingham, who is entitled to vote in the Council elections will have the opportunity to vote on whether or not they agree with the Neighbourhood Plan. At referendum, residents will be asked, **'Do you want South Norfolk Council to use the Neighbourhood Plan for Hingham to help it decide planning applications in the Neighbourhood area?'**. If the Plan gets over 50 per cent support from those who vote in the referendum, South Norfolk will 'make' (adopt) the Neighbourhood Plan as part of the statutory development plan.

Supporting documents

1.9 The Hingham Neighbourhood Plan is supported by the following documents:

- **Hingham Housing Needs Assessment** – undertaken by consultants AECOM and completed in September 2021.
- **Hingham Design Guidance and Codes** – undertaken by consultants AECOM and completed in February 2023.
- **Hingham Parking Strategy (Technical Note)** – undertaken by consultants AECOM and completed in March 2023.
- **Hingham Data Profile** March 2022.
- **Hingham Site Options Assessment** – undertaken by consultants AECOM and completed in April 2023.
- **Ladies Meadow, Hingham – Feasibility Study Report (December 2024)** – undertaken by consultants Pinnacle to establish the feasibility of a mixed use development at Ladies Meadow
- **Ladies Meadow, Hingham – Transport Assessment (December 2024)** – undertaken by consultants TPA into the transport implications of development at Ladies Meadow
- **Ladies Meadow, Hingham – Flood Risk Assessment (December 2024)** – undertaken by consultants Pinnacle, a flood risk assessment for development at Ladies Meadow
- **Ladies Meadow, Hingham – Due diligence report (December 2024)** – produced by consultants Pinnacle, a compendium of information in respect of Ladies Meadow



Figure 5: Hingham fields.

2. Hingham parish

Location

- 2.1 The parish of Hingham is within the administrative area of South Norfolk Council. Hingham is a small market town, and the civil parish covers an area of 14.98 km² and is located approximately 21 kilometres west of Norwich. Hingham is located equidistant from the larger centres of Attleborough, Dereham, Wymondham and Watton and serves a relatively local rural catchment.



Figure 6: Location of Hingham (source: Parish Online, with own annotations).

- 2.2 Hingham is located on the B1108, connecting Norwich and Watton, with links further afield to Wymondham via the B1135 and connections to Dereham

and Attleborough via mainly 'C' class rural roads. Hingham has regular bus services to Watton and Norwich (via Wymondham or the Norfolk and Norwich University Hospital).

A brief history¹

- 2.3 The name Hingham is of Anglo-Saxon origin. Ham means 'village'. 'Hing' could derive from a personal name either 'Hinc' (short for Hengist) or Inge; or perhaps from the name of a local group 'Hega's people'. Hingham was a royal manor at the time of the Norman Conquest in 1066. The manor was granted to Henry de Rye by King Stephen in the mid-twelfth century. It was later sold to the Earls of Kimberley, who have remained Lords of the Manor to this day.



Hingham. Commercial Road

HNG008

Figure 7: Hingham Commercial Road.

¹ Hingham Conservation Area Character Appraisal and Management Guidelines December 2016, South Norfolk Council.

- 2.4 A royal licence to hold a fair was granted in 1264, and fairs were traditionally held on the Fairland on 2nd March, Whit Tuesday and 6th October. The date of the first market is not known, but the size of the Market Place and of the church suggests that Hingham was a thriving place by at least the fourteenth century. The market was held every Saturday until the nineteenth century, when, with improved communications, it could no longer compete with Norwich. It was briefly revived, but finally closed again in about 1950.
- 2.5 During the early seventeenth century Hingham was a centre of Puritanism. In 1638 Robert Peck, the Rector and a leading Puritan, left to go to New England to join earlier emigrants from the town, who had founded the new town of Hingham in Massachusetts. Many of the emigrants, who included ancestors of families and individuals who later became significant in American history, (for example Abraham Lincoln's family, the Ford family, the Wright family and the Bush family) were well-to-do, and their departure, coupled with the plague, led to Hingham being described as 'this poor ruined town'. The parishioners who left Hingham had been so prominent in the Hingham community that the town was forced to petition English Parliament, saying their town had been devastated by the emigration. They told the House of Commons that 'most of the able inhabitants have forsaken their dwellings and have gone several ways for their peace and quiet and the town is now left and like in the misery by reason of the meanness of the [remaining] Inhabitants'. The argument by the remaining residents of Hingham that their town had been devastated was not unfounded. Historians and original documents from the time attest that 'physically, mentally, socially, and spiritually' the town was moved from England to New England with the founding of 'New' Hingham in 1635.

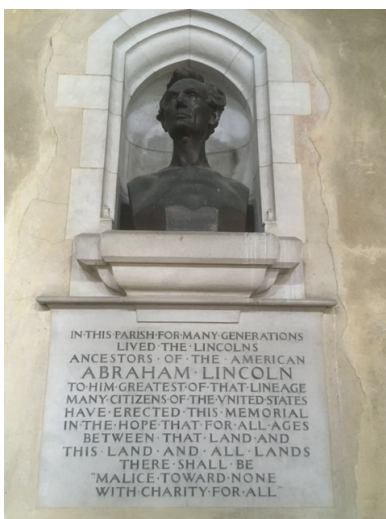


Figure 8: Bust of Abraham Lincoln, St. Andrew's Church, Hingham.

- 2.6 In the years that followed, Hingham continued to develop. St Andrew's Church continued to be a focal point for the town, new buildings were constructed, Georgian inns were created forming a large part of what is now the town's conservation area. Unfortunately, many of the original buildings were destroyed in a fire in 1688. However, the town's agricultural role continued to thrive, and the town remained a place for the gentry into at least the 1840s.
- 2.7 The population increased up until the mid-nineteenth century. The development of Chapel Street, Stone Lane and Pitt Square, the Congregational Chapel, and the rows of cottages in backyards all date from this time. In common with most Norfolk villages, the population then declined, reflecting not only an absence of growth but also a reduction in the number of persons per dwelling. It was not until the second half of the twentieth century, as Hingham became increasingly a settlement for commuters and for retired people, that the population once again reached its earlier level. Most of this increase is accommodated in the new residential areas which now surround the town centre. With the advent of the car in the twentieth century, road surfaces have been tarmacadamed and, in Church Street and Norwich Street, buildings have been demolished to improve visibility. The car has also, here as elsewhere, led to a dramatic change in shopping patterns. Thus, despite the population increase, there are now fewer shops and commercial premises than there were in the first half of the century. Many have been converted to houses, but most have retained the original shopfronts. Hingham still has a variety of commercial and retail premises for a town of this size. A noticeable inheritance from the 20th century has been the development of parts of large gardens in the town for new dwellings, for example in the grounds of the Hingham Hall, the Old Rectory (both no longer standing) and other properties in the Market Place.
- 2.8 During World War I, 200 men from the town participated in Britain's military actions and the 38 of which were killed are remembered on the war memorial and in the Church. In later years, World War I General Edmund Ironside (Field Marshall William Edmund Ironside from 1940) lived in Southernwood, a house created in the 1700s where he died in 1959. Within the parish is part of RAF Deopham Green, a US heavy bomber base from 1943 until closure in

1948. An old windmill continued to turn in the town until 1937, later becoming a '4 storey stump'. A radio link between the two Hinghams was established in World War II, and the Lincoln Hall originally built in 1922, was later rebuilt and extended in 1977. The town has continued to maintain its connection with its sister town in the United States; for instance, in September 1985, a number of Hingham residents attended the 350th birthday celebrations of Hingham, Mass.



Figure 9 left: War memorial, Hingham.
Figure 10 right: Lincoln Hall, Hingham.

Historic environment

- 2.9 Historic England lists 98 listed buildings and structures in Hingham parish. The map below shows the location of listed buildings in Hingham parish.

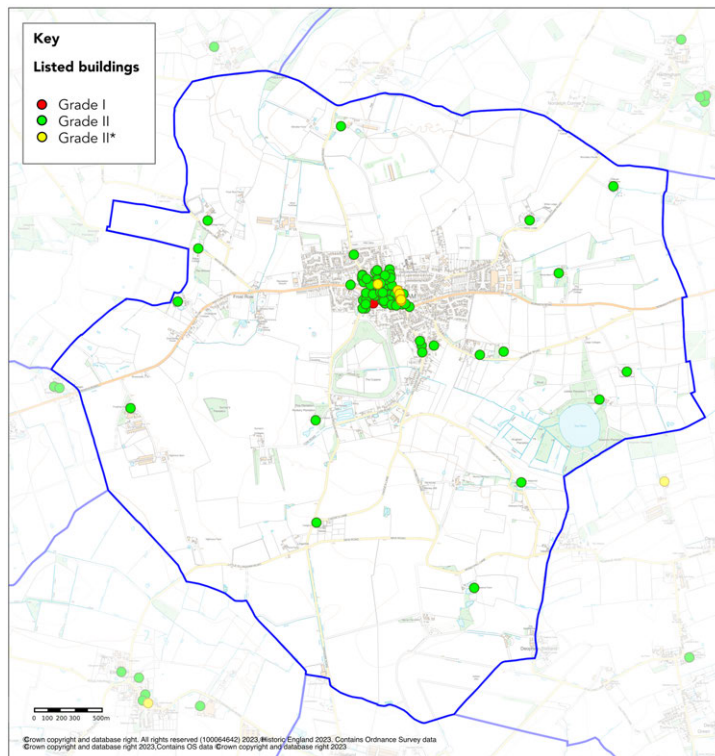


Figure 11: Listed buildings (source: Parish Online, with own annotations). Blue line denotes parish boundary.

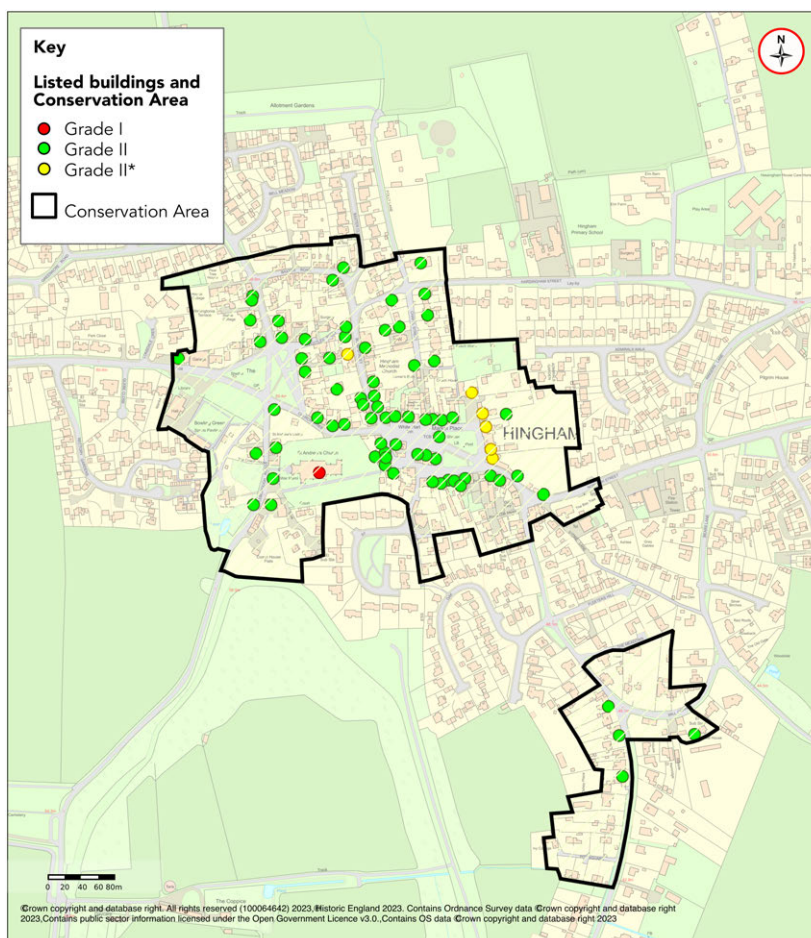


Figure 12: Listed buildings and the Conservation Area in Hingham town centre (source: Parish Online, with own annotations). Blue line denotes parish boundary.

- 2.10 There are no buildings on Historic England's Heritage at Risk Register in Hingham Parish. Hingham Conservation Area was designated in 1975 and covers the central core of the town. The key characteristics of Hingham listed in the character appraisal are:
- o Two marketplaces: one of a tight urban form and other with an open rural character.
 - o Exceptional 18th century heritage of houses with large gardens.
 - o Significant trees and open spaces.
 - o Survival of ancillary outbuildings.
 - o Use of walls as boundaries and shaping of spaces and footpaths.
- 2.11 The Hingham Conservation Area boundaries were revised in 2016 by South Norfolk Council (see figure 12).

Archaeology

- 2.12 There is considerable evidence of archaeology and buried remains in Hingham². The parish is rich in cropmarks and earthworks of medieval settlement (especially moated sites) and has a possible Roman road and a deer park boundary. The earliest evidence of human activity in the parish comes in the form of Mesolithic flint flakes and Neolithic flint axeheads. The Bronze Age may have left fragmentary traces of the earliest structures in the parish. Aerial photography in 1976 noted the cropmarks of one (or possibly two ring ditches) southwest of Gurney's Manor. These are the surrounding ditches of circular burial mounds that have since been flattened by farming, invisible on the ground. Several Bronze Age copper alloy axeheads have been found but the only evidence of Iron Age activity is a harness. No traces of any Roman structures survive, though there was an uncorroborated report of a mosaic floor being found in the 1990s. However, there have been quite a number of Roman finds, including pottery fragments, coins and brooches. Only two Saxon objects have been found to date, a brooch and a rare Early Saxon gilded copper alloy wrist clasp. Significant buried remains are also anticipated within the historic town centre (especially fronting onto the Market Place) and in association with Sea Mere. An earthwork mound west of Sea Mere), has in recent years become known as Vikings Grave, but was in fact a shooting butts for volunteer soldiers during the Boer War. It is believed locally that the Royal Flying Corp had a landing field in the parish and near the town during WW1, however the records identifying its location no longer

² <https://www.heritage.norfolk.gov.uk/record-details?TNF368>

exist. The RFC did use Normandy House in Hardingham Street as an officers mess in WW1 and planes were known to land in the grounds.

Population and Demographics

- 2.12 The usual resident population of Hingham parish in the 2021 Census was 2,543 which had increased by 176 from 2,367 in the 2011 Census. To provide some context the 1801 population was 1,203, which had risen to a high of 1,698 by 1851, before declining to 1,377 in 1901 and gradually increasing to 1,439 in 1951. The 2021 population was 53.1 per cent female and 46.9 per cent male compared with 48.3 percent male and 51.7 percent female in 2011.
- 2.13 Data from the 2021 Census shows that there were 1,184 households in the parish compared with 1,078 in 2011. From the housing completion data provided by South Norfolk Council, there have been 124 dwellings completed since 2011 (including data from 2011/2012), which totals the number of dwellings as around 1,247.
- 2.14 The age structure of Hingham parish from the 2021 Census data is shown in the table below.

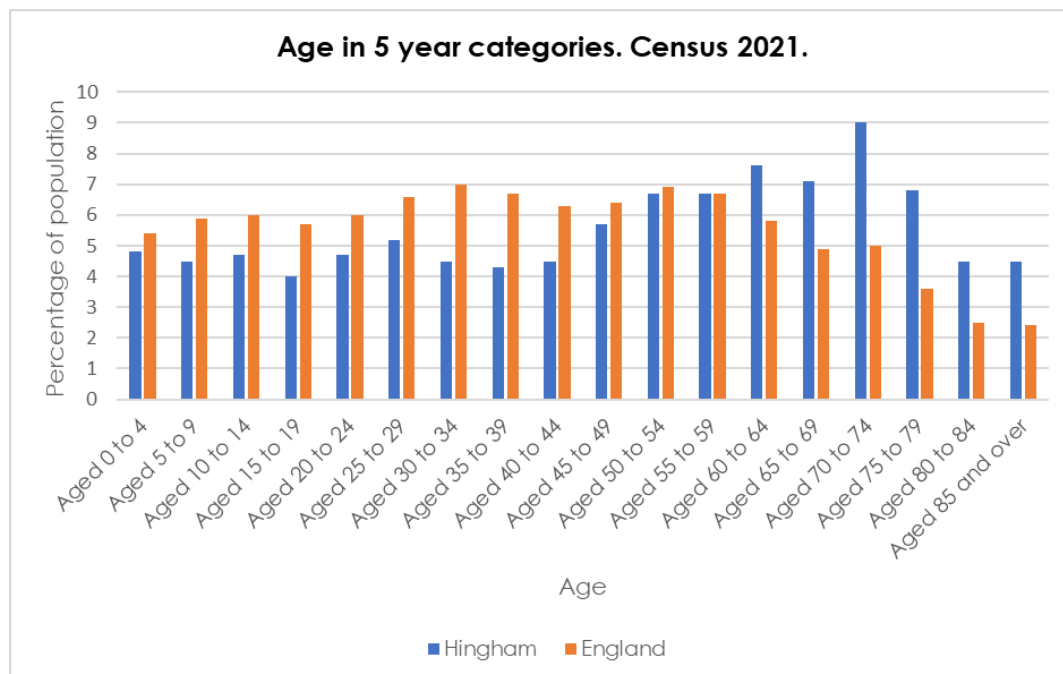


Figure 13: Graph showing the percentage of the population in age categories (Census 2021).

Health and wellbeing

2.15 The table below shows how residents reported their health in the 2021 Census compared to South Norfolk and Norfolk.

General Health Census 2021	Hingham parish percentage	South Norfolk District percentage	Norfolk percentage
Very good health	40.1	47	43.1
Good health	37	35.5	36.5
Fair health	16.4	13.2	14.9
Bad health	5.1	3.4	4.3
Very bad health	1.4	0.9	1.2

Figure 14: Table showing how residents of Hingham parish reported their health in the 2021 Census..³

2.16 Hingham has its own surgery and is a dispensing practice, although it is experiencing increased patient numbers, with the Practice Manager reporting in February 2022 as follows:

'We are already having capacity issues. We cover the villages around Hingham too and there has been significant growth in our practice population. Even if there was no further growth in Hingham or in the villages, we do not have enough clinical rooms, we lack sufficient car parking, and our dispensary is too small. Any growth at all may push us over the edge. We need a larger building (more clinical rooms & a larger dispensary) and a larger car park. We can quantify this. Assuming no new housing developments and that our population grows at the same rate that it has over the past 10 years. Then in 5 years' time we will need 3 or 4 more consulting rooms, an extra 16m² of dispensary and 10 more car parking spaces'.

2.17 Hingham also has a pharmacy located at Boots in the Market Place. Hingham Dental Practice is a private practice located in the Market Place.

³ www.nomisweb.co.uk data (obtained 24.11.2023).

Qualifications

- 2.18 Data from the 2021 Census shows that 20.9 per cent of people aged 16 years and over have no qualifications. This compares to 17.1 per cent for South Norfolk district and 20.4 per cent for Norfolk.

Crime

- 2.19 Reported crime data for Hingham with Deopham Ward shows a crime count of 108 between July 2022 and June 2023. The rate of crime per 1,000 population is shown on the graph below.

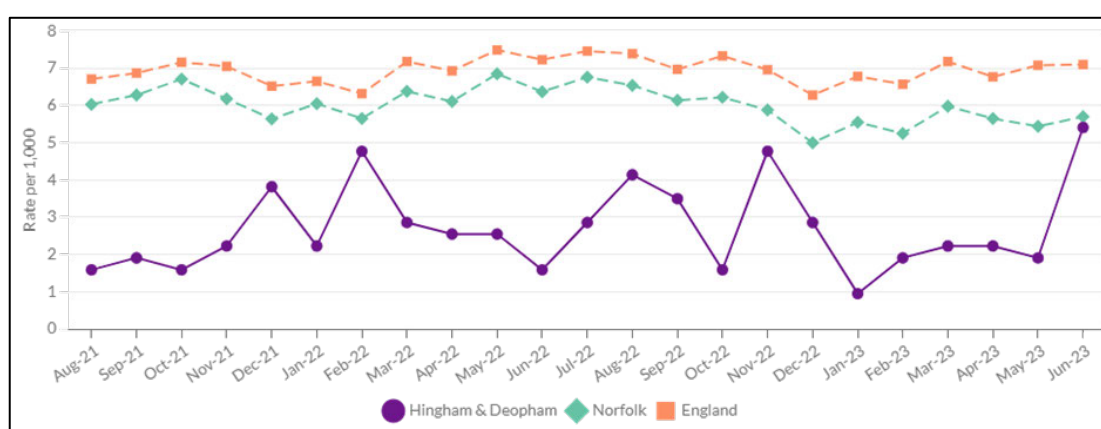


Figure 15: Graph showing All Crime – monthly rates. (Source: data.police.uk. Obtained from www.norfolkinsight.org.uk 24.11.2023)

Education provision

- 2.20 **Hingham Pre-School Playgroup** is a registered charity which is regularly inspected and approved by OFSTED and accredited to the Norfolk Quality Assurance Scheme. Hingham Playgroup opened in 1971 and started at Lincoln Hall. In 2011, after work from the staff, committee and with help from Hingham Primary School and South Norfolk Council, the playgroup moved into a purpose built, modern eco-log building on the site of Hingham Primary School. Places are available for children aged 2 years to 4 years 11 months.
- 2.21 **Hingham Primary School** is part of the Attleborough School cluster. Pupils attend from age 4 to 11 years. Planned admission numbers for 2022/23 were 30 new pupils. The total number of pupils on the school roll in September 2021 was 150. Information provided by Norfolk County Council in February

2022 stated that: ‘The school should have capacity to maintain its existing numbers, our forecasts indicate numbers in the area staying relatively static around the 18-20 mark moving through, and of these some children will move outside of the Hingham catchment due to parental preference’.



Figure 16: Hingham Primary School.

- 2.22 Hingham parish is served by **Attleborough Academy** for pupils aged 11 to 18 years. Information provided by Norfolk County Council in March 2022 stated that: ‘Currently the High has a Pupil Admission Number of 154 giving overall capacity of 770 pupils for the age 11-16 and for 6th Form there is capacity for 148 pupils in the 16-18 age range. Numbers from Sept 21 were 723 on roll in 11-16 and 123 for 16-18. Currently there appears to be capacity for any increases, our forecasts are indicating a rise into Year 7, but we have allowed for additional building works to expand the school as necessary. This expansion will be across the main age range but also will include 6th Form as and when required. The Primaries in the town of Attleborough currently have capacity as well. Overall capacity for the schools would be 1050 pupils, the forecasts indicate some pressure in 24/25 but we know parental preference for the town currently see’s children go to Wymondham and Old Buckenham schools, so we would anticipate this demand being managed over the next 5-7 years’.

Community facilities

- 2.23 Hingham has an active community with a range of services, facilities, clubs and groups. Community buildings in Hingham include:

- o **The Lincoln Hall** – a multi-use space for the whole community, including a stage with lighting and curtains, dressing room, toilets, licensed for music and entertainment with a PA system and Wi-Fi, and fully equipped kitchen.
- o **Hingham Sports Hall and Playing Fields** – cricket pitch, two football pitches, outdoor gym equipment, play space, skateboard park, tennis courts, grassed area for dog walkers, three badminton courts, basketball court, pickleball courts, kitchen, toilets, balcony area offering a meeting room or space suitable for small classes, plus seating for spectators.
- o **Hingham Sports and Social Club** – licensed bar with snooker and darts.
- o **Hingham Rectory Bowls Club.**
- o **St. Andrew’s Church.**
- o **Hingham Christian Fellowship Church.**
- o **Hingham Methodist Church.**
- o **Hingham Library.**

2.24 **Hingham Fire Station** is staffed by on-call firefighters.

2.25 There are two **allotment** sites within Hingham parish, located off Hardingham Road and Dereham Road. The **cemetery** is located on Attleborough Road.

2.26 A particular feature of Hingham is that many areas of land located outside the main built-up settlement area, are owned by approximately 15 individual charities. The use of the land provides an income for these charities which in turn goes towards benefitting the community, for example through catering for specific educational needs and the well-being of people born in the parish.

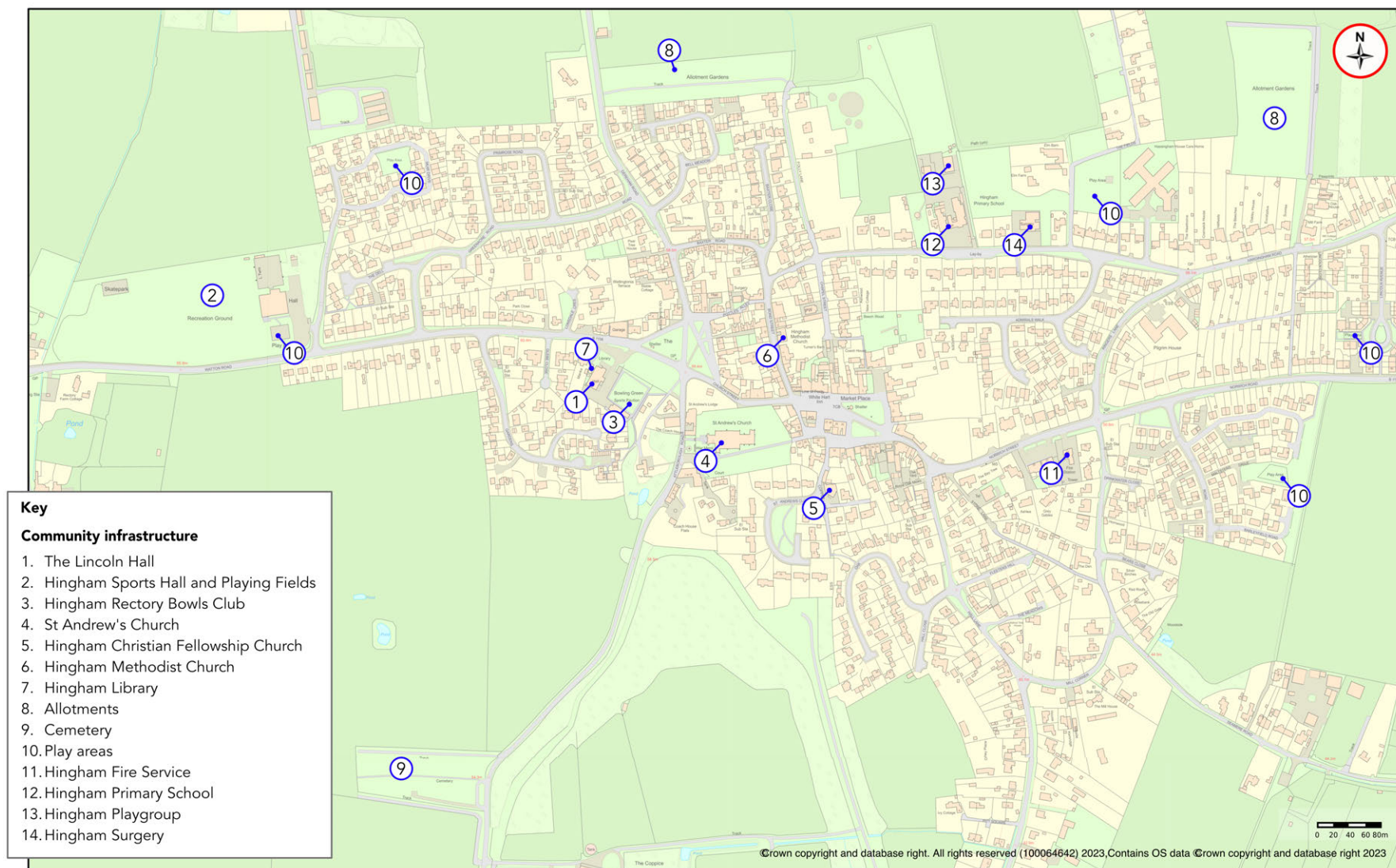


Figure 17: Community infrastructure (source: Parish Online with own annotations)

Transport and access

2.27 **Public Transport:** There are a range of bus services in Hingham. These include:

- o 3 Norwich to Watton (via the Norfolk and Norwich Hospital and Hingham) Operated by Konectbus.
- o 6 Watton to Hingham and Hingham to Norwich via Wymondham, Hethersett, Cringleford and Eaton daily. Operated by Konectbus.
- o 13 Watton to Easton College via Shipdham, Ovington, Watton, Carbrooke and Hingham to Wymondham, Wicklewood, Hethersett, Thickthorn and Easton College. Operated by H Semmence and Co.
- o 17 Bradenham to Hingham via Shipdham and Hingham to Dereham via Hardingham, Reymerston, Garvestone, Whinburgh and Yaxham. Operated by Konectbus. This service operated two days per week.

2.28 There is no mainline train station in Hingham. The nearest stations are at Wymondham (11km from Hingham) and Attleborough (9.7km from Hingham) where Greater Anglia services run to Norwich and Ely. The Mid-Norfolk Railway is the longest standard-gauge heritage railway in East Anglia and runs from North Elmham to Wymondham Abbey Halt Station. Kimberley Station is 5.3km from Hingham.

Walking and cycling

2.29 Public Rights of Way in Hingham are shown on figure 18. There are no formal cycle routes in Hingham parish. The nearest National Cycle route is Route 13, which connects London and Dereham.

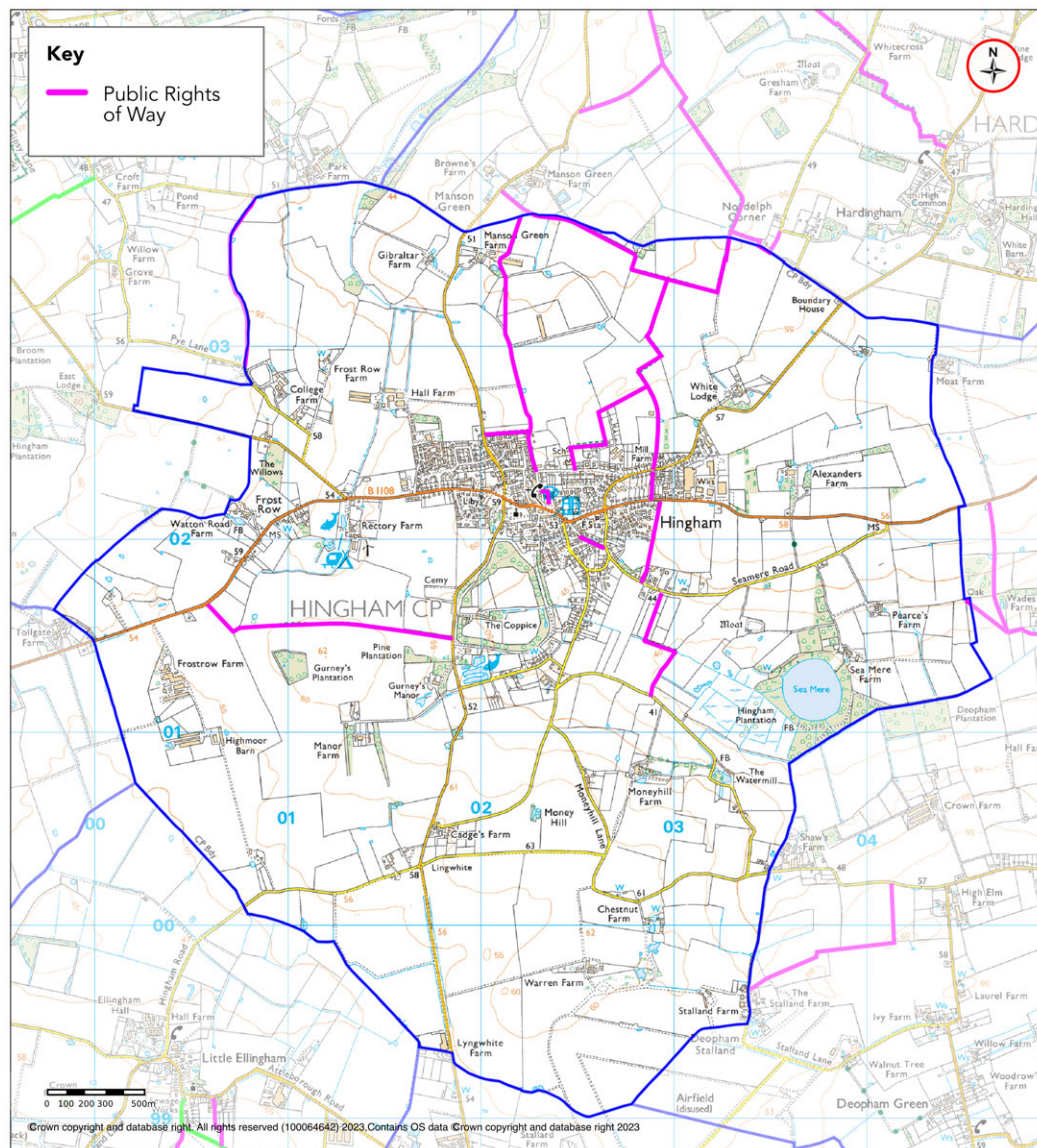


Figure 18: Public Rights of Way (source: Parish Online, with own annotations). Blue line denotes parish boundary.

