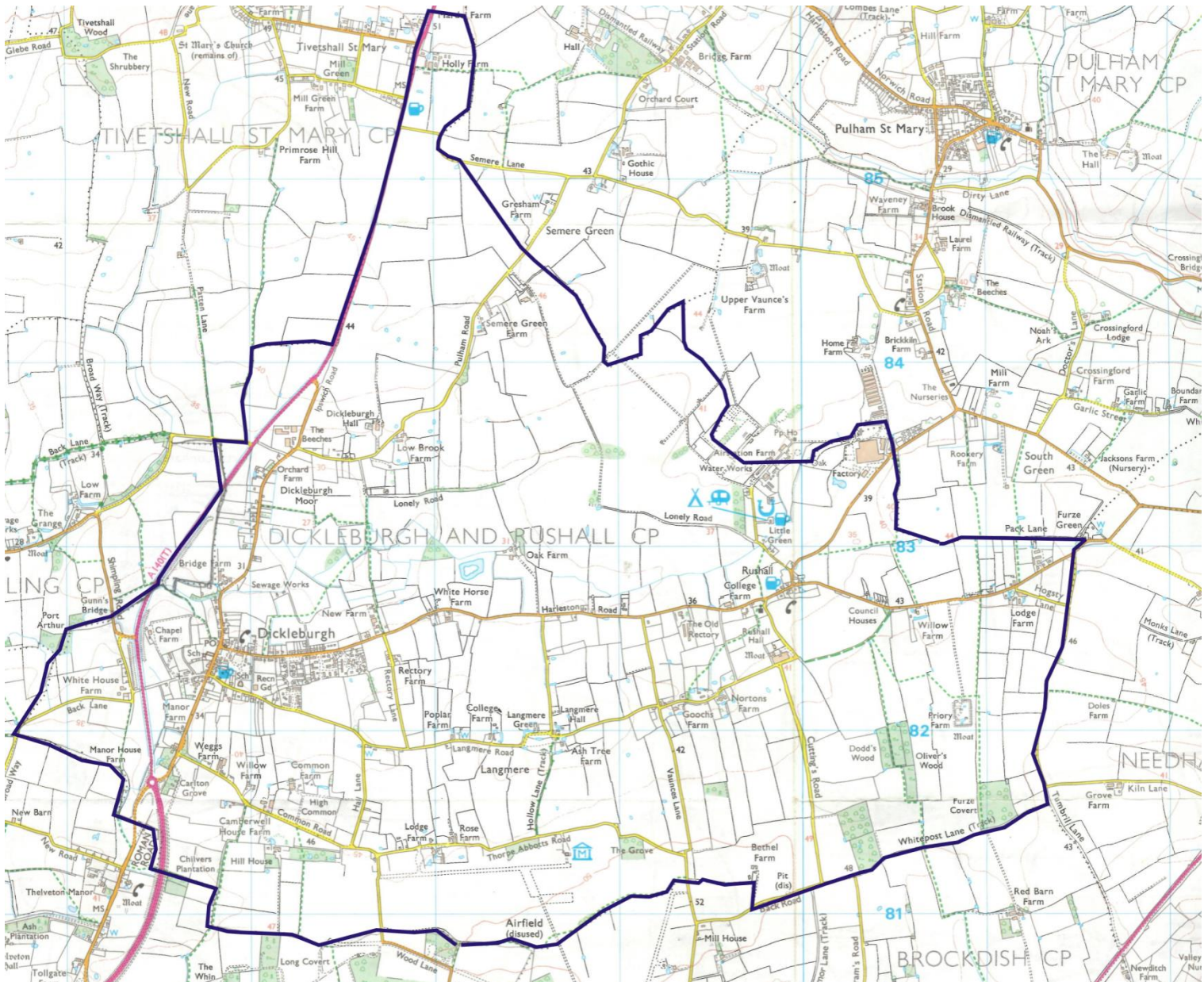


Dickleburgh and Rushall Neighbourhood Plan 2020



Draft Policies (March 2020)

All policies originate from the initial questionnaire conducted across the parish during the Summer of XX. Further evidence gathering has helped refine the policies and enable new policies to emerge to meet the identified wishes of the residents of the parish.

