

## Dickleburgh and Rushall Neighbourhood Development Plan

**The Qualifying Body (Dickleburgh and Rushall Parish Council, as advised by the Steering Group) response is in blue below**

### Examiner's Clarification Note

This Note sets out my initial comments on the submitted Plan. It also sets out areas where it would be helpful to have some further clarification. For the avoidance of any doubt, matters of clarification are entirely normal at this early stage of the examination process.

#### *Initial Comments*

The Plan provides a clear and concise vision for the neighbourhood area.

The presentation of the Plan is excellent. The difference between the policies and the supporting text is very clear. The Plan makes good use of various high-quality maps and photographs.

The Plan addresses a series of issues which are very distinctive to the neighbourhood area.

The relationship between the Vision, the objectives and the policies are very clear and are helpfully captured in Section 3 of the Plan.

#### *Points for Clarification*

I have read the submitted documents and the representations made to the Plan. I have also visited the neighbourhood area. I am now able to raise issues for clarification with the Parish Council.

The comments made on the points in this Note will be used to assist in the preparation of the examination report and in recommending any modifications that may be necessary to the Plan to ensure that it meets the basic conditions.

I set out specific policy clarification points below in the order in which they appear in the submitted Plan:

#### *Policy DR2*

#### **Does the policy bring any added value beyond national and local planning policies?**

**We believe that the policy adds local value – previously substantial Roman archaeology has been found in Dickleburgh and been disregarded by development.**

**Would like to add in detail on importance of peat in relation to organic archaeology. Further information can be found in the Reg 16 reps (Andrew Goodman) and end of this document. Reference to new map of Dickleburgh Moor for DR1 and DR2 (as suggested by South Norfolk Council Reg 16 rep) – see below.**

#### *Policy DR4*

I looked at the proposed Settlement Gaps carefully during the visit.

**How did the Parish Council determine the scale of the two settlement gaps in relation to its objective to maintain a gap between two settlements that preserve the integrity of the settlement and maintains the nucleated villages and hamlets of the parish?**

The Parish has two significant villages, Dickleburgh and Rushall. It also has a number of hamlets, some of which date back 1,000 years. The gaps were drawn to ensure all the settlements remain separate. Langmere was at one point a significant geographic area. The intention initially (pre-Regulation 14) was to encompass the whole of geographic Langmere. Post-regulation 14 it was agreed this was not needed and the focus for both Gap A and B was to define the principle settlement (Dickleburgh) and ensure it did not absorb the closest hamlets of Dickleburgh Moor, and the new development around White Horse farm.

**In the second part of the policy do criteria b and c relate back to the overall objective of the policy? If so, how would these matters be assessed by the decision-maker?**

- Could quantify what is meant by compromise in terms of volume of new development, e.g. no more than 3 dwellings (as referenced in DR12, DR15, and paragraph 5.28, 5.29 and 5.30).
- Criteria b and c could be merged.
- Also links to the Vision statement 'The unique and historic landscape will be preserved. Development will be well designed to integrate with the existing housing and shall enhance and harmonise with the character of the parish, while protecting its local heritage, natural environment and rural nature'.

**Is criterion a) practicable as an applicant will be unlikely to control land elsewhere in the parish?**

Criteria a is about the gap being the location of last resort, should no other sites be available within the parish.

#### *Policy DR5*

I note the explanation in paragraph 4.43 about the difference between Settlement Gaps and Local Gaps. However, in several cases the two designations overlap. **Please can the Parish Council elaborate on the approach taken.**

The local gaps identify areas within the settlement gap that remain integral to aspects of the Neighbourhood Plan and should remain open. See additional information at the end of this document.

I looked carefully at the proposed Local Gap C in Rushall. On the one hand its intention was self-evident. However, on the other hand it is in a location where development of a scale that would affect the gap between the Church (to its north) and the buildings to its south would be supported. **Please can the Parish Council comment further on the approach which it has taken in the Plan on this proposed Local Gap?**

Gap C is important as it aims to maintain the character of Rushall (policy DR7 and paragraph 5.11) as a small village. Also the church is Grade 1 listed, sitting within a rural surround.

**In the second part of the policy:**

- **how was the 5m threshold identified?**

The 5m threshold is based upon the width of a reasonable green path such as the agreed permissive path around Brandreth Close. This is also the minimum width of a green corridor.

- **do criteria c and d relate back to the overall objective of the policy? If so, how would these matters be assessed by the decision-maker?**
- Criteria c could be removed.
- We believe d does relate to the objective of the policy which is found in 4.54: 'In order to support and preserve views, vistas and sight lines, maintenance of a sense of place, wellbeing and unique identities, local gaps must be maintained and where possible enhanced.'
- In addition c and d reflect the evidence from the community identified in 2.17.
- **Is criterion a) practicable as an applicant will be unlikely to control land elsewhere in the parish?**

As above.

*Policy DR6*

**How would the policy overlap with other legislation (such as that on hedgerows)?**

Policy DR6 adds a reference point that is specific to Dickleburgh (the 1884 map showing hedges) which must be used by all developers. The policy would cover any size of existing hedge. There have been examples of removal of hedges in Dickleburgh which would have been protected by this policy had it been in place at the time of the development application being approved.

**How would the second part of the policy work (especially the element on ditches)? Should it be applied on a proportionate basis?**

Any new development should (1) make every effort to replace like for like any ditches, hedges and verges, and (2) use the 1884 map as a reference point.

*Policy DR7*

In general terms this is a good policy which responds positively to section 12 of the NPPF. In this broader context, I have the following questions on the principles in the policy:

**Principle 2 – how has 20 homes/hectare been determined? Would it make the best use of land?**

20 dwellings per hectare is based on the rural setting, considering policies DR3, DR6, DR10, DR12, DR14, DR16 and DR17. Rural Solutions Ltd (developers for the allocated site) have

accepted and planned for this density. Land values in Dickleburgh are relatively low compared to more urban areas.

**Principle 7 – whilst this approach may be desirable, would it be practicable given that the size of a garden would naturally relate to the size of the plot/application site concerned?**

Largest gardens adjacent to the countryside are to maintain the rurality, enabling the natural environment to flow through any development from the outside in. This is more important than the size of the plot/application site.

