

Strategic Environmental Assessment (SEA) for the Dickleburgh and Rushall Neighbourhood Plan

Environmental Report

Dickleburgh and Rushall Parish Council

January 2023

Quality information

Prepared by	Checked by	Verified by	Approved by
Emma Hazell Environmental Planner	Cheryl Beattie Principal Environmental Planner	Steven Smith Technical Director	Steven Smith Technical Director
	Alastair Peattie Associate Director		

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Prepared for:

Dickleburgh and Rushall Parish Council

Prepared by:

AECOM Limited
3rd Floor, Portwall Place
Portwall Lane
Bristol BS1 6NA
United Kingdom

T: +44 117 901 7000
aecom.com

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Non-Technical Summary (NTS)

Introduction

AECOM is commissioned to lead on Strategic Environmental Assessment (SEA) in support of the emerging Dickleburgh and Rushall Neighbourhood Plan (D&RNP).

SEA is a mechanism for considering and communicating the likely effects of an emerging plan, and alternatives, with a view to avoiding and mitigating negative effects and maximising positive effects. SEA of the D&RNP is a legal requirement¹. This is a Non-Technical Summary (NTS) of the SEA Environmental Report.

The D&RNP is being prepared by the Parish Council in the context of the adopted South Norfolk Local Plan (SNLP). Once 'made' the D&RNP will have material weight when deciding on planning applications, alongside the SNLP.

This Environmental Report will be published alongside the 'pre-submission' version of the Plan, under Regulation 14 of the Neighbourhood Planning Regulations (2012, as amended).

Structure of the Environmental Report / this NTS

SEA reporting essentially involves answering the following questions in turn:

1. What has plan-making / SEA involved up to this point?
 - including in relation to 'reasonable alternatives'.
2. What are the SEA findings at this stage?
 - i.e., in relation to the draft plan.
3. What happens next?

Each of these questions is answered in turn within a discrete 'part' of the Environmental Report and summarised within this NTS. However, firstly there is a need to set the scene further by answering the questions 'What is the Plan seeking to achieve?' and 'What's the scope of the SEA?'

What is the Plan seeking to achieve?

The D&RNP has a clear vision, which is:

"The nature and character of our rural villages will be preserved and retained, in order to meet the various needs of residents, contribute to a high quality of life and provide opportunity and choice. This will be achieved in ways that make effective use of natural resources, enhance the environment and natural diversity, promote social inclusion, and supports the local economy."

To achieve this vision, the following eleven objectives have been identified, across three themes:

Housing

¹ The D&RNP was subject to informal screening by South Norfolk Council in 2021 and Scoping consultation in 2022 sought the wider opinions of statutory consultees.

Objective 1: To provide sufficient and appropriate high-quality housing in small-scale developments to meet local needs within a balanced housing market.

Objective 2: To provide mixed-use development that complements the character and heritage of the rural villages of Dickleburgh and Rushall.

Transport

Objective 1: Address the issue of significant numbers of lorries and HGVs travelling through areas of the parish judged to be hazardous and perilous to both pedestrians and the environment.

Objective 2: Improve the safety of pedestrians and residents of the parish.

Objective 3: Reduce traffic congestion in the parish.

Objective 4: To future proof the housing infrastructure to support environmentally friendly transport.

Environment and Biodiversity

Objective 1: To put in place measures and policies that; ensure the protection and enhancement of all our natural habitats, including hedgerows, coppices, ditches and key natural environmental assets, in order to encourage an increase in biodiversity across the parish and provide environments conducive to maintaining healthy populations of birds, bats and other fauna. An element of this will require developers planting native green hedging rather than solid wood fencing and providing additional habitats and wildlife corridors for hedgehogs and other small mammals, enabling free roaming into and through the development and hamlet or village.

Objective 2: To Protect and promote an increase of green footpaths, bridleways and cycleways to further enable public access to open countryside, green sites for community use and woodlands, including any new parish Woodlands. And protect and enhance vistas and views of significance within the parish.

Objective 3: To ensure the maintenance of distinct settlements and define clear settlement gaps to ensure the continuance of these distinct and separate settlements. For the sake of this document, a separate settlement can be distinguished by the separation of dwellings from larger settlements/hamlets by a field or defined boundary.

Objective 4: To challenge environmental risk and promote carbon offsetting by supporting creative thinking and solutions that safeguard and enhance the natural environment. To promote, within the design/build of new developments, features such as permeable driveways / hard standing, provision of green energy, green walls, green roofing, water harvesting and full utilisation of grey water solutions.

Objective 5: Establish clean environment policies to address issues of pollution and promote wellbeing and improved public health. This will include a 'beautification' policy as part of the approach to promote well-being by improving the overall visual enhancement and character of the parish.

What is the scope of the SEA?