Landscape character

2.30 The South Norfolk Landscape Local Landscape Designations Review 2012, identifies the parish of Hingham as Tiffey Tributary Farmland and Hingham – Mattishall Plateau Farmland.⁴

⁴ <https://www.southnorfolkandbroadland.gov.uk/downloads/file/1296/chris-blandford-june-2012-south-norfolk-local-landscape-designations-review>.

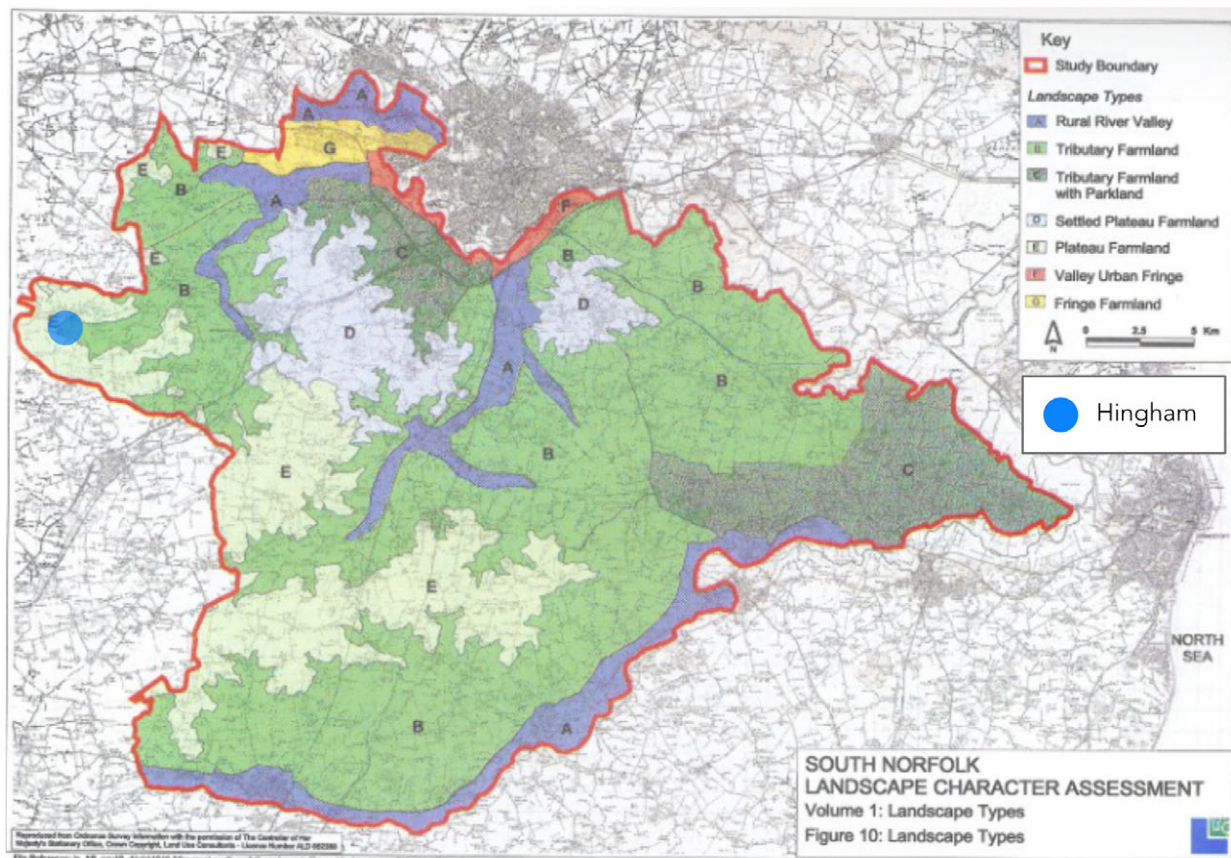


Figure 19: Local Landscape Designations in South Norfolk (source: Landscape Assessment Volume 1 – Landscape Types, South Norfolk Landscape Assessment Map).⁵ For detailed maps of the Mattishall Plateau Farmland and the Tiffey Tributary Farmland..⁶

Biodiversity and geodiversity

- 2.31 Hingham contains The Sea Mere, a Site of Special Scientific Interest (SSSI) located on the eastern boundary of the parish. This site contains a sizeable natural lake and an area of species-rich fen and grazing marsh. There is no public access. Additional interest is provided by deciduous plantations that retain some elements of older woodland. The site has ornithological interest because of the diversity of habitats that it contains.

⁵ <https://www.southnorfolkandbroadland.gov.uk/downloads/download/308/south-norfolk-landscape-character-assessments> (accessed 10.03.2022).

⁶ <https://www.southnorfolkandbroadland.gov.uk/downloads/file/1324/land-use-consultants-2001-b2-tiffey-tributary-farmland> and <https://www.southnorfolkandbroadland.gov.uk/downloads/file/1333/land-use-consultants-2001-e3-hingham-mattishall-plateau>

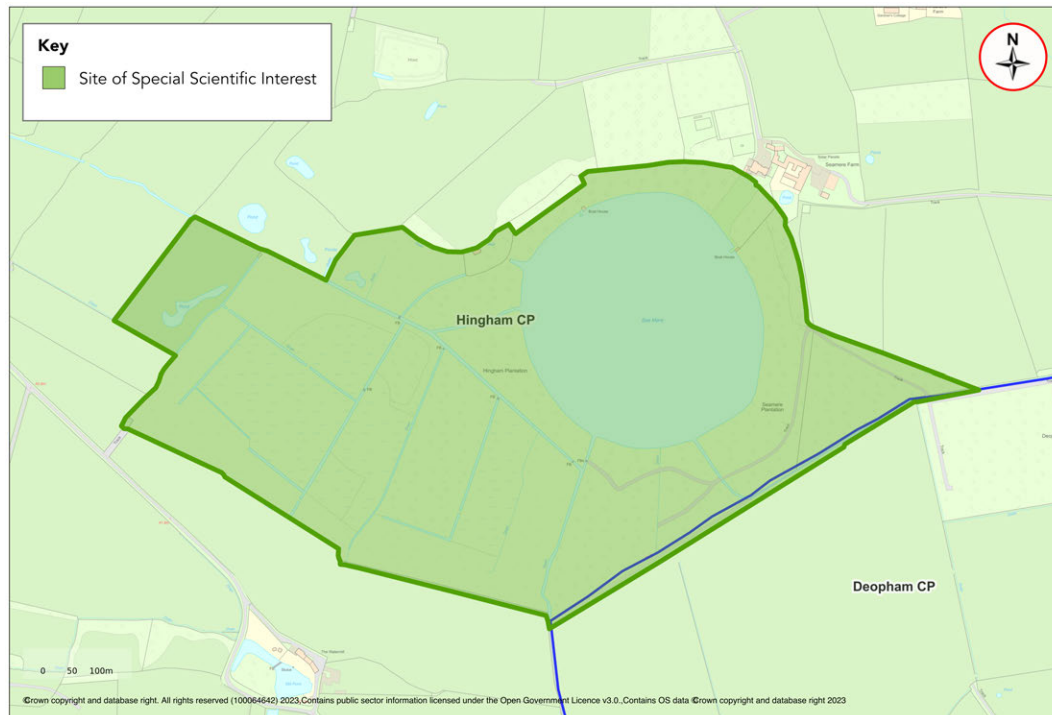


Figure 20: Site of Special Scientific Interest (source: Parish Online, with own annotations). Blue line denotes parish boundary.

- 2.32 The majority of Hingham parish is within the SSSI Impact Risk Zones for Sea Mere SSSI and Scoulton Mere SSSI. The Impact Risk Zones (IRZs) are a Geographic Information System tool developed by Natural England to make a rapid initial assessment of the potential risks to SSSIs posed by development proposals. They define zones around each SSSI which reflect particular sensitivities of the features for which it is notified and indicate the types of development proposals which could potentially have adverse impacts.

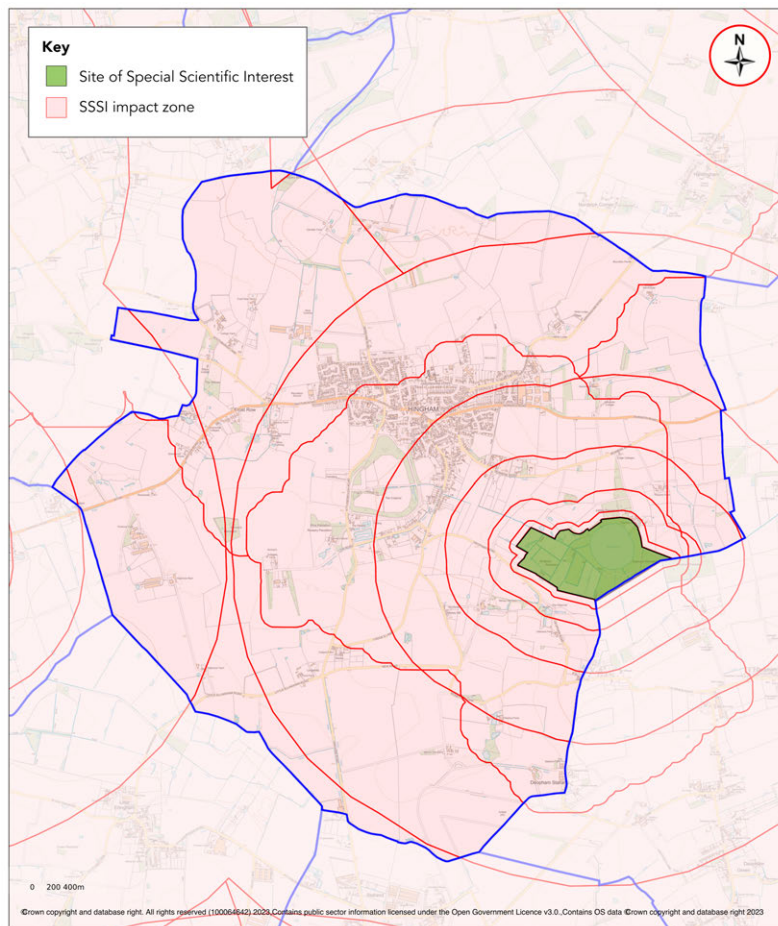


Figure 21: Site of Special Scientific Interest Impact Zone (source: Parish Online, with own annotations). Blue line denotes parish boundary.

2.33 There are two County Wildlife sites in Hingham Parish, as follows. Neither have public access.

- CWS 160 Moneyhill Meadow:** This is a small grassland site bisected by a small stream and fence line. A thin strip of scrub occurs along the northern edge and one of tall ruderal herb vegetation to the south. The fields appear unmanaged and ungrazed although deer do frequent the site. The majority of the site consists of semi-improved grassland over a neutral soil with impeded drainage. The sward is dominated by Yorkshire fog (*Holcus lanatus*) and rough meadow-grass (*Poa trivialis*) with false oatgrass (*Arrhenatherum elatius*), couch-grass (*Elymus repens*) and red fescue (*Festuca rubra*) to the west. Herbs include frequent cleavers (*Galium aparine*), nettle (*Urtica dioica*), great willowherb (*Epilobium hirsutum*) and great horsetail (*Equisetum telmateia*) which is scarce in Norfolk. The east of the site is more species rich with frequent common fleabane (*Pulicaria dysentrica*), cow parsley (*Anthriscus sylvestris*), rough chervil (*Chaerophyllum temulentum*) and hogweed (*Heracleum sphondylium*). In shorter areas yarrow (*Achillea millefolium*), perforate St.

John's-wort (*Hypericum perforatum*) and creeping buttercup (*Ranunculus repens*) occur. The grassland becomes marshier towards the stream where hard rush (*Juncus inflexus*), blunt-flowered rush (*Juncus subnodulosus*), great willowherb, great horsetail and water mint (*Mentha aquatica*) occur. Scrub areas are largely sloe (*Prunus spinosa*) but with sallow (*Salix cinerea*), crack willow (*Salix fragilis*), field maple (*Acer campestre*), hawthorn (*Crataegus monogyna*) and sycamore (*Acer pseudoplatanus*). Towards the edges and in areas of lighter shade fool's watercress (*Apium nodiflorum*), marsh marigold (*Caltha palustris*), cuckooflower (*Cardamine pratensis*), hoary willowherb (*Epilobium parviflorum*), hemp-agrimony (*Eupatorium cannabinum*) and watercress (*Nasturtium officinale*).

- **CWS 161 Gurney's Wood:** This is a small block of oak (*Quercus robur*)/ash (*Fraxinus excelsior*) woodland situated in the centre of a large field. The canopy is generally loose and open and is dominated by oak although ash is abundant. Sycamore (*Acer pseudoplatanus*) is occasional and there is a ring of spruce (*Picea* sp.) around the periphery. The understorey is coppiced hazel (*Corylus avellana*) with some elder (*Sambucus nigra*), dogwood (*Cornus sanguinea*) and elm (*Ulmus* sp.). The ground flora consists of rose (*Rosa* sp.), bramble (*Rubus fruticosus* agg.), nettle (*Urtica dioica*), dog's mercury (*Mercurialis perennis*), ivy (*Hedera helix*) and moss (based on the 1985 habitat).

Rivers and flooding

- 2.34 A small area within the southeast of Hingham parish is within Flood zone 3 where land has a 1 in 100 or greater annual probability of river flooding. The majority of the area of Hingham parish is at low risk of flooding from surface water. Some areas of Hingham parish are at low, medium and high risk of surface water flooding, which can be seen in figure 22 below. Surface water flooding, sometimes known as flash flooding happens when heavy rain cannot drain away. As seen on the map there are small areas at a high risk of surface water flooding as shown in dark blue. This means that each year this area has a chance of flooding of greater than 3.3 per cent. Small areas are at a medium risk of surface water flooding, which means they have a chance of flooding between 1 per cent and 3.3 per cent. Small areas are at a low risk of surface water flooding, this means that each year the area has a chance of flooding of between 0.1 per cent and 1 per cent.

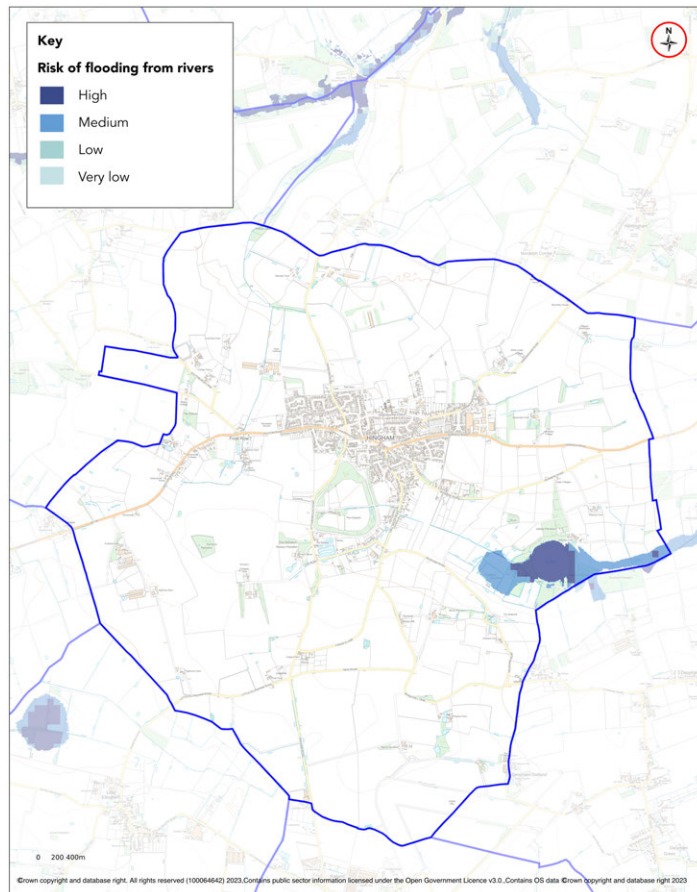


Figure 22: Risk of flooding from rivers (source: Parish Online with own annotations). Blue line denotes parish boundary.

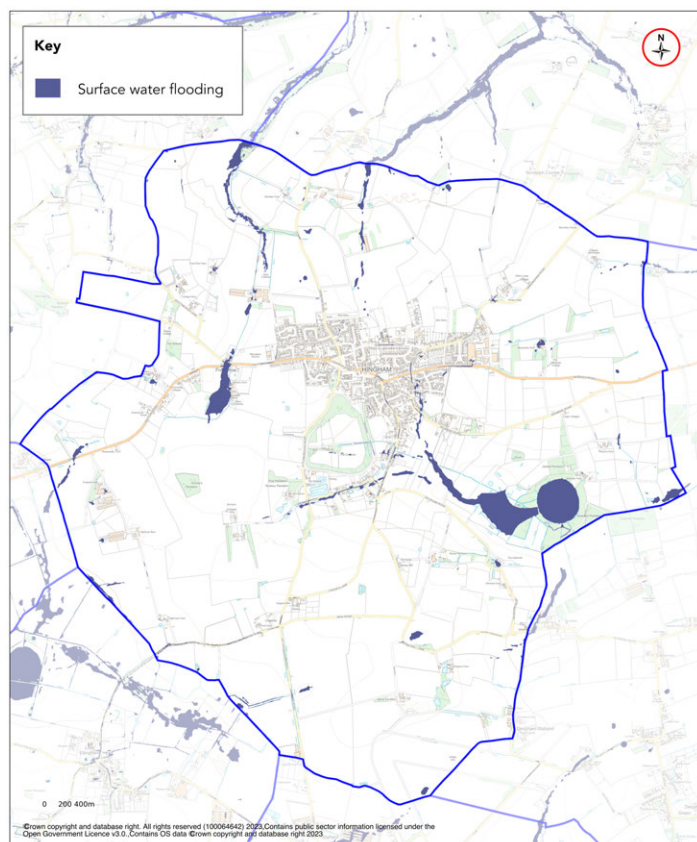


Figure 23: Surface water flooding (source: Parish Online with own annotations). Blue line denotes parish boundary.

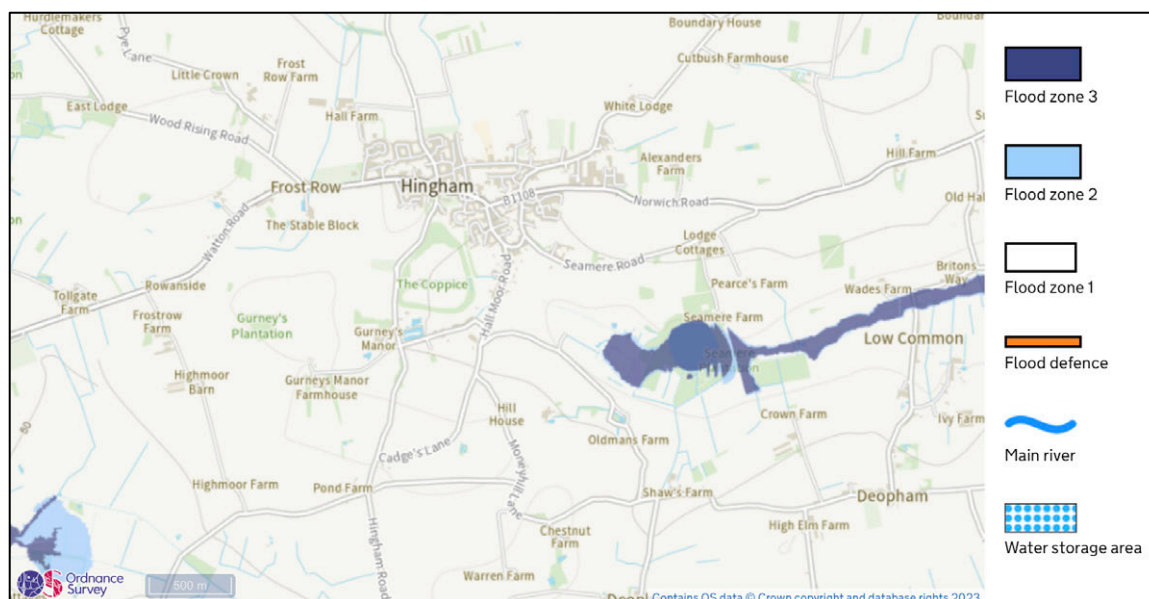


Figure 24: Flood map (source: <https://flood-map-for-planning.service.gov.uk/>).

Business and employment

- 2.35 Hingham is a town with a wide variety of businesses and employment opportunities. The industrial estate at Ironside Way provides a range of commercial businesses and local employment opportunities including AC Bacon Engineering, a Norfolk-based manufacturer specialising in steel structures and steel-framed buildings for agricultural, industrial and commercial use across East Anglia and MIRUS an international aircraft seat manufacturer. Hall Farm has developed business units. The Co-op is a food store open until 10pm daily and the White Hart Hotel is located in the Market Place. Full details of employment in the town can be found in the Data Profile which accompanies this Neighbourhood Plan.
- 2.36 The graph below shows the occupations of the population (2021 Census) Hingham compared to South Norfolk and Norfolk.

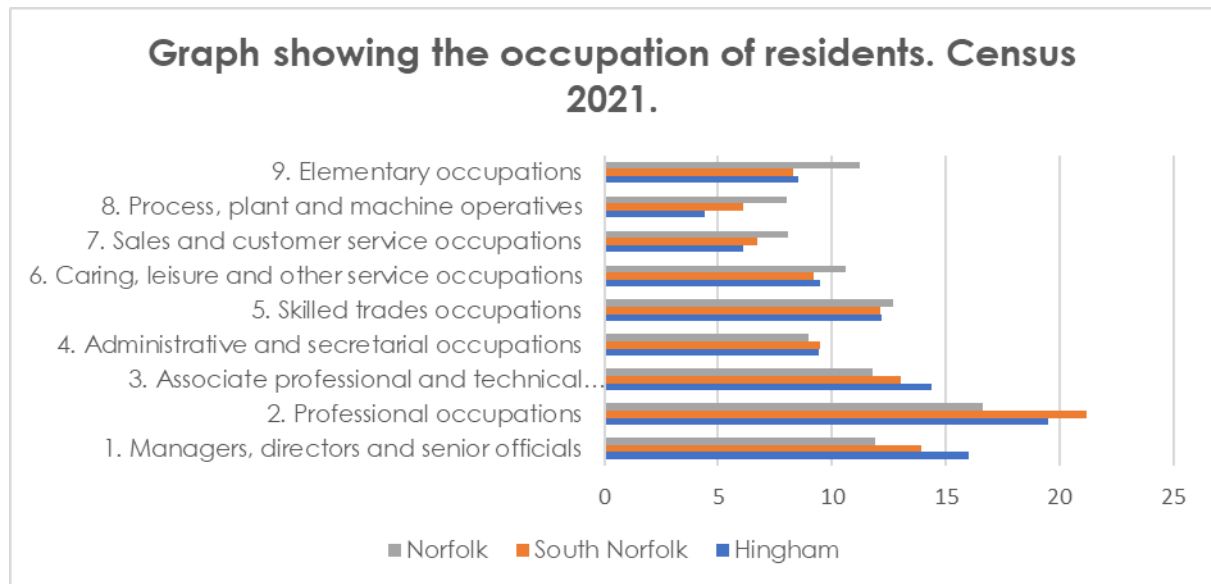


Figure 25: Occupation of residents (Census 2021).⁷

⁷ Source: www.ruralservicesonline.co.uk (accessed 24.11.2023).



Figure 24: Signpost on junction of Hall Moor Road and Deopham Road.

3. National and Local policy context

National planning policy

- 3.1 Neighbourhood Plans are prepared in the context of the existing national and local planning policy that is in force at the time that the Neighbourhood Plan is being prepared. National planning policy is found in the National Planning Policy Framework (NPPF). This Neighbourhood Plan was prepared and Examined under the December 2023 version of the NPPF. The NPPF sets out the government's broad intentions in terms of the purposes of the planning system and their expectations in terms of the delivery of sustainable development. National Planning policy is not part of the 'development plan' that is used to determine planning applications but is a material consideration which is given due weight depending upon the age of the various components of the development plan in force for the area. Local planning policies are required to be in general conformity with national planning policies as set out in the NPPF.

Local planning policy

- 3.2 Every local planning authority in England is required to prepare a Local Plan. Local Plans include all of the local planning policies for the district's area and identifies how land is used, determining what will be built and where. South Norfolk Council is part of the trio of Greater Norwich Authorities who worked together initially to produce a Joint Core Strategy (JCS) adopted in 2014 and the Greater Norwich Local Plan (GNLP) which was adopted in March 2024. Determination of certain planning applications in the area were paused in 2021, due to issues relating to 'nutrient neutrality'⁸ which concerns nutrient pollution in the River Wensum Special Area of Conservation and the Broads Special Area of Conservation and Ramsar. This issue is affected a wider area not just within the Neighbourhood Area and the GNLP area. The Greater

⁸ Downloads for nutrient neutrality,
<https://www.southnorfolkandbroadland.gov.uk/downloads/download/816/nutrient-neutrality>
(accessed 16.05.23).

Norwich Local Plan, along with any Neighbourhood Plan, provides the basis for determining planning applications and future development in the local area and should be consistent with the National Planning Policy Framework.

- 3.3 Development is defined as ‘the carrying out of building, engineering, mining or other operations in, on, over or under land, or the making of any material change in the use of any buildings or other land’.⁹ Section 38 of the Planning and Compulsory Purchase Act 2004 emphasises that the planning system continues to be a ‘plan-led’ system and restates the requirement that ‘determination must be made in accordance with the Plan unless material considerations indicate otherwise’.
- 3.4 The Hingham Neighbourhood Plan once ‘made’ (adopted) will form part of the statutory Development Plan for the area and future planning applications for new development will be determined using its policies.
- 3.5 The statutory development plan for the area when the Neighbourhood Plan was submitted for examination consisted of the Joint Core Strategy (2014), the South Norfolk Development Management Policies (2015) and the Site-Specific Allocations and Policies Document (2015). The Joint Core Strategy has since been replaced by the Greater Norwich Local Plan (referred to above).

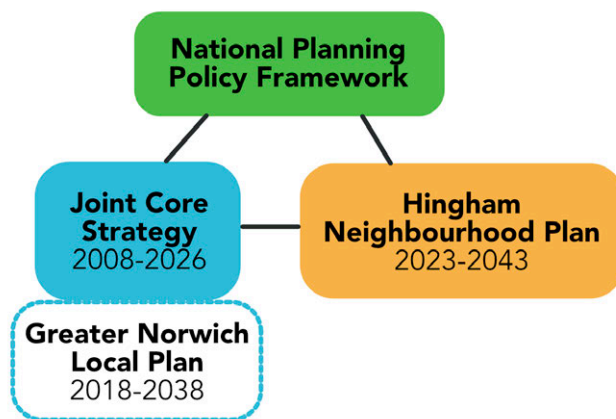


Figure 26: Spatial and strategic policy context: relationship between the NPPF, JCS, emerging GNLP, and the Hingham Neighbourhood Plan. Own diagram.

⁹ Section 55 of the Town and Country Planning Act 1990.

Policy framework for Hingham Neighbourhood Plan

Adopted local planning policy.

- 3.6 Hingham is identified as a 'Key Service Centre' in the settlement hierarchy of the JCS (and the GNLP) which looks to the period 2026. The approach to development in Key Service Centres is that land will be allocated for residential development subject to detailed assessment including impact on form and character and the resolution of any specific servicing constraints. Established retail and service areas will be protected and enhanced where appropriate, and local employment opportunities will be promoted. Future development plan documents will consider the adequacy of employment land provision. The JCS made provision for 100 dwellings at Hingham.
- 3.7 Subsequently the South Norfolk Site Specific Allocations and policies document (SSAPD) adopted in 2015, made provision for those dwellings in the form of a housing site of approximately 95 dwellings south of Norwich Road under Policy HIN1. This site has now been developed and is known locally as 'The Hops'.

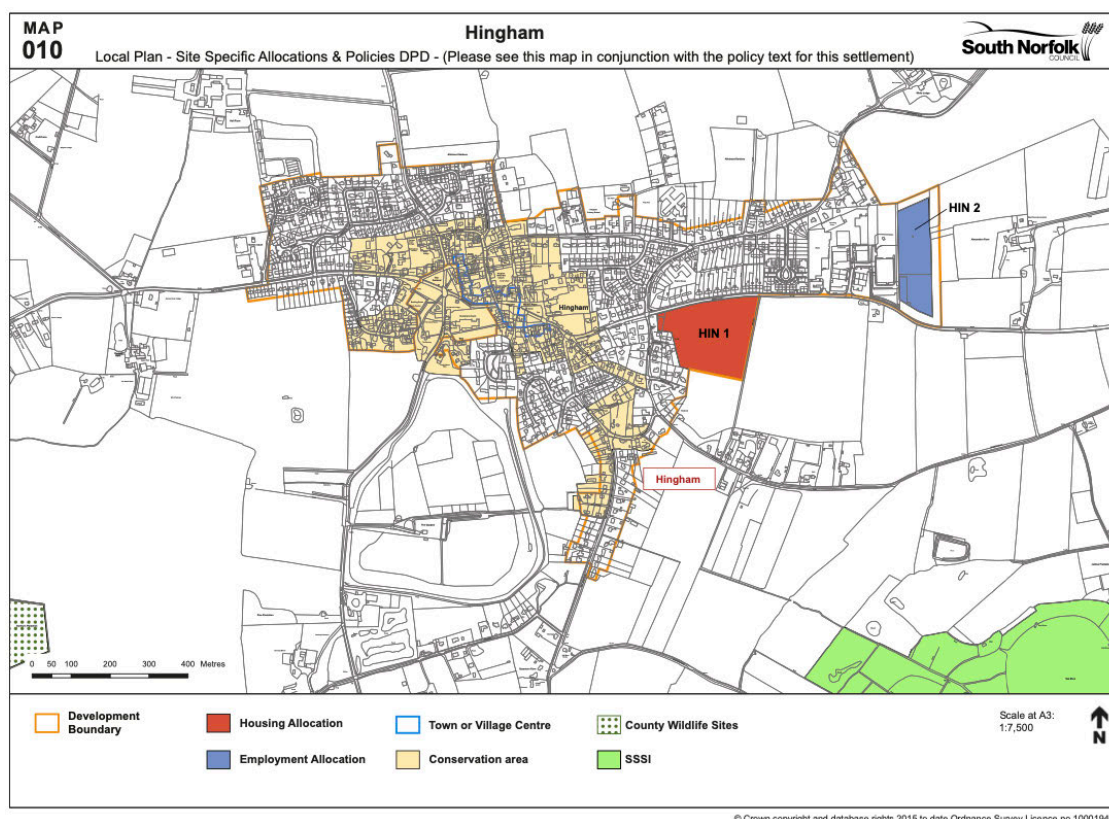


Figure 27: Local Plan – Site Specific Allocations and Policies DPD.¹⁰

- 3.8 In addition the SSAPD made an allocation for employment development (B1/B2/B8) of 2.2.4 hectares, north of Norwich Road and adjacent to the existing employment area at Ironside Way. This is yet to fully come forward.
- 3.9 During the process of preparing the Hingham Neighbourhood Plan, the Adopted JCS was in the process of being replaced by the Greater Norwich Local Plan (GNLP). The GNLP retains Hingham's classification in the settlement hierarchy as a Key Service Centre but looks ahead further to 2038.
- 3.10 The GNLP proposes a further 100 dwellings for Hingham over the new plan period (which includes some existing permissions) but does not make any further employment allocations. The existing employment allocation is therefore rolled over into the new plan. The housing allocation is made in a single site as follows:

¹⁰ Section 4 Key Service Centres of the Site Specific Allocations and Policies Document, South Norfolk Council,
<https://www.southnorfolkandbroadland.gov.uk/downloads/file/222/ssapd-section-4-key-service-centres> (accessed 16.05.23).