Recent Affordable Housing (Saffron) on the edge of the village, have large gardens.

**Principle 8- is the approach realistic as there will always be an element of inter-visibility/overlooking within built-up area?**

This is where the decision maker will need to assess the height of buildings that are already in existence or proposed against the neighbouring property. Principle 8 can be achieved through following the design guidelines on garden size, it can also be achieved through the 'flow' of a development and the use of verges and ditches between properties. The NP does require developments to reflect the environment they sit in, so if there is already evidence of overlooking – they would, providing they adhere to beautification and rurality, be able to argue that an element of overlooking would still meet the requirement. The key in such a case would be that the applicant would/could demonstrate that there is less overlooking from the proposed development than is currently occurring.

#### *Policy DR8*

**What is meant by community preferences and what weight would be given to the preferences? In addition, how would it be balanced with the more technical information in the Strategic Market Housing Assessment?**

Clarify - this is community preferences expressed through the Neighbourhood Plan consultation.

#### *Policy DR9*

I saw the importance of the various community facilities during the visit. This is an excellent policy.

#### *Policy DR10*

**How has the policy considered that there is a need for higher standards than those applied by the County Council? As submitted the policy could be interpreted as allowing developers to default to the County Council's standards.**

Suggest rewording to say:

**Car parking should adhere to Norfolk County Council's 'Parking Guidelines for new developments in Norfolk' as a minimum. However, reflecting the rural nature of Dickleburgh and Rushall, car parking for new housing should provide off-road parking to a higher standard as follows...**

Justification: the NP team were keen to reflect the wishes of the community. The parking issues around the Parish are considerable. Almost all of Rushall is without a pavement beside the road. Significant elements of Dickleburgh are without pavements. Parking on these roads is particularly difficult and dangerous for pedestrians. The 3 significant residential roads in Dickleburgh (Norwich Road, Rectory Road and the Street) have pavements however in the case of the Street the pavement is just wide enough for a push chair. All three roads have numbers of cars parked on the roads making each of them single track roads when this occurs. The village of Dickleburgh has around 1,600 vehicle movements per day (NP page 96), which again makes the journeys of pedestrians hazardous. We feel it is therefore very important that new houses have enough space within their boundaries to keep all cars off the road when the occupants are home.

**Please can the Parish Council expand on its approach?**

The County Council guidelines are for all kinds of conurbation, be that inner city, inner town, suburb and the rural environment. We feel that the guidelines are not local specific. In a community where a bus may run twice a day, where you can get to a major conurbation, but not back on the same day the dependency on private cars is greater. Families where both partners work may require 2 cars even with 1 bedroom. A family of 4 (with older teenagers) may require 4 cars, whereas in the inner urban setting 1 or 2 cars may suffice. The principle of Rurality allows for this by requiring larger gardens and therefore providing the capacity to remove cars from the street.

*Policy DR11*

**There appear to be missing words from the second part of the policy.**

We agree the wording should be:

Where it is not feasible to include grey water recycling, **it is essential, that more** ambitious water efficiency standards are included to help reduce potable water use in new homes to 100 litres per person per day through a 'fixtures and fittings'-based approach, in line with the Environment Improvement Plan Roadmap to Water Efficiency new standard for new homes in England.

*Policy DR13*

**How has the 400m threshold been determined? As Figure 52 shows, it protrudes into parts of Dickleburgh.**

400m is based on the current distance of the properties that have flooded from the sewage works in recent years.

During our consultation with Anglia Water we were informed, that the sewage works at Dickleburgh were working at around 70% capacity, and should an additional housing development be added it would exceed capacity and require expansion (Anglia Water consider 80% capacity to be the safe maximum). There are already very regular incidents of smells of excrement wafting down Norwich Road, Rectory Road and associated roads. There have also

been incidents of flooding from the sewage works again with excrement entering the stream, excrement on Norwich Road and in the gardens of the bungalows on the west side of Norwich Road.

#### *Policy DR14*

In general, this is a positive policy. However, I am minded to recommend that the main element of the policy (with the various criteria) should be applied in a proportionate way?

#### **Does the Parish Council have any comments on this proposition?**

This should apply to new dwellings or businesses (not an extension to an existing property). This could be clarified in the policy.

#### *Policy DR15*

#### **How was the threshold of three homes identified?**

The table on 5.28 shows the growth of Dickleburgh and other local villages over the last 20 years. The result is that with an average population rise of 7.68 per year, the development of 3 homes per year would continue that trend. Three homes is therefore a significant development within the community.

#### **How would the policy work in the development management process and how would decisions be made on the apportionment of the funding received?**

Suggest adding to the last sentence 'For all large scale development (10 or more dwellings)...'

#### *Policy DR17*

#### **As submitted, the policy takes a blanket approach. I am minded to recommend that it should be applied in a proportionate way? Does the Parish Council have any comments on this proposition?**

Suggest adding into the beginning of 3<sup>rd</sup> paragraph the words 'For all developments of 3 or more dwellings...'

Norfolk Wildlife Trust (Reg 16 comments) have advised that delivering a sustained biodiversity net gain should be by 30 years not 10 years.

#### **Is the final element of the policy practicable?**

We believe the requirement for open ditches and green verges is practicable and desirable to fulfil the requirements of the NP. Open ditches will assist in diversification as it enables shade tolerant and plants that require damp conditions to thrive, they also add to the amount of vegetation that can capture carbon so meeting the requirement will assist in meeting other aspects such as carbon capture. Green verges and open ditches will enable green corridors to be linked and also enable a wider variety of flora, thus enabling wild flower nature reserves. In instances where there are infill developments and no ditches exist the developer would not be expected to create a new network of ditches.

There are recent examples of new ditches being used within developments in Norfolk e.g. Mulbarton, as part of the soakaway system. This would be appropriate in Dickleburgh.

#### *Policy DR18*

I note that the policy is underpinned by the detailed in Appendix B. This is best practice.

There is an opportunity for the Parish Council to comment on South Norfolk Council's objection to proposed local green space G later in this note.