The scope of the SEA is reflected in a list of themes, objectives, and assessment questions, which, taken together indicate the parameters of the SEA and provide a

methodological ‘framework’ for assessment. A summary framework is presented below, and a full framework which includes assessment questions is provided within the main Environmental Report (see **Table 3.2**).

SEA theme	SEA objective(s)
Biodiversity and geodiversity	<ul style="list-style-type: none"> Protect and enhance biodiversity and geodiversity.
Climate change	<ul style="list-style-type: none"> Reduce the contribution to climate change made by activities within the neighbourhood area. Support the resilience of the neighbourhood area to the potential effects of climate change, including flooding.
Landscape	<ul style="list-style-type: none"> To protect and enhance the character and quality of the immediate and surrounding landscape and villagescape.
Historic environment	<ul style="list-style-type: none"> Protect, conserve and enhance the historic environment within and surrounding the neighbourhood area.
Land, soil and water resources	<ul style="list-style-type: none"> Ensure the efficient and effective use of land. Protect and enhance water quality and use and manage water resources in a sustainable manner.
Community wellbeing	<ul style="list-style-type: none"> Ensure growth in the neighbourhood area is aligned with the needs of all residents, improving accessibility, anticipating future needs and specialist requirements, and supporting cohesive and inclusive communities.
Transportation	<ul style="list-style-type: none"> Promote sustainable transport use and reduce the need to travel.

Plan-making / SEA up to this point

An important element of the required SEA process involves assessing ‘reasonable alternatives’ in time to inform development of the draft proposals, and then publishing information on reasonable alternatives for consultation alongside the draft proposals.

As such, **Part 1** of the Environmental Report explains how work was undertaken to develop and assess a ‘reasonable’ range of alternative approaches to the allocation of land for housing, or alternative sites.

Specifically, **Part 1** of the report -

1. explains the process of establishing the reasonable alternatives.
2. presents the outcomes of assessing the reasonable alternatives; and
3. explains reasons for establishing the preferred option, in light of the assessment.

The decision was taken to develop and assess reasonable alternatives in relation to the matter of allocating land for housing, given the following considerations:

- D&RNP objectives, particularly the housing objective to provide sufficient and appropriate high-quality housing to meet local needs;
- Housing growth is known to be a matter of key interest amongst residents and other stakeholders; and
- The delivery of new homes is most likely to have a significant effect compared to the other proposals within the Plan. National Planning Practice Guidance is clear that SEA should focus on matters likely to give rise to significant effects.

Establishing the reasonable alternatives

The Environmental Report explains how reasonable alternatives were established subsequent to process of considering the strategic policy context ('top down' factors) and the site options in contention for allocation ('bottom-up' factors).

This work identified four site options with the potential to deliver growth within Dickleburgh and Rushall. These options as listed below are depicted in **Figure 5.1** of the Environmental Report, and form the alternative options for appraisal:

- **Option 1** – Site 1, West of Norwich Road (25 to 30 dwellings).
- **Option 2** – Site 4, East Ipswich Road (35 to 45 dwellings).
- **Options 3** – Site 2, Off Ipswich Road West, and Site 3, West Ipswich Road (20 to 28 dwellings combined).
- **Option 4** – Site 18, West of Norwich Road (92 to 153 dwellings)

Assessing the reasonable alternatives

The table below presents summary findings for the assessment of these options, with detailed findings presented in **Chapter 6** of the Environmental Report.

SEA topic		Option 1	Option 2	Option 3	Option 4
Biodiversity and geodiversity	Significant effect?	No	No	No	No
	Rank	2	1	1	3
Climate change	Significant effect?	No	No	No	Yes – negative
	Rank	2	1	1	3
Landscape	Significant effect?	No	No	No	Yes – negative
	Rank	2	2	1	3
Historic environment	Significant effect?	Uncertain	No	Yes – negative	Uncertain
	Rank	1	1	2	1
Land, soil and water resources	Significant effect?	No	No	No	No
	Rank	1	1	2	2
Community wellbeing	Significant effect?	Yes – positive	Yes – positive	Yes – positive	Yes – positive
	Rank	2	2	2	1
Transportation	Significant effect?	No	No	No	No
	Rank	1	1	1	1

All options are considered likely to lead to **significant positive effects** regarding the community wellbeing SEA topic. This is because all options meet the required housing need of the neighbourhood area, including an assumed proportion of affordable homes. All options are also within walking distance to the Local Green Space (LGS) as identified in the draft D&RNP.

Overall, **Options 1 and 2** perform most favourably and do not lead to any significant negative effects. Whilst uncertainty is noted for Option 1 regarding the historic environment SEA topic, due to its proximity to the Dickleburgh Conservation Area and Dickleburgh Moor, which contains archaeological remains sensitive to disturbance, this option remains relatively unconstrained.