- o GNLP0520: south of Norwich Road, adjacent to previous JCS allocation (The Hops) for 80 dwellings.
- 3.11 There are no carried forward residential allocations in the GNLP for Hingham and there are a total of 20 dwellings that already have the benefit of planning permission. This gives a total deliverable housing commitment for Hingham of 100 homes between 2018 and 2038.
- 3.12 Due to the level of new housing growth proposed in the emerging Local Plan, the Hingham Neighbourhood Plan is not proposing to specifically allocate further sites for development. Instead, its proposed policies will focus on managing the impacts of the proposed growth and ensuring that the community benefits are realised.



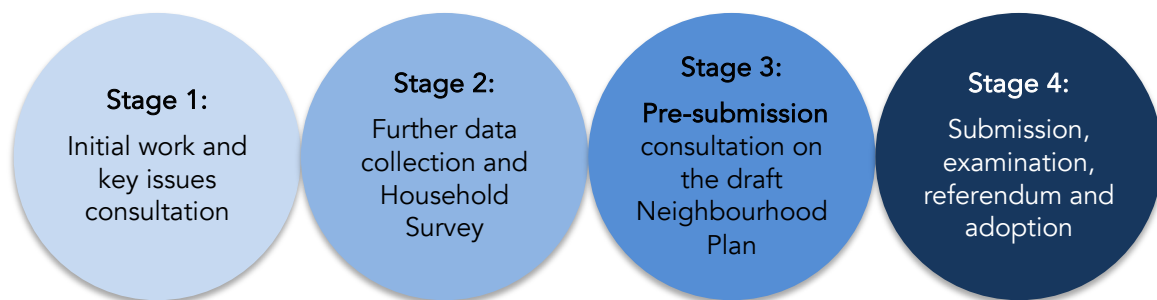
Figure 28: Heritage lamp on
the Fairland.

4. How the Plan was prepared

- 4.1 The Neighbourhood Plan Steering Group has prepared the Plan with support from a team of independent consultants. The process began in September 2021 when the Neighbourhood Area was designated.
- 4.2 The Plan has been commissioned by Hingham Town Council. Funding has come from a central government Locality grant, a South Norfolk Council grant and Hingham Town Council's own funds.

Community engagement and consultation

- 4.3 The Hingham Neighbourhood Plan has been undertaken with community engagement and consultation. The Steering Group have been innovative in their approach, using a range of engagement methods such as an online mapping application, in person stakeholder meetings, a business survey, a household survey, a face-to-face drop-in event and an exhibition. More details of all the consultation will be outlined in the Consultation Statement, accompanying the submission of the Neighbourhood Plan to South Norfolk Council.
- 4.4 Below is a summary of each of the four stages of the Plan.



Stage 1: Initial work and key issues consultation (January to May 2022).

- **Key issues drop-in event** (March 2022): an initial event held between 10am and 2pm at Lincoln Hall on Saturday 19th March 2022. The purpose was to identify key issues and themes in the parish. 64 people attended the event, and all comments

left were written up and used to inform the Neighbourhood Plan objectives, household survey questions and policy writing.

- **Placecheck** (February to June 2022): an online application where the local community were invited to put a pin on the map of the parish stating, 'things I like', 'things I don't like' and 'things we need to work on' and write a comment. Over 120 comments were made, and these were used to inform the objectives of the Plan and the household survey.
- **Stakeholder engagement** (January to March): face to face meetings held between Steering Group members and local groups (GP surgery, Hingham Fellowship Church, Gardening Club, Hingham Society, Hingham Cricket Club, Hingham Primary School Student School Council, Lincoln Hall Lunch Club, Hingham Men's Breakfast Club, Hingham Playing Fields Association Committee, Hingham Tennis Club, Hingham Parent and Toddler Group, Hingham Rectory Bowls Club). Themes from the meetings were used to form questions for the household survey and feed into policy writing.
- **Data profile for Hingham** (March 2022): document containing key data for the parish, to inform policy writing.
- **Character appraisal** (Spring 2022): Steering Group split the built area of the parish into district character areas and described them in detail. The work fed into the Hingham Design Guidance and Codes.



Figure 29: Flyer/poster for key issues drop-in event and Placecheck.



Figure 30: Hingham Neighbourhood Plan Data Profile (March 2022).



Data Profile

March 2022

Page 2



Figure 31: Key issues drop-in event (19th March 2022).

Stage 2: Commissioning specialist reports and household survey (May to November 2022).

- **Housing Needs Assessment** (September 2022): an independent assessment of housing needs for the parish, undertaken by AECOM. The report identifies suitable tenure, affordability and the need for Affordable Housing, type and size of housing need, and specialist housing for older people. Used to inform policy writing.

- **Business survey** (May 2022): online business survey and drop-in event held asking questions about what works well for business and what could be improved. 12 businesses responded. Used to inform policy writing.
- **Household survey** (June-July 2022): 8-page paper survey sent to households in the parish and available online through June and July 2022. 275 household responses were received out of a possible 1078, a 26 per cent response rate. Key issues raised: parking, public transport, highway safety/speeding, post office, footpaths, new housing, green spaces, capacity of school and surgery.
- **Hingham Design Guidance and Codes** (January 2023): design codes for the nine character areas covering the built-up parts of Hingham. Undertaken by AECOM, to support the Neighbourhood Plan policies.
- **Call for sites:** (August and September 2022). Landowners invited to submit land bids for sites for development. The Town Council stated preference was for sites for community uses, primarily a town centre car park, but also recreational uses, green spaces, community buildings and energy generation. Four sites were put forward.
- **Site Options Assessment** (October 2022 onwards): an independent assessment of the suitability of the sites put forward following the Call for Sites, undertaken by AECOM. The report assesses the suitability and deliverability of each site against prescribed criteria. Used to inform policy development.
- **Hingham Parking Strategy** (November 2022 onwards): an independent assessment of car parking issues in the town centre and beyond with recommendations for future actions, undertaken by AECOM. Used to inform policy development.



Figure 32 left: Hingham Housing Needs Assessment (August 2022).

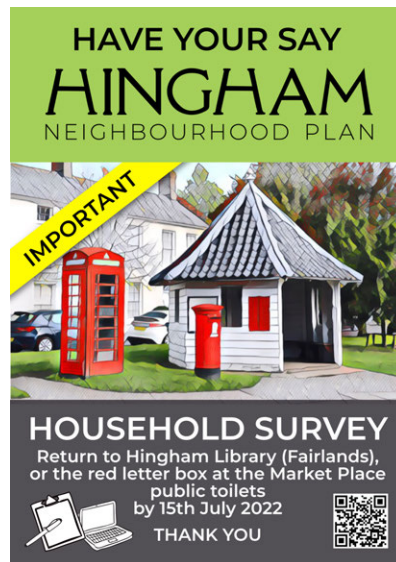


Figure 33 right: Household survey poster.



Figure 34: Hingham Design Guidance and Codes (February 2023).

Stage 3: Policy drafting and Pre submission consultation on the draft Neighbourhood Plan (regulation 14) (October 2022 to May 2023)

- Policy drafting began in October 2022, with the identification of objectives and key policy areas.
- Draft Neighbourhood Plan was published for Pre-submission consultation (from 3rd July 2023 until 25th August 2023). The Neighbourhood Plan was sent to statutory agencies and available for residents to comment.
- The Pre-submission consultation was launched with an exhibition on 3rd July at Hingham Sports and Social Club including consultation response forms. Subsequently the documents and response form were available at Hingham Library and on the Neighbourhood Plan website.
- Drop-in event held in the Market Place on 22nd July 2023.

**Comment on the draft
Neighbourhood Plan
for Hingham**



**Drop-in exhibition
Monday 3rd July, 1pm-8pm
at Hingham Sports & Social Club**

From 3rd July to 25th August 2023
read a copy at Hingham Library,
or online at
hinghamplan.org.uk

Consultation closes for comments on 25th August.



The Hingham Neighbourhood Plan is a planning policy document written by the community to guide future development in the area until 2041.
The Steering Group want to know your views on the draft Plan. Comment on the Plan this summer 2023.



After this consultation, the Neighbourhood Plan will be revised and submitted to South Norfolk Council for independent examination and local referendum. If voted for by residents of Hingham, it will become part of the statutory development plan for the area.

Figure 35: Front and back of poster/flyer for Pre-submission consultation on the draft Neighbourhood Plan (July 2023).



Figure 36: Pre-submission consultation (July 2023).

Stage 4: Submission, examination, referendum and adoption (Autumn 2023 to Summer 2025)

- Modifications were made to the Neighbourhood Plan, following Pre-submission consultation.

- Over 70 individuals responded to the consultation together with statutory consultees such as South Norfolk Council, Norfolk County Council, Natural England, Anglian Water and Historic England.
- Over 350 separate comments were analysed by the Steering Group.
- Submission of the Neighbourhood Plan to South Norfolk Council with supporting documents took place in February 2024
- The Examination took place between July-September 2024.
- Following the conclusion of the Examination, South Norfolk consulted on modifications to Policy HING9 only, between April and June 2025. A further Examination into those modifications was held between July and August 2025.
- The Referendum will be held in November 2025

Communication

- 4.5 Communicating with residents and businesses through the development of the Neighbourhood Plan was particularly important during the initial stages of forming an evidence base and establishing key issues and themes.
- 4.6 A dedicated Neighbourhood Plan website was established to contain information about the developing Plan including minutes of Steering Group meetings: www.hinghamplan.org.uk
- 4.7 The Town Council received a monthly update on Neighbourhood Plan and the Hingham Community News which is delivered monthly to every house in Hingham has featured regular articles about the Neighbourhood Plan, made requests for feedback and comments at various stages, and has advertised the consultation event and the locations of the venues where a printed copy of the Neighbourhood Plan may be viewed.
- 4.8 Facebook, posters, banners, smaller notices on boards and lampposts on the green and flyers were used to promote the work of the Neighbourhood Plan. An update for the Town Council on the Neighbourhood Plan progress was presented at monthly meetings.
- 4.9 A summary of the results of the household survey and details of the Call for Sites were made available on the Neighbourhood Plan website.

Key issues raised by the Pre-submission consultation

4.10 The Pre-submission consultation was widely publicised, and the level of response was pleasing as a result. The key issues raised during this consultation were as follows:

- o General support for the plan content.
- o Concerns with traffic and transport issues in the town and how they might be addressed, either by the Neighbourhood Plan or separately.
- o Some objections to the identification of specific Non-designated Heritage Assets.
- o Some objections to the identification of specific Local Green Spaces
- o Concerns expressed over the proposed GNLP allocation at Norwich Road.
- o Requests to allocate new sites for housing made on behalf of landowners and developers.
- o Support for and objections to, the identification of Ladies Meadow as an allocation for a car park, cemetery extension and community uses.
- o Concerns over the general level of new housing both within the town but also in surrounding settlements.
- o Suggestions for minor changes to policy wording and mapping.
- o Identification of factual errors and typos.

4.11 As a consequence of the consideration of representations made at Regulation 14 Pre-submission Stage, the following key changes have been made to the Neighbourhood Plan:

- o Updates on the position in respect of the GNLP.
- o Correction of errors and mapping amendments.
- o Changes to policy wording for clarity and consistency and to reinforce a local dimension.
- o Removal of two proposed Non-designated Heritage Assets
- o Removal of one Local Green Space and reduction in size of another.
- o Identification of the sports pitches and buildings at Watton Road as community facilities instead of Local Green Spaces.
- o Changes to policy to reflect the requirements of the Environment Act 2012 and Biodiversity Net Gain.
- o Sub-division of Policy HING16 into two separate policies.
- o References to the newly established Hingham Town Council Highways Working Party.
- o Removal of duplication from some policies.
- o Minor amendments to objective 5.



Figure 37: St Andrew's Church.

5. Vision and objectives

- 5.1 It is important that any Neighbourhood Plan contains a simple vision statement which sums up the community's aim for the future of the parish. The Neighbourhood Plan vision is an overarching statement describing what Hingham should be like at the end of the Plan period i.e., 2043. It has been developed with local people and has been refined and adapted through consultation. The result is a vision statement which captures the overarching spirit and ambition of the local community and the Neighbourhood Plan.

VISION	The parish of Hingham will continue to be a thriving community and attractive market town with a distinctive Georgian centre, within a beautiful working rural landscape. It will have a range of housing types and tenures to suit all ages and incomes, supported by community infrastructure and employment opportunities. Housing will be integrated and reinforce the existing character of the parish. The town's local heritage and green spaces will be protected, whilst maintaining connections with its rural environment. Development will be sustainable, well designed, and suitably located, with sufficient public and private parking. The area will continue to be a desirable place to live, work and visit for current and future generations.
--------	--

- 5.2 The vision underpins the objective and policies of the Hingham Neighbourhood Plan and is referred to throughout.
- 5.3 From the vision flow the different objectives of the Neighbourhood Plan and from there, the policies. The diagram below outlines this relationship.

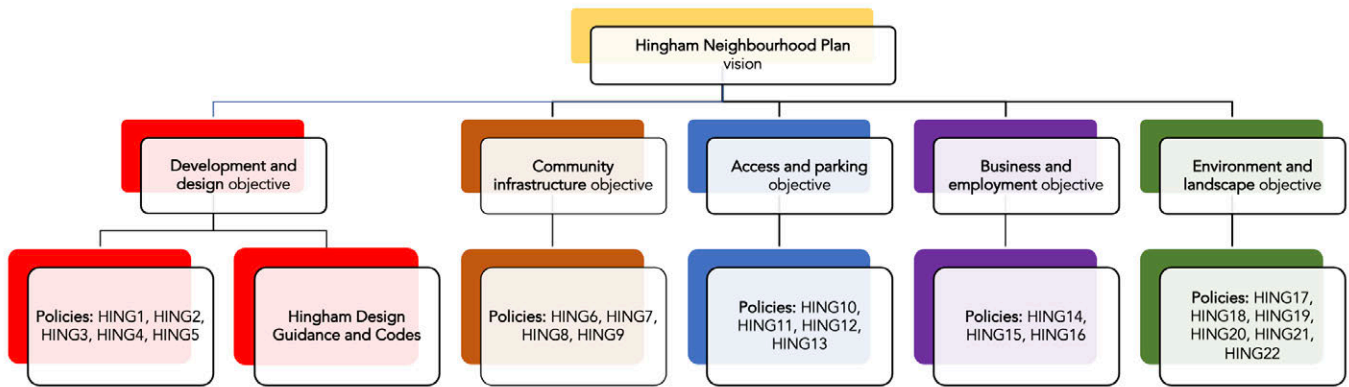


Figure 38: Structure of the Hingham Neighbourhood Plan.

- 5.4 The objectives of the Neighbourhood Plan are broad statements of intent which are there to help deliver the vision and link to the issues that Hingham is seeking to address. They have been drafted using themes picked up at an early stage and have been refined through the community consultation exercises.
- 5.5 The overarching aim of the Hingham Neighbourhood Plan is to contribute to the achievement of sustainable development as outlined in the NPPF. Sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

Development and Design

Objective 1: To ensure a mix of sustainable development which meets the needs of the community, is well-designed and suitably located, complementing the distinct heritage and character of Hingham and takes into account the impacts of climate change.

Community Infrastructure

Objective 2: To protect and enable a diverse range of accessible and suitable amenities to fulfil the current and future needs of Hingham.

Access and parking

Objective 3: To ensure pedestrian and vehicle routes, including parking, are safe, sustainable, integrated and adequate, to serve the needs of Hingham residents, businesses and visitors.

Business and Employment

Objective 4: To sustain and support the growth of new and existing businesses that are appropriate in size and location, to enhance employment opportunities in the parish, including home working.

Environment and landscape

Objective 5: To protect and enhance existing green spaces and valued views within and around the town, maintaining the rural setting of Hingham and the biodiversity it supports.

6. Policies

Introduction to policies

- 6.1 The vision and objectives have provided the framework to develop the policies in the Neighbourhood Plan. Each policy relates to a particular objective under the following five themes: Development and Design; Community infrastructure; Access and Parking, Business and employment; and Environment and Landscape.
- 6.2 The Neighbourhood Plan is first and foremost a land-use document for planning purposes. All policies in the Plan have been derived from a series of consultation exercises, stakeholder engagement and desk research, which provide the justification and evidence base for their selection.
- 6.3 The Neighbourhood Plan policies follow the government's guidance. They exist to:
- o Set out locally led requirements in advance for new development in the parish.
 - o Inform and guide decisions on planning applications.
 - o Ensure that the multitude of individual decisions add up to something coherent for the area as a whole.¹¹
- 6.4 To aid interpretation for decision makers and planning applicants, each policy is accompanied by supporting text, which includes context for the theme, the views of residents, guidelines and reference to strategic plans. This is set out before each of the policies.

Hingham Neighbourhood Plan policies:

Development and Design POLICIES

HING1: Sustainable development
HING2: Location and scale of new housing
HING3: Housing mix
HING4: Design

¹¹ Tony Burton, Writing Planning Policies, Locality.

	HING5: Historic environment
Community infrastructure POLICIES	HING6: Community infrastructure HING7: New sports provision HING8: Allotments and green spaces HING9: Allocation of land for community uses
Access and parking POLICIES	HING10: Town centre parking HING11: Parking in new developments HING12: Improving access and safety HING13: Protecting and enhancing of Public Rights of Way
Business and employment POLICIES	HING14: New and existing business HING15: Retail and town centre HING16: Rural diversification HING17: Renewable Energy
Environment and landscape POLICIES	HING18: Local Green Spaces HING19: Landscape character and important public views HING20: Biodiversity HING21: Climate change and flood risk HING22: Dark skies

Non-planning community aspirations

- 6.5 The Neighbourhood Plan is principally concerned with land use planning matters. However, it is inevitable that through public consultation and discussion with local stakeholders, issues will emerge that are not land use planning matters and therefore not within the scope of the Neighbourhood Plan but are of legitimate concern to local people. These issues can be dealt with separately.
- 6.6 A number of issues have been identified either through the early community consultation with stakeholders and the public or through the Household

Survey. These are summarised as follows, in no particular order. In response to the question, 'What community and cultural facilities do we need to consider as the number of houses in Hingham grows':

- | | |
|--|--|
| ☐ Post Office | ☐ Wider pavements |
| ☐ Bigger Primary School | ☐ Casual offices |
| ☐ Tourist information/museum/history | ☐ Coffee shop |
| ☐ Town Council office | ☐ Mirrors on bends |
| ☐ Youth Centre/Clubs | ☐ Event space |
| ☐ Drop-in centre | ☐ Farmer's market |
| ☐ Swimming pool | ☐ Astro turf pitch |
| ☐ Doctor's surgery (expansion) | ☐ Improved bus service |
| ☐ Bank | ☐ Larger recreation ground |
| ☐ More shops | ☐ Jobs |
| ☐ Car park | ☐ Traffic calming |
| ☐ NHS dentist | ☐ Zebra crossing, traffic lights |
| | ☐ Vets |

In response to the question, 'How would you like to see Hingham develop for the better within the next 20 years':

- | | |
|--------------------------------------|--|
| ☐ Bus routes | ☐ Well-designed homes |
| ☐ Post Office | ☐ Better roads |
| ☐ Events | ☐ Keep its identity |
| ☐ Gym | ☐ Road safety |
| ☐ Swimming pool | ☐ Wildlife areas |
| ☐ Better parking | ☐ More part-time working for teenagers |
| ☐ Footpaths | |
| ☐ Forest | |

- 6.7 Where possible, the Neighbourhood Plan has sought to address a number of these issues directly through Neighbourhood Plan policies, for example, improved recreation provision, community facilities, car parking, house design, wildlife areas etc. Other issues are not necessarily planning ones (i.e they do not require planning permission). These can be achieved through the collaboration of various bodies and organisations to form specific projects or community actions to be taken forward outside of the Neighbourhood Plan process. It is possible that some could be eligible for funding from future Community Infrastructure Levy (CIL).

Traffic and Transport Issues

- 6.8 During the evolution of the Neighbourhood Plan, concerns over traffic and transport issues have been regularly raised by local residents.
- 6.9 In October 2023, Town Council agreed to set up a Highways Working Party following receipt of the long-awaited Feasibility Study¹² from Norfolk County Council Highways. This report looks at the issues of the safety of the Fairland crossroads, parking in The Fairland, parking in Market Place and Bond Street, and pedestrian crossing in Church Street / Market Place. The report sets out a number of potential options with estimated costs for addressing each issue. The Working Party will commence work to examine the study and regularly report back to Hingham Town Council on progress made in taking recommendations forward and in negotiation with the Highways department. The Steering Group is governed by formal Terms of Reference and membership. It is intended that membership should include a small number of Town Councillors (4 at present) and two volunteers from the community.
- 6.10 By establishing the Steering Group, many of the responses to the Pre-submission Consultation on the Neighbourhood Plan will be addressed by its work. The table in the Appendix of the Consultation Statement, which accompanies the Neighbourhood Plan makes clear which those representations are.

¹². Town of Hingham The Fairland Crossroads & Market Place Safety Improvements & Identification of Formal Crossing Options Feasibility Study (Norfolk County Council), August 2023
<https://hinghamtowncouncil.norfolkparishes.gov.uk/files/2023/09/Feasibility-Study-Hingham-Fairlands-Market-Place-Safety-Improvements.pdf>



7. Development and design

Objective 1: To ensure a mix of sustainable development which meets the needs of the community, is well-designed and suitably located, complementing the distinct heritage and character of Hingham and takes into account the impacts of climate change.

Sustainable development

- 7.1 As mentioned in earlier chapters, the overarching aim of the planning system is to contribute to the achievement of sustainable development as outlined in the NPPF. Achieving sustainable development through planning requires the balancing of three interdependent and overarching objectives as set out in the NPPF:
- a. An economic objective - ensuring that sufficient land of the right type is available in the right location to build a strong, responsive economy which is supported by the right infrastructure.
 - b. A social objective - ensuring the sufficient number, type and quality of homes and jobs are provided to meet identified needs in inclusive, healthy communities.
 - c. An environmental objective - ensuring mitigation and adaptation to climate change, protecting the natural and built environment, enhancing biodiversity, and supporting the move to a low carbon economy.
- 7.2 These broad, high-level objectives, along with the five specific Neighbourhood Plan objectives set out in paragraph 5.5 are reflected throughout the Plan. The policies in this Neighbourhood Plan guide

development proposals and decisions, taking account of these objectives and local circumstances and reflect the character, needs and opportunities of the area. The approach supports the delivery of sustainable development in a positive way, so that opportunities to secure net gains across each objective can be taken.

- 7.3 This Neighbourhood Plan seeks to ensure that future development in Hingham is sustainable and reflects the local character, circumstances, needs and opportunities of the parish. In order to help define and capture what this might look like for Hingham, **Policy HING1** below has been developed.

POLICY	HING1: Sustainable development The Neighbourhood Plan seeks to achieve ‘sustainable development’ which improves the economic, social, and environmental well-being of the parish of Hingham and its residents and ensuring that sufficient infrastructure and services are in place to support future growth. As appropriate to their scale, nature and location development proposals should: i. benefit the economic wellbeing of Hingham by helping to support existing local businesses to build a strong and vibrant local economy and town centre to enable appropriate growth, innovation and employment opportunities. New development should contribute to the improvement and enhancement of the current levels of infrastructure that serve the town including the school, health centre, provision for sports and recreation, community buildings/facilities and car parking. ii. support a strong, safe, and healthy community, by ensuring that the number and range of new homes provided maintains the existing balance of housing in the town and meet the needs of present and future generations. New development should be of a high quality and reflect the rural character and distinctive history of the parish. Well-designed, beautiful and safe places should be created with open spaces that cater for current and future needs, and which support the health, social and cultural well-being of local residents by connecting them to the countryside. iii. protect and enhance Hingham’s natural, built and historic environment; improve levels of green infrastructure and maximise biodiversity net gains in order to enhance existing important wildlife assets such as Sea Mere. Development should encourage the prudent
--------	---

	use of natural resources and materials, minimise waste and pollution in all its forms, protect against flooding, and mitigate and adapt to climate change. iv. take Hingham's particular local circumstances into account, reflect its character, needs and opportunities.
--	--

New housing development

- 7.4 Government guidance advises that Neighbourhood Plans must be in general conformity with the strategic policies contained in any development plan that covers their area. In addition, they should support the delivery of strategic policies contained in local plans and should shape and direct development that is outside of these strategic policies. Neighbourhood Plans should not promote less development than set out in the strategic policies for the area or undermine those strategic policies.
- 7.5 The issue of new housing is often a key determinant in the decision by a local community to embark upon the production of a Neighbourhood Plan. The issue of future housing development in Hingham is a key issue for the town over the next 20 years, particularly its potential impacts upon the people, services and environment of the town.
- 7.6 The 2011 census indicates that there were 1,123 dwellings within Hingham parish. Data provided by South Norfolk Council (SNC) indicates that between April 2011 and March 2021, 124 new homes were built in the parish, which brings the total to 1,247. There will of course have been some completions since 1st April 2021, although these are yet to be confirmed.
- 7.7 Hingham has a deliverable housing commitment as part of the emerging Greater Norwich Local Plan (GNLP) of 120, for the period up to 2038. This figure is composed of new allocations for 100 homes, and 20 units having planning consent as of April 2020. The details are shown in chapter 3.
- 7.8 The existing adopted strategic policies for Hingham can be found in the Greater Norwich Joint Core Strategy adopted in 2014, the South Norfolk Development Management Policies (2015) and the Site-Specific Allocations and Policies Document (2015). As referred to in earlier sections, the Greater Norwich Authorities in the process of replacing the Joint Core Strategy with a new Local Plan, the GNLP.

- 7.9 Both the adopted JCS and the emerging GNLP policies identify Hingham as a 'key service centre' in the settlement hierarchy and as such it is expected to deliver a specified level of new growth over the plan period. Due to the location of Hingham in the settlement hierarchy, the Local Plan has identified the housing requirement for the town and also has identified an allocation in the town (totalling 80 units). This is Site HIN1 Land south of Norwich Road.
- 7.10 This Neighbourhood Plan recognises that there will be additional 'windfall development' which will also come forward during the Neighbourhood Plan period. Following early feedback from the community, the Town Council has therefore taken the view that the Neighbourhood Plan will not make further allocations for new housing development but instead will focus its policies on managing the impacts of this level of development over the plan period. The Neighbourhood Plan also does not intend to alter the current adopted Settlement Boundary for the town and therefore will use the adopted version for the purposes of the policies in the Neighbourhood Plan.
- 7.11 **Policy HING2** below has been developed to give broad strategic guidance for the location of new 'windfall'¹³ development in the town that may come forward in addition to the GNLP allocation. New housing development should be located inside the adopted settlement boundary for the town, close to existing development and within easy reach of the town centre, where good access to local facilities can be achieved. Community consultation revealed concerns about the potential for the future pattern of development in the town to become 'imbalanced' if future development were to continue to the east of the town, in a ribbon like fashion along the B1108. Further development, beyond existing commitments, here would elongate the overall shape of the town and result in new development being considerably remote from the town centre and local facilities. Development should therefore be preferentially located to the west, north or south of the town which would allow for locations within easier reach of the town centre and creating more balanced shape and pattern of development for the town.
- 7.12 Recognising that Hingham is a town, it is acknowledged that that proposals for development over 10 dwellings (or sites of over 0.5 hectares) will be made during the lifetime of this Neighbourhood Plan. Where this is the case, such proposals should employ a 'masterplan' approach to the development

¹³ Windfall: development that comes forward that is not specifically allocated.

of the site which is informed by meaningful public engagement and collaboration. Proposals should seek to deliver a sustainable development within the built-up area, which provides a seamless relationship with excellent connectivity between the existing development, services and facilities and the new development, in terms of layout, design, density, character and natural environment to ensure full social, physical and environmental integration.

- 7.13 Proposals for smaller scale development including small groups and individual dwellings inside the settlement boundary should seek to enhance the form, character and setting of the area and give careful consideration to issues of amenity and parking. The final part of Policy HING2 is consistent with national and local policies in relation to new housing proposals outside the settlement boundary.

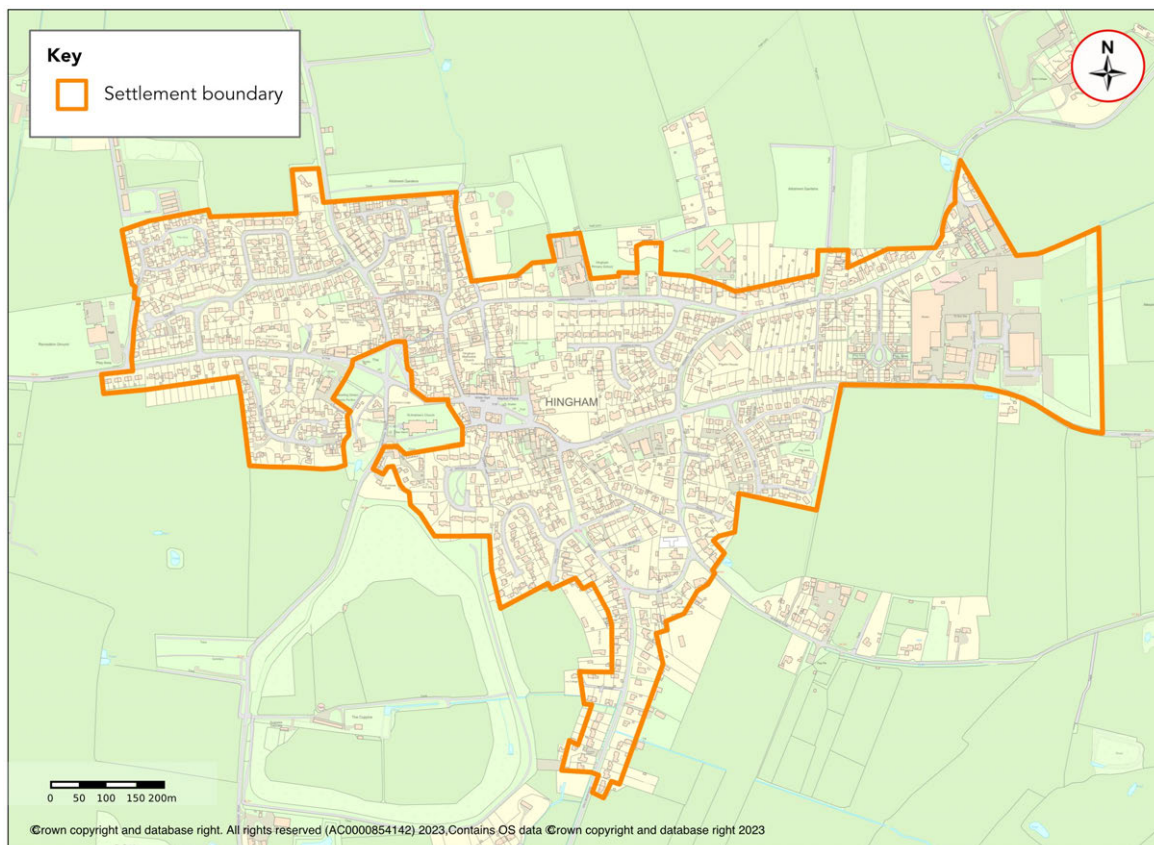


Figure 39: Settlement Boundary for Hingham (Source: Greater Norwich Local Plan).