The land in question (site G) was gifted to SNDC on the understanding that it would not be developed upon and for the benefit of the local community. The Parish Council has applied on at least 3 occasions to acquire the land from SNDC in order to retain it as an asset for the community, to enhance the land (increase biodiversity, orchard, wild flower meadow etc) for the benefit of the parish. This is an important green space for the local community for recreation.

#### *Policy DR19*

**The comment in the policy that street lighting will not be supported on any development is very prescriptive. Is there a specific reason why the Parish Council has taken this approach when the remainder of the policy is more balanced and design-led?**

The parish has significant colonies of bats, other night time avians and mammals. The dark skies policy is an aspect of planning and enables human activity to co-exist with, and support the natural environment.

The last 3 housing developments within the parish, Brandreth Close, Limmer Avenue and Poppy Grove have all been built without street lighting. It is Parish Council policy to not expand the lighting envelop of the village and for the parish to become a Dark Skies parish.

#### *Policy DR20*

I looked at the site carefully during the visit. I note the commentary about its selection in paragraph 8.7.

The delivery of up to 25 homes on the site would result in very low-density development. **Please can the Parish Council explain its approach and how it relates to national policy in Section 5 of the NPPF.** I note in paragraph 8.9 (and throughout the Environmental Report) that part of the site will be devoted to new open green spaces. **How much of the site would be affected by this approach and should it be more clearly expressed in the policy and on Figure 66?**

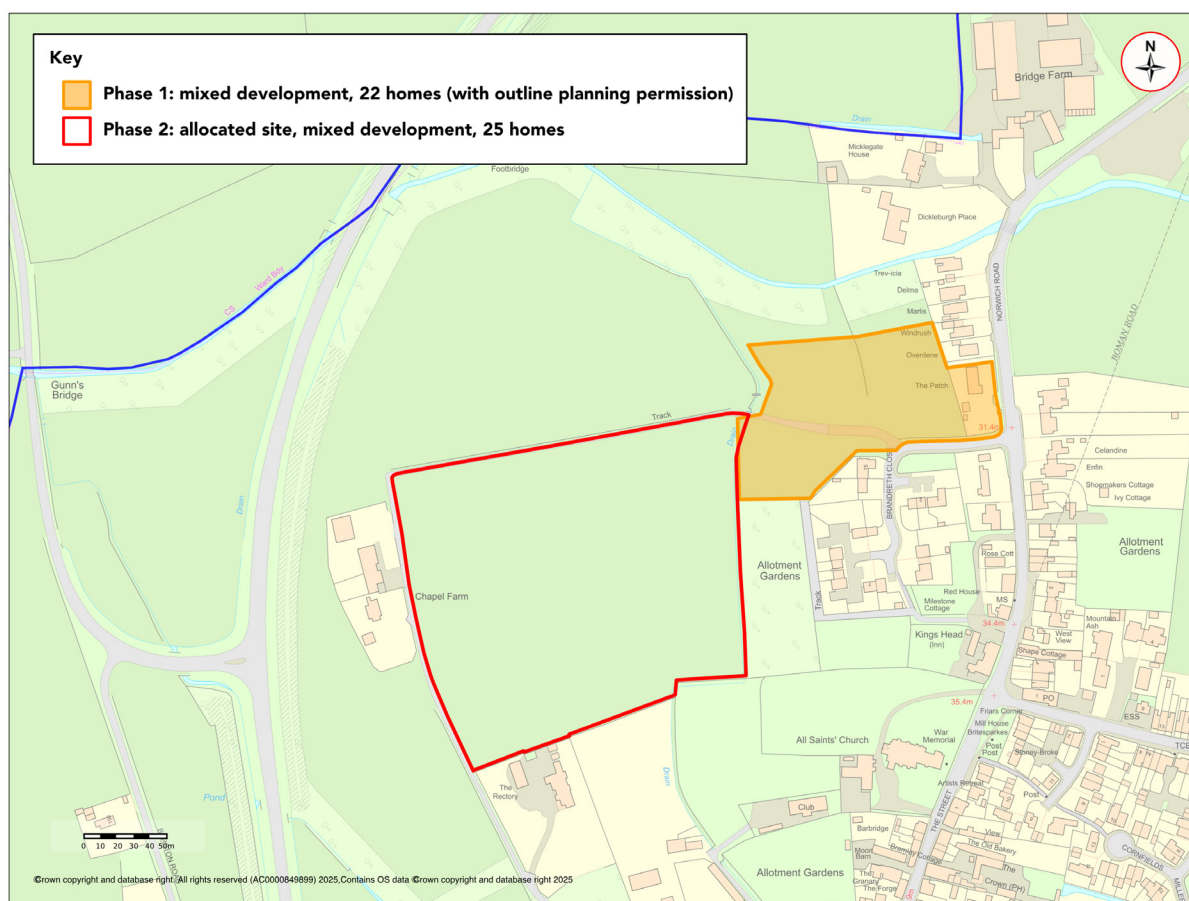
Density – as above.

Suggest amending first paragraph to say:



The Neighbourhood Plan allocates **the 3.3ha site SN0516** (figure 66) for residential development and **open space and green corridors, accommodating up to 25 new homes** of mixed type, tenure and size. The mix should include...

The site has been considered for development for a significant number of years. South Norfolk District Council had already agreed out line planning permission to Rural Solutions to deliver a mixed development on the east of the site (phase 1) – see map below.



Above: map showing phase 1 and phase 2. Not for inclusion in the Neighbourhood Plan.





Above: Indicative site plan of phase 1, provided by the developer. Equavelent site plan is not available for phase 2.