HOUSING POLICIES

Policy 1: Meeting Local housing needs

New housing development should include properties that will address the specific needs of the population of the parish, which include:

- Housing for older people and disabled, suitable for independent living (including bungalows) in accordance with Lifetime Home Standards.
- Smaller homes, including bungalows, for parishioners to downsize should they chose to so that they may retain the ability to live in the parish.
- Two bedroom and larger starter homes on planned mixed development for first time buyers.
- Social housing and affordable housing as part of mixed developments.

Policy 2 : Supported housing on Housing Developments

The Neighbourhood Plan **will only accept** planning applications **that include** for the provision of a supported housing development (a range of housing types for people with support needs)

Policy 3 : Valued community assets

Proposals that seek to retain or enhance the community use of the following valued community assets will be supported: All Saints and St Mary's Church, The Dickleburgh Village Community Centre, Reading Room, St Clements Common, Dickleburgh Moor, others ?

Policy 4 : Rural image, heights and massing

The Neighbourhood plan seeks to maintain and enhance the rural image of the villages. Proposals that fit within or adjacent to the settlement limits as defined in the South Norfolk Local Plan must plan positively for the achievement of high quality and inclusive design and should enhance the quality of the environment whilst retaining the prevailing character.

New development, except any larger sites identified and approved under the 'GNLP

Call for Sites” should be small-scale, and all development should respect the character, height and massing of surrounding properties. Regard should be given to the density, footprint and separation of buildings in the locality (see Design Guide Appendix 2).

Wherever possible development should deliver enhancements to the townscape and landscape character and that the layout and design of dwellings is enhanced by sensitive landscaping and planting of trees and shrubs. Throughout the parish, development proposals should be of high quality design and should seek to demonstrate how they will enhance the character of the local area.

Policy 5 : Parking for new developments

Car parking should be provided for each new dwelling (including any existing dwelling with extension proposals to increase bedrooms) based on the standards set out in the Design Guide (Appendix 2). [Parking, nose to tail, must be mitigated against in all plans.](#)

The level of provision should be such that indiscriminate parking and the obstruction of footways and carriageways are avoided and safe access for services is maintained.

Policy 6 : New developments, local environment and Carbon offsetting

New development must take account of any areas on or adjacent to the site that have been identified as being of environmental and biodiversity interest as referred to in the Environment section and policies.

Consideration [must](#) be given in the design of new developments to reduction of carbon footprint by inclusion of energy efficient measures. (See appendix2c)

Policy 7: Cordon Sanitaire

The NP upholds the principles of the Cordon Sanitaire. No new building should take place within 400 meters of a Sewage works within the Parish of Dickleburgh and Rushall. Unless it can be demonstrated that there are exceptional circumstances.

Transport policy (draft) Amended version September 2019.

Context.

Dickleburgh

Dickleburgh is serviced by three main roads (Ipswich road, Rectory road and Norwich road). There are also two service roads into the village. (Common road and Harvey lane).

Ipswich road is the main entrance to the village as it takes most of the village traffic due to its connection to a major trunk road, the A140, and has a roundabout. The traffic from Ipswich road travels through the heart of the historic part of the village (the Street). The majority of vehicles are cars and farm traffic plus a quantity of HGV's. On average, there are 1500 to 1700 vehicles per day entering the village.

Rectory road consists of a large quantity of residential estates with their own small roads connecting to Rectory road. When one leaves, the village travelling to Rushall the village is surrounded by local farms. This is also the road that takes all the HGV's to the nearby Box factory.

Norwich road is the third entrance to the village. This road leads to the A140. However, traffic using this road is mainly one direction as it is accessed from the A140 by a slip road. Vehicles travelling out this way have to negotiate a difficult right turn onto a busy road. The majority of vehicles are cars bound for Rectory road. Common road and Harvey lane takes you into the countryside with a few residential houses.

Rushall

Rushall is serviced by three roads (Harleston road, Rushall road and road from Langmere). Harleston road takes all the HGV's to the Box factory and a number of farm vehicles. Rushall road leads to the countryside then onto the town of Harleston. Harvey Lane leads from the village of Dickleburgh via Langmere and the commons to Rushall.