POLICY

HING2: Location and scale of new housing**Location**

The focus for the location of new housing development within the parish over the plan period, will be within the existing defined settlement boundary as shown on **figure 39** or through specific allocations made in the Local Plan.

New housing development should be located close to existing development within the settlement boundary particularly to the north, south and west of the town, and with good access to the town centre, and to community facilities and wherever practicable, create a co-ordinated and balanced settlement pattern. Development proposals should avoid the further continuation or consolidation of development to the east of the town along Norwich Road.

New development proposals should be located to avoid adverse impacts on sites of ecological value in the parish and areas known to be at risk of flooding and surface water pollution.

Scale

Where a development of 10 or more dwellings or a site area of more than 0.5 hectares is proposed, developers should adopt a 'Masterplan' style approach informed by public engagement and collaboration. Proposals should deliver a sustainable development within the built-up area, with physical connectivity between the existing development, services and facilities and the new development.

Proposals for infill or windfall development (including individual houses or small groups) within the existing defined development boundary should respond positively to the site concerned and meet the following criteria:

- a. maintain and enhance the form, character and setting of the site;;
- b. preserve and where practicable enhance the historic environment or natural environment of the parish;
- c. be well related to the existing pattern of development;
- d. incorporate self-contained physical boundaries such as hedges, treelines, highways, waterbodies or fences;
- e. can be satisfactorily accommodated in the local highways network and provide adequate parking for the size of the development proposed; and

	f. provide safe pedestrian access to local facilities wherever practicable. Proposals for new housing development outside of the defined development boundary will only be supported where they are consistent with adopted national and strategic policies.
--	--

Housing mix

- 7.14 In addition to scale and location of new development, the size, type and tenure of any new housing will be a key issue for local communities. The specific mix of housing will clearly have an impact on the existing community and therefore careful thought needs to be applied to determining that mix.
- 7.15 Delivering a wide choice of high-quality homes is essential to support a sustainable, vibrant, and mixed community. Community consultation, including the results from the household survey questionnaire carried out in June/July 2022, revealed that residents want to have a range of types of accommodation to meet their needs and to cater for any needs that are currently not being met. The majority of residents (77.1 per cent) felt that their current home is likely to be suitable for all the people currently living in it for the next five years. Of those that expressed a desire for new accommodation, 60.9 percent indicated they were looking for a smaller property and the majority of respondents were looking to buy on the open market (59.6 per cent of respondent households).
- 7.16 The household survey results revealed a particular interest in 2 and 3-bedroom bungalows/single storey properties and 2-bedroom starter homes, and some interest in 4-bedroom larger homes. There was some limited interest in specialist housing e.g. property suitable for wheelchair use, supported or retirement housing.
- 7.17. In Summer 2022, the Steering Group commissioned a Housing Needs Assessment (HNA) which was completed in September 2022, to explore the issues of housing type and tenure in more detail. The work was undertaken by consultants AECOM and the final report is a submission document that supports this Neighbourhood Plan.

- 7.18 The HNA reveals that Hingham's current tenure mix does not reveal any major imbalances. Home ownership is at 73.7 per cent which is higher than the national average of 63.3 per cent. Social renting made up 15 per cent of the tenure mix within Hingham, compared to 11.3 per cent across South Norfolk. These figures show that Hingham has high rates of ownership but also relatively strong provision of social rented housing.
- 7.19 The average house price in Hingham increased from £174,500 in 2012 to £260,000 in 2021, equating to an increase of 49 per cent over the past decade. This rate of growth is broadly consistent for other averages and the different types of housing. From AECOM's calculations, the median house price would require an annual income of £66,857. This is 54 per cent higher than the current income average. There is a relatively large group of households in Hingham who may be able to afford to rent privately but cannot afford home ownership. They are typically earning between around £32,920 per year (at which point entry-level rents become affordable) and £56,539 (at which point entry-level market sale homes become affordable) and might benefit from subsidised routes to ownership such as First Homes and shared ownership.
- 7.20 In relation to the quantity of need for Affordable Housing, the relevant Strategic Housing Market Assessment (SHMA) was published in 2017 for the Central Norfolk Local Authorities (Norwich City, Broadland, Breckland, North Norfolk, South Norfolk, and the Broads Authority Executive Area). This study finds that an average of 830 additional units of Affordable Housing per year will be needed across Central Norfolk between 2015 and 2036. The SHMA then breaks down the overall Central Norfolk figure into each of the Local Authorities. For South Norfolk this figure has been calculated at 3,195. Hingham makes up 1.9 per cent of the population of the local planning authority. Accordingly, 1.9 per cent of 3,195 equates to 61 (rounded) houses over the plan period. This works out at approximately 3 (rounded) houses per year within the NA. From AECOM's calculations, this study estimates that Hingham has limited long-term need for affordable rented housing and quite a high potential demand for affordable home ownership. However, it is not recommended to strictly limit the future provision of affordable rented housing for the following reasons: there is currently a backlog of need from 14 households; the wider district continues to have need; and economic circumstances could change or the assumptions for turnover in the stock used here may not be borne out in practice.

- 7.21 Accordingly, the recommended tenure split for Affordable Housing is 50 per cent for ownership and 50 per cent for rent. Within Affordable Housing for ownership, First Homes represents 25 per cent of the affordable mix. In the interests of diversity and maximising choice, a further 15 per cent is allocated to shared ownership. Rent to Buy can be seen as the least affordable tenure locally and thus, 10 per cent is given to this mix. Whilst it is acknowledged that work to support the emerging GNLP, has indicated that there is no requirement for 25 per cent First Homes within Greater Norwich, Neighbourhood Plans reaching Pre-submission Stage after July 2021 are required to include this provision.
- 7.22 Following AECOM's data analysis and tenure split of the 100 houses, 33 per cent and thus 33 need to be for Affordable Housing under current SNDC policies. This is then broken into 50 per cent for rent and 50 per cent for ownership, AECOM has calculated this at 17 homes for affordable rent and 16 homes for affordable ownership over the plan period.

Type and size

- 7.23 The HNA provides an indication of the likely need for different types and sizes of homes based on demographic change. It is important to remember that other factors should be considered in determining the dwelling mix that is desirable in the parish or on any particular site. These include the specific characteristics of the nearby stock of housing (such as its condition and design), the role of the NA or site within the wider housing market area (linked to any Local Authority strategies or plans) and site-specific factors which may justify a particular dwelling mix.
- 7.24 In 2011 nearly 50 percent of dwellings within the parish were detached and 35.8 per cent were semi-detached. 32.4 per cent of homes in a slightly wider area in 2021 are bungalows – predominantly detached and semi-detached. The relatively high provision of bungalows may be linked to the high proportion of older people and may continue to represent a strong offering for those concerned about mobility challenged in future. Hingham has a high percentage of 3-bed dwellings, at 45.1 per cent. The parish has a lower percentage of 4+ bedroom dwellings and a slightly higher proportion of 1–2-bedroom dwellings compared to the South Norfolk figures. Of the 118 homes built since 2011, limited information is known. However, of the 20 homes for which bedroom data was recorded, the majority had 2 bedrooms.

- 7.25 Hingham has an ageing population with 56 per cent of its population over the age of 45 and 28 per cent over the age of 65. The older age bands have generally increased, and the younger ones remained stable or declined since 2011. Applying district-level population projections suggests that the number households aged 65+ is likely to double by 2042 while all the other age groups expand by more modest rates. In Hingham 30.8 percent of households are composed of a single person – a higher rate than South Norfolk that is driven by the large number of older people living alone. Of Hingham’s family households, more are aged over 65 than across the district, and fewer of the younger families have children than do not.
- 7.26 In Hingham there is a high percentage of elderly people occupying dwellings which are larger than their needs, and thus have extra unoccupied rooms. For instance, for single people aged 65+, 85.8 per cent have a dwelling with at least 1 extra room. Conversely, this figure is only 61.9 per cent for a family under 65 with dependent children. Based on the analysis of the data, AECOM’s model suggests that new housing provision within Hingham should focus on 3-bed dwellings with 48.6 per cent of the suggested balance. Then of similar percentages are 2-bed and 4-bed dwellings. These make up around 20 per cent of the suggested dwelling mix each. Finally, a small allowance for the largest and smallest homes would be appropriate to retain choice but without overly skewing the available mix.

Housing for people with disabilities

- 7.27 2.7 per cent of the population of Hingham has a long-term health problem or disability (LTHPD). Those whose activities are limited a lot is 9.5 per cent and those whose activities are limited a little is 13.2 per cent. For comparison, the total percentage of those with a LTHPD is higher in Hingham than within South Norfolk and England, with 17.9 per cent and 17.6 per cent respectively. It is clear that there is a higher incidence of those living with a LTHPD in Hingham relative to wider averages.
- 7.28 A likely driver of the higher levels of individuals with LTHPD is the relative age of the parish population, since age is strongly correlated with rates of disability. In Hingham 61 per cent of people with disabilities are aged over 65, compared with 57 per cent in South Norfolk. Since population growth can be expected to be driven by the oldest households in future years, this could translate into a higher proportion of those with disabilities at the end of the plan period. The data also shows that the majority of those with LTHPD

own their dwellings outright (another feature that is strongly correlated with age). Among those with more severe mobility limitations, social renting is more common, suggesting that people with such conditions may need additional financial support.

- 7.29 **Policy HING3** below has been developed using the results of the household survey and the Housing Needs Assessment.

POLICY

HING3: Housing mix

Proposals for new housing should provide for a range and mix of all housing sizes, in order to maintain a balanced and inclusive community and meet local needs (both current and future).

The mix of new housing in the parish should be provided in accordance with current and future local needs identified in the AECOM Housing Needs Assessment produced in August 2022 (or relevant successor document) and the most up to date Strategic Housing Market Assessment.

Size

Where new housing is to be provided, it should be provided in line with the following mix:

- 3-bedroom homes (approximately 50 per cent).
- 2- and 4-bedroom homes (20 per cent + 20 per cent).
- 1 bedroom and 5+ bedroom homes (5 per cent + 5 per cent).

Affordable Housing¹⁴

Where Affordable Housing is to be provided (which will be provided in accordance with JCS Policy 4 or the relevant successor policy¹⁵) it should be provided as:

- 50 per cent Affordable rented.
- 50 per cent Affordable Routes to Home Ownership consisting of
 - o 25 per cent (of the overall total) should be First Homes.¹⁶
 - o 15 per cent (of the overall total) should be shared ownership.¹⁷
 - o 10 per cent (of the overall total) should be Rent to Buy.¹⁸

Type

Proposals should provide for a mix of housing type including those that can be adapted to meet the needs of people with disabilities or limited mobility such as bungalows.

Proposals for self-build or sheltered housing should meet the locational requirements of the policies in this plan.

¹⁴ See Glossary for definition.

¹⁵ JCS Policy 4, Affordable housing ratios: up to 9 dwellings at 20 per cent; between 10 and 15 dwellings at 30 per cent and 16 dwellings at 33 per cent.

The importance of design

- 7.30 One of the determinants of whether any new development is successful or not will be dependent upon how well it is considered to integrate with its surroundings. Matters such as design, impact on local character, layout and scale are the most common issues that will cause the local community concerns about any proposed new development. If a community believes that it has been involved in and been able to influence the design of a development at an early stage, the higher the likelihood that the development will be considered to be acceptable.
- 7.31 Whilst to an extent design and impact on local character are subjective judgments, these can be influenced by breaking design elements down into component parts and attempting to address them. Whether a proposed new development relates well to and enhances the existing character and context, is one of the most common judgments to be made, yet there is often very little evidence or guidance to assist local people in making that judgement.
- 7.32 A key purpose of the Neighbourhood Plan is not only to help influence the designers and proposers of development at an early stage of formulating their proposals, but also to help promote an understanding of what elements make up the character of the area and what constitutes good design that respects local character.
- 7.33 Government guidance places considerable emphasis on achieving well-designed places. Paragraph 131 of the NPPF¹⁹ describes it as 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 proposals acceptable to communities. Effective engagement between applicants, communities and local planning authorities is essential.
- 7.34 Paragraph 132 of the NPPF states 'Design policies should be developed with local communities so that they reflect local aspirations and are grounded in

¹⁶ First Homes – a government scheme where first time buyers can buy a home at 30 per cent to 50 per cent less than its market value, subject to eligibility criteria.

¹⁷ You buy a share of a property and pay rent to a landlord on the rest.

¹⁸ Rent to Buy - helps tenants in England save for a deposit to buy a home by offering properties at a discount. This is normally 20 per cent below market rent.

¹⁹ National Planning Policy Framework – see Glossary.

an understanding and evaluation of each area's defining characteristics.' Neighbourhood Plans can play an important role in identifying the special qualities of an area and how they should be reflected in development.

- 7.35 In addition, the NPPF makes clear that local planning authorities should ensure that visual tools such as design codes and guides are used to inform development proposals to provide maximum clarity about design expectations at an early stage and reflect local character and preferences. They should provide a framework for creating high-quality places, with a consistent and high-quality standard of design to inform development proposals. It also makes clear that the level of detail and degree of prescription within design codes and guides should be tailored to the circumstances and scale of change in each place and should allow a suitable degree of variety where this would be justified.
- 7.36 Design coding is one tool available to local planning authorities, communities, and developers to define and deliver design quality, in addition to design guides, planning briefs, heritage characterisation studies, standards and masterplans as set out in the NPPF and planning practice guidance. A design code is a set of simple, concise, illustrated design requirements that are visual and numerical wherever possible to provide specific, detailed parameters for the physical development of a site or area.
- 7.37 In Autumn 2022, the Town Council commissioned consultants AECOM to undertake Design Guidance and Codes for the Parish. This work was completed in February 2023 and is an addendum to the Neighbourhood Plan. The work has been used to inform **Policy HING4** below.
- 7.38 The Design Guidance and Code built on the Character Appraisal work of the Steering Group and undertook a detailed analysis of the local character of the parish, developed some strategic design guidelines and identified a palette of materials which should influence the design of future development. In addition, the report provided specific guidance to be used by the Town Council when assessing and responding to consultation in future planning applications for new development.
- 7.39 The household survey asked residents for their views on design, which sparked the receipt of a wide range of views on a number of issues. Key issues that it was felt needed to be adequately addressed in the design of new housing development included parking, environmental features, garden

size, house design, plot size, access and play areas. It has therefore been important to ensure that the Design Code work undertaken by AECOM reflects these key issues and **Policy HING4** below has been developed accordingly. The policy is applicable to housing developments both large and small scale, although some criteria may not be appropriate for smaller development.

POLICY	HING4: Design²⁰ The design of all new development in Hingham should reflect the town's local distinctiveness and history, whilst seeking to enhance the quality of the built environment and Hingham's overall character. Proposals for new housing development should be of a high standard of design and have regard to the guidance set out in the Hingham Design Guidance and Codes, including for the relevant character area as appropriate. Such development should pay careful consideration to the following design elements, as appropriate to the scale of development proposed. Layout i. Proposals should provide variation in the positioning and orientation of buildings to the street for visual interest. ii. New development should be attractive and incorporate soft landscaping, retaining existing natural features, and be assimilated into the surrounding landscape. New development on the edge of the settlement should protect existing public views of the Church and ensure its design and layout respond positively to the existing rural setting of the town and its rural context. iii. The road layout should provide for variation and safety by using the contours of the site to create an interesting pattern of streets, providing adequate pavements, parking and turning places whilst
--------	---

²⁰ See also South Norfolk Place-Making Guide, Supplementary Planning Document, September 2012 <https://www.southnorfolkandbroadland.gov.uk/downloads/file/209/south-norfolk-place-making-guide-spd> (accessed 18.05.23).

	being of sufficient width and to an adoptable standard,²¹ for safe use by all road users. iv. Where new green spaces are to be provided within a new development consideration should be given to their likely use and location, including opportunities to create a central focus/communal space for a development and to enable all residents to live within easy access of green spaces. v. Where affordable housing is to be provided it should be integrated fully into the overall development and indistinguishable in design and quality from other housing. Connectivity vi. High quality new footpath and cycle connections should be provided both within the development and to connect it to the rest of the town, the facilities in the town centre and the wider countryside. New provision should encourage an active lifestyle with a connected network of streets and wide pavements that cater to pedestrians, cyclists and mobility scooters. Style vii. Variation in the design of individual dwellings, including windows, doors, detailing, roof height, pitch and shape, scale and gables is encouraged, provided these provide a positive contribution to the overall built form of the development and to Hingham itself. Materials viii. New developments should reflect the existing material palette across Hingham as set out in the Hingham Design Guidance and Codes. New developments should seek to provide architectural interest where possible by including detailed features on facades. Density ix. The density of new dwellings should reflect the proposed size and use of those dwellings and provide for sufficient outdoor amenity space/gardens which reflects the size of the dwelling. Dwellings
--	--

²¹ Consistent with the adopted standards of Norfolk County Council:
<https://www.norfolk.gov.uk/rubbish-recycling-and-planning/planning-applications/highway-guidance-for-development/residential-design-standards> (accessed 18.05.23).

should be set back on the plot to allow for both front and rear gardens where appropriate.

Landscaping and green infrastructure

- x. New development at the edge of the settlement should maintain the existing 'green entrances' to Hingham and avoid hard boundary treatments such as railings or walls above eyeline at road edges to assist with a soft transition between urban and rural.
- xi. New developments should be designed with green infrastructure at their heart and include green verges and appropriate landscaping, such as trees, hedgerows and wildflower meadows to maintain the rural feel of Hingham, by establishing views between buildings to the countryside beyond.
- xii. Existing natural features should be retained and incorporated into the overall landscape design of the development.
- xiii. Where new areas of public space are to be provided, proposals should ensure an appropriate range of green areas are provided and that they are large enough to support mature trees and hedgerows. Where areas of green space are lost as a consequence of development they should be replaced by equivalent or better provision.
- xiv. Boundary planting at the edge of the development and between individual dwellings should use species that will enhance biodiversity and adapt to long term climate change, including native species.

Parking²²

- xv. The provision of new residential parking should be consistent with the size of the dwelling and preferably be provided on plot.
- xvi. Where garages are to be provided, they should be of sufficient dimensions to allow access and egress from the vehicle.
- xvii. Provision should also be made within developments for visitor parking, and for delivery and emergency vehicles.
- xviii. The visual impact of car parking areas should be softened with appropriate landscaping areas..

Safety

²² See Norfolk County Council Parking Standards, <https://www.norfolk.gov.uk/rubbish-recycling-and-planning/planning-applications/highway-guidance-for-development/residential-design-standards> (accessed 18.05.23).

	xix. All new development (including streets, public spaces, pavements, cycle routes, green areas etc) should be safe and secure for all users and designed to be consistent with the advice in Secured By Design.²³ Drainage xx. Drainage should be provided using Sustainable Drainage Systems (SuDS) to help reduce run off rates by providing attenuation that stores water to help slow its flow, improve water quality by filtering pollutants and to avoid environmental contamination to clean water whilst providing benefits for biodiversity. xxi. Sustainable drainage systems should be well designed to ensure that they are integrated into the landscape and if located at the entrance to the development, care should be taken over their visual appearance. Where SuDs are to be used, they should be sensitively and safely located within new developments, for example away from children's play areas. xxii. Where used, SuDs should not be included in the open space calculation for the site. xxiii. The use of non-porous materials for driveways and pavements should be avoided.. Storage xxiv. New developments should make adequate provision for external storage e.g., provision for waste and recycling, garden storage space, water butts, cycle storage etc. without this significantly reducing the amount of outside amenity space available for the dwelling. xxv. Where storage provision is to be made it should be located to be easily accessible by all users including refuse vehicles and should not detract visually from the character of the area.
--	--

Hingham's historic environment

- 7.40 Hingham possesses a high quality and varied historic environment with a wealth of historic buildings and structures (98 are nationally listed) concentrated within the historic core which is a fine example of a Georgian Town centre, which is reflected in its designation as a Conservation Area.

²³Secure by design, <https://www.securedbydesign.com/>

The Conservation Area was designated in 1975 and South Norfolk Council undertook an appraisal of it in December 2016, resulting in the production of some management guidelines. Although designated as a single Conservation Area, two distinct boundaries are drawn. The larger boundary is based on the historic core of the town centre and includes land around The Fairland, Church Street and the Market Place as well as Attleborough Road, Bond Street, Baxter Road, and Pottles Alley. The second smaller area is to the south-west and centres around Mill Corner, Hall Lane and Pitts Square (see figure 12 in Chapter 2 for the Conservation Area map).

- 7.41 The Conservation Area Appraisal notes that: ‘Hingham’s importance arose from its position at the crossing of routes running east-west and north-south, making it a natural meeting point for the surrounding area. In 1688 there was a disastrous fire which destroyed much of the north side of the Market Place. Fine houses in the Market Place and in Bond Street owe their origin both to the rebuilding which took place after the fire and to the fact that during the eighteenth century, a time of prosperity for Norfolk agriculture, Hingham became the fashionable centre for the local gentry. It was commented that ‘this town hath had the bad fate to be burned down, but is since rebuilt in a finer form, and the inhabitants suitable to the place are taken notice of as a gentle sort of people, so fashionable in their dress, that the town is called by the neighbours Little London’.
- 7.42 The Conservation Area Appraisal identifies a number of Conservation Management Guidelines. These include a recognition that traffic, access and parking are key issues for the town centre although the Appraisal indicates that there are no easy solutions. On a more positive note the Appraisal concludes that there are also notable features in the area which make a positive contribution to the character of the Conservation Area such as the two street signs at the ends of Bond Street, which are a rare survival, and every attempt should be taken to repair and retain them. The telephone kiosk and post box in the Market Place also make a positive contribution to the area.

Non-designated Heritage Assets

- 7.43 The Government’s Planning Practice Guidance (PPG) recognises that there are buildings, monuments, sites, places, areas or landscapes identified as having a degree of significance meriting consideration in planning decisions, but which are not formally designated heritage assets. In some areas, local

authorities identify some Non-designated Heritage Assets as ‘locally Listed’. The PPG goes on to explain that these can be identified through Local Plans (and now most commonly through Neighbourhood Plans) and can be a positive way for the local community to identify non-designated heritage assets against consistent criteria so as to improve the predictability of the potential for sustainable development.

- 7.44 The NPPF 2023 at paragraph 209 indicates that the effects of an application on the significance of a Non-designated Heritage Assets should be taken into account in determining the applications.
- 7.45 The Neighbourhood Plan Household survey undertaken in June/July 2022, asked a specific question in respect of local heritage and asked the community to identify any buildings or structures which they felt were of local importance and significance in terms of their heritage value. 108 responses were received to the specific question and over 15 candidates were initially identified. In addition, there was clear support for the inclusion of a policy within the Neighbourhood Plan that would seek to identify Non-designated Heritage Assets and also to protect their heritage value including their setting.
- 7.46 All of the suggested nominations for Non-designated Heritage Assets, together with others identified by the local knowledge of the Steering Group have been assessed against criteria based on the Local Heritage Listing: Historic England Advice Note 7, page 9. The results of this exercise are shown in **Appendix B** and those buildings/structures that are considered to score well when measured against the criteria are included in **Policy HING5** below.

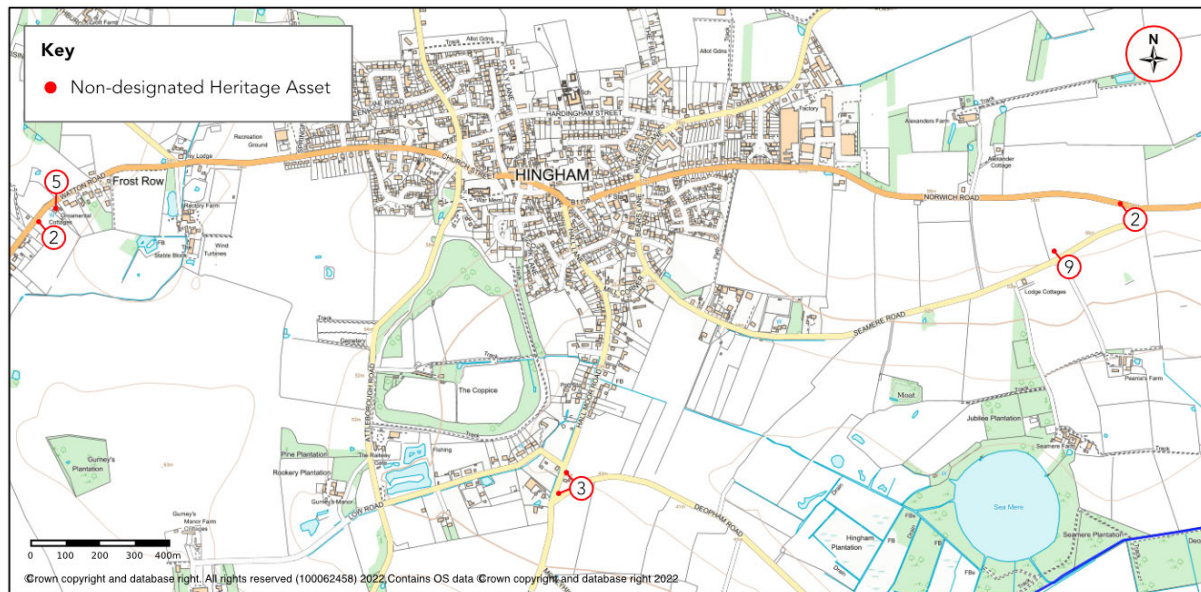


Figure 40: Non-designated Heritage Assets (source: Parish Online, with own annotations). Blue line denotes parish boundary.

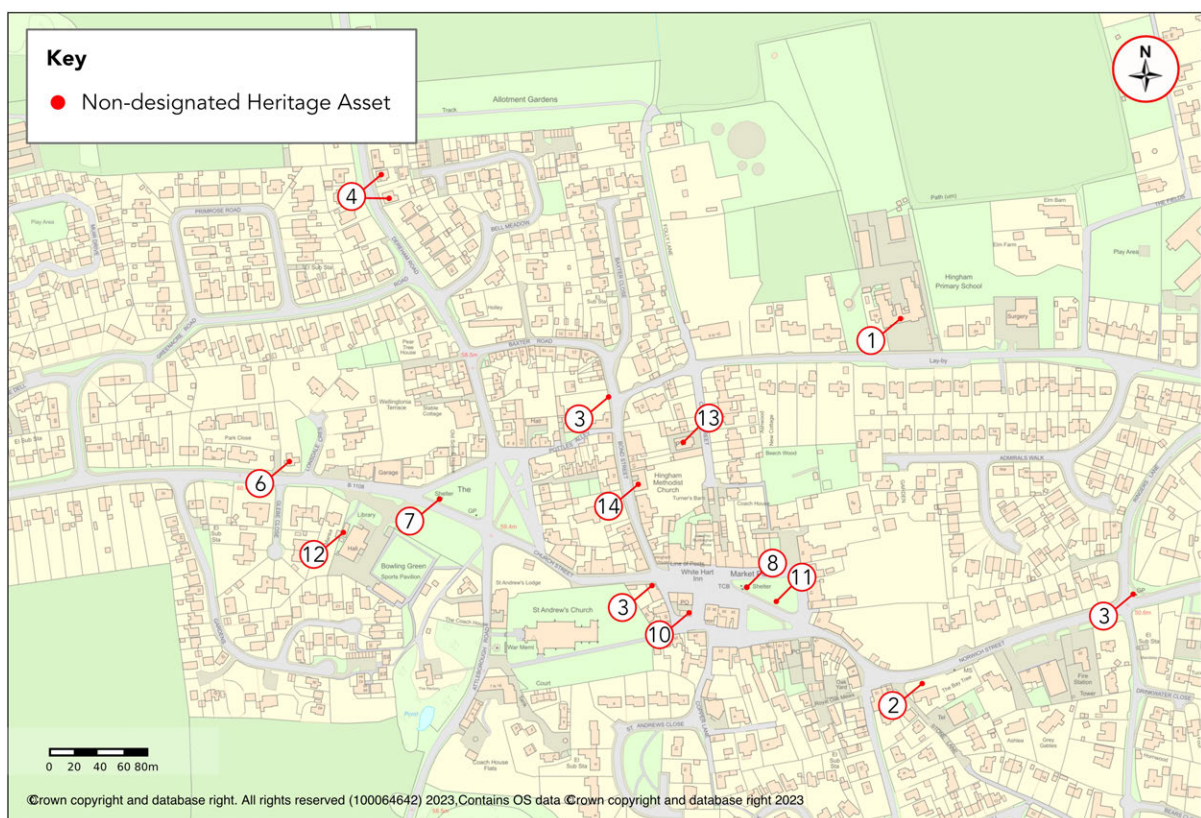


Figure 41: Non-designated Heritage Assets (source: Parish Online, with own annotations). Blue line denotes parish boundary.

POLICY

HING5: Historic environment

Hingham's historic environment including its Listed Buildings, Conservation Areas and Non-designated Heritage Assets will be conserved in a manner appropriate to their significance.

New development within the Conservation Areas will only be supported where it respects the historic fabric and preserves or enhances the character or appearance of the Conservation Area, taking into account the significance of any heritage assets affected including the contribution made by their setting. This will be achieved through:

- a. the preservation of buildings which contribute to the overall character of the Conservation Area unless justification is given.
- b. Ensuring that new development is sympathetic to the special qualities and character of the Conservation Area through the re-use of existing materials where practicable, appropriate high-quality materials, or reclaimed materials as appropriate to the site concerned.
- c. Protecting the setting of the conservation area including views into or out of the area where it contributes to its character and appearance.

New development must avoid or fully mitigate any potential harmful impact on heritage assets, with particular consideration given to preserving Hingham's Georgian heritage. New development should take inspiration from the overall form and massing of the existing distinctive built stock. Timber windows on street addressing facades will be preferable in new developments. Openings in the facades of new developments should consider or reflect the symmetry and rhythm of buildings. New developments which are prominent and in proximity to historic assets should reflect the fine grained²⁴ and street facing nature of the surrounding context.