**Does the final paragraph of the policy offer support for higher energy efficiency standards than those set out in the Building Regulations without requiring this outcome?**

The allocated site is in a biodiverse and environmentally rich rural setting which lends itself to high environmental standards above those on another green field site. Justification for going beyond regulations is stated in the SEA as following:

### Climate change

- 4.5.7 With regards to climate change mitigation, the DRNP seeks to influence emissions through development design and carbon offsetting. Specifically, Policy DR7 (Design) requires the use of local and sustainable materials in development adhering to 'Secure by Design' principles. Policy DR11 also expects all new development to make use of on-site grey water harvesting and maximise water efficiency. Of note, Policy DR14 outlines the aim for the parish to work towards becoming a low carbon community. For new developments, the policy outlines expected climate change mitigation measures that include a 'whole life carbon assessment', thermally efficient building materials, biodiversity enhancements, renewable energy installations, electric car charging points, and active travel connections.
- 4.5.8 The proposed site allocation (Policy DR20) is suitably located to provide access to the parish services and facilities, promoting active travel in local journeys. This is supported by Policy DR16 which seeks to enhance and join up active travel networks in new development. Furthermore, Policy DR10 also reiterates the requirement for the provision of electric car charging points in development of 3 or more homes, which will assist in facilitating more sustainable travel. The site allocation policy (Policy DR20) further encourages sustainability improvements over and above those set by Building Regulations.
- 4.5.9 With regards to climate change adaptation, the DRNP proposes Policy DR12 which requires mitigation in development to avoid any increase of flood risk and achieve lower than greenfield runoff rates. This is particularly important in light of the site allocation which is constrained by an area of medium to high surface water flood risk in the north-east part of the site. The north-east boundary also lies within Flood Zone 3 associated with Dickleburgh Stream. Development will ultimately need to mitigate the associated flood risk impacts within and surrounding the site, particularly bearing in mind future flood risk. The requirement for biodiversity net gain on-site (Policy DR17), and sustainable drainage solutions that incorporate nature-based solutions (Policy DR12) should also assist in bolstering climate resilience.
- 4.5.10 It is recognised that mitigation will be required to avoid negative effects arising in future development of the neighbourhood area, and the DRNP proposes multiple policies that seek to ensure such mitigation is delivered alongside development. The DRNP also proposes connected development and policies that seek to improve the sustainability performance of new development. On this basis, no significant deviations from the baseline are anticipated, and **broadly neutral effects** are considered most likely overall.

### Environmental Report

I note that the Report comments about:

- an early version associated with the pre-submission Plan (paragraph 2.1.7);
- the assessment of reasonable alternatives; and
- the extent to which development would not occupy the whole of the proposed housing allocation site (Option 1).

**Should the commentary about the extent of the site allocation which will be developed have been captured in Policy DR20 to ensure that the findings of the Report were reflected in the Plan?**

Size of site is 3.3 hectares. Rural Solutions Ltd have indicated a density of 8.2 dwellings per hectare (30.07.20).

Suggest amendment to say

The Neighbourhood Plan allocates **the 3.3ha site** SN0516 (figure 66) for residential development and **open space and green corridors, accommodating** up to 25 new homes of mixed type, tenure and size. The mix should include...

### ***Representations***

Does the Parish Council wish to comment on any of the representations made to the Plan?

It would be helpful if the Parish Council responded to the following representations:

- South Norfolk Council; and
- those from individuals which comment on the Environmental Reports, the selection of the proposed allocation (DR20), and the consideration of reasonable alternatives for the delivery of housing.

South Norfolk Council also proposes a series of revisions to certain policies in the Plan. It would be helpful if the Parish Council commented on the suggested revisions.

Please see table overleaf.

## NP Team Response to Comments

Respondent	Section of NP	Neighbourhood Plan Team response
<b>NWT support with modification</b>	<b>POLICY DR17: Green corridors and Biodiversity Net Gain</b>	<p>We agree the NWT recommendations should be added to the supporting text with reference in the policy wording should include: County Wildlife Sites, Nature Reserves, Roadside Nature Reserves and Priority Habitats, to ensure robust protection for these valuable habitats and sites, for example:</p> <p>Could add 'Proposals for new development will be expected to retain, protect and enhance existing green corridors within the parish. The County Wildlife Sites, Priority Habitats, Roadside Nature Reserves and any Nature Reserves should also be protected and retained and opportunities sought for enhancement' to the policy.</p> <p>We agree 20% biodiversity net gain should be added if allowed.</p> <p>We agree a minimum of 30 years as opposed to the current 10% if allowed.</p> <p>Could add to para 7.1: <b>There are in addition 7 County Wildlife Sites (CWS): Dickleburgh Moor CWS (&amp; wetland nature reserve); Langmere Green CWS; St. Clement's Common CWS; Whitepost Lane Wood CWS; Furze Covert CWS; Hall Farm Pond CWS; Oliver's &amp; Dodd's Woods CWS (&amp; Ancient Woodland) The following Priority Habitats are also included within the NP boundary: Ancient Woodland, Deciduous Woodland and Traditional Orchards. 2 Roadside Nature Reserves (RNRs) one Harvey Lane (number 212) which contains pepper saxifrage, musk mallow and yellow oat grass. The second RNR on Hall Lane (number 218) which contains sulphur clover, a Nationally Scarce plant.</b></p>
<b>1 SN support with modification</b>	<b>General</b>	Could remove NPPF after examination.
<b>2 SN support with modification</b>	<b>Introduction</b>	<p>We agree with the advice. The map that should be used is the Faddens map of Norfolk 1797. See further evidence at the end of the document.</p> <p>We agree to contact the Otter trust for advice.</p>
<b>3 SN Oppose</b>	<b>Paras 4.1 and 4.2</b>	We agree to put the statements into the policy.
<b>4 SN support with modification</b>	<b>4. Heritage Policies</b>	<p>We agree with SN regarding NDHAs. Change wording to reflect NPPF para 216.</p> <p>Insert wording from SN 'having regard to the significance of the asset when determining an application and how it is affected in terms of harm or loss.'</p> <p>Para 4.6 – We agree the tower would be the NDHA not the house. This could be clarified.</p>
	<b>Page 30</b>	Any review of NDHAs within the parish should take place as part of any future Neighbourhood Plan review and update.