This parish, which consists of Dickleburgh, Rushall and Langmere, has a high dependency on the car. The only public transport is a bus service, which is inconsistent for workers' needs. Dickleburgh sits an equal distance from the major towns of Ipswich and Bury St Edmunds and the city of Norwich. These would appear to be the main places of employment for local people. The local railway service is based at Diss and connects directly to Norwich and London Liverpool Street.

Traffic congestion builds up in the parish between the hours of 0700 and 0900 am and 15.30 to 18.00 pm. This is due to the distance away from employment and the drop off and pick up from the school in Dickleburgh.

[Add a statement about existing bus routes servicing the parish and availability.](#)

Evidence

The parish has conducted a lengthy consultation with residents, which aimed to elicit their views, requirements and desires for future planning of the parish. Evidence was captured from; speed watch (from February 2018), from SAMs data (from xxx), Lorry counts (2019), air quality monitors (2019), parish wide consultation process (from 2017), parish questionnaires (2018), 'Have your Say Day' (April 2019), 'Have your Say Day 2' (January 2020) and discussions with Smurfit Kappa (August 2019) and Highways (xxx).

Rationale

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

Transport Policy 1 The Movement of HGV's through the Parish

The Parish will work with Smurfit Kappa and Highways to investigate and introduce a one-way system for empty HGV's returning to the Box Factory, if enacted this would reducing by half the total number of Box factory HGV's travelling through Dickleburgh. By adopting a HGV one way route through the parish and between the principle settlements it is hoped that this would become the recognised route for HGV's and others would adopt the same route.

Policy

To introduce a one-way system for empty HGVs returning to the Box Factory,

Transport Policy 2 Pedestrian and cyclist safety

To protect and safeguard pedestrians and cyclists by introducing new road calming measures on the three roads entering the village of Dickleburgh through; Ipswich Road Norwich Road and Rectory Road.

This will involve:

- 2.1.** Establish a chicane on the Ipswich Road coming into the village of Dickleburgh.
- 2.2.** Traffic speed should be 30 mph on the whole of Ipswich Road and Norwich Road, leaving the 20 mph sections as they are at present.
- 2.3.** Create a new zebra crossing points on
 - a) Rectory Road adjacent to the pathway leading to Dickleburgh Primary School, the Village Centre and the Recreational Green
 - b) The Street opposite the from the Church to the village green
- 2.4.** Install permanent speed awareness monitors
- 2.5.** The Parish to continue the successful voluntary speed watch campaign and extend it, if possible, to Rushall and Langmere.

Transport Policy 3

To ensure improved parking facilities within the village of Dickleburgh.

- 3.1** To create up to 20 new parking spaces on Rectory road to enable visitors to access the playing field and school via the pathway at Catchpole.
- 3.2** To turn the verge on Rectory Road between Catchpole and Beechway into designated parking spaces. (or alternatively to identify a number of verges to be re-designated as parking spaces)

Transport Policy 4

To create electrical charging points for charging domestic vehicles within parish managed sites.

- 4.1** All new housing developments to create the capacity and infrastructure for off road electrical charging points per dwelling. (highly ambitious and not necessarily in line with Gov. policy)

Objective 5.2. To investigate the feasibility of introducing electrical charging points within the parish.

Transport Policy 5 walking and cycle tracks

Heritage Policies

Archaeology 1

To ensure the preservation and add to the understanding and contextualisation of the settlements of Dickleburgh and Langmere care must be taken to ensure no archaeological evidence is destroyed prior to during or after any development within the parish

Heritage Policy 1

Heritage sites have a distinct place in the village topography and the topography of the parish. Heritage sites are identified because they encompass a sense of place and add to the wellbeing of the community. Heritage sites within the parish are protected from erosion, development creep on or around them. Development around a heritage site must be a last resort.

Settlement and Local Gap Policy 1

To prevent distinct urban areas from merging, settlement gaps must be maintained. There are 5 settlement gaps within the Parish. See map xxx

Permission to build within or on the margins of the settlement gap, will not be granted, unless

- a) it can be demonstrated that no alternative plot of land can be found within the Parish.
- b) The building will not affect the integrity of the view or vista of the key parish asset, and
- c) that the strategic gap will not be compromised individually or cumulative with other existing or proposed development and the integrity of the gap will be maintained.