Non-designated Heritage Assets

The following are identified as Non-designated Heritage Assets due to their local historic significance and the contribution they make to the character of Hingham:

1. Hingham Primary School.
2. Milestones at Bay Tree House, Frostrow and milestone west of Seamere Road.
3. Finger Post signs at junctions of
 - a. Bond Street and Church Street,

	b. Bond Street and Hardingham Road, c. Deopham Road and Hall Moor Road, d. Hall Moor Road and Low Road, e. Ringers Lane and Norwich Street. 4. Numbers 37 and 35 Dereham Road. 5. Ornamental cottages on Watton Road at Frostrow. 6. Lodge at junction of Watton Road and Park Close. 7. Bus shelter at Fairlands. 8. Bus shelter at Market Place. 9. Royal Observer Corps post on Seamere Road. 10. Granite block outside 38-39 Market Place. 11. Town sign. 12. Library. 13. Former congregational chapel. 14. Methodist Chapel.
--	---

²⁴ Meaning plot sizes are small but varied, and buildings are placed close to each other and close to the street edge.



8. Community infrastructure

Objective 2: To protect and enable a diverse range of accessible and suitable amenities to fulfil the current and future needs of Hingham.

- 8.1 The overarching social objective of the planning system as set out in the NPPF is to support strong, vibrant and healthy communities by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations, with accessible services and open spaces that reflect current and future needs and support the health, social and cultural well-being of communities.
- 8.2 In order to achieve this, planning of new development must go hand in hand with planning for the community services and facilities that need to be in place to support development and meet the needs of residents. This includes transport, education, library provision, green infrastructure, sports facilities, local shops, footways and cycleways, allotments, fire hydrant provision, health services and a range of cultural facilities. These together are described as 'community infrastructure'. Housing and other development will be expected to contribute towards improving local services and infrastructure through either the payment of a Community Infrastructure Levy (CIL); planning obligations (via a Section 106 agreement/Section 278 agreement); or use of a planning condition.
- 8.3 The NPPF requires that the levels and types of infrastructure required to support growth should be set out clearly in strategic policies e.g., the Local Plan.

- 8.4 Presently Hingham is relatively well served by community infrastructure. There is a primary school, a doctors' surgery with dispensary, library, dentist, local shops, garage, public house, takeaway restaurants, 2 cafes, places of worship, day care facilities, play areas and sports facilities. However, as the population of the parish increases a number of these services may be at or nearing capacity. Therefore, with at least 100 new houses expected in the parish there may be a need for new, improved, or reconfigured facilities, in order to at least maintain the quality of life for the whole community.
- 8.5 In addition, existing community facilities (meeting places, sports venues, cultural buildings, places of worship, educational services) need to be protected from development that may reduce their community value. It is accepted that the needs of service users may change over time and therefore some existing services may no longer be viable later in the Plan period, in their current form. **Policy HING6** below does not seek to protect unviable services in perpetuity but requires that the lack of viability be demonstrated and for alternative configurations of provision to be investigated before alternative proposals are approved.
- 8.6 Whenever the prospect of housing growth is discussed, it is inevitable that there will be concerns expressed about how the vital community infrastructure needed to support a viable community will keep pace with the expected population growth. It is essential that thought is given to community infrastructure at an early stage and that the needs of the current community, the capacity of existing services and the anticipated needs of new residents are taken into account.
- 8.7 This was very much reflected in the results of the household survey. Concerns about the capacity of doctors and the school were mentioned numerous times. In addition, concerns were raised over a lack of a Post Office, public transport, youth provision, indoor community space and parking.
- 8.8 The precise detail of community infrastructure provision required to support the allocated growth through the GNLP will be determined through the Local Plan process. The current Local Plan policy requires some specific infrastructure from development (e.g. recreation) and developers then pay Community Infrastructure Levy (CIL) to cover other infrastructure requirements. It is rare for the developer to provide the infrastructure themselves. On larger developments the developer would usually make land available for the relevant infrastructure provider.

- 8.9 Infrastructure comes in many forms. Physical infrastructure is that required to physically enable development to take place e.g. drains, sewers, roads and footpaths. Medical and education infrastructure includes doctors, dentists, social care, primary and secondary education together with pre-school and nursery provision. Green/blue infrastructure includes informal and formal open spaces, wildlife areas, footpaths, landscaping, SuDs, watercourses, and tree belts. Digital infrastructure includes mobile phone networks and broadband provision.
- 8.10 Uncertainty around infrastructure provision is unsettling for the community and large scale new community infrastructure can take time to be agreed both in terms of the exact provision and how it is funded. Hingham Town Council will support health providers in ensuring suitable and sustainable provision of healthcare services across all health sectors for the parish residents, through the utilisation of local CIL (Community Infrastructure Levy) developer contributions.

POLICY	HING6: Community infrastructure As appropriate to their scale, nature and location , proposals for major²⁵ development should incorporate and/or deliver appropriate supporting infrastructure (either on or off-site). Existing community facilities Proposals for change of use or that would involve the loss of an existing community facility (church, hall, school, surgery, playing fields, recreational facilities, community buildings etc., as shown in figure 17) will only be supported where an improved or equivalent facility can be located elsewhere in the parish in an equally convenient, safe and accessible location or where there is no reasonable prospect of continued viable use. A lack of viable use will need to be sufficiently demonstrated through: i. Twelve months of marketing in appropriate publications (online, in print and through agencies) for the permitted and similar uses, using an appropriate agent taking account of the nature and type of the asset; and ii. Confirmation that it has been offered on a range of terms (including price and tenure) agreed to be reasonable on the advice of an independent qualified assessor.
--------	---

New facilities

- 8.11 With the expected number of new dwellings to be built within the parish up to 2038 to be approximately 100 dwellings, there will be a need for new open space to be provided within new developments to meet the recreational, amenity and wellbeing needs of residents.
- 8.12 Open space should be fundamental in planning for new development. Open space, which includes all open space of public value, can take many forms, from formal sports pitches to open areas within a development, linear corridors, and country parks. It can provide health and recreation benefits to

²⁵ 10 or more dwellings or 0.5 hectares.

people living and working nearby; have an ecological value and contribute to green infrastructure as well as being an important part of the landscape and setting of built development, and an important component in the achievement of sustainable development. It is for local planning authorities to assess the need for open space and opportunities for new provision in their areas. Planning policies should aim to achieve healthy, inclusive, and safe places, which promote social interaction and opportunities for meetings between people who may not otherwise come into contact with each other.

- 8.13 It is acknowledged that smaller developments may generate very little green space and therefore it may not be practicable or desirable for on-site provision to occur; in such cases a contribution towards off-site provision in line with South Norfolk Council's adopted open space standards will be made.
- 8.14 For larger developments the quantity of open space provided should be sufficient to meet the needs of the intended residents but also the quality of the space is important. New high-quality open spaces should be designed with the end users in mind; they should be easily accessible from all parts of the development they are intended to serve. They should be usable and well-designed spaces with community safety embedded into the design with good natural surveillance and waste facilities. Where spaces are intended for general use, they should be designed for a range of age groups. Other spaces may be required to meet a specific identified need and will be tailored to a specific age group (see also **Policy HING4**).
- 8.15 Access to a high-quality network of open spaces and opportunities for sport and physical activity is important for the health and wellbeing of communities. Planning policies should be based on up to date and robust assessments of the need for sport and recreation facilities (including quantitative and qualitative deficits or surpluses) and opportunities for new provision. Information gained from these assessments should be used to determine what sport and recreational provision is needed.
- 8.16 The NPPF advises at paragraph 103 that existing sport and recreational buildings and land including playing fields should not be built on unless it can be demonstrated that it is surplus to requirements, it can be replaced by equivalent or better provision or the proposed development is for alternative sports and recreation provision, the benefits of which clearly outweigh the loss of the current or former use.

- 8.17 Community consultation highlighted support for new or improved sports provision, children’s play areas, as well as a range of indoor and outdoor meeting places and spaces. It is important that any new provision meets the needs of the intended users and that appropriate changing facilities, storage for equipment and parking is available. New sports provision should be easily accessible to all users whether arriving on foot, by bicycle, public transport or the private car.

POLICY	HING7: New sports provision Proposals for new or improved sports and leisure facilities in Hingham including sports pitch provision and multi-use all weather games areas will be supported. New sports and leisure facilities should be located within easy access of the community they serve. Such facilities should be accessible by pedestrians and cyclists and provide for sufficient car parking and disabled access.
--------	---

- 8.18 The household survey revealed high levels of support for the provision of certain new facilities. These included a new town centre car park and some form of new community building. The survey also revealed high levels of support for different types of additional green spaces both for formal sports use, play areas for varying ages, and informal use e.g. wildlife areas. The Town Council have also identified a need in the town for further allotment provision and an extension to the existing cemetery.

POLICY	HING8: Allotments and green spaces Proposals for new allotments, children’s play areas and spaces, community orchards, new wildlife areas and outdoor meeting spaces will be supported . Where practicable, such provision should be well connected to the town in terms of safe access by walking and cycling. (See also Hingham Design Guidance and Codes).
--------	--

Ladies Meadow

- 8.19 Following the Household Survey, in August 2022, the Steering Group undertook a 'Call for Sites'. Rather than being primarily aimed at seeking out sites for new housing development, the purpose was to test the potential for sites to accommodate a range of community uses that has been identified through the Survey. These included:
- o A town car park
 - o Recreational use including formal sport pitches and playing fields
 - o Green spaces such as informal amenity areas, nature reserves, community woodlands, community orchards, etc.
 - o Community uses e.g., sites that would allow for the expansion of existing community uses or new ones e.g., community buildings, educational, heritage/tourist uses, cemetery expansion etc.
 - o Land suitable for energy generation.
- 8.20 The result was the submission of four sites as follows:
- o Land at Hall Close, submitted for housing and open space on behalf of the landowner (Site HNP1)
 - o Land at Hardingham Road, submitted for housing, community uses, parking and open space, on behalf of the landowner (Site HNP2)
 - o Land at Ladies Meadow, Attleborough Road, submitted for community uses including car park, cemetery extension and open space by Hingham Town Council (Site HNP3)
 - o Land opposite Hingham Sports Centre, Watton Road, submitted on behalf of the landowner for housing, open space and community woodland (Site HNP4).
- 8.21. In November 2022, AECOM were commissioned to provide Site Options Assessments (SOA) of the sites submitted through the Call for Sites process against the community uses sought by the Steering Group. The work was concluded in April 2023 and the results are included in the Hingham Site Options Assessment Report which is a supporting document to this Neighbourhood Plan. The SOA also revisited the sites formerly put forward through the GNLP Call for Sites in case any of those were also suitable.
- 8.22 The SOA ruled out a number of the original GNLP sites together with Site HNP1 at Hall Close. The SOA identified that Sites HNP2, 3 and 4 all had constraints but that subject to those being overcome there may be scope for suitability for some of the community uses being sought. After consideration

of the results of the SOA, the Steering Group concluded that the scale of development being proposed for HNP2, its physical distance from the town centre and the highways constraints identified that it would not be taken forward through the Neighbourhood Plan. Site HNP4 was considered as potentially being suitable in the future but that it was largely being proposed for housing which the Neighbourhood Plan was not seeking at this time and again was not well located in relation to the town centre. Part of this site is now being promoted as a dog walking/exercise area through the submission of a planning application to South Norfolk Council.

- 8.23 The remaining site at Ladies Meadow which although not owned by the Town Council has been put forward for consideration by the Council. The site is considered by the SOA as potentially suitable for the uses sought but it is recognised that safe pedestrian access to the town centre is not ideal.
- 8.24 Hingham Town Council commissioned consulting engineers Pinnacle Limited to undertake an engineering feasibility study for a mixed use community hub and car park on the Ladies Meadow site. The study which reported in December 2024, comprised a transport assessment and a flood risk assessment for the site. The study concluded that suitable access to the site from Attleborough Road could be achieved in accordance with relevant technical guidance. The study also recommended that the 30mph speed limit on Attleborough Road be extended to beyond the visibility splay of the proposed access with a 20mph limit extended to beyond the northern extent of the site to reduce vehicle speeds close to the site access and improve the environment for cyclists between the town centre and the site.
- 8.25 Furthermore the study concluded that pedestrian access to Ladies Meadow can be achieved via an extension to the existing footpath that runs from the Fairlands crossroads to Rectory Gardens . . This extension would require land which is currently part of the Old Rectory. This footpath would need to be suitably lit, but would provide a safe route for pedestrians accessing the Ladies Meadow site. Further pedestrian improvements would allow safe crossing of the B1108 and Dereham Road. The green at the Fairlands is in the ownership of the Town Council and the Old Rectory is in the ownership of the Diocese of Norwich who are supportive of the scheme.
- 8.26 The Town Council has proactively sought to address highway safety issues in the Town Centre over a period of time and has worked (and will continue to

do so) with Norfolk County Council as Highway Authority to create a safer town centre environment. These include:

- 2018 - Extending the 20mph limit to encompass the Fairlands crossroads
- 2019- 2023 - Feasibility Study to investigate options for improvements at the Fairlands crossroads, parking restrictions on Dereham Road in the vicinity of the Fairlands junction and parking congestion mitigation at Fairlands, the Market Place and adjoining roads
- 2024 - Parish Partnership Scheme bid for funding for a collision avoidance sign scheme and a feasibility study for a pedestrian priority crossing point in the Fairlands.

8.27 It is acknowledged that the location of Ladies Meadow, adjacent to the Conservation Area with the Church nearby will require careful consideration of heritage implications in the design and the potential for mitigation measures to be incorporated. The site however is the most logical for a cemetery extension being located close to the existing cemetery and it is relatively well related to the town centre when assessed against other sites. It is considered that there may well be scope for improved pedestrian connections from the site to the Town Centre but that these would require the acquisition of third-party land and/or negotiation with third parties. These are options that can be pursued. It is therefore concluded that Ladies Meadow does represent an appropriate site for some of the community uses sought, specifically a cemetery extension, a car park to serve the town centre and also the Church and an area of open space to the south. In this context development proposals should be accompanied by a detailed heritage statement that identifies any heritage impacts and mitigations as appropriate including on the significance and setting of the adjacent St Andrew's Church and any other designated heritage assets. Such work should also identify the way in which development proposals have responded positively to the adjacent Conservation Area.

8.28 The development of the site should also respond positively to its interface with its hydrology profile. Development proposals should provide proportionate details of the layout of the car park including measures to mitigate potential pollution impacts caused by surface water run-off and to address the potential flood and surface water drainage.

8.29 The development of the site should also respond positively to its interface with its hydrology profile. Development proposals should provide

proportionate details of the layout of the car park including measures to mitigate potential pollution impacts caused by surface water run-off and to address the potential flood and surface water drainage

Note: Anglian Water advise that a water main runs along the road boundary of this land, and would encourage any development to take account of Anglian Water assets when planning for development to ensure they are protected or diversions are put in place if required.

POLICY

HING9: Allocation of land for community uses

Approximately 9.66 hectares of land at Ladies Meadow, off Attleborough Road is allocated for a mix of community uses including an extension to the existing cemetery, a community building an area of open space and a public car park (**figure 42**).

Development on the site will be brought forward using a master-planning approach co-ordinated by Hingham Town Council to ensure that significant community benefit from the uses on the site is derived.

Proposals for development on this site will:

- a. Ensure that safe access and egress can be achieved via Attleborough Road. A new access should be provided to the south of the existing farm access to the site, ensuring that suitable visibility splays are achieved. Any trees or hedgerow lost to form the access or visibility splay must be compensated for with new planting within the development.
- b. Provide the necessary highways safety improvements which are essential to appropriately mitigate any adverse highway safety impacts generated directly by the development of the site. These will include, as appropriate entrance gateway speed reduction measures, to the south of the site on Attleborough Road, and other necessary visibility enhancements in the vicinity of the site which are proportionate to the specific impacts of the proposed development.
- c. Make provision for safe pedestrian and cycle connections to the town centre and other areas of the town, utilising an extension to the existing footpath that runs between the vicinity of the Fairlands crossroads and Rectory Gardens.
- d. Ensure that the significance and setting of the adjacent St Andrew's Church and any other designated heritage assets are safeguarded and, where practicable, enhanced.
- e. Ensure that the development of the site preserves or enhances the character or appearance of the Hingham Conservation Area.
- f. Ensure that the layout of the car park takes account of any flood risk so that there are no adverse impacts upon surface water drainage and that greenfield run off rates are not increased.

- g. Ensure that the layout of the car park includes measures to mitigate potential pollution impacts caused by surface water run-off
- h. Provide for suitable biodiversity enhancements and landscaping of the site and its boundaries to ensure its assimilation into the surrounding area.
- i. Be in accordance with the Hingham Design Guidance and Codes.

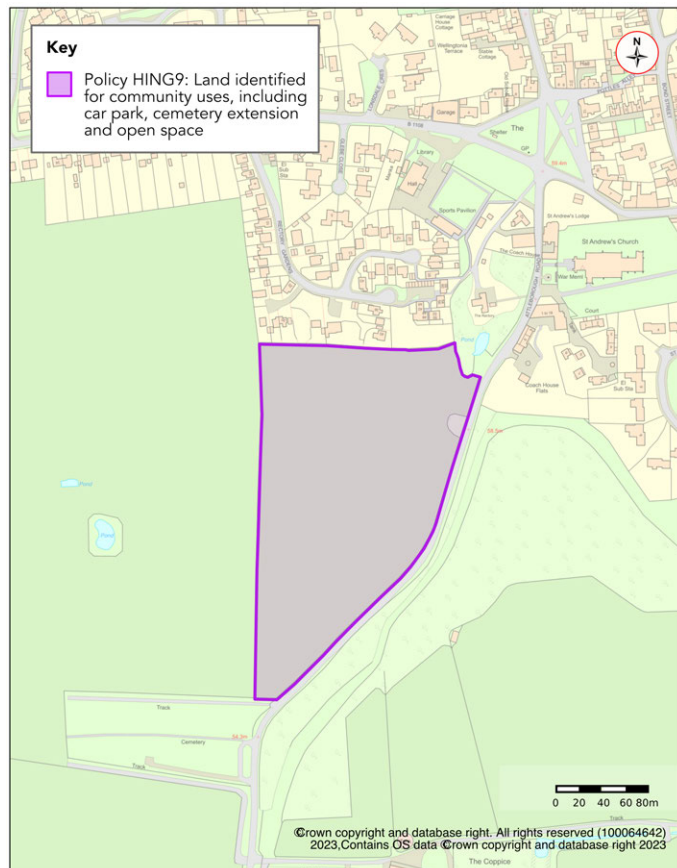


Figure 42: Land identified for community uses, including car park, cemetery extension and open space (source: Parish Online, with own annotations). Blue line denotes parish boundary.



Figure 43: Land identified for community uses, including car park, cemetery extension and open space.



9. Access and parking

Objective 3: To ensure pedestrian and vehicle routes, including parking, are safe, sustainable, integrated and adequate, to serve the needs of Hingham residents, businesses and visitors.

Parking

- 9.1 Throughout the preparation of the Neighbourhood Plan, one single issue has been raised over and over again when the community have been consulted. This is the issue of parking – specifically public parking in the town centre. The issue of parking for new residential developments is addressed in **Policy HING4 Design**.
- 9.2 Concerns about parking were raised at the first Neighbourhood Plan consultation drop in event held in March 2022, when a number of comments were left as part of the feedback exercise. The comments below provide a flavour of the views left by attendees to that event:
- o Proper Car Park
 - o Car park, safe pavements
 - o Better parking and safer walkway
 - o Stop people parking all day on the Fairland
 - o Carpark for locals visiting the shops that has restrictions to prevent commuters parking all day
 - o Clearly marked parking
 - o No parking in Dereham Road by the Fairland
 - o Too much parking around village shops and now in the main Dereham Road. If an ambulance had to get there good luck!

- o Increased car parking off road to reflect increase in businesses and visitors
 - o Parking restrictions in Town Centre for residents only
 - o Off road parking area for cars that are currently parking all day in town centre by people catching bus to Norwich/Watton preferably near bus stop
 - o Stop commuter parking – improve Fairland parking issue.
 - o Car parking – 3hr limit in Market Place – purchase Ladies Meadow for town parking. Proper car park and designated disabled spaces in town centre
 - o Suggested use of Ladies Meadow for off road car parking. Approx. 7 years ago the land was given a historic search. Nothing of interest historically was found.
- 9.3 Given this clear level of concern about town centre parking, the Steering Group decided to look into the issue to establish if this was a more widely held view, beyond those that had visited the drop-in exhibition and use the Household Survey to ascertain further clarification. Question 3 of the Household Survey undertaken in June/July 2022, asked households ‘what would be the one thing you would improve’. The answer was clear.
- 9.4 Parking was the most mentioned single comment and qualitative comments included in the survey gave a strong indication that the concern was the parking in the town centre. The parking theme was reinforced throughout the survey with a car park being identified as one of the most needed community facilities (Question 18) and parking being identified as the most popular issue needed to make Hingham a more attractive place for business (Question 22)

Parking Strategy

- 9.5 In Autumn 2022, the Steering Group was given the opportunity to commission a specific piece of parking evidence work through the Locality Technical Package. The work was undertaken by consultants AECOM and was completed in 2023.
- 9.6 Members of the Steering Group and Hingham Town Councillors held a workshop in November 2022 which sought to identify in detail the causes of the parking issues, (who and what), the specific locations (where) and the specific times that the problems occur (when). The outcomes of the workshop can be summarised as follows:

‘What is the Problem?’

- o **Obstruction:** Parked vehicles causing obstructions on the carriageway making it more difficult for other vehicles, cyclists, and pedestrians to navigate.
- o **Crossings:** Parking near to crossings, increasing, the risk of accidents and reducing visibility for vehicles, cyclists, and pedestrians.
- o **Indiscriminate parking:** causing issues for those wanting to access their properties or continue on the carriageway or footway.
- o **A lack of parking provision** with no accessible parking by the pharmacy on Market Place.
- o **Long-term/commuter parking;** vehicles that are parked for the majority of the day. For local businesses, this reduces trade as there is a smaller turnover of vehicles who require short-term parking to shop.
- o **A lack of designated parking facilities.** The levels of unrestricted and unmarked parking makes it harder for electric vehicle charging infrastructure to be planned and implemented.

‘Where is the Problem?’

- o **Bond Street:** Particularly where the road narrows near the Bond Street Shop/Bond Street Greengrocers, but the problem occurs further north too.
- o **Attleborough Road:** Parking near the Attleborough Road/The Fairland/Dereham Crossroads junction was suggested as high-risk.
- o **Dereham Road.**
- o **The unnamed road area to the east of Dereham Road,** where the Lincoln’s Tea & Coffee Shoppe is located. This area is also unrestricted, with the road being hard to navigate as vehicles are often parked on both sides of the carriageway, making delivery, and servicing harder for local businesses.
- o **Hall Lane:** particularly near the B1108 Norwich Street junction.
- o **Norwich Road.**
- o **Market Place;** recognised as the main area of concern for parking issues. It is currently unrestricted and there are no markings. In some locations, vehicles are double/triple parked, and are parked for long periods of time, reducing the turnover of vehicles which impacts trade for local businesses.
- o **Lincoln Hall;** parking issues arise even when small local events occur and causes overspill of parking issues into the surrounding areas.
- o **Baxter Road.**

- o **The Fairland:** vehicles park on the grass verge as there is no footway. This also reduces visibility at the crossroads junction, increasing the risk of accidents occurring.

‘When is the Problem?’.

- o **Evenings:** when town centre residents are parked outside their homes for the evening.
- o **Pub opening** when the pub is busy, parking around Market Place can be difficult, resulting in double/triple parked vehicles.
- o **Events:** both small and large-scale events within the town, causing overspill into surrounding areas.
- o **Daytime:** parking is an issue throughout the day and across the year with a number of days, times, and periods of the year noted.

- 9.7 The feedback from the workshop indicated that the most acute parking issues in Hingham are, in the main, caused by unrestricted, long stay parking, particularly around Market Place and off The Fairland. Furthermore consideration needs to be given to providing solutions that work at all times of the day without impacting trade for local businesses.
- 9.8 The Steering Group was mindful that the scope of Neighbourhood Plan policies is limited to issues that are land use matters that require the benefit of planning permission and that there may well be recommendations/solutions that would result from this project that would have to be addressed using another mechanism. Issues such as yellow lines, parking restrictions etc. could not be dealt with through Neighbourhood Plan policy but if considered to be appropriate would need to be implemented, as a project or through powers already conferred on a specific body e.g. Norfolk County Council.
- 9.9 The Neighbourhood Plan policies are however able to deal with the allocation or identification of land for specific uses including car parking. The AECOM Parking Technical Note completed in March 2023, looked at a range of options for parking in the town including potential locations for a new car park following the Call for Sites. The Note concluded that only Ladies Meadow (of the promoted sites) was within a desirable walking distance from the town centre and the only one that would reasonably function as a car park to serve the town centre. It is acknowledged that the site is not without constraints in terms of safe pedestrian links and options for resolving this are being pursued. **Policy HING9** of this Neighbourhood Plan specifically

identifies Ladies Meadow as a site suitable for community uses, including a community car park. The allocation aims to address some of the issues identified through the workshop and the community consultation.

- 9.10 Given the length of the Neighbourhood Plan period, it is not unreasonable that a site not previously identified or available for car park use, elsewhere in the town centre might come forward within the Plan period. In the event of such an occurrence, there is a need for policy criteria to be available against which such a proposal can be satisfactorily assessed. Therefore the following policy has been devised.

POLICY
HING10: Town centre car parking

Proposals that would provide safe and easily accessible off street, car parking in the town centre available for public use (including the provision of a public car park) will be supported.

Where such parking provision is proposed it should be well designed, located within close proximity to the town centre and with easy pedestrian access to the centre to ensure it provides a realistic, attractive and viable alternative to on street parking.

Where practicable, proposals for a public car park should meet the following criteria:

- a. be located within reasonable walking distance²⁶ from the town centre.
- b. have easy, safe pedestrian connections to the town centre.
- c. have safe access from the road network.
- d. be laid out to enable safe turning and manoeuvring.
- e. have permeable surface to ensure that issues of floodrisk are mitigated and that increased floodrisk is not caused elsewhere.
- f. include provision for electric charging points.
- g. make appropriate provision for safe and secure lighting.
- h. include soft site boundaries to enable assimilation of the car park to the streetscape/landscape.
- i. include provision for disabled drivers and passengers.
- j. include appropriate levels of cycle parking and storage.

²⁶ 400m max <https://assets.publishing.service.gov.uk/media/5f32aa668fa8f57ac88dc9dc/cycling-walking-infrastructure-technical-guidance-document.pdf>

- k. include appropriate, well-designed signage.
- l. include provision of 10 per cent biodiversity net gain through the incorporation of wildlife friendly measures.

See also **Policy HING9**.

Parking in new developments

- 9.11 Government guidance recognises that there continues to be a demand for parking in both residential and non-residential developments. The NPPF makes it clear that parking standards for residential and non-residential development should only be set where there are clear and compelling reasons for doing so that are necessary to manage the local road network. Parking provision for developments in South Norfolk will be made in order to satisfy the relevant adopted standards of Norfolk County Council as highway authority.
- 9.12 Adequate and well-maintained parking provision is an important element of new development, whether it is for a single dwelling or for a major housing scheme or business premises. The Neighbourhood Plan encourages sustainable transport options; however, it is also a reality that private cars will be used to access services and employment either within or beyond the town.
- 9.13 Allocated parking on new residential estates should discourage indiscriminate and on-kerb parking. As demand for electric vehicles is expected to increase over the plan period, opportunities should be taken to encourage the installation of electric charging points both in residential and non-residential developments.
- 9.14 In larger housing developments, unless parking provision is well designed it can either dominate or detract from the overall visual appearance of that development. Where parking is to be provided it should be an integral part of the design and layout and it should also be designed to meet the needs of residents it is intended to serve.

POLICY	HING11: Parking in new developments Parking in new housing development should make appropriate parking provision for the needs of users, including residents, visitors, delivery drivers and emergency vehicles. Individual parking provision should take account of the size and location of the proposal and include adequate off-street parking for the size of the dwelling and take account of the number of bedrooms proposed for that dwelling. Where garages are proposed they should be of a size that accommodates a range of modern vehicles and allows easy access to and from them. Communal parking areas should be well connected to the dwelling, and should be located to allow for natural surveillance, security and include provision for electric vehicle charging. Specific provision should be made for visitor parking and parking on verges and pavements which can detrimentally affect the visual appearance of the area and cause highway and pedestrian safety issues will be discouraged. Parking provision (including for cycles, motorcycles) should conform to the principles set out in the Hingham Design Guidance and Codes.²⁷
--------	--

Access and safety

- 9.17 Government guidance encourages development proposals to provide for high quality walking and cycling networks and supporting facilities such as cycle parking. Such networks should be comprehensive and provide not only for recreational routes but also for meaningful routes that can realistically be used for commuting to work or school. In addition, new routes should connect to the existing network and be suitable for use by people with disabilities and reduced mobility. New cycling and pedestrian routes should be safe, secure, and attractive, and respond to the character of the area and any relevant design standards.
- 9.18 Government guidance in respect of plan making and transport issues tends to focus on promoting sustainable transport e.g. public transport, walking

²⁷ See also Norfolk County Council Parking Standards.

and cycling, rather than addressing issues of speeding and traffic congestion. Plans are urged to consider at an early stage the impacts of development on transport networks, realise opportunities for improvement, promote walking and cycling and public transport use and ensure that any adverse impacts of traffic are mitigated. It is also acknowledged that the pattern of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places. Policy HING12 addresses these matters. Wherever practicable, the creation of new access arrangements should complement the existing routes in the neighbourhood area as shown on Figure 18.'

- 9.19 The government advises that significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes, which can help to reduce congestions and emissions and improve air quality and public health.²⁸

POLICY	HING12: Improving access and safety Proposals in Hingham for new development should maximise opportunities for sustainable transport, including walking and cycling, prioritising these modes as far as possible. Walking and cycling New development should contribute to the health and wellbeing of residents by increasing opportunities for walking and cycling through the provision of safe attractive pedestrian and cycle routes and crossings suitable for all users. New pedestrian and cycle routes should provide good connections to the town centre and local services and form a cohesive network for users which allows for access both within the town and to the wider countryside. Proposals for new development should give high priority to pedestrian safety through the provision of designated pavements. Traffic generation and safety
--------	--

²⁸ <https://www.healthystreets.com/>

Where new development (over 10 dwellings) is proposed, consideration should be given to both the levels of traffic generated by the proposal and the wider impacts of that traffic. Measures should be included in proposals that address and mitigate potential impacts upon highway and pedestrian safety as well as those on traffic flows or parking elsewhere in the town.

Development which would result in an increase in traffic generation, which cannot be mitigated, or would be detrimental to highway safety, will not be supported.

Public Rights of Way

- 9.20 The Neighbourhood Plan household survey revealed that Hingham residents attached considerable value to public footpaths and cycle routes. 79.8 percent of households who responded indicated that they would like to see new country footpaths including safe circular routes.
- 9.21 The NPPF advises that planning policies and decisions should protect and enhance Public Rights of Way and access, including taking opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails. Opportunities to improve facilities for walkers and cyclists in the parish would be supported. Proposals that are likely to require the re-routing of Public Rights of Way should be discussed with Norfolk County Council at an early stage.
- 9.22 The NPPF also advises that new development layouts should be designed to allow for easy pedestrian and cycle connections within and between neighbourhoods, and also into the wider countryside.
- 9.23 The parish is relatively well served by footpaths although there are no dedicated cycle routes, and the closest National Cycle route is Route 13 which connects London and Dereham.

POLICY

HING13: Protecting and enhancing Public Rights of Way

Where relevant, development proposals should take account of existing Public Rights of Way (as shown on Figure 18) and incorporate routes in a sensitive way into the overall layout of schemes. Where this requirement cannot be achieved, appropriate revised or replacement routes should be provided that are safe, equally accessible and convenient for users.