Respondent	Section of NP	Neighbourhood Plan Team response
5 SN support with modification	Historic Core	<p>Agree we could strengthen the proposal, providing a clearer definition of a Historic Core: <b>'The Historic Core refers to the oldest part of the village of Dickleburgh, characterised by its historical significance, architectural styles, archaeological interest and older trees and vegetation. It represents the areas where the settlement of Dickleburgh first emerged and developed'</b></p> <p>Because archaeological finds occur at different times when they are found the Historic Core can be re visited to include the site of the discovery. <a href="https://babergh.gov.uk/documents/d/babergh/binder12">https://babergh.gov.uk/documents/d/babergh/binder12</a> (proposed Bentley Historic core)</p>
6 SN support with modification	Para 4.3	We agree to remove the reference to the East of England plan
7 SN support	DR 3 Views and Vistas	-
8 SN Oppose	DR4 Settlement Gaps	Agree could modify. It is accepted that a small development (depending upon location and dimension) could, with considerable care, be created that would not compromise the gap. The key element of settlement Gap A is the western border of the gap and the north/south sides. The key element of settlement Gap B is the western border, the north border and the separation of Dickleburgh and White Horse development.
9 SN Oppose	DR5 Local Gaps	We understand that a local gap within a settlement gap may appear unnecessary. But, if the argument were put, that a development could come forward within the settlement gap that would not compromise the gap, then, by having the local gap it provides further protection to that part of the settlement gap. Without the local gap it could cause smaller (valued) gaps, within the settlement gap, to close and still be argued that the settlement gap has not been compromised. Local Gap A on Rectory Road has considerable history as open land (Coloured Map 1843), even when development continued along Rectory Road (Ordinance Survey 1985). The land was gifted to South Norfolk by past residents to protect the land from development and preserve the open undeveloped land. Dickleburgh Parish Council has contacted South Norfolk on a number of occasions to take ownership of the land in order to ensure the land remains undeveloped and an open space for the residents and visitors of Dickleburgh. See maps at end of document.
10 SN Comment	Fig 40 page 59	Agree standard acronym 'HDV'. Figure 40 – is an available map (Norfolk Archive Library). Figure 40 provides a baseline.
11 SN support with modification	Para 4.65	Agree could change legislation title to 'The Hedgerow Regulations 1997'



Respondent	Section of NP	Neighbourhood Plan Team response
12 SN support with modification	DR6 Hedges, ditches and verges	<p>We agree to remove duplication. Emphasise figure 40 could be used as evidence of the historic nature of the hedgerow. Agreed Figure 44 does not show ditches and verges. Agree Figure 40 can be used as evidence to support Hedgerows Regulations 1997. Agree to reword 2<sup>nd</sup> paragraph.</p> <p>Could amend to read <b>‘all new industrial or commercial developments, or housing developments of 3 or more houses should look to enhance and add to the network of ditches, hedges and verges in the parish’.</b></p>
13 SN support with modification	Rurality Principles p. 64	<p>Agree could change Principle 3. ‘in general, housing development should have a more spacious setting the further it is from the village centre’.</p> <p>There is evidence in the parish where linear developments have the same size plot (Council buildings on Rectory Road).</p>
14 SN support with Modification	Paras 5.19 – 5.26	Agree to remove NPPF references post examination.
15 SN support with modification	DR7 Design	<p>Agree Point 4. New point 4: Roof pitches to reflect adjacent properties and be sensitive to the location to retain the informal rural character of the settlement.</p> <p>We agree to loosen Point 8 (overlooking gardens) to include ‘where this is impossible to achieve, consideration can be given to sensitive planting of native (local) plants to achieve the desired outcome’.</p>
16 SN support with modification	Introduction to Policy DR8: Local housing need	<p>We do not agree to change the table. Were the table to be backdated it would demonstrate an even greater disparity between the housing allocation in Dickleburgh and other neighbouring villages. We are content that 3 houses provides a years growth of the Village of Dickleburgh and is therefore a large development within the terms of Rurality. We accept that 3 houses, within a town or city scape, could not be argued as a large development.</p> <p>Agree to move 5.30 into the policy 5.33 – 5.35 Agree to removal of NPPF.</p>
17 SN support with modification	Policy DR8: Local housing need	<p>First Homes - Agreed. Rural exceptions policy.</p> <p>Agree change Starter Homes to First Homes.</p>
18 SN support with Modification	Policy DR10: Parking for the building of new houses or conversions	<p>The need for cars is greater in the rural setting due to the lack of reliable, regular transport infrastructure which enables individuals to travel to and from a location on the same day or at a time that is helpful to family life. Areas of parking can be softened by sensitive planting and the use of permeable surfacing. Where a household is a nucleated family (the majority in the UK) with perhaps 2 adults working, a car each is essential (even if the work is within the parish). Where there is a 3<sup>rd</sup> adult / teenager a third car, or safe form of transport again becomes essential to avoid isolationism. The numbers of vehicles increases as the number of adults increase. The requirement to incorporate visitor spaces further ensures off-the-road parking.</p>