Settlement and Local Gap Policy 2

To protect the integrity of open spaces and distinct buildings within their settings, Local Gaps must be maintained and protected. There are 5 Local Gaps within the Parish. See map xxx

Permission to build within or on the margins of a Local Gap will not be granted, unless

- a) it can be demonstrated that no alternative plot of land can be found within the Parish.
- b) the building will not affect the integrity of the Local Gap itself or the building / land subject to the Local Gap, and
- c) that the Local Gap will not be compromised individually or cumulative with other existing or proposed development.
- d) the loss to the community of any part of the local gap can be fully mitigated against and an alternative gap to the same value be provided for the community.

Dark Skies Policy

- 1 No new street lighting will be installed in areas classified as DSL 1 and DSL 2
- 2 No new street lighting will be installed in an area classified as DSL 3 unless the need can be clearly demonstrated and outweighs the benefits of no street lighting.
- 3 All current street lighting should remain under constant review to ensure it complies fully with the Dark Skies Policy and where practical street lighting should be removed.
- 4 No street lighting should have light spillage upwards or above 30 degrees. They should use low wattage bulbs, avoid the blue spectrum, and be sensitive and reactive to ambient light.
- 5 Housing and commercial properties' external lighting should not spill light upward or beyond the parameter of the property. It should be: sensitive and reactive to ambient light, or, time controlled to come on at times of use of the property, or, sensitive to movement of vehicles or people.

Biodiversity Policies

Carbon offsetting Policy for new builds

- 1 All new building projects will be expected to have undergone a carbon assessment (tCo2e) and to publish the result at the time the application is made (prior to any decision by the planning authorities)
- 2 All new builds should clearly identify the carbon-offset strategy they intend to utilize to meet the carbon offset requirements.
- 3 All improvements to the infrastructure of the parish that require relaying of roads or parts of roads will be expected to have undergone a carbon assessment (tCo2e) and to publish the result along with the mitigation plan prior to the start of the work.
- 4 The parish council expects all tCo2e assessments to be in line with the Government standard.
- 5 Any development of 4 or more houses will be expected to make available land for public amenity that will be designated carbon offset land.
- 6 The Parish Council will purchase additional land where possible and when available to be used for carbon offsetting and provide green public areas.

Hedgerows wild life sites and Heritage sites (Natural Habitats)

Roadside Verge Nature Reserves ('Heritage Verges')

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

The Neighbourhood Plan identifies 3 levels of verge and affords them protection rights. The Parish Council in partnership with other agencies when appropriate will establish an ongoing project to identify, manage and protect verges identified as being a Heritage Verge (silver), Wild life Verge (gold) or a verge of significant

conservation interest (bronze). All verges will be managed to enable them to become richer in biodiversity and enable them to rise in status.

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

Silver Heritage verge identified by DR PC adopted criteria. A heritage verge is a verge that is identified on maps prior to 1900,

or It supports any animal species protected under European or National legislation or supports a rare animal species or rich community of animals in the context of the county's fauna. It should contain 7 different species of flora and at least 1 of the following:

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

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

Care

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

Grass 1st cut during August. 2nd cut if needed during December.

Ditches should be inspected annually. If they need clearing by digging out, the spoil should be deposited on the surrounding verge.

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

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

Grass 1st cut during August. 2nd cut if needed during December.

Ditches should be inspected bi annually. If they need clearing by digging out, the spoil should be deposited on the surrounding verge.

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

the verge to be managed to the same requirements as the commons within the parish.

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

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

Policy

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

NCC and SNDC say roadside verges are only to be cut where there is an overriding need in the interests of road safety. Do we need to make reference to working with involved parties (council contractors, farmers, landowners etc) to seek an agreed regime?

Protected areas

Protection of species

The D and R MP aims to protect both the species that live within the boundary and fauna and birds that visit the parish. There are a number of areas identified on the map that should be protected.

Around the village of Dickleburgh planners and developers need to ensure that the free movement of flora and fauna is maintained and enhanced by the development. Isolation of species can result in in-breeding and a breakdown in ecological resilience. Identifying and securing wildlife or green corridors is essential to ensure

the necessary replenishment and maintenance of species diversity for healthy ecological functioning.

Policy Green Corridors 1

Development proposals must demonstrate that they will enhance the connectivity of all green corridors that are affected directly or indirectly by the development.