Where relevant and practicable, proposals for new development should seek to extend the local footpath network.



10. Business and employment

Objective 4: To sustain and support the growth of new and existing businesses that are appropriate in size and location, to enhance employment opportunities in the parish, including home working.

- 10.1 The NPPF states that planning policies and decisions should help create the conditions in which businesses can expand, invest and adapt. Weight should be given to the need to support economic growth and productivity taking into account local business needs. In rural areas planning policies should enable the sustainable growth of all types of business both through the conversion of existing buildings and well-designed new buildings. The use of previously developed land and sites that are well related physically to existing settlement should be encouraged.
- 10.2 The adopted South Norfolk Site-Specific Allocations Policy Document (October 2015) identified a specific site for employment development (Policy HIN2) at the Hingham Industrial Estate at Ironside Way. 2.24 hectares were identified for a mix of industrial and storage and distribution uses (see **Chapter 3**).
- 10.3 The emerging GNLP seeks to roll these allocations forward and does not make further employment provision for the plan period up to 2038. The Neighbourhood Plan also does not propose to make any additional allocations for employment or business uses but where proposals for such uses as identified above come forward, they would be directed to those existing allocations insofar as room is available.

- 10.4 The Household Survey asked three questions relevant to business. These were:
1. Is there is a need for more employment in the town?
 2. What works well for business in Hingham?
 3. What would make Hingham a more attractive place for business?
- 10.5 The survey results indicated that almost two thirds of household respondents (64.7 per cent), thought there was a need for more employment in the town. Easy access to Norwich, other settlements (such as Attleborough, Wymondham and Dereham), the ease of parking, the industrial estate and the wide variety of shops in the town centre were cited as examples of what worked well for business in Hingham. However, adequate parking also features as the most mentioned issue that would make Hingham a more attractive place for business, with other issues such as small business units and a Post Office also featuring in responses.
- 10.6 The household survey results also indicated support for measures to facilitate homeworking (such as support for small scale proposals to create home offices), small business and retail units and also some interest in green businesses and the sustainable construction of new business units. **Policy HING14** below has been developed to address these issues and provide support in principle for new business enterprise. The second part of the policy comments about the retention of employment uses. The Plan acknowledges that the needs of businesses may vary in the Plan period and that some premises may no longer be attractive to (or viable for) modern business operations. In this context any proposals for the conversion of employment premises to non-employment uses, or their redevelopment for other purposes, should be supported by appropriate marketing arrangements of at least six months and at a realistic price.

POLICY	HING14: New and existing business Proposals for new employment development and expansions to existing businesses will be supported where they do not have a significant adverse impact upon the character of the area, adjoining uses or the amenity of local residents²⁹. Proposals should make adequate provision for parking for employees and customers. Proposals for new business and employment development on existing employment sites will be supported. Existing employment uses will be protected unless it can be demonstrated that the premises concerned are no longer capable of meeting business needs following a period of marketing at a level which acknowledges the existing use of the premises and its location. Proposals involving the change of use or sub-division of buildings in existing employment uses which would enable the creation of new small business units/workshops will also be supported, as appropriate. Proposals that would enable or support people to work from home such as small-scale changes of use or extensions will be supported. Where new buildings are proposed, these should employ sustainable methods of construction and meet the most up to date energy conservation standards such as the BREEAM³⁰ 'Very Good' energy efficiency standard, or any equivalent successors. Proposals for businesses which deliver sustainable products or technology will be supported where they comply with other development plan policies.
---------------	--

Retail and the town centre

- 10.7 The NPPF encourages planning policies and decisions to support the role that town centres play at the heart of local communities by taking a positive approach to their growth, management and adaptation. Policies should allow town centres to diversify and grow in a way that can respond to rapid

²⁹ Impacts on the quality of life from noise, dust, odour, vibration or other forms of pollution

³⁰ Building Research Establishment Environmental Assessment Method: How BREEAM works, <https://bregroup.com/products/breeam/how-breeam-works/> (accessed 16.05.23).

changes in retail and leisure industries and allow a suitable mix of uses including housing that reflects its distinctive character.

- 10.8 During the COVID-19 pandemic, town centres and retail/leisure businesses had difficult trading conditions to contend with. The demise of businesses in a town centre would be harmful to the appearance and economic fabric of the town. It is recognised that it is not possible to require a business to stay open or indeed to require that other businesses are represented in the town. To preserve the town centre and to retain the footfall required for a vibrant town centre, there is a need to retain a diverse mix of shops to make people want to return to the town in the future. Independent shops rely on offering a specialist or niche product to attract customers. Encouraging new shops is a challenge but would retain the attractive character of the town. However, to ensure that the vitality and viability of the town centre is maintained and enhanced, town centre planning policies need to be flexible to enable businesses to thrive.
- 10.9 The main town centre uses includes retail development (including warehouse clubs and factory outlet centres); leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs etc.); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).
- 10.10 Encouraging people to live in the centre e.g. 'over the shop' helps to maintain a sense of vitality to the town centre both during the day and after usual business hours and changes to the Use Classes Order³¹ in recent years has made the potential for new housing through the conversion of underused town centre premises to flats a more attractive and likely prospect. This however needs to be balanced against the need to keep business and retail uses in the town centre. The Neighbourhood Plan, consistent with existing national and local policies therefore supports the creation of new residential accommodation at first floor level, whilst supporting the retention of retail and business uses at ground floor level.
- 10.11 Another key element of the importance of a town centre, which goes beyond the retail offer, is ensuring that the town centre remains an attractive place

³¹ The Town and Country Planning (Use Classes) Order 1987 puts uses of land and buildings into various categories known as 'Use Classes', <https://www.planningportal.co.uk/permission/common-projects/change-of-use/use-classes> (accessed 26.05.23).

for people to spend their time. Measures that make the physical environment more attractive and offer a range of spaces to enable people to sit, relax, interact will add to the attractiveness and vitality of the town. Town centre enhancement measures which would improve the overall safety for all users of the town centre and make it a more attractive area for pedestrians and cyclists, or users of public transport are all elements that can contribute to improving town centre attractiveness.

- 10.12 The 2003 South Norfolk Local Plan defined a Central Business Area in Hingham, which helped to create a recognisable town 'centre' and provides for the protection and enhancement of existing shops and services. This policy was continued by the Development Management Policies Development Plan Document, and the approach is supported by this Neighbourhood Plan.

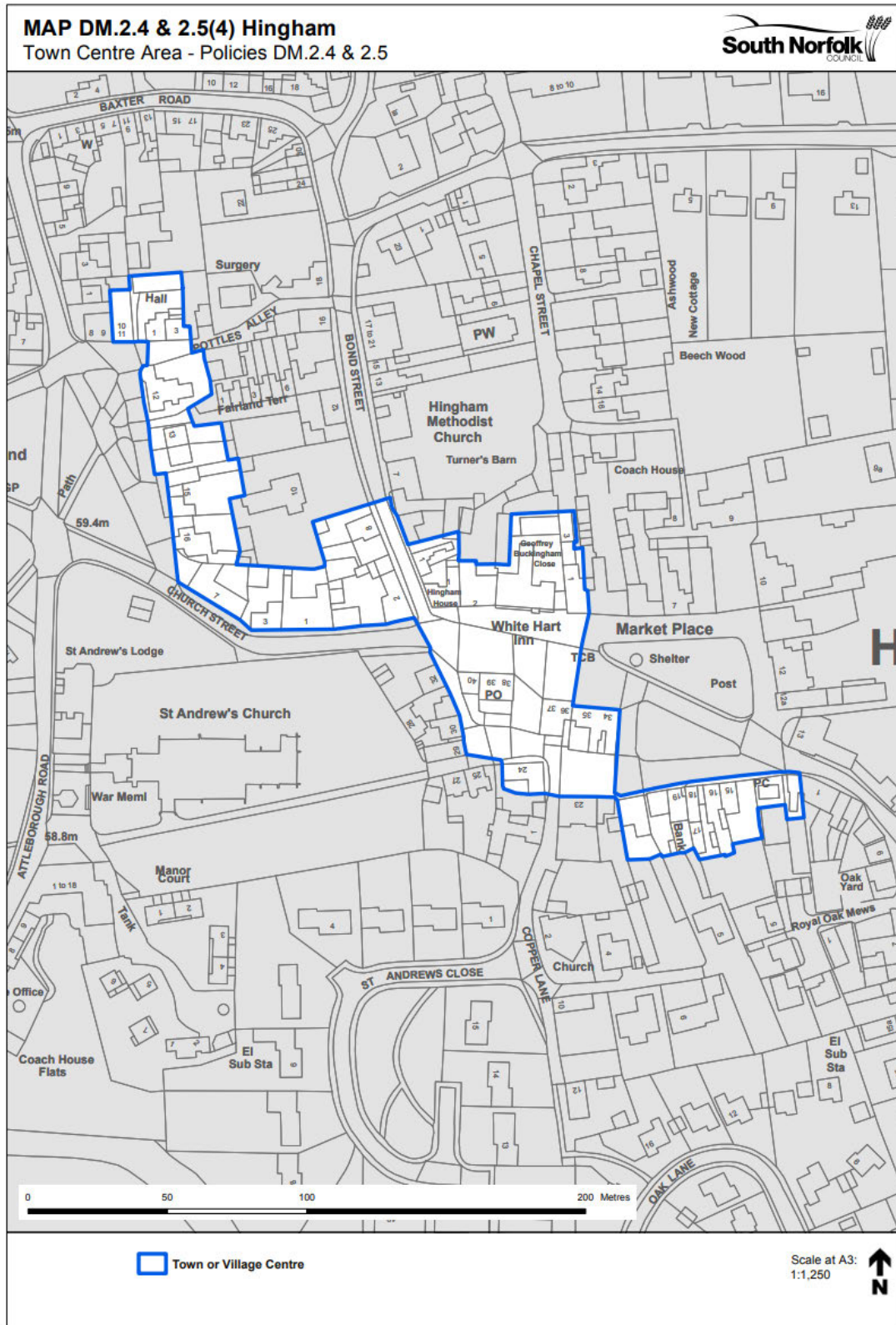


Figure 44: Hingham Town Centre Source: South Norfolk Development Management Policies.

POLICY	HING15: Retail and town centre Proposals will be supported that contribute to achieving a vibrant and viable town centre (as shown on figure 44) comprising a mix of retail, service sector, business, hospitality, cultural and residential uses. Development proposals which would assist with the diversification, adaptation and/or retention of existing retail uses within the town centre will be supported. Proposals for residential development at first floor level above existing retail uses e.g. 'living over the shop' will be supported.
--------	---

Rural diversification

- 10.13 In a rural parish such as Hingham, it is recognised that there is still significant activity which goes on outside of the main built-up area of the town. Much of this is related to agriculture either directly through farming practices or indirectly through other enterprises that are linked to and provide support for farming. Agriculture is ever changing, and the types of buildings required for modern farming activity are different to those that were traditionally required. Modern farm buildings are subject to a number of agricultural regulations which will dictate their scale, form and appearance in order to meet either animal welfare or crop traceability regulations. Such buildings also provide opportunities for improving sustainability for example, large roofs can be ideal for solar panel installation and other sustainability measures such as rainwater harvesting.
- 10.14 Over time this has increasingly resulted in proposals for larger more industrial style farm buildings being constructed whilst smaller more traditional buildings no longer meet modern requirements. Traditional farm buildings are part of the agricultural history and character of the landscape and therefore their retention is preferred over their loss and where alternative uses can be found for them, suitable proposals for diversification will be supported.

POLICY	HING16: Rural diversification New small-scale businesses appropriate to a rural area, particularly those that result in the re-use of redundant or unused historic or farm buildings, will be supported provided that: a. there is no significant adverse impact upon the character of the area or the amenity of local residents, b. there is no unacceptable increase in traffic generation c. the new use remains subservient in size and scale to the existing agricultural operation, which continues to operate. Proposals for the change of use of redundant agricultural buildings to business uses will be supported where they otherwise comply with development plan policies.
--------	---

Renewable energy

- 10.15 Given the current concerns around energy security and a need to move towards more sustainable sources of energy and achieving Net Zero Carbon Emissions by 2050, there are likely to be proposals for renewable energy projects in the parish during the Neighbourhood Plan period. The Household Survey did not have a specific question about renewable energy although responses to other questions did indicate a degree of interest in sustainability measures, renewable energy and low carbon development.
- 10.16 The Neighbourhood Plan provides support in principle for proposals for decentralised, low carbon and renewable energy development subject to criteria governing impacts on residential amenity, landscape, wildlife, and traffic generation. Any proposals submitted would need to be able to evidence that there is support from the local community in order to be acceptable. Therefore early engagement with the local community and the Town Council at pre-application stage is encouraged.

POLICY	HING17: Renewable energy Proposals for the development of decentralised, renewable and low carbon sources of energy will be supported where they satisfy the following criteria: i. There is support for the proposal from the local community and this can be demonstrated. ii. There are no unacceptable impacts upon landscape or wildlife interests. iii. There are no unacceptable impacts upon heritage assets, whether designated or non-designated. iv. The proposal would not result in an unacceptable level of traffic generation. v. The proposal would not result in unacceptable adverse impacts upon the amenity of local residents either through noise, dust, glare, light pollution, flicker or odour.
--------	---



11. Environment and landscape

Objective 5: To protect and enhance existing green spaces and valued views within and around the town, maintaining the rural setting of Hingham and the biodiversity it supports.

Local Green Spaces

11.1 The National Planning Policy Framework 2023, at paragraphs 105-107 introduces the concept of Local Green Spaces which can be identified through neighbourhood plans by local communities and allows green areas identified as being of particular importance to be protected. Paragraph 106, sets out 3 broad criteria for identifying and designating such spaces as follows:

The Local Green Space designation should only be used when the green space is:

- a. in relatively close proximity to the community it serves.
- b. demonstrably special to a local community and holds a particular local significance, for example, because of its beauty, historic significance, recreational value (including as a playing field) tranquility and richness of its wildlife: and
- c. local in character and not an extensive tract of land.

11.2 The NPPF at paragraph 107 then goes on to state that 'policies for managing development within a Local Green Space should be consistent with those for green belts' and therefore affords them a very high level of protection. It is also clear that the designation of Local Green Spaces should not be used as a mechanism to try to block or resist development on agricultural land

immediately adjacent to village development boundaries and that a successful designation must meet the criteria outlined above.

- 11.3 Such spaces can be viewed locally as equally important as the landscape setting of an area. Such spaces are green spaces found within the built-up area that contribute to the character of a settlement. These can vary in size, shape, location, ownership and use but such spaces will have some form of value to the community particularly for benefits to mental and physical health and wellbeing and help define what makes that specific settlement what it is.
- 11.4 The Neighbourhood Plan household survey included a question on Local Green Spaces and asked the community to identify spaces that would meet the criteria and should be protected because of their value to the local community. Over 207 responses were received and over 27 different spaces were identified through the survey results.
- 11.5 The candidate spaces and some additional spaces identified by the Steering Group were assessed against the NPPF criteria. The result is the 15 spaces shown in **figure 15** and listed within **Policy HING18** assessments for each one against the criteria set out in the NPPF have been carried out and these are shown in **Appendix C**.

It should be noted that the green areas at The Fairland and in the Market Place may form part of wider proposals for traffic management, parking and safety in the future and therefore such proposals would not be precluded by this designation.

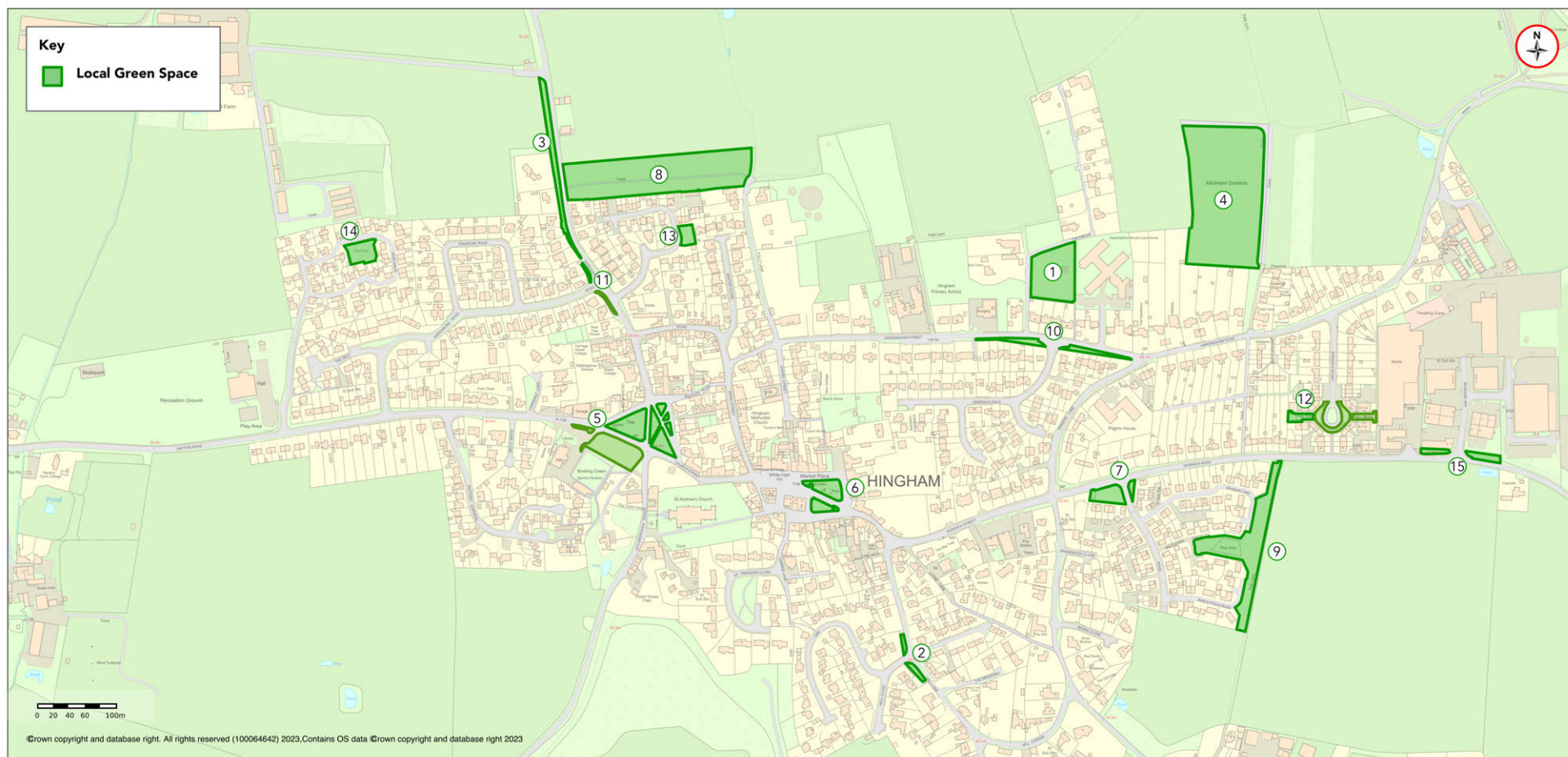


Figure 45: Local Green Spaces (source: Parish Online, with own annotations). Blue line denotes parish boundary. See Appendix C for larger scale individual Local Green Space map

POLICY	HING18: Local Green Spaces The following are identified as Local Green Spaces for special protection. 1. The Welcomme Space, children's play area 2. Grass area at the junction of Hall Lane and Hall Close. 3. Grass verge of west side of Dereham Road 4. Mill Farm allotments, Hardingham Road 5. Green spaces at The Fairland 6. Green spaces in Market Place 7. Green space at entrance to The Hops 8. Dereham Road allotments 9. East side of The Hops including play area 10. Green space at Hardingham Street and Admirals Walk 11. Green space at Dereham Road near junction with Greenacre Road 12. Play area at Lincoln Avenue 13. Gardener's Green at Bell Meadow 14. Muir Drive play area 15. Grass entrance to Ironside Way Policies for managing development within a Local Green Space should be consistent with those for Green Belts.
--------	---

Hingham's landscape

11.6 Hingham sits within two landscape character types. These are the Tiffey Tributary Farmland and the Hingham-Mattishall Plateau Farmland as set out in the South Norfolk Landscape Character Assessment, reviewed in 2012.

11.7 The key characteristics of the Tiffey Tributary Farmland landscape character type are:

- o Flat, shelving to gently undulating landscape incised by small hidden tributary.
- o Streams and their small-scale shallow valleys.
- o Pleasant rural working landscape of farmland with sparse settlement.
- o Limited woodland cover creating wooded horizons, but including a number of ecologically important woodlands, some of which are ancient.

- o Large scale arable farmlands in large fields with sparse hedgerows and hedgerow trees with some pastoral farmland in the valleys.
- o Framed and long-range views into adjoining Yare/Tiffey Rural River Valleys and towards important landmarks including Wymondham Abbey.
- o Water bodies of national ecological and historical importance including moated sites and natural lakes, some of which are listed SSSIs or SAMs.
- o Sparse settlement comprising villages and isolated dwellings but connected by a dense network of rural lanes.
- o Elements of vernacular interest including isolated churches, timber-framed buildings, stepped gables and a windmill forming important local landmarks.
- o Presence of important transportation links including the A11 which makes the area an important gateway into South Norfolk.³²

11.8 The key sensitivities and vulnerabilities of the Tiffey Tributary Farmland Character Area are considered to be:

- o Pleasant quality of rural views which are framed by woodland/hedgerows which are sensitive to further hedgerow loss, particularly around settlements, and loss of hedgerow trees leading to a more open landscape.
- o Introduction of tall elements, in particular large agricultural warehouse buildings, that may disturb the visual balance.
- o Sensitivity of areas with positive views into surrounding areas, in particular views of landmarks such as Wymondham Abbey.
- o Presence of important buildings, such as isolated churches, SAMs³³ and other features of vernacular or archaeological interest or their settings which require protection from disturbance or visual intrusion.
- o The rural setting of the A11 road which is sensitive to further development creating a more continuous linear developed corridor.

11.9 The Landscape Strategy for the Tiffey Tributary Farmland is to conserve the character of the working farmed landscape with its sparsely settled character and distant views over open arable fields. Landscape enhancement should include:

³² South Norfolk Landscape Character Assessment, <https://www.southnorfolkandbroadland.gov.uk/downloads/download/308/south-norfolk-landscape-character-assessments>. Accessed 25.06.21.

³³ Scheduled Ancient Monuments.

- o Conservation and restoration of remaining hedgerows, particularly around settled areas.
- o Management of the woodlands to encourage ecological richness and, where appropriate, creation of new woodlands to enhance the framed quality of views.
- o Management of the tributary corridors to encourage biodiversity.
- o Enhancement to the A11 corridor to improve the role of the area as a major gateway into South Norfolk.

11.10 Any development in this area should respect the character and assets of the Tiffey Tributary Farmland and in particular:

- o Maintain the perception of the area as being predominantly rural and ensure new development relates to the existing pattern of small villages with occasional scattered development.
- o Respect and conserve the rural quality of the small and intricate network of roads.
- o Ensure sensitive siting and design of new agricultural buildings and other tall structures (e.g., below skylines) to minimise visual impact upon the landscape.
- o Consider the setting of the A11 and avoid linear developments associated with this important transportation corridor.
- o Protect views to landmarks and their settings, in particular Wymondham Abbey, Wicklewood Windmill and the isolated churches and ensure these are not adversely affected by development proposals.

11.11 The key characteristics of the Hingham – Mattishall Plateau Farmland are:

- o Flat, plateau landform, narrow and ridge like around High Oak.
- o An open, elevated landscape with extensive views from and to the plateau.
- o Predominantly arable farmland with large, regular, geometric fields.
- o Hedgerows and hedgerow trees significant in an otherwise unwooded landscape.
- o Absence of water with occasional ditches along roads.
- o Market town of Hingham otherwise sparsely settled.
- o Churches are a feature within the character area as well as views from the higher ground to churches outside the character area.
- o Airfield at Deopham is a more recent historical feature.
- o Quiet rural lanes dissect the area, noticeably more winding than other Plateau Farmland character areas.

- o A remote, rural character created by the absence of roads and settlement.

11.12 The principal sensitivities and vulnerabilities of the Hingham – Mattishall Plateau Farmland include:

- o The peaceful undisturbed character.
- o Land occupied by former airfields and the threat of further neglect or development pressure.
- o Open views to churches and the threat of intrusion of development intruding on these views.

11.13 The overall Landscape Strategy is to conserve the peaceful, undisturbed character of the Hingham – Mattishall Plateau Farmland with its open views, particularly to churches. It would be beneficial to:

- o Continue to re-instate hedges along roads and field boundaries.
- o Promote a new generation of oak hedgerow trees.

11.14 Any development in the area must respect the character of the Hingham – Mattishall Farmland:

- o Maintain essentially unsettled character with settlement limited to Hingham and rural dispersed farms.
- o Maintain the unique character of Hingham with its marketplace core.
- o Respect the site and setting of landmark features such as the churches in views.
- o Consider use of former airfields and their impact on the character of the landscape.
- o Conserve the character of the quiet rural lanes that cross the character area.
- o Consider the effect of any further tall structures on the open views.

11.15 This Neighbourhood Plan recognises the intrinsic value and special qualities of this area of landscape and proposes to ensure that distinctive features of the parish are protected.

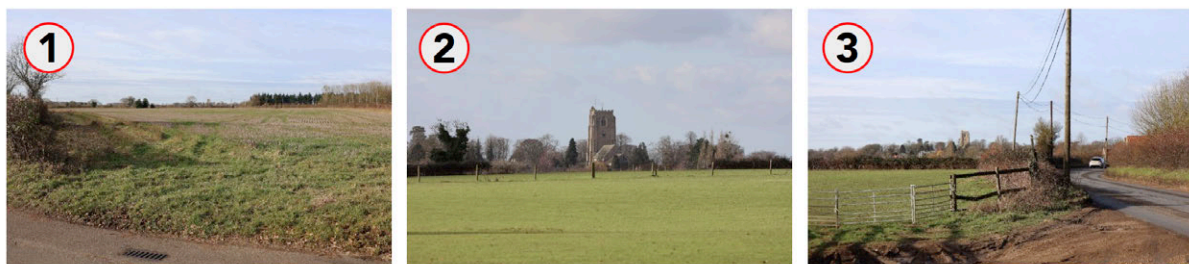
11.16 Opinions were sought on important views and vistas into and out of the town through a specific question in the Neighbourhood Plan household survey. Views of the Church from various directions were popular together with view across to Sea Mere and Hall Moor Lane.

11.17 The Neighbourhood Plan is mindful that any policy which seeks to protect views should focus on those that are ‘important’ to the overall landscape character of the parish and which can be enjoyed from publicly accessible locations, e.g., footpaths, public highway, or an existing open space. Many of the views identified in **Policy HING19** below offer easy access to countryside experiences, for the local community and feature views both into and out of the built-up area of the town.

11.18 List of important public views:

Important public views 1, 2 and 3

Views 1 and 2 are both looking west from points on Seamere Road towards the town. Seamere Road is a very well used walking, dog walking and horse riding route as it has little traffic and throughout its length affords further rural views on both sides of the road. Two footpaths lead north and south from this road, respectively enabling circular walks and because the road rises gently as it goes east, it allows views across the Sea Mere SSSI. The views westward are almost uninterrupted of the medieval parish church of St Andrew’s across the gently sloping pastures and farmland on the eastern approach to the town. Some of The Hops estate is between the camera and the church but is hidden from view by a dip in land. View 3 is also looking west but from a drivers perspective approaching the town along the B1108 Norwich Road. This also has the clear vista of the parish church in the centre distance.



Important public views 4, 5, 6 and 7

All these views are looking southwards over the shallow valley to the south of Seamere Road and extend as far as the southern slopes rising towards Deopham Green and Great Ellingham. There are no interruptions to the extended vista as this area is undeveloped agricultural land and horse pastures. View 4 is from the B1108 Norwich Road, which is on a higher elevation to Seamere Road, and this is a view drivers get on approach to the

town looking south. Views 5 and 6 are from a lower part of Seamere Road and the beautiful vista explains one of the reasons why this small quiet lane is popular with walkers and dog walkers, as well as its easy access to two field paths leading from The Hops and south past the Sea Mere SSSI to Deopham Road. The listed watermill on Deopham Road is also visible in the centre distance on the far slopes of View 6 with Sea Mere SSSI to the left. View 7 is obtained by pedestrians on the Norwich Road to the east of The Hops. There is a pavement along the northern roadside only, from Ironside Way industrial area running west to the town centre. The view is over dipping farmland southwards towards the shallow valley at Seamere Road and the distant south slopes in the direction of Great Ellingham. The portion of Norwich Road allowing this view will be reduced by the potential of the Hops 2 development incorporated into GNLP but where the view has been chosen towards the eastern end of the pavement will not be affected.



Important public views 8, 9, 10 and 11

These views look north and east and northwest from Deopham Road, close to the listed watermill. Deopham Road is a single track quiet lane that is popular with walkers, dog walkers, horse riders and cyclists because of its extensive views, easy access from the town and Seamere Road via a Rights of Way path FP10 or from Hall Moor Road. It is also the most used circular walking route into the countryside to the south of town as it leads to Moneyhill Lane and eventually back to Hall Moor Road. View 8 looks northwest over farmland towards the town with the medieval parish church of St Andrew prominent in the distance on the left. View 9 provides extensive views north across the Turf Meadows across the shallow valley towards

Seamere Road and Norwich Road on the highest elevation in the distance. View 10 is towards and over the wooded part of Sea Mere SSSI with glimpses in winter of the Sea Mere lake through the leafless trees. The viewer from here can often see Grey Herons, Great and Small White Egrets, Buzzards, Red Kites as well as Roe Deer visible around the Turf Meadows and SSSI. View 11 looks east along the shallow valley and there is a clear view in the centre of Deopham parish church one mile away as it is on slightly higher ground. In good weather conditions the church of Wicklewood three miles away and on elevated ground can also be glimpsed. Sea Mere SSSI is to the left in the view.



Important public views 12, 13 and 14

These are all views looking north with the impressive full height of the medieval parish church of St Andrew taking centre stage. Because the viewpoints are all on the elevated land south of the shallow valley looking across the lower land and due to the church being on the elevated northern plateau of the town, these are the most complete and unobstructed views of the southern elevation of the building. View 12 is from the quiet single track lane of Cadges Lane that joins Hall Moor Road with Attleborough Road. Cadges Lane is also on a walking route to Little Ellingham. View 13 is from the quiet single track lane of New Road that links Moneyhill Lane with Attleborough Road. New Road is on a walking route to Little Ellingham. View 14 is from the descending slope of Moneyhill Lane. Moneyhill Lane is a well-used walking and dog walking route being part of a circular walk from Hall Moor Road and Deopham Road (14a through a field entrance gap and 14b

from the lane at the same point). All the lanes in this area are also used for horse riding by several local stables.



Important public views 15

This looks east from Hall Moor Road across open farmland along the shallow valley bottom and follows the route of the water courses as they flow to the SSSI at Sea Mere and then beyond to eventually the River Yar. Hall Moor Road is a well-used walking, dog walking and cycling road leading to a circular walking route and also to Little Ellingham, Great Ellingham, Deopham and Attleborough. The view is unspoilt by buildings and Deopham parish church and the SSSI can be seen in the distance.



Important public views 16

This looks southwards from Pittocks Lane between Manson Green and Southburgh Lane towards Hingham and across the gentle slopes of the agricultural fields that fill the space between the northern parish boundary and the town. Pittocks Lane is a small single track lane that is used by

walkers and horse riders. The distant space once contained Hingham Manor, where now housing exists but Hall Farm in the middle distance is a reminder of this once grand Georgian building, demolished by 1978.