Respondent	Section of NP	Neighbourhood Plan Team response
<b>19 SN support with modification</b>	<b>Introduction to Policy DR12: Flooding and surface water drainage issues</b>	Para 5.49 does need changing Intro to DR12
<b>20 SN Object</b>	<b>Cordon Sanitaire</b>	<p>Cordon Sanitaires appear across the country. Anglia water support them. Cherwell District Council (<a href="https://planningregister.cherwell.gov.uk">https://planningregister.cherwell.gov.uk</a>) . The use of a cordon sanitaire (i.e. an area of land between an odour source and receptors e.g. domestic residents) has long been used by the Water Companies and their predecessors to minimise nuisance from sewage works. The cordon sanitaire is typically 25-400m and acts as a buffer against the impacts of odour and flies (Notts. &amp; Nottingham Waste Local Plan, 2002). A number of District Local Plans have contained policies which reinforce the cordon sanitaire principle. Examples include: Leicester County Council <a href="https://democracy.leics.gov.uk/documents/s9454/F%20STW%20Melton.pdf">https://democracy.leics.gov.uk/documents/s9454/F%20STW%20Melton.pdf</a> Gloucester City Council <a href="https://www.gloucester.gov.uk/media/xvfkdmh3/78-gloucester-main-mods-final.pdf">https://www.gloucester.gov.uk/media/xvfkdmh3/78-gloucester-main-mods-final.pdf</a> Northumberland Water <a href="https://www.nwl.co.uk/globalassets/customer-pdfs/developer-pdfs/nwl/planning-and-wastewater/encroachment-and-asset-protection.pdf">https://www.nwl.co.uk/globalassets/customer-pdfs/developer-pdfs/nwl/planning-and-wastewater/encroachment-and-asset-protection.pdf</a></p> <p>Cordon Solitaires can be in existence but not necessarily noticed as they fall within the wider term green belt. <a href="https://committees.parliament.uk/writtenevidence/13467/html/">https://committees.parliament.uk/writtenevidence/13467/html/</a></p> <p>We have been informed by Anglia Water that the Dickleburgh sewage works is working at 60 – 70% capacity. Anglia Water do not allow their sewage works to reach 100% capacity in order to respond to emergencies, accidents etc. We are informed that any new significant development will require the sewage works to expand.</p> <p>There are records of complaints about the smell of the sewage works along Rectory Road. There have been incidents of raw sewage on Norwich Road before the Beck. There are recent records of raw sewage in the gardens of the bungalows on Norwich Road and raw sewage in the Beck itself beyond the bridge on the Norwich Road.</p> <p>The policy was re written Post reg. 14 to reflect the views of the Anglia Water Reg. 14 response.</p>
<b>21 SN support with modification</b>	<b>Policy DR14: Carbon offsetting for new builds</b>	We agree regarding the first sentence. We agree to move it. We agree with the example of the porch. We agree to change the policy to reflect scale. Points A – F should be adhered to in developments of 3+ houses or commercial and community developments. Smaller developments of less than 3 houses should aspire to achieving the A – F outcomes as appropriate to the type and scale of the development.



Respondent	Section of NP	Neighbourhood Plan Team response
<b>22 SN support with modification</b>	<b>Policy DR15: Local traffic generation</b>	We stand by DR15 because, were developments not to take account of the impact on local traffic then, overtime, after a number of developments, the impact will not have been assessed, but it could be considerable. We believe it is better to have impact surveys that can be referred to, after the event, and the impact of the development compared / measured.
<b>23 SN support with modification</b>	<b>Policy DR16: Walking, cycling and horse riding</b>	We agree, at the moment the policy may be seen as to rigid. Therefore it may be different surfaces for different uses we would refer SN to 6.17 p.99
<b>24 SN support with modification</b>	<b>Introduction to policy DR17: Green corridors and Biodiversity Net Gain</b>	Remove predominantly, agree to change wording. Add the following words to para 57.1 'There are 7 County Wildlife Sites (CWS): Dickleburgh Moor CWS (& wetland nature reserve); Langmere Green CWS; St. Clement's Common CWS; Whitepost Lane Wood CWS; Furze Covert CWS; Hall Farm Pond CWS; Oliver's & Dodd's Woods CWS (& Ancient Woodland)' [Recommended by NWT] Para 7.1 These are predominantly ancient woodlands – we would remove the word 'predominantly' Para 7.10 we agree to move into the policy Para 7.14 7.15 We agree add 'unless exempt' Para 7.15 Remove 'curtilage' add 'within the development perimeters' Para 7.16 We agree to add SNDC as the current relevant local planning authority. Para 7.17 – 7.28 We agree to condense and remove duplication. 7.28 – put the relevant wording into the policy. 7.29 We agree to remove.
<b>25 SN support with modification</b>	<b>Policy DR17: Green corridors and Biodiversity Net Gain</b>	We do not agree that the corridors are at variance with NPPF.  We agree to insert 'Development proposals should respond positively to the identified green corridors within figures 59, 61 and 62, and proposals for new development within or adjacent to the corridors should deliver measurable net gains in biodiversity in accordance with national or local policy requirements.'  We agree the policy requirements may be restrictive for minor developments such as extensions to existing buildings and the policy should be adapted. We do not agree with the determination of a major development. Within the context of Dickleburgh and Rushall a 3 house development would be a major development.  Para 3. We agree the BNG should be 30 years not 10.  Para 4. We agree to change the wording to Roads must include mixes of hedges and trees.
<b>26 SN support with modification</b>	<b>Introduction to Policy DR18 and Policy DR18: Local Green Spaces</b>	We agree to amend the statement to attribute the criteria to NPPF.  Site G is covered in this document. The land in question (site G) was gifted to SNDC on the understanding that it would not be developed upon and for the benefit of the Community. The PC has applied on at least 3 occasions to acquire the land from SNDC in order to retain it as an asset for the community, to enhance the land (increase biodiversity, orchard, wild flower meadow etc) for the benefit of the parish.

Respondent	Section of NP	Neighbourhood Plan Team response
<b>27 SN support with modification</b>	<b>DR19 Dark skies</b>	The Dark Skies policy is supported by NCC who during the past 20 years have been removing street lights from roads. The DR PC have insisted that the last 3 housing developments Limmer Avenue, Poppy Grove and Brandrith Close should all be built without street lights so that the current light pollution remains contained and no new light pollution is created. The policy of no new street lights has had public approval from Questionnaire Q4, Q8, Q9, Q21. Evidence from Consultation exercise April 2019 Section 'Wildlife & Flora'. Further Evidence from Public Open Days 18 <sup>th</sup> & 20 <sup>th</sup> January 2020 Section 'Biodiversity Objective 5 (Dark Skies)', 'Dark Skies (poster with Detailed Zone Map)'.
<b>28 SN support with modification</b>	<b>8. Site allocation policy</b>	<p>We could provide assessments of the site if required.</p> <p>Para 8.1 remove 'number exceeds the South Norfolk identified local needs for Dickleburgh but'</p> <p>Para 1 we are concerned the wording must not enable additional houses that will challenge the rurality expectations.</p> <p>The second sentence would read 'This complies with the ...'</p>
<b>29 SN support with modification</b>	<b>Policy DR20: Allocation</b>	<p>We agree to change starter homes to First Homes. We believe the bullet points are clear and the developer and/or planning officer could not conclude the site should only provide affordable housing.</p> <p>There was already outline planning permission granted to the developer to build a mixed housing development of 22 homes to the northeast of the site (outside of the site). South Norfolk are aware of this. The developer is waiting for the final NP before presenting a detailed planning application.</p> <p>Site 1 will require the creation of woodlands, attenuation ponds, significant recreation area, green corridors. The openness of the development will enable increased biodiversity and more imaginative design and flow through the site.</p> <p>The planning application that eventually comes forward from the developer would be expected to include detailed site plans and associated assessments. We believe this is beyond the remit of the NP.</p>