Options 3 and 4 perform less favourably. While Option 3 is only considered likely to lead to significant negative effects for the historic environment SEA topic, Option 4 is predicted to lead to significant negative effects for the climate change and landscape SEA topics, making it the worst performing option. However, it is noted that the full capacity of Option 4 is unlikely to be delivered as it exceeds the required housing need for the neighbourhood area. In this respect, significant negative effects concerning these SEA topics could be mitigated to some degree by delivering a reduced number of houses. Uncertainty regarding the historic environment SEA topic is noted for Option 4 as it has potential to disturb archaeological remains in Dickleburgh Moor.

Developing the preferred approach

The Parish Council's reasons for developing the preferred approach (**Option 1**) in light of the alternatives assessment are identified below:

*"A survey of local residents conducted in 2019 identified four sites as possible sites for development. The four sites identified were sites 1, 2, 3 and 4 as shown in **Figure 5.4 in Chapter 5** in the main body of the report.*

The Steering Group met in June 2019 to assess all available sites. All sites put forward by developers were subject to a Suitability Assessment (SA) created by the Steering Group and based upon the South Norfolk HEELA. Four sites emerged from that process as possible sites for development – sites 1, 2, 3 and 4 – and the highest scoring site was site 1. Sites 1 and 4 were deemed able to deliver the 25 homes on a single site. All other sites failed the SA tests.

There then followed a series of meetings to test the sites and arrive at an agreed preferred site/ sites. It was agreed on 17th September 2020 that the final sites going forward would be sites 1 and 2.

With regard to site 2, the proposals put forward to the Steering Group do not conform to rurality, parking, and density requirements. Moreover, densities, as indicated by the developer, were deemed unacceptable.

*Specifically, the developer declared that they would only be interested in developing the site if they were given additional permissions to extend the site to include the area referred to as N3 in **Figure 5.4 in Chapter 5**. This request was rejected, and as a result, the developer withdrew their interest on 22nd September 2021.*

In light of the above, site 1 became the preferred site, providing that the aspects below can be met:

Cordon sanitaire² (400 metres) – no building within the limits of the cordon sanitaire.

Heritage views maintained.

² The term 'cordon sanitaire' refers to a buffer zone around a sewage works.

Heritage sites protected.

Views and vistas maintained; in particular, views from the Norwich Road across to the A140, views to the church, and views from the church.

Footpath 3 – a green walk (path) which should remain a green walk (path).

Rurality.

Flooding of the Norwich Road – flooding regularly occurs; the site must not exacerbate this issue.”

Assessment findings at this stage

Part 2 of the Environmental Report presents an assessment of the Submission version of the D&RNP. Assessment findings are presented as a series of narratives under the ‘SEA framework’ topic headings. The following conclusions are reached:

Significant positive effects are only anticipated for the community wellbeing SEA topic. This is because the spatial strategy exceeds the identified local housing need, locating development close to existing services and facilities in Dickleburgh Village, whilst the D&RNP policy framework seeks to protect community assets and prioritises the wellbeing of residents.

Minor positive effects are considered likely for the biodiversity and geodiversity and landscape SEA topics. With respect to biodiversity and geodiversity, the policy framework seeks to protect priority species and habitats, enhance the biodiversity value of LGSs, and deliver at least 10% net gain amongst other things. With respect to landscape, the spatial strategy avoids significant impacts arising by locating development adjacent to the existing settlement, outside of the identified settlement and local gaps. Whilst the spatial strategy will lead to the loss of greenfield land, it is recognised that this is largely unavoidable. The policy framework strengthens the spatial strategy by mitigating any adverse impacts of development and protecting and enhancing the local landscape and villagescape.

Broadly **neutral effects** are concluded for the climate change SEA topic because, by recognising growth will occur with or without the D&RNP, the increase in the built footprint of the neighbourhood area and absolute emissions are not considered a consequence of the plan. On this basis, and alongside the avoidance of significant effects in relation to flood risk, no significant deviations from the baseline are anticipated.

Uncertainty is noted for the historic environment and land, soil and water resources SEA topics. With respect to the historic environment, the policy framework performs well and is considered likely to ensure that new development is in keeping with the character of Dickleburgh village. However, there is a degree of uncertainty surrounding the recent archaeological finds at Dickleburgh Moor. With respect to land, soil and water resources, whilst the allocated site will lead to the loss of greenfield land, it is recognised that this is largely unavoidable. The spatial strategy delivers development adjacent to the Dickleburgh Stream and partially within the cordon sanitaire. Whilst it is considered likely that this part of the site will not be development, this cannot be confirmed at this stage.