Policy Green Corridors 2

Planning applications for new dwellings must clearly demonstrate how they have incorporated appropriate measures to secure the connectivity of the corridor and the freedom of movement for species on and through the site.

Hedgerows/Trees wild life sites and Heritage sites (Natural Habitats)

The ancient hedgerows are one of the defining characteristics of the Parish. Following the lines of largely unchanged single track roads and field boundaries they provide important habitat and navigation routes for wildlife

As well as being central to the visual character of the parish they also play an important role in helping to prevent soil erosion and water run-off, providing shelter, and protecting crops from the wind. Additionally they offer a traffic-speed calming measure and help absorb noise and particulate pollution.

Most rural hedgerows receive automatic protection because of the Hedgerow Regulations 1997. It is illegal to remove most countryside hedgerows without first seeking permission from the Local Planning Authority.

Surveys show that the bulk of our Parish hedgerows meet the criteria for protection in terms of length, location and importance as set out in Schedule 1, Part II Criteria, paragraph 7(1) as set out in the Hedgerow Regulations.

An ongoing series of surveys is set to identify the 'Important' hedgerows in the Parish and in addition to encouraging new planting and sympathetic maintenance it is the intention to ensure these Important hedgerows receive the full protection that the law provides.

Similarly, it is the intention that trees of significance that have been afforded special status by Tree Preservation Orders shall also receive the protections afforded to them by these Orders.

(NB - not 'Policies' as such but probably vital that we signal that Hedges/Trees are on our watchlist)

Do we need to combine this with 'Verges'? Since specific reference is made to

hedge cutting regimes within 'Verges' or lift that out of there and make specific maintenance aims part of the hedges section?

Green Spaces Green Assets

For a relatively small Parish we are fortunate to have a high number of County Wildlife Sites in addition to the 'jewel in the crown' which is Dickleburgh Moor. These key assets, which include other green spaces used by residents, are valued by the community and should be protected.

The following areas are designated as key natural environment assets:

- Langmere Green
 - Furze Covert
 - Dodd's Wood-Oliver's Wood
 - St. Clement's Common
 - White Post Lane Wood
 - Hall Farm Pond
 - Dickleburgh Moor
 - Dickleburgh Village Green opposite the church
 - Rushall Churchyard
 - Dickleburgh Churchyard
 - Dickleburgh Village Hall Playing Fields
 - The Green on Rectory Road/Catchpole Walk
 - Former allotment area (Townlands Trust managed) and adjoining field behind Dickleburgh Church
- The open field between the Gables and XX on Rectory Road
The open field system behind Rectory Road

The areas listed (reference here to a map for the purpose?) are protected from new development unless exceptional special circumstances can be demonstrated

Policy 1

Any development proposals which adversely impacts upon a green asset will not be permitted. Any development proposal should clearly demonstrate it will contribute to, rather than detract from, their biodiversity value.

Settlement and Local Gap Policy 1

To prevent distinct urban areas from merging, settlement gaps must be maintained. There are 5 settlement gaps within the Parish. See map xxx

Permission to build within or on the margins of the settlement gap, will not be granted, unless

- a) it can be demonstrated that no alternative plot of land can be found within the Parish.

- b) The building will not affect the integrity of the view or vista of the key parish asset, and
- c) that the strategic gap will not be compromised individually or cumulative with other existing or proposed development and the integrity of the gap will be maintained.

Settlement and Local Gap Policy 2

To protect the integrity of open spaces and distinct buildings within their settings, Local Gaps must be maintained and protected. There are 5 Local Gaps within the Parish. See map xxx

Permission to build within or on the margins of a Local Gap will not be granted, unless

- a) It can be clearly demonstrated that building is in the interests of the Parish communities.
- b) it can be demonstrated that no alternative plot of land can be found within the Parish.
- c) the building will not affect the integrity of the Local Gap itself or the building / land subject to the Local Gap, and
- d) that the Local Gap will not be compromised individually or cumulative with other existing or proposed development.
- e) the loss to the community of any part of the local gap can be fully mitigated against and an alternative gap to the same value be provided for the community.

Beautification will be a theme running through but also specific wording

NB so far no specific mention made of the verges/woded area at the junction of Common Rd/Ipswich Rd which we know was originally part of the old High Common/Dickleburgh Common. Do we need to or consider it to be covered by the general section on verges?