Respondent	Section of NP	Neighbourhood Plan Team response
<b>30 SN support with modification</b>	Appendix A: Dickleburgh and Rushall Neighbourhood Plan Housing Design and Character Guide	<p>We agree to remove the Joint Core Strategy.</p> <p>3 change to 2.5</p> <p>4 We agree to reflect new DR7.</p> <p>9 We disagree – there are mitigating strategies that could be adopted by occupants if the size of an individual garden becomes too large to manage. We do not see an issue in referencing North Norfolk and rurality.</p> <p>12 We agree that the following could be added – these could be removed, if it is clear, the removal can be justified for safety reasons.</p> <p>Keep 13 – further explanation is beyond our remit. This is a matter for Open Reach.</p> <p>15 Remove aspects that do not allow tenure blind. It is the aspiration of this design guide to raise all new homes to the highest standard not to reduce all to the lowest standard.</p> <p>17 future proofing. We could add - This could include energy efficiency, adaptability, flexible spaces, smart systems, wider doors.</p> <p>We could review the design policy in line with NP policies but this will take time. The NP was written around the design guide.</p> <p>18 Agree change to 'housing development, including the design of houses'</p>
<b>Patching oppose</b>	Section 8 - Site Allocation Policy; Policy DR20: Allocation	<p>The question of 25 homes is already addressed in SN responses.</p> <p>We are unclear what the complainant is reporting. Site 19 and 3 were removed from the assessment process at some time by the landowner without reference to the NP team. Sites 19 and 3 are therefore, not considered by the December 2024 SEA. Figure 3.5 page 21 of the SEA shows site 2 as a possible site. This site was removed from the process, by the owner, before the first SEA and the withdrawal of the site was referenced in that SEA. We believe the site has since been sold.</p>
<b>Patching oppose</b>	SEA Reports - January 2023 and December 2024	<p>Following Regulation 14 there were comments made, relating to the NP and the SEA. When consulted, both Aecom and South Norfolk felt there was sufficient evidence to warrant a new SEA. We applied to Locality for funding. Locality spoke to Aecom and then agreed funding would be made available for the new SEA. We believe the comment regarding the displaying of documents on the D and R PC website is not accurate. It would be true to say, during the Reg 16 process the PC moved to a .gov.uk website, so for a period of time, late in the process, the original .org.uk and the new .gov.uk websites were both available on the search engines with the PC only able to edit the .org.uk site. as training to manage the .gov.uk site had not happened.</p> <p>The D and R PC website directed viewers to the South Norfolk site.</p>
<b>Liggins oppose</b>	Strategic Environmental Assessment (Dec 2024); Whole document	<p>Next door neighbours to the Patchings. See the response to Patchings.</p> <p>The 2023 SEA registered all sites, conducted a Heela on all sites and then tested and focussed on the NP identified favourable sites on the Norwich Road and Ipswich Road. SEA 2024 looked at all sites using the SEA themes, including those on Harvey Lane and Rectory Road. The two SEA's complement each other.</p>
<b>Liggins oppose</b>	SEA (December 2024), Reasonable Alternative site options 8,10,11,13,14. s.1.4 page 6	<p>Next door neighbours to the Patchings. See the response to Patchings.</p> <p>The SEA conducted a thorough investigation, independent of the NP.</p>

### **Protocol for responses**

I would be grateful for responses to the questions raised by 30 May 2025. Please let me know if this timetable may be challenging to achieve. It is intended to maintain the momentum of the examination.

If certain responses are available before others, I would be happy to receive the information on a piecemeal basis. Irrespective of how the information is assembled, please could it come to me directly from South Norfolk Council. In addition, please can all responses make direct reference to the policy or the matter concerned.

Andrew Ashcroft

Independent Examiner

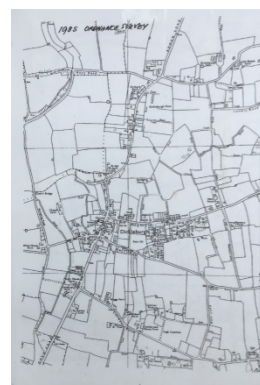
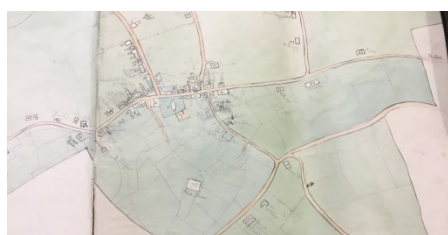
Dickleburgh and Rushall Neighbourhood Development Plan

2 May 2025

### **Additional Information**

#### **Documentation to support DR5 justification for local gap A**

Coloured Map 1843 (Norfolk Archive Library) showing Dickleburgh Church, Rectory Road and Harvey Lane. Rectory Road has a dotted footpath from Rectory Road to Harvey Lane (the footpath still exists today) The development along Rectory Road stops (on the North side) at the footpath. This last House is the orphanage. The South side has a single coach house.



From 1843 development continued along Rectory Road but not in the field beyond the orphanage, see the Ordnance Survey map of 1985. Dickleburgh has extended particularly along the Southern side of Rectory Road and the area between Rectory Road and Harvey Lane. The area around the Glade (old Orphanage) has been open land clearly from the time the Village of Dickleburgh was first inhabited but modern records record that the area has remained consistent in size and shape from 1843 onwards. Over and above the desire within the NP to keep the area open and preserving, the historic link between the Village and the Moor. It is common thought

In the creation of a map to outline Dickleburgh Moor we would like to record our thanks to the Otter Trust in advising and assisting in the interpretation of the data.