Important public views 17 and 18

View 17 looks south towards the town from a point on Right of Way path FP1, a short distance north of Folly Lane. This is a very popular and well-used walking route that leads north towards Manson Green and also links up with footpaths to Hardingham as well as circular route back to Hingham via Nordelph Corner. The landscape is flat here and the Dereham Road allotments are in the view prior to the built up area. The Medieval parish church of St Andrew dominates the view in the background as the tallest building in the Parish. View 18 looks eastwards from Right of Way path FP1 at the same point as View 14. This is a very popular and well used walking route that leads north towards Manson Green and also links up with footpaths to Hardingham as well as circular route back to Hingham via Nordelph Corner. This view is of the pastures and agricultural land with tree and hedge boundaries that form the northern edge of the town, right of the row of trees in the middle distance. This is mostly flat land, but the view is extensive and uncluttered by buildings, towards Nordelph Corner.



Important public views 19, 20 and 21

These views are from the same point on Hardingham Road to the east of the town. This is a secondary route to the villages of Hardingham and

Hackford and is also a well-used walking, dog walking and cycling route leading to permissive field paths and Rights of Way paths around nearby Nordelph Corner at the parish boundary. These views provide a vista from almost any point along the road. The land here is flat plateau, and the road has open views over the farmland in every direction. View 19 looks northwest and northwards towards Manson Green and as far as Shipdham airfield where tall industrial cranes can be seen some 4½ miles distant. View 20 looks in the opposite direction southeast and southwards towards Wymondham. The parish church of Deopham is visible in the distance and on a very clear day the towers of Wymondham Abbey some 4½ miles away become visible. View 21 is a two-way long view on Hardingham Road, a popular walking, dog walking, horse riding and cycling route. The road is straight and level for 850 yards (750m) until it reaches the parish boundary at Nordelph Corner. The roadside on both sides is an attractive avenue of mature and young oak trees with a panoramic view northwards and southwards.



Important public views 22 and 23

View 22 is from Right of Way path FP4 to the northeast of the town looking back towards the town with the medieval parish church of St Andrew prominent in the distance. This path is one of several Rights of Way and permissive field paths that lead to/from Hingham towards Manson Green, Nordelph Corner and Hardingham. They are well used by walkers, dog walkers and horse riders and enjoyed for the long open views across arable farmland in all directions. View 23 is on the same FP4 but closer to

Nordelph Corner Both views indicate these footpaths are worn with heavy use.



Important public view 24

View 24 is from the Sports and Social Club looking west across the sports fields and skate park towards Woodrising Road in the middle distance. The view of distant scenery and farmland beyond Woodrising Road is limited due to the hedging along its roadside.



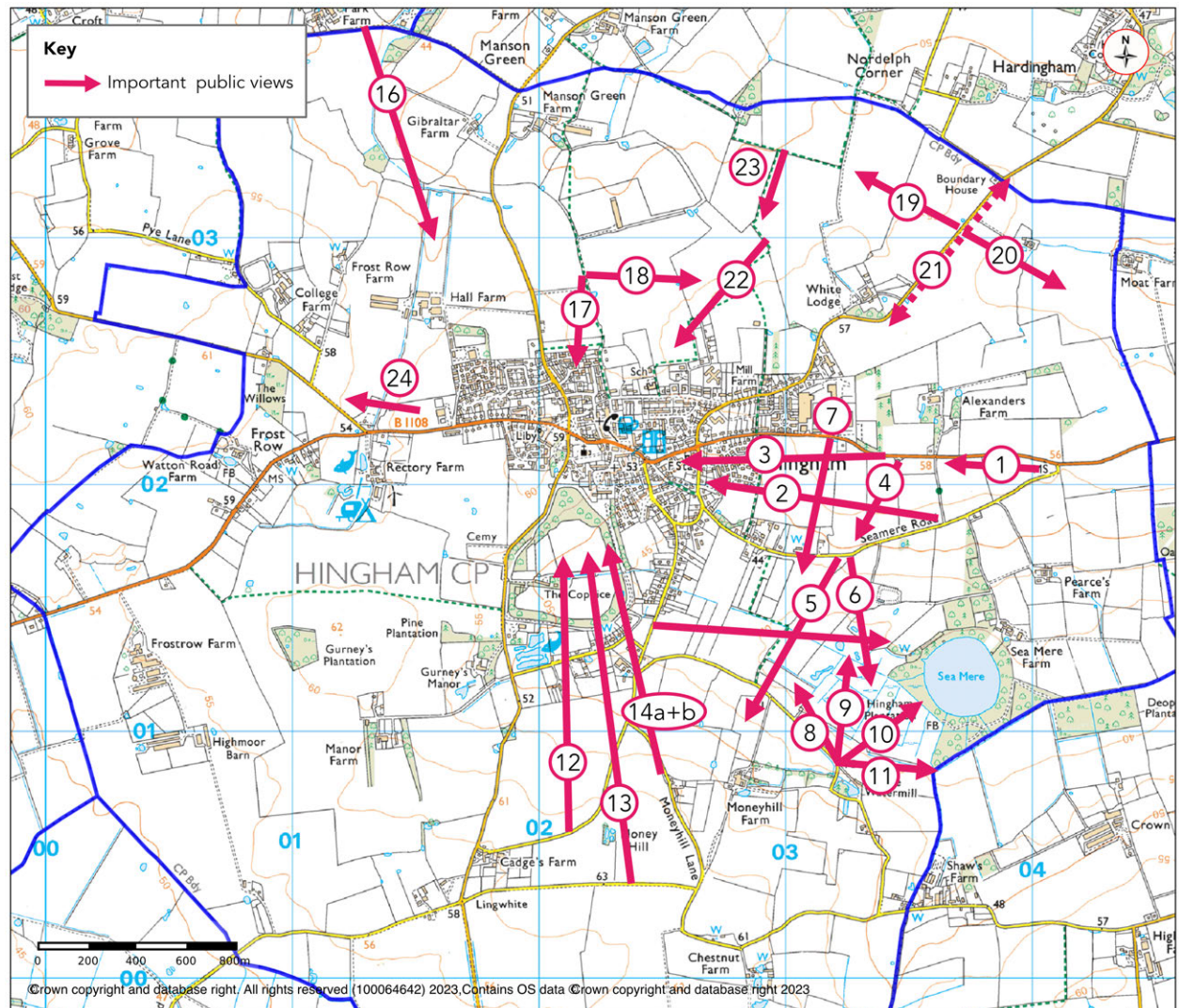


Figure 47: Important public views (source: Parish Online with own annotations). Blue line denotes parish boundary.

POLICY

HING19: Landscape character and important public views**Landscape setting of Hingham**

The visual scenic value of the landscape and countryside within the Neighbourhood Area, outside the defined development boundary for Hingham, will be protected from development that may adversely affect this character.

Where development proposals would include any parts of the parish that have such features typical of the Tiffey Tributary Farmland and the Hingham-Mattishall Plateau Farmland Character Areas, such as tree belts, mature hedgerows and hedgerow trees, ponds and shallow valleys, these should be incorporated into the design and layout of development proposals such that the locally characteristic patterns can be retained within new land uses.

Important public views

The following views and vistas as shown in **figure 39** are identified as important public views. Development proposals within or which would affect an important public view should respond positively to the view concerned. Development proposals which would have an unacceptable adverse impact on the landscape or character of the view concerned, will not be supported.

1. View from junction of Norwich Road and Seamere Road looking west towards Hingham.
2. View towards Hingham Church looking west from Seamere Road.
3. View towards Hingham Church looking west from Norwich Road.
4. View from Norwich Road looking south over the shallow valley towards Seamere Road.
5. View from Seamere Road looking south and west.
6. View from Seamere Road looking south towards the Water Mill.
7. View from Norwich Road, east of The Hops, looking southwards over dipping farmland.
8. View from Deopham Road looking north-west towards Seamere Road (Church in distance).
9. View from Deopham Road looking north towards Seamere Road across Turf Meadows.
10. View from Deopham Road looking north-east across Sea Mere.
11. View from Deopham Road looking southeast towards Deopham Church.

12. View from Cadges Lane looking north towards St Andrews Church, Hingham.
13. View from New Road looking north towards St Andrews Church, Hingham.
14. a and b Views from Moneyhill Lane looking north towards St Andrews Church.
15. View from Hall Moor Road looking east towards Sea Mere with Deopham Church in the distance.
16. View southwards from Pittocks Lane between Manson Green and Southburgh Lane towards Hingham.
17. View from FP1 (Dereham Road) looking south towards Hingham.
18. View from FP1 (Dereham Road) looking east towards Nordelph Corner.
19. View from Hardingham Road looking northwest towards Manson Green.
20. View from Hardingham Road looking southeast towards Wymondham with Deopham Church in the background.
21. Two-way view from Hardingham Road along a tree line.
22. View from FP4 looking back southwest towards Hingham with St Andrews Church in the distance.
23. View from FP4 near Nordelph Corner looking south towards Hingham.
24. View from Sports and Social Club looking west towards Woodrising Road.

Biodiversity

- 11.19 In terms of nature conservation sites, the parish contains both nationally and locally designated nature conservation sites which form part of the wider green infrastructure of the parish. The Greater Norwich Growth Board completed the Norwich Green Infrastructure Strategy in 2007³⁴ and this is currently being reviewed and updated. The Strategy aims to support the protection, enhancement, and creation of Green Infrastructure (GI), I in Greater Norwich. The strategy will be built on an understanding of the green and blue spaces in the area and will identify future opportunities for GI provision and enhancement.

³⁴ Greater Norwich Green Infrastructure Strategy,
<https://www.greaternorwichgrowth.org.uk/reports/green-infrastructure-strategy/> (accessed 11.12.23).

- 11.20 Hingham contains one national designation which is a Site of Special Scientific Interest (SSSI) which is located at the Sea Mere, on the eastern boundary of Hingham parish. This site contains a sizeable natural lake and an area of species-rich fen and grazing marsh. Additional interest is provided by deciduous plantations that retain some elements of older woodland. The site has ornithological interest because of the diversity of habitats that it contains. The site has no public access and together with the network of fields surrounding it forms a clear and strong ecological corridor where enhancements from biodiversity net gain could be targeted.
- 11.21. The majority of Hingham parish is within the SSSI Impact Risk Zones for Sea Mere SSSI and Scoulton Mere SSSI (which is outside of the parish). The Impact Risk Zones (IRZs) are a Geographical Information System (GIS) tool developed by Natural England to make a rapid initial assessment of the potential risks to SSSIs posed by development proposals. They define zones around each SSSI which reflect particular sensitivities of the features for which it is notified and indicate the types of development proposals which could potentially have adverse impacts.
- 11.22 In addition, there are two locally designated County Wildlife sites in Hingham (see Chapter 2 for more details) and there are:
- o CWS 160 Moneyhill Meadow.
 - o CWS161 Gurney's Wood.
- 11.23 Nationally designated sites are protected through national planning policy in the NPPF and also in specific legislation. However, there is often less protection for locally designated sites or non-designated local sites which have a wildlife value. **Policy HING20** below seeks to protect locally designated sites such as County Wildlife Sites from development that would damage their wildlife value.

Biodiversity net gain

- 11.24 The Environment Act 2021 received Royal Assent in Autumn 2021 and introduces a new system for the delivery of Biodiversity Net Gain (BNG). In simple terms, BNG is an approach to development which aims to leave the natural environment in a measurably better state than it was beforehand. Planning policy that seeks to protect and enhance biodiversity is not new, but

this latest approach focuses in more on the measurability aspect. Planning applications will need to quantify the different habitat types on site both before and after the proposed development using the latest Biodiversity Metric. A minimum of 10 per cent gain in biodiversity will be required either on-site or via enhancement elsewhere within the parish. BNG is mandatory for all sites except small sites from January 2024 and for all sites from April 2024 and its importance in the planning process will be elevated, however it is important that this Neighbourhood Plan reflects the issue and identifies ways in which this might be achieved. Where new planting, including new tree planting is proposed, a condition should be imposed on any permission to ensure its future maintenance.

- 11.25 There are a number of areas of woodland in the parish and a number of veteran trees. Veteran Trees are of interest biologically, aesthetically or culturally because of their age, or a tree in the ancient stage of its life or trees which are old relative to others of the same species. Ancient woodland takes hundreds of years to establish and is defined as an irreplaceable habitat. The policy also seeks to protect veteran trees and areas of woodland as well as encouraging new tree planting and the incorporation of wildlife friendly measures into new developments.
- 11.26 The policy also refers to ‘wildlife corridors’ which is a term used to refer to any linear feature in the landscape that can be used for the migration or dispersal of wildlife. Such corridors allow for the linking of habitats and reduce the isolation of populations. Linear features may vary and may also not be continuous however patches of natural habitat can benefit wildlife and occasionally the term ‘steppingstones’ is used to refer to them. The role of wildlife corridors is assuming greater importance and opportunities should be taken to create them as a consequence of new development.

Nutrient neutrality

- 11.27 Alongside all other local planning authorities in Norfolk, South Norfolk Council received a letter dated 16 March 2022 from Natural England concerning nutrient pollution in the protected habitats of the River Wensum Special Area of Conservation and the Broads Special Area of Conservation and Ramsar site (a site designated under the RAMSAR convention). The letter advised that new development within the catchment of these habitats comprising overnight accommodation has the potential to cause adverse

impacts with regard to nutrient pollution. Such development includes, but is not limited to:

- o new homes
- o student accommodation
- o care homes
- o tourism attractions
- o tourist accommodation
- o permitted development (which gives rise to new overnight accommodation) under the Town and Country Planning (General Permitted Development) (England) Order 2015
- o any development not involving overnight accommodation, but which may have non-sewerage water quality implications.

11.28 The Conservation of Species and Habitats Regulations 2017 require local planning authorities to ensure that new development does not cause adverse impacts to protected habitats such as the Broads prior to granting planning permission.³⁵ At present there are no identified mitigation solutions available locally to resolve these impacts.

11.29 South Norfolk Council as the Competent Authority cannot lawfully grant planning permission unless it can conclude that development within the catchment of the Broads Special Area of Conservation and Ramsar site will not have an adverse effect. This process is considered through a Habitats Regulations Assessment. Anglian Water is working closely with the local planning authorities to address this matter in order to help unblock housing developments that are currently on hold until solutions are available. Parties are jointly collaborating through the Norfolk Environmental Credits not-for-profit organisation which has been set up to enable sustainable development, which balances protecting and enhancing biodiversity with delivering homes and development opportunities. This enables developers buy credits and environmental schemes benefit from the investment generated by the sale of credits.

11.30 Hingham Neighbourhood Plan Area falls within the area identified in the Natural England letter and therefore the issue of nutrient neutrality will affect future development within the parish. Potential solutions are being sought using a collective approach by the affected Norfolk authorities and therefore

³⁵ Nutrient neutrality: <https://www.southnorfolkandbroadland.gov.uk/planning-applications/apply/2> (accessed 30.05.23).

the issue is being addressed at a strategic level. There is therefore no need for this Neighbourhood Plan to attempt to repeat or redefine planning policy covering this issue.

POLICY	HING20: Biodiversity All development proposals will be expected to protect, improve and enhance existing ecological networks, wildlife corridors (such as the area around Sea Mere), and priority species in the parish. All development proposals should be supported by sufficient baseline data and information in the form of a Preliminary Ecological Appraisal or Ecological Impact Assessment, including detailed protected species surveys as required. Development proposals should conform to the mitigation hierarchy and seek initially to retain existing features and avoid loss or damage of biodiversity. Where loss of damage is unavoidable, the benefits of the development must clearly outweigh the impacts and the development shall provide for mitigation in the form of appropriate replacement or replanting or appropriate natural feature on site before offsetting elsewhere within the parish will be considered. Off-site biodiversity enhancements should be directed to areas identified in any Local Nature Recovery Strategy within the parish. Wherever practicable, the local delivery of the national requirement for biodiversity net gain should include the planting of additional trees and hedgerows to restore, connect and repair fragmented biodiversity networks and create new wildlife corridors and habitat areas. Development proposals should retain existing features of biodiversity value within the parish (including ponds, trees (including veteran trees), notable tree lines such as that on Hardingham Road, woodland, hedgerows, and verges, as well as include new features such as street trees, new ponds and hedges. Wherever practicable new planting should use native species. The planting should be supported by a method statement for the ongoing care and maintenance of that planting or feature or as a last resort, the delivery of compensation measures. Tree planting
---------------	--

New tree planting should be of a scale, location and type which adds value, and with a view to optimising benefits to wildlife. New and replacement planting should be of an appropriate species, with landscape maintenance and management plans included within proposals.

Planting plans should take account of the expected eventual size of the tree including future shading and the relationship with surrounding buildings. Tree species selection should take into account the changing climate and tree disease and seek to include a mix of native and climate resilient species whilst avoiding invasive species.

Wildlife measures

Where practical, proposals for new buildings (including non-residential development) should incorporate measures to protect and enhance wildlife species including the incorporation of wildlife friendly measures e.g., swift bricks, hedgehog doors and insect bricks etc, new garden hedgerows and trees.

(See Hingham Design Guidance and Codes and Policy HING4).

Climate change and flood risk

- 11.31 The period for this Neighbourhood Plan looks ahead to 2043. When looking into the future, it is difficult not to consider the issues of climate change and future sustainability including taking account of flood risk. Government guidance encourages the planning system to support the transition to a low carbon future in a changing climate. Planning policies should help to shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience, encourage the re-use of existing resources, including the conversion of existing buildings and support renewable and low carbon energy.
- 11.32 Unsurprisingly given the prominence of this issue in the media, and the likelihood of significant technological improvements during the Plan period, many neighbourhood plans include planning policies which seek to reduce green-house gas emissions by controlling the location, orientation and design of new development. Some also include policies to increase the supply and use of renewable low carbon energy and heat.

- 11.33 Energy efficient or eco design combines all around energy efficient appliances and lighting with commercially available renewable energy systems, such as solar electricity and/or solar/ water heating. Starting from the design stage there are proposals which can incorporate technologies such as passive solar heating, cooling and energy efficient landscaping, determined by local climate and site conditions. The following **Policy HING20** has been devised as a response to the increasing prominence of climate change and low carbon issues. It also has regard to the Written Ministerial Statement dated 25 March 2015 which makes it clear that it is not appropriate to refer to any additional local technical standards or requirements relating to the construction or performance of new dwellings in neighbourhood plans.
- 11.34 It is also important to ensure that new development does not exacerbate existing flooding or drainage problems, including from groundwater, or lead to new ones either through surface water run off or displacement. Proposals for all new development should include appropriate drainage details that conform to the relevant standards of the Lead Local Flood Authority (LLFA), which is Norfolk County Council.³⁶.
- 11.35 The use of Sustainable Urban Drainage Systems (SuDs) is now commonly promoted by the County Council as Local Lead Flood Authority due to their benefits not only to flood relief but also in preventing pollution and their potential to benefit wildlife. **Policy HING21** below has been developed with this mind. Developments should seek to improve the four pillars of SuDs – water quality, water quantity, amenity, and biodiversity. Development proposals should take account of 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 the statutory Drainage Board for the Plan area). In addition, development proposals should secure the necessary consents and approvals from those bodies which lie outside the planning system.

³⁶ Norfolk County Council (NCC) – Lead Local Flood Authority (LLFA) Statutory Consultee for Planning: Guidance Document

POLICY	HING21: Climate change and flood risk Climate change, mitigation and adaptation Wherever practicable, development proposals should include features in their design which would increase energy efficiency, conservation of water quantity and quality, the development of community green energy generation and reduce carbon emissions. Development proposals should conform to the principles set out in the Hingham Design Guidance and Code. The incorporation of the following measures within development proposals will be particularly supported: i. Electric charging points in both residential and non-residential developments and located adjacent to the primary parking space. ii. Photovoltaic panels on all suitable buildings and structures. iii. Energy storage equipment. iv. Building orientation to take account of local climatic conditions. v. Air/ground source heat pumps, where appropriate. vi. Rainwater harvesting/capture. vii. Grey water recycling. viii. Passive solar gain. ix. Low energy/down lighting (for safety and security). x. Passive ventilation. a. Thermal mass. xi. On site energy generation, such as solar panels in both residential and non-residential developments. xii. Encourage the use of reclaimed materials. Flooding As appropriate to their scale, nature and location, development proposals should use appropriate sustainable drainage systems (including drainage lagoons), wetland and water features, to protect against pollution, provide drainage and wider amenity, recreational and biodiversity benefits. Wherever practicable development proposals should demonstrate the way in which they can mitigate their own flooding and drainage impacts, avoid
--------	---

	increase of flooding elsewhere and seek to achieve lower than greenfield runoff rates.
--	--

Dark skies

- 11.36 The NPPF indicates that development proposals should limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes, and nature conservation.
- 11.37 According to the CPRE light pollution maps,³⁷ part of the Parish falls within some areas of polluted skies e.g. 1-2 and 2-4 nano watts/cm² (category 4 and 5 of 9, with 9 being the most polluted)' although outside the main built up area of the parish, in the rural hinterland, skies are darker at 0.25-0.5 nano watts/cm² which is Category 1 and 2. High levels of lighting can affect the health, wellbeing and amenity of adjacent residents but also have impacts for natural habitats and species.
- 11.38 Nil or low levels of light pollution are an important aspect of tranquillity. This is also an important characteristic of the Parish that people value. Light pollution comes in many forms – sky glow as a consequence of water droplets in the air, illumination from artificial light and glare. Artificial light is not detrimental in all cases and the solution to light pollution is not turning off all lighting. Light pollution is where light is excessive or intrudes where it is not wanted or expected. Well-designed lighting sends light only where it is needed and without scattering it elsewhere (see also the **Design Guidance and Codes** for further information). The NPPF advises encouraging good design in planning policies which should limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes, and nature conservation.

NB: Not all lighting schemes require planning permission, however where they are part of a proposal it is reasonable to seek to control them – on residential or commercial buildings).

³⁷ England's Light Pollution and Dark Skies, <https://www.nightblight.cpre.org.uk/maps/>

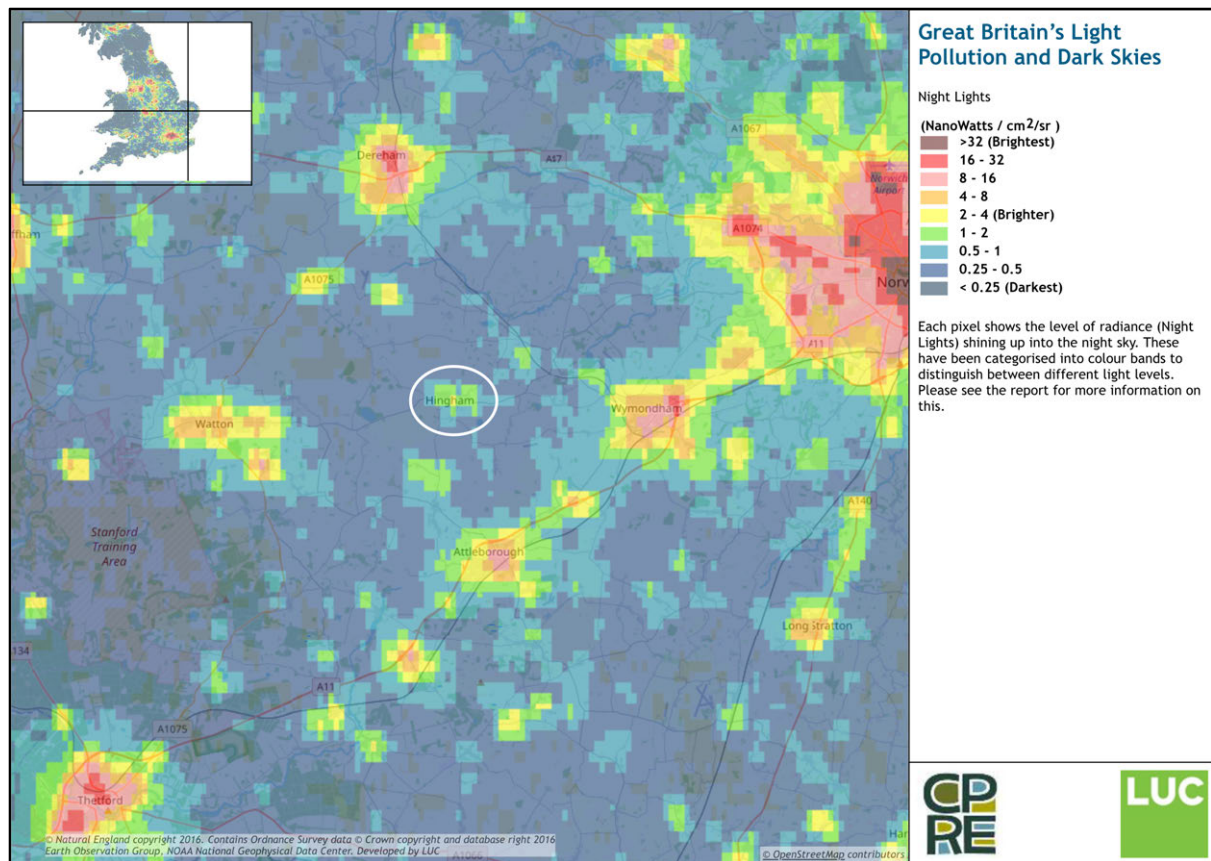


Figure 48: Light pollution and dark skies (source: Commission for the Protection of Rural England).

POLICY
HING22: Dark skies

The existing intrinsically dark skies of the parish will be maintained, where appropriate.

Development proposals should address light spillage and glare and ensure good lighting management and design (including down lighting and environmentally efficient lighting) particularly where adjacent to the countryside, heritage assets and priority habitats and species identified in **Policy HING20** above.

All outdoor lighting schemes (including street-lighting), should be designed to minimise the overall impact on the environment, including through making use of energy efficient technologies and using technologies that minimise adverse impacts on wildlife.

Lighting schemes should respond positively to the following criteria:

- a. have minimal impact on the landscape.
- b. minimise light pollution and the adverse effects on wildlife and be shielded with lighting beams directed downward. No 'permanently on' external lighting should feature in new developments, and security lighting should be motion activated and .
- c. reduce the consumption of energy by promoting efficient outdoor lighting technologies

Where appropriate development proposals, should include a detailed lighting scheme/strategy that demonstrates how the proposal addresses both energy and environmental concerns without comprising safety.



Figure 49: Hingham milestone

12. Implementation and Monitoring

Implementation

- 12.1 The Hingham Neighbourhood Plan has been developed to assist with the planning of sustainable growth across the town for a period up to 2043. The implementation of the Hingham Neighbourhood Plan will require the co-ordinated input and co-operation of relevant statutory and non-statutory agencies, private sector organisations and the local community.
- 12.2 The policies in this document shape the way in which development happens within the town of Hingham. Some policies included within the Hingham Neighbourhood Plan have a delivery element, often a requirement of development or 'planning obligation'. Planning obligations, (often referred to as section 106 agreements) are legal agreements negotiated between the Council and a developer or landowner (usually in the context of a planning application). Planning obligations are typically used to ensure that new developments:
- comply with planning policy - for instance, by requiring affordable housing or public open space to be provided; and
 - do not impose undue burdens on existing facilities - for instance, by requiring financial contributions to increase/improve local services such as schools, libraries or transport.
- 12.3 In order to see delivery realised, it will require the Town Council and partner organisations to be proactive in getting the best results for the town of Hingham. Working in partnership with South Norfolk Council and Norfolk County Council will be particularly important regarding strategic matters such as addressing traffic and parking issues.
- 12.4 The Community Infrastructure Levy (CIL) is a planning charge, introduced by the Planning Act 2008, to help deliver infrastructure to support the development of the area. South Norfolk Council has an adopted CIL Policy in place for the District and once the Neighbourhood Plan is 'made,' Hingham Town Council will benefit from 25 per cent of the levy revenues arising from

development that takes place in the parish. This revenue will be used to fund projects identified in the Neighbourhood Plan as well as other community priorities that may be identified during the plan period.

Monitoring

- 12.5 There is no formal requirement or timetable for the review of Neighbourhood Plans. However it is good practice to report on the use of the Neighbourhood Plan and monitor the use of its policies, ideally on an annual basis through a report to the Town Council. This information would be used to identify the need for any formal reviews – either partial or in full. Any review process would need to be undertaken in consultation with the local community and South Norfolk Council. The review would be led by the Town Council to ensure that the Neighbourhood Plan is still current and remains a positive planning tool to deliver sustainable growth. In order to determine when a review is necessary, the Town Council will monitor development in the parish along with local and national planning policy and the appropriate legislative context. It is anticipated the Hingham Neighbourhood Plan will require review during its life and that it will be the role of the Town Council to update the Neighbourhood Plan at the appropriate time.
- 12.6 Any review will provide an opportunity to reassess the town's housing and economic markets and to resolve some of the bigger issues surrounding development in and around the town.



Figure 50:
Georgian front
door

Appendix

Appendix A: Steering Group members

The Hingham Neighbourhood Plan Steering Group included the following members:

- **Stephanie Amey**, Vice-chair of the Town Council, local resident
- **Matthew Bradbury**, local resident
- **Sam Coster**, Chair of the Steering Group, local resident
- **Anne List**, Vice-chair of the Steering Group, local resident
- **Rufus Philip**, local resident
- **Paul Roberts**, Town Councillor, local resident
- **Stephen Thompson**, Chair of the Town Council and Secretary to the Steering Group, local resident
- **Virginia Twentyman**, local resident
- **Austen Williams**, local resident
- **Alison Doe**, Clerk to Hingham Town Council

Thanks also to Laura Handford, former member of the Steering Group.

Photos taken and supplied by Steering Group members, with thanks.

Supported by:

- **Emma Harrison** – Independent consultant (data and environmental assessment) for the Neighbourhood Plan
- **Rachel Leggett** – Project Manager and independent consultant (consultation and layout) for the Neighbourhood Plan
- **Andrea Long** – Independent consultant (policy) for the Neighbourhood Plan

Appendix B: Non-designated Heritage Assets justification

The table below outlined the justification for the inclusion of important character buildings and historic features. The criteria is based on the 'Local Heritage Listing: Historic England Advice Note 7', page 9.

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 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.

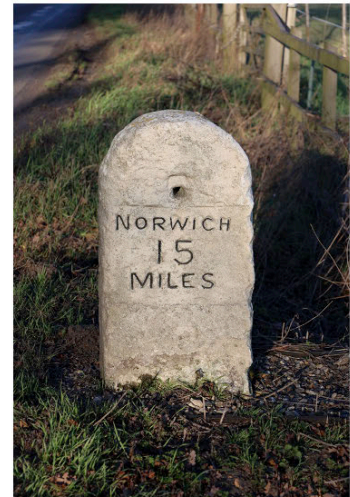
Landmark Status: An asset with strong communal or historical associations, or because it has especially striking aesthetic value, may be singled out as a landmark within the local scene.

1. Hingham Primary School	
Age	1875
Rarity	Last remaining school in Hingham of four.
Architectural and Artistic Interest	Victorian red brick single story school with slatted timber central bell turret.

Historic Interest	School house that would have been attended by many Hingham residents young and old.
Landmark Status	It is a striking presence on Hardingham Street, being set back from the street and dominates that part of the road.