The issues around the creation of the map lie around:

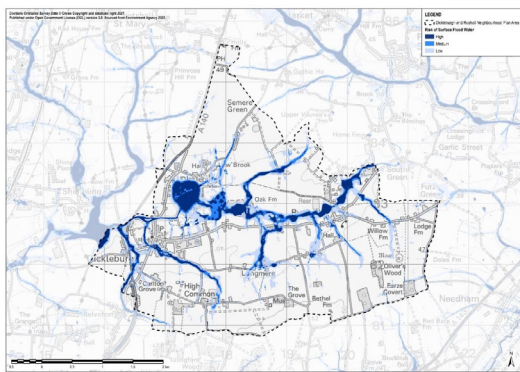
- Problems with b). Over the last few years, the Moor has become richer in biodiversity and larger due to the direct interventions of the Otter Trust as it purchased more land and adapted it to wet land capacity.

[illegible]

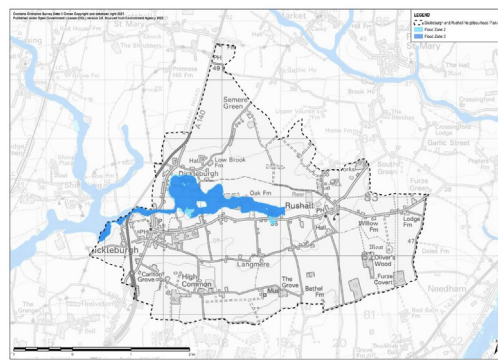
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Dickleburgh and Rushall NDP – Clarification Note



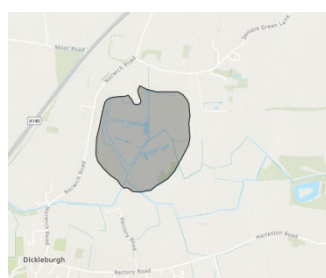
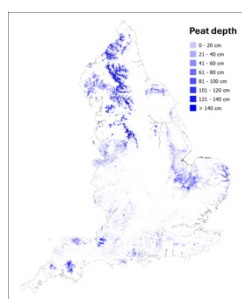


Layer 2 Flood Zone 3 from SEA January 2023  
January 2023



Layer 3 surface water flood zone from SEA

Layer 2 shows the locations that are most likely to flood (or already constantly hold water above ground) should there be flood conditions. Layer 3 shows a wider expected area of secondary flooding. These 2 maps are generated through HM GOV MAGIC map



Layer 4 PEAT Snip from the Arcgis peat map of England showing the location of deep peat

<https://www.arcgis.com/home/webmap/viewer.html?panel=gallery&layers=45c40ddecc8d42ea95c6d0a77e74f442>

This layer shows the very deep area of Peat. It does not show the more shallow areas of Peat that broadly follow the hachures of the Faddens map.

With all layers composed over one another we could draw a number of conclusions.

The Current Moor is reduced from its original state as a consequence of draining the land (drying out the peat) and agricultural practice in the 20<sup>th</sup> Century.

The potential flood areas indicate a very high water table and therefore potential for peat to still be in existence. The flood areas indicate a propensity for the earth to return to moor land.

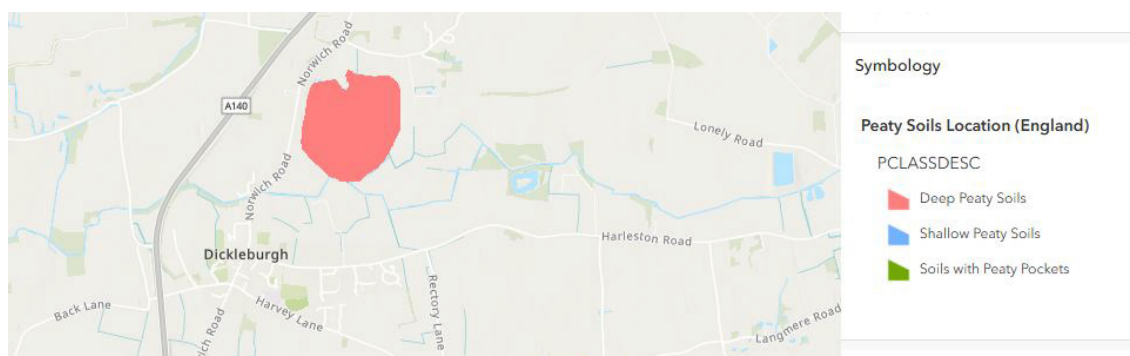
#### Layer 5 topography

The topography of the land is an important feature. Dickleburgh Moor is the low point of a 30 mile scar running East to West (shallow slope from the higher lands particularly to the South) toward the epicentre which is the Moor. Significantly the topography map mirrors the Fadden map. It also closely resembles the flood maps.

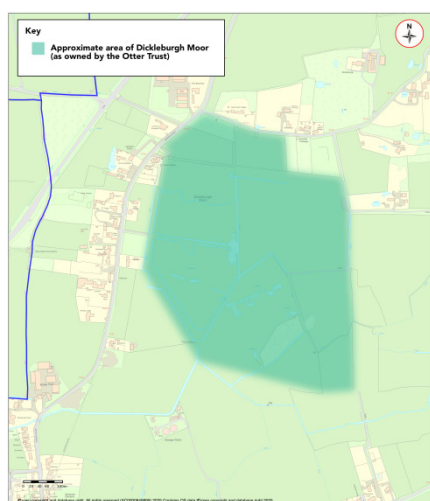


Layer 6 shows the current shallower peat. There are clusters of soils with Peaty pockets to the east of Dickleburgh moor and more distant shallow peaty soils toward Rushall. There are

clusters of soil with peaty pockets to the North and East of Semere Green Lane, to the North of Harleston Road, significantly to the South in the Village of Dickleburgh and then across the A14 to the West. This is also consistent with the topography.



Layer 6 Peaty Soils map of Dickleburgh and the Surrounding area.



Layer 7 shows the extent of land currently owned / used by the Otter Trust

The map of the Parish boundary is our best guess at the scope of the Dickleburgh Moor, were there be a concerted effort to restore the moor. It is accepted that at the current time the moor does not extend to the scoping limit.