2. Milestones at Bay Tree House, Frostrow and milestone west of Seamere Road	
Age	18th century
Rarity	Approximately 350 milestones are left in Norfolk. There are three situated in the parish. Hingham milestones have been recently restored by The Milestone Society.
Architectural and Artistic Interest	White painted granite boulders carved with black lettering.
Group Value	Most of the milestones are still in position along the B1108 from Norwich to Watton.
Archaeological Interest	Marks the historic route of roadway.
Historic Interest	The milestone at Bay Tree House has distance to Kimberley Station, one of only two in the county that has the distance to a station.
Landmark Status	Distance makers to Watton & Norwich



3. Finger Post signs at junctions of Bond Street and Church Street, Bond Street and Hardingham Road, Deopham Road and Hall Moor Road, Hall Moor Road and Low Road, Ringers Lane and Norwich Street.

Age	Various
Rarity	Remaining original style wooden and iron finger posts.
Architectural and Artistic Interest	Three styles of fingerposts. Two examples of black and white metal posts with a circular finial with raised lettering Norfolk CC Hingham. One white timber post with raised black lettering saying Hingham, and two black and white post with raised applied lettering to sign.
Historic Interest	Metal posts are largely original as erected, wooden post are good reproductions of the originals.



4. Numbers 37 and 35 Dereham Road

Age	1850
Rarity	There are only a handful of flint cottages in Hingham.
Architectural and Artistic Interest	Two brick and flint cottages, one has a decorative gable of flint with diamond and hexagonal brick feature and a quatrefoil central window. The other has gothic windows and door frame, rubbed brick arches and a carved stone keystone.
Group Value	There are two similar style cottages of same age at Frostrow.
Historic Interest	Probably oldest buildings outside conservation area on Dereham Road.

**5. Ornamental cottages on Watton Road at Frostrow**

Age	1850
Rarity	Only a handful of flint cottages in the parish.
Architectural and Artistic Interest	Pair of semi-detached cottages with decorative diamond patterned brickwork and pin tile roof, with castellated walls to side capped with moulded terracotta copings.
Group Value	Similar to cottages on Dereham Road and of similar age.
Landmark Status	This building stands out, because of its strong individuality, from all the adjoining properties along Frostrow.



6. Lodge at junction of Watton Road and Park Close

Age	1759
Rarity	Remaining Lodge to the demolished Hingham Hall
Architectural and Artistic Interest	Single story Georgian building with central chimney.
Historic Interest	This building is one of only two buildings that were once part of the Hingham Hall estate constructed in the 18th century.

**7. Bus shelter at Fairlands**

Age	2010
Rarity	Likely to be the only bus shelter constructed entirely from reclaimed building materials.
Architectural and Artistic Interest	Reclaimed oak framed shelter with Norfolk red brick infill and terracotta pantile roof.
Group Value	One of two bus shelters in Hingham.
Landmark Status	Having been commissioned by the town council it has blended into the look of the historic Fairland.



8. Bus shelter at Market Place

Age	1954
Architectural and Artistic Interest	Timber framed bus shelter with shiplap boarded walls steep pavilion roof with ball finial.
Group Value	Integral part of streetscape of the conservation area.
Historic Interest	Built by volunteers from Royal British Legion to commemorate coronation of Queen Elizabeth II

**9. Royal Observer Corps post on Seamere Road**

Age	Opened December 1959
Rarity	The vast majority of such posts have been left to the elements, with typically weather-beaten examples being found throughout the UK. (Wikipedia.)
Historic Interest	Hingham Observer Corps (the Royal prefix was granted in 1941) post (titled 6/X.3) was first opened, above ground, in November 1934 as part of No.16 Group Norwich. 16 Group ROC were redesignated No.6 Group in 1953 and the Hingham post became 6/Q.4 in November 1953. The post went 'underground' in December 1959 and was closed in October 1968.

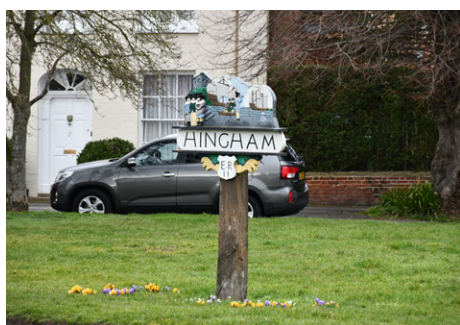


10. Granite block outside 38-39 Market Place

Age	Installed in 1913
Historic Interest	Donated by inhabitants of Hingham, Massachusetts in response to Hingham's gift of original mounting block in 1911.
Landmark Status	Item which represents the strong links between the two towns.

**11. Town sign**

Age	This is a replica erected in 1989
Rarity	A replica was sent to Hingham in Massachusetts in 1985
Architectural and Artistic Interest	Original sign carved by Howard Carter of Swaffham to celebrate coronation of Queen Elizabeth 11. Present sign carved by Jimmy Ramell, a local craftsman.
Historic Interest	Commemorates the 17 th century emigrations from the parish to America which led to the settlement of Hingham in Massachusetts.



12. Library	
Age	1940's
Rarity	One of five huts purchased from the Army in 1945.
Architectural and Artistic Interest	Painted wooden shiplap sectional building, possibly made by Boulton & Paul Norwich.
Historic Interest	Last remaining army building of four, the other three originally housed The British Legion, The Men's Club and The Youth Service.



13. Former congregational chapel	
Age	1836
Rarity	One of four places of worship in Hingham.
Architectural and Artistic Interest	Fine example of Regency red brick chapel with rose window and stone mullion windows with gothic arches. Some late Victorian alterations.
Group Value	The chapel in Chapel street, Cottages next door also have gothic style windows.



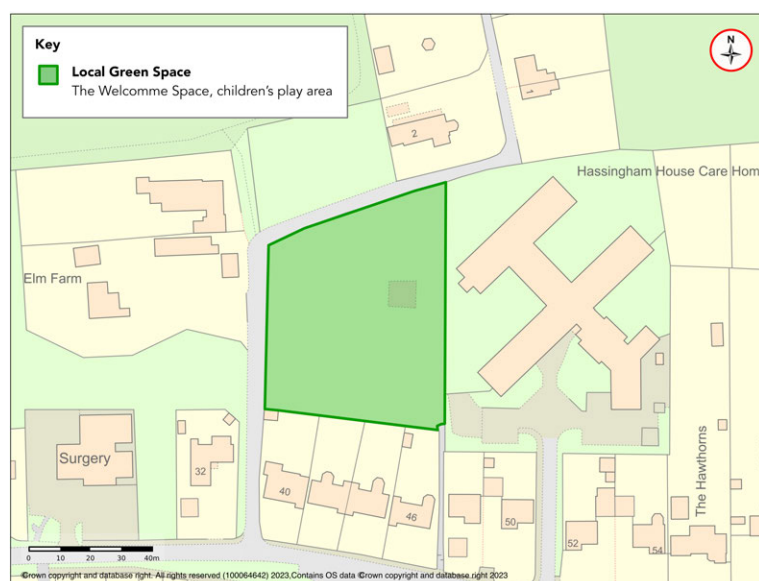
14. Methodist Chapel	
Age	1900
Rarity	One of four places of worship in Hingham.
Architectural and Artistic Interest	Large Methodist chapel with large stone mullion window and turreted finials to façade roof. An arched entranceway is fronted by iron railings.
Group Value	Forms part of the line of buildings that are built directly along the east side of Bond Street.



Appendix C: Local Green Spaces assessments

The table below outlines the justification for the inclusion of each Local Green Space identified. The criteria are based on the National Planning Policy Framework, December 2023 paragraphs 105 to 107.

1. The Welcomme Space, children's play area	
Description: Public Play area. Owned by Hingham Playing Fields Association.	
In reasonably close proximity to the community it serves	Yes – surrounded by residential development, located inside the built-up area and close to the primary school.
Demonstrably special to a local community and holds a particular local significance	Yes – has a community and recreational value. Not protected through other legislation.
Local in character and is not an extensive tract of land	Approximately 1.02 acres, therefore not an extensive tract of land.



2. Grass area at the junction of Hall Lane and Hall Close

Description: Area of green highway verge, located on both sides of the entrance to Hall Close. Footway is located to the rear. Bounded by trees and adjacent to residential gardens. Publicly accessible. Protected by wooden bollards on the road edge. Likely ownership is NCC Highways.

In reasonably close proximity to the community it serves	Yes – within the built-up area and close to residential properties.
Demonstrably special to a local community and holds a particular local significance	Makes a contribution to the overall green character of the area and a softness to the street scene. Located on a popular walking route the area includes a bench for walkers to sit and therefore has a community value.
Local in character and is not an extensive tract of land	Approximate size is 430M ² . Not an extensive tract of land.



3. Grass verge of west side of Dereham Road

Description: Green tract of highway verge outside No 34 Dereham Road leading to the entrance of Hall Farm.

In reasonably close proximity to the community it serves	Yes – close to residential properties and at the entrance to Hingham.
Demonstrably special to a local community and holds a particular local significance	Area contributes to the overall green character of the area and provides a safe route for pedestrians to Hall Farm. Visually attractive as an entrance to Hingham. It therefore has a visual, amenity and community value.
Local in character and is not an extensive tract of land	Approximately 3m by 250m and therefore not an extensive tract of land.



4. Mill Farm allotments, Hardingham Road	
Description: Allotments located on Hardingham Road. Owned by the Hingham Non Ecclesiastic Charities for the Poor. Access for allotment holders. It is not believed to be subject to statutory protection.	
In reasonably close proximity to the community it serves	Yes – located on the edge of the built-up area a short distance from residential properties on Hardingham Road. Has vehicular access.
Demonstrably special to a local community and holds a particular local significance	Yes – has a community value by virtue of its use as allotments. Also historically significance due to provision for the poor of the parish by the Charity.
Local in character and is not an extensive tract of land	Approximately 1.89 hectares. Not an extensive tract of land in relation to the overall size of the town.



5. Green spaces at The Fairland	
DESCRIPTION: The Fairland is made up of a series of distinct but complementary open green areas. These include one large green on the south of the B1108 and two larger greens on the north side of the B1108. One area has a footway over it which is owned by NCC Highways. Three smaller greens run adjacent to Fairland Terrace. The three large greens are registered as Village Greens and are owned by the Town Council. The three small greens are split between NCC Highways (not registered as a village green) and the Town Council (land registered as a village green). Some of the northern greens fall within NCC Highways jurisdiction. Area also includes some TPO protected oak trees, the bus shelter and some benches.	
In reasonably close proximity to the community it serves	Yes – located centrally within the built-up are of the town and surrounded by residential properties and businesses.
Demonstrably special to a local community and	Yes – provides the focus for the town and is a significant historical feature of Hingham. Located within the Conservation Area and fundamental to its setting, (some parts) preserved for recreational use by virtue of being

holds a particular local significance	registered as a village green. Has a significant historical and visual value together with recreation and community value.
Local in character and is not an extensive tract of land	Approximately 1.33 acres in total but comprises a number of smaller distinct greens.

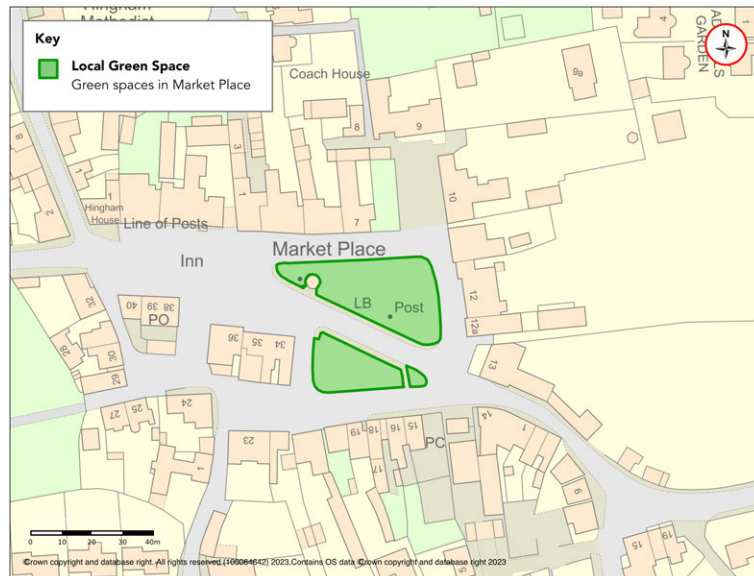


6. Green spaces in Market Place

Description: Series of open green spaces located in the Market Place either side of the B1108. The original market was one green which was subsequently bisected by the main road. Owned by the Town Council and registered as village greens. Area includes bus shelter and benches, post box, the listed telephone kiosk and the town sign.

In reasonably close proximity to the community it serves	Yes – located centrally within the town and inside the historic core. Surrounded by development
Demonstrably special to a local community and holds a particular local significance	Has high historical significance due to its location in the marketplace which has a Market Charter. Provides the setting for the Conservation Area and many of the surrounding Listed Buildings. Significant contribution to the overall character of the area. Recreational use is preserved through the identification as a Village Green. Provides close views of the Church.

Local in character and is not an extensive tract of land	Approximately 0.44 acres. Is significant to the overall form of Hingham but within that context is not an extensive tract of land. Comprises two separate greens.
---	---



7. Green space at entrance to The Hops

Description: Green grassed areas located either side of the entrance to the Hops development at Hopsack Road. The eastern green is a vision splay with a tree; western green is larger with trees and 2 sculpture installations. The larger green is triangular in shape to echo the Market Place and Fairland Greens, setting the houses back from the B1108. Low wooden rail on outer perimeter of both greens defines the extent. Footpath to the rear of western green, directs pedestrians to the B1108 crossing point/pedestrian island. Owned by South Norfolk Council. Public access.

In reasonably close proximity to the community it serves	Yes – at the entrance to the Hops development and a specific part of the layout contributing to the setting of the development. Close proximity to residential development and easily accessible from the B1108.
Demonstrably special to a local community and holds a particular local significance	Provides a recreational use for children playing and dog walkers. Adds softness to the visual aesthetics of the Hops development. Has an historic significance reinforced by the art installation (echoing the road names) which is an acknowledgement that the land was once owned (19 th century) by a partner in a

	brewing company. Its shape is specifically designed to complement the greens in the town centre.
Local in character and is not an extensive tract of land	Approximately 0.27 acres. In the context of the development it is not an extensive tract of land.

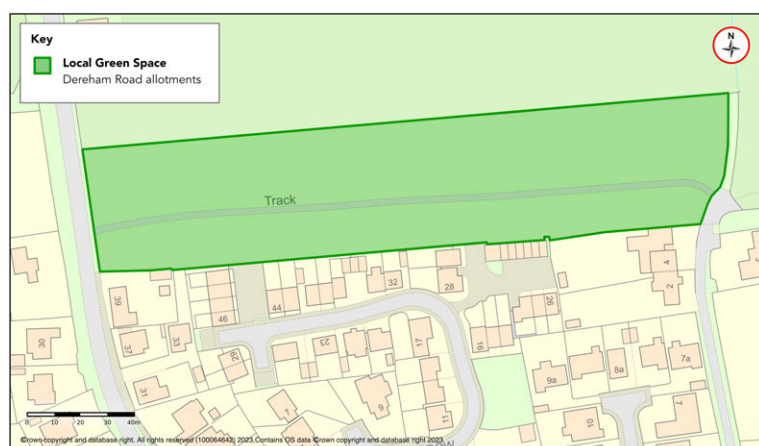


8. Dereham Road allotments

Description: Allotments situated between Dereham Road and Folly Lane with FP5 running through the centre. To the south is Bell Meadow housing development and some properties (rear) overlook the allotments, to the north is a mature hedge line/trees and open farmland beyond. Public access via the Public Right of Way. Owned by Thurrold and Payne charity: Thurrold Payne & Common Allotment Ecclesiastical Charity (charity no. 244918).

In reasonably close proximity to the community it serves	Yes – Located to the north of the built-up area, vehicular access via Dereham Road, pedestrian access and the footpath are via Folly Lane.
Demonstrably special to a local community and holds a particular local significance	The allotments provides habitat for wildlife and a tranquil place for user. Although the allotments are for the use of those who rent them the footpath ensures that general access to walk through the allotments is maintained.

	Historically significant due to provision for the community as charity provides help for the poor of the parish: 'the Thurrold and Payne charity provides open space for use as allotment gardens and uses income generated from rents to help the poor of the parish of Hingham. Provides outdoor space for residents without gardens and therefore has a significant community value.
Local in character and is not an extensive tract of land	Not an extensive tract of land in the overall context of Hingham. Approximately 1.1 hectares.

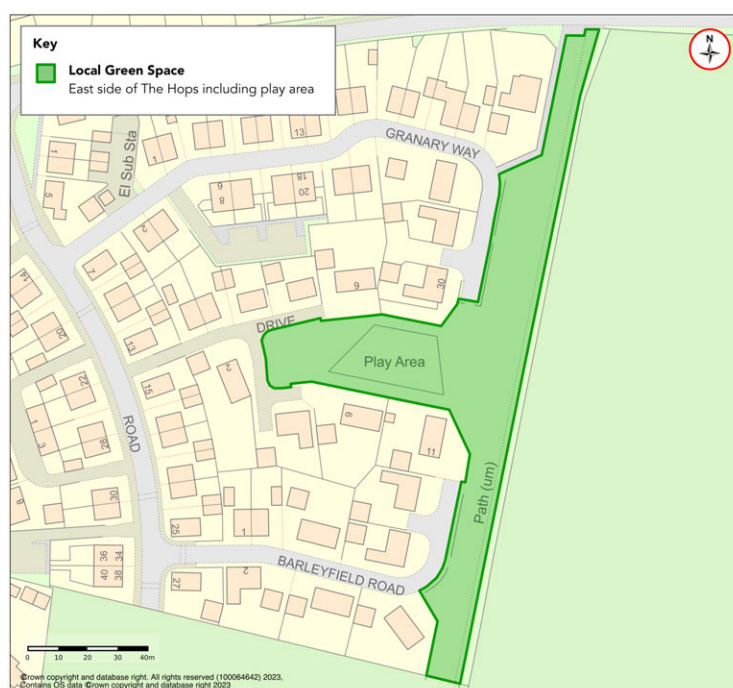


9. East side of The Hops including play area

Description: To the eastern side of the Hops there is a stretch of green space that extends from B1108 to Barleyfield Road, there are some trees planted on this area. This incorporates the public right of way FP9 which extends to Seamere Road. The green space extends westward to meet Maltsters Drive and this portion contains a small enclosed (with galvanized rail fence) play area, houses on Maltsters Drive look out over and onto this green area/play area. There is a hedge to the east of FP9. Public access. Owned by South Norfolk Council.

In reasonably close proximity to the community it serves	Yes - both to residents of the Hops and easily accessible to the wider community especially those using the green space as part of the public rights of way network. Surrounded by development and an integral part of the layout.
Demonstrably special to a local community and holds	Play area significant for leisure activity as it is easy access for children who are resident of the

a particular local significance	development as they can access this without having to leave the estate and cross the B1108. The wider green area provides spacing between the FP9 and the housing giving a softer aesthetic to the development. The hedge provides a habitat for birds.
Local in character and is not an extensive tract of land	1.30 acres approximately and therefore in the context of the development is not an extensive tract of land.



10. Green space at Hardingham Street and Admirals Walk

Description: Highway verge/vision splay – on both side of entrance to Admirals Walk, and wide verges on south side of Hardingham Street which are interspersed with tarmacked access points to allow access to residents' driveways. Foot way to rear. Bench on southwest vision splay. Public owned by NCC Highways.

In reasonably close proximity to the community it serves	Yes. Located within the built-up area of the town surrounded by development and forms part of the Hardingham Road street scape
Demonstrably special to a local community and	The verges do provide for an open feel to the area, which can at times be busy with school traffic. One

holds a particular local significance	piece of verge has been 'claimed' by a resident and has been planted and ornamented as a 'garden feature'. However some verges are used for carparking which detracts from the overall aesthetics
Local in character and is not an extensive tract of land	Verges and green space are an important part of the street scape on the main thoroughfare through Hingham and these verges replicate that. Not an extensive tract of land



11. Green space at Dereham Road near junction with Greenacre Road	
Description: Highway verge/vision splay – on both sides of entrance to Greenacre Road. Bench on the south verge.	
In reasonably close proximity to the community it serves	Yes. Surrounded by residential development and within the built-up area.
Demonstrably special to a local community and holds a particular local significance	Area forms part of the streetscape of this part of Dereham road and along Greenacre Road where verges are a feature that separate the footway from the road. Has a visual and amenity value.
Local in character and is not an extensive tract of land	Not extensive tract of land.



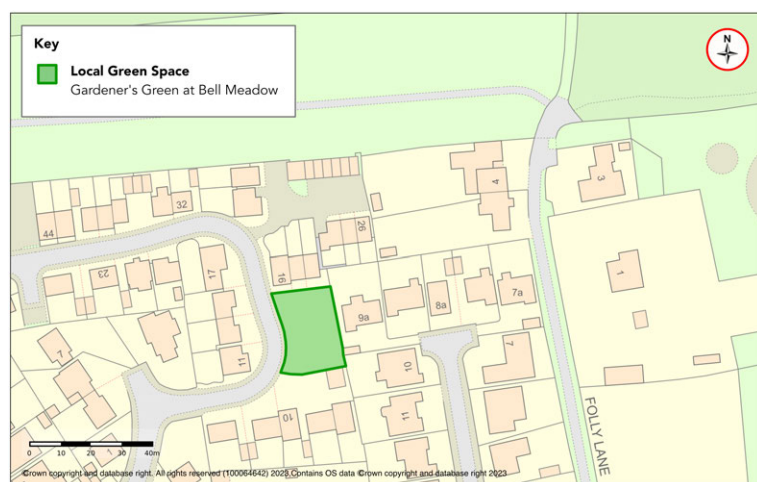
12. Play area at Lincoln Avenue	
Description: Play areas set between areas of housing one each on west and east side of Lincoln Avenue, play areas are enclosed by metal railing fence. Lincoln Avenue is a no through road (vehicular access) terminating in a small enclosed grassed area with trees, with the highway skirting round the perimeter. Owned by Saffron Housing Association and with public access.	
In reasonably close proximity to the community it serves	Yes. Surrounded by residential development. Purpose of the area is to serve the surrounding properties.
Demonstrably special to a local community and holds a particular local significance	The play area holds significant community and recreational value by virtue of its use as an equipped play area for children from the surrounding development.
Local in character and is not an extensive tract of land	Approximately 0.24 acres and therefore not an extensive tract of land.



13. Gardener's Green at Bell Meadow	
Description: Small grassed area, enclosed by wooden railing and shrubs with sculpture installation. Sign stating only for use of residents of Gardeners Green, by order of the gardeners Green Management Committee. No ball games permitted. Restricted access. Owned by Management Committee.	
In reasonably close proximity to the community it serves	Yes- designed to serve the needs of the adjacent development and restricted to those.
Demonstrably special to a local community and holds a particular local significance	Provides a green space and amenity benefits within the overall development and contributes to its character and layout. Provides a visual enhancement and possible wildlife benefit.

Local in character and is not an extensive tract of land

Not an extensive tract of land. Local in scale and proportionate to the surrounding development.



14. Muir Drive play area

Description: a grassed area including two pieces of play equipment, enclosed hedging and has a gated entrance. The area has a few trees including a mature tree at its centre. Owned by South Norfolk Council. Public access.

In reasonably close proximity to the community it serves

Yes - sits at the centre of Muir Drive to serve residents of the Springfield Way and Muir Drive development but is accessible to the public in general.

Demonstrably special to a local community and holds a particular local significance

Has significant communal and recreational value by virtue of its use as a play area. It also provides a habitat for wildlife (especially birds), an

	aesthetically pleasing focal point within the development.
Local in character and is not an extensive tract of land	Approximately 0.24 acres. Not an extensive tract of land.



15. Grass entrance to Ironside Way

Description: Grassed area with trees that separates the Ironside Way industrial area from the Norwich Road. Private ownership.

In reasonably close proximity to the community it serves	Yes, on the eastern edge of the built-up area of the town.
Demonstrably special to a local community and holds a particular local significance	Visually important as it softens the eastern entrance to Hingham and ensures the industrial units are set back from the road. The trees provide habitat for birds.
Local in character and is not an extensive tract of land	Not an extensive tract of land.



Appendix D: Glossary

Glossary of terms used and/or relevant to the Hingham Neighbourhood Plan and supporting submission documents. Definitions are taken directly from the glossary of the National Planning Policy Framework December 2023, page 67, except where stated.

Affordable housing: housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the following definitions:

- a) **Affordable housing for rent:** meets all of the following conditions: (a) the rent is set in accordance with the Government's rent policy for Social Rent or Affordable Rent, or is at least 20 per cent below local market rents (including service charges where applicable); (b) the landlord is a registered provider, except where it is included as part of a Build to Rent scheme (in which case the landlord need not be a registered provider); and (c) it includes provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision. For Build to Rent schemes affordable housing for rent is expected to be the normal form of affordable housing provision (and, in this context, is known as Affordable Private Rent).
- b) **Starter homes:** is as specified in Sections 2 and 3 of the Housing and Planning Act 2016 and any secondary legislation made under these sections. The definition of a starter home should reflect the meaning set out in statute and any such secondary legislation at the time of Plan-preparation or decision-making. Where secondary legislation has the effect of limiting a household's eligibility to purchase a starter home to those with a particular maximum level of household income, those restrictions should be used.
- c) **Discounted market sales housing** is that sold at a discount of at least 20 per cent below local market value. Eligibility is determined with regard to local incomes and local house prices. Provisions should be in place to ensure housing remains at a discount for future eligible households.
- d) **Other affordable routes to home ownership** is housing provided for sale that provides a route to ownership for those who could not achieve home ownership through the market. It includes shared ownership, relevant equity loans, other low-cost homes for sale (at a price equivalent to at least 20 per cent below local market value) and rent to buy (which includes a period of intermediate rent). Where public grant funding is provided, there should be provisions for the

homes to remain at an affordable price for future eligible households, or for any receipts to be recycled for alternative affordable housing provision or refunded to Government or the relevant authority specified in the funding agreement.

Ancient or veteran tree: A tree which, because of its age, size and condition, is of exceptional biodiversity, cultural or heritage value. All ancient trees are veteran trees. Not all veteran trees are old enough to be ancient but are old relative to other trees of the same species. Very few trees of any species reach the ancient life-stage.

Archaeological interest: There will be archaeological interest in a heritage asset if it holds, or potentially holds, evidence of past human activity worthy of expert investigation at some point.

Build to Rent: Purpose built housing that is typically 100 per cent rented out. It can form part of a wider multi-tenure development comprising either flats or houses but should be on the same site and/or contiguous with the main development. Schemes will usually offer longer tenancy agreements of three years or more and will typically be professionally managed stock in single ownership and management control.

Climate change adaptation: Adjustments made to natural or human systems in response to the actual or anticipated impacts of climate change, to mitigate harm or exploit beneficial opportunities.

Climate change mitigation: Action to reduce the impact of human activity on the climate system, primarily through reducing greenhouse gas emissions.

Conservation: The process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance.

Deliverable: To be considered deliverable, sites for housing should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within five years. Sites that are not major development, and sites with detailed planning permission, should be considered deliverable until permission expires, unless there is clear evidence that homes will not be delivered within five years (e.g. they are no longer viable, there is no longer a demand for the type of units or sites have long term phasing plans). Sites with outline planning permission, permission in principle, allocated in the development plan or identified on a brownfield register should only

be considered deliverable where there is clear evidence that housing completions will begin on site within five years.

Designated heritage asset: 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: Is defined in section 38 of the Planning and Compulsory Purchase Act 2004, and includes adopted local plans, neighbourhood plans that have been made and published spatial development strategies, together with any regional strategy policies that remain in force. Neighbourhood plans that have been approved at referendum are also part of the development plan, unless the local planning authority decides that the neighbourhood plan should not be made.

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.

Habitats site: Any site which would be included within the definition at regulation 8 of the Conservation of Habitats and Species Regulations 2017 for the purpose of those regulations, including candidate Special Areas of Conservation, Sites of Community Importance, Special Areas of Conservation, Special Protection Areas and any relevant Marine Sites.

Heritage asset: A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. It includes designated heritage assets and assets identified by the local planning authority (including local listing).

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 housing need: the number of homes identified as being needed through the application of the standard method set out in national planning guidance, or a justified alternative approach.

Local planning authority: The public authority whose duty it is to carry out specific planning functions for a particular area. All references to local planning authority include the district council, London borough council, county council, Broads Authority, National Park Authority, the Mayor of London and a development corporation, to the extent appropriate to their responsibilities.

Local plan: A plan for the future development of a local area, drawn up by the local planning authority in consultation with the community. In law this is described as the development plan documents adopted under the Planning and Compulsory Purchase Act 2004. A local plan can consist of either strategic or non-strategic policies, or a combination of the two.

Major development: For housing, development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. For non-residential development it means additional floor space of 1,000m² or more, or a site of 1 hectare or more, or as otherwise provided in the Town and Country Planning (Development Management Procedure) (England) Order 2015.

Neighbourhood plan: A plan prepared by a parish council or neighbourhood forum for a designated neighbourhood area. In law this is described as a neighbourhood development plan in the Planning and Compulsory Purchase Act 2004.

Non-strategic policies: Policies contained in a neighbourhood plan, or those policies in a local plan that are not strategic policies.

Non-designated heritage asset: Local planning authorities may identify non-designated heritage assets. These are buildings, monuments, sites, places, areas or landscapes identified as having a degree of significance meriting consideration in planning decisions, but which are not formally designated heritage assets. In some areas, local authorities identify some non-designated heritage assets as 'locally listed'. A substantial majority of buildings have little or no heritage significance and thus do not constitute heritage assets. Only a minority have enough heritage interest for their significance to be a material consideration in the planning process (definition from <https://www.gov.uk/guidance/conserving-and-enhancing-the-historic-environment#non-designated-heritage-assets>).

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.

Planning condition: A condition imposed on a grant of planning permission (in accordance with the Town and Country Planning Act 1990) or a condition included in a Local Development Order or Neighbourhood Development Order.

Playing field: The whole of a site which encompasses at least one playing pitch as defined in the Town and Country Planning (Development Management Procedure) (England) Order 2015.

Priority habitats and species: Species and Habitats of Principal Importance included in the England Biodiversity List published by the Secretary of State under section 41 of the Natural Environment and Rural Communities Act 2006.

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).

Self-build and custom-build housing: Housing built by an individual, a group of individuals, or persons working with or for them, to be occupied by that individual. Such housing can be either market or affordable housing. A legal definition, for the purpose of applying the Self-build and Custom Housebuilding Act 2015 (as amended), is contained in section 1(A1) and (A2) of that Act.

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. The interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting. For World Heritage Sites, the cultural

value described within each site's Statement of Outstanding Universal Value forms part of its significance.

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.

Strategic policies: Policies and site allocations, which address strategic priorities in line with the requirements of Section 19 (1B-E) of the Planning and Compulsory Purchase Act 2004.

Strategic policy-making authorities: Those authorities responsible for producing strategic policies (local planning authorities, and elected Mayors or combined authorities, where this power has been conferred). This definition applies whether the authority is in the process of producing strategic policies or not.

Supplementary planning documents: Documents which add further detail to the policies in the development plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. Supplementary planning documents are capable of being a material consideration in planning decisions but are not part of the development plan.

Sustainable transport modes: Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra-low emission vehicles, car sharing and public transport.

Transport assessment: A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies measures required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport, and measures that will be needed to deal with the anticipated transport impacts of the development.

Transport statement: A simplified version of a transport assessment where it is agreed the transport issues arising from development proposals are limited and a full transport assessment is not required.

Travel plan: A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed.

Wildlife corridor: Areas of habitat connecting wildlife populations.

Windfall sites: Sites not specifically identified in the development plan.



HINGHAM

NEIGHBOURHOOD PLAN