Finally, **minor negative effects** are anticipated for the transportation SEA topic. It is recognised that growth is anticipated in the neighbourhood area with or without the

D&RNP, and therefore increases in vehicle use on local roads are an inevitable evolution of the baseline. In addition, the spatial strategy locates development close to local services and facilities and the bus stop in Dickleburgh village, and the policy framework seeks to mitigate adverse effects of new development, including traffic and congestion and road safety. However, given the limited services and facilities and public transport options available, residents will still likely rely on the private car to a considerable degree.

Cumulative effects

Alongside the provisions of the Greater Norwich Local Plan (GNLP), Village Clusters Housing Allocations Plan (VCHAP) and NPPF, the D&RNP seeks to support housing delivery in line with forecasted needs over the plan period whilst avoiding significant negative effects in relation to the SEA topics explored above. In this respect, positive cumulative effects are anticipated.

Recommendations

As the D&RNP avoids any significant negative effects, no specific recommendations are made at this stage.

Next steps

Part 3 of the report explains the next steps that will be taken as part of plan-making and SEA.

Plan finalisation

Following submission, the plan and supporting evidence will be published for further consultation, and then subjected to Independent Examination. At Independent Examination, the Neighbourhood Plan will be considered in terms of whether it meets the Basic Conditions for Neighbourhood Plans and is in general conformity with the Local Plan.

Assuming the examination leads to a favourable outcome, the Neighbourhood Plan will then be subject to a referendum, organised by South Norfolk Council. If more than 50% of those who vote agree with the Neighbourhood Plan, then it will be 'made'. Once 'made', the D&RNP will become part of the Development Plan for South Norfolk Council, covering the defined neighbourhood area.

Monitoring

The SEA regulations require 'measures envisaged concerning monitoring' to be outlined in this report. This refers to the monitoring of likely significant effects of the Neighbourhood Plan to identify any unforeseen effects early and take remedial action as appropriate.

It is anticipated that monitoring of effects of the D&RNP will be undertaken by South Norfolk Council as part of the process of preparing its Annual Monitoring Report (AMR). No significant negative effects are considered likely in the implementation of the D&RNP that would warrant more stringent monitoring over and above that already undertaken by South Norfolk Council.

1. Introduction

Background

- 1.1 AECOM is commissioned to lead on Strategic Environmental Assessment (SEA) in support of the emerging Dickleburgh and Rushall Neighbourhood Plan (D&RNP).
- 1.2 The D&RNP is being prepared under the Localism Act 2011 and the Neighbourhood Planning (General) Regulations 2012 and in the context of the adopted South Norfolk Local Plan (SNLP).
- 1.3 Once 'made' the D&RNP will have material weight when deciding on planning applications, alongside the SNLP.
- 1.4 SEA is a mechanism for considering and communicating the likely effects of an emerging plan, and alternatives, with a view to avoiding and mitigating negative effects and maximising positive effects. SEA of the D&RNP is a legal requirement.³

SEA explained

- 1.5 It is a requirement that SEA is undertaken in-line with the procedures prescribed by the Environmental Assessment of Plans and Programmes Regulations 2004, which transposed into national law EU Directive 2001/42/EC on SEA.
- 1.6 In-line with the Regulations, a report (known as the Environmental Report) must be published for consultation alongside the draft plan that "*identifies, describes and evaluates*" the likely significant effects of implementing "*the plan, and reasonable alternatives*".⁴ The report must then be considered, alongside consultation responses, when finalising the plan.
- 1.7 More specifically, the Report must answer the following three questions:
 1. What has plan-making / SEA involved up to this point?
 - including in relation to 'reasonable alternatives'.
 2. What are the SEA findings at this stage?
 - i.e., in relation to the draft plan.
 3. What happens next?

³ The D&RNP was subject to informal screening by South Norfolk Council in 2021 and Scoping consultation in 2022 sought the wider opinions of statutory consultees.

⁴ Regulation 12(2) of the Environmental Assessment of Plans and Programmes Regulations 2004.

This Environmental Report

- 1.8 This report is the Environmental Report for the D&RNP. It is published alongside the 'pre-submission' version of the Plan, under Regulation 14 of the Neighbourhood Planning Regulations (2012, as amended).
- 1.9 This report essentially answers questions 1, 2 and 3 in turn, to provide the required information.⁵ Each question is answered within a discrete 'part' of the report.
- 1.10 However, before answering Q1, two initial questions are answered to further set the scene; what is the plan seeking to achieve? And what is the scope of the SEA?

⁵ See **Appendix A** for further explanation of the regulatory basis for answering certain questions within the Environmental Report, and a 'checklist' explaining more precisely the regulatory basis for presenting certain information.

2. What is the plan seeking to achieve?

Introduction

2.1 This section considers the strategic planning policy context provided by the adopted SNLP, before then presenting the Neighbourhood Plan vision and objectives. **Figure 2.1** below presents the Plan area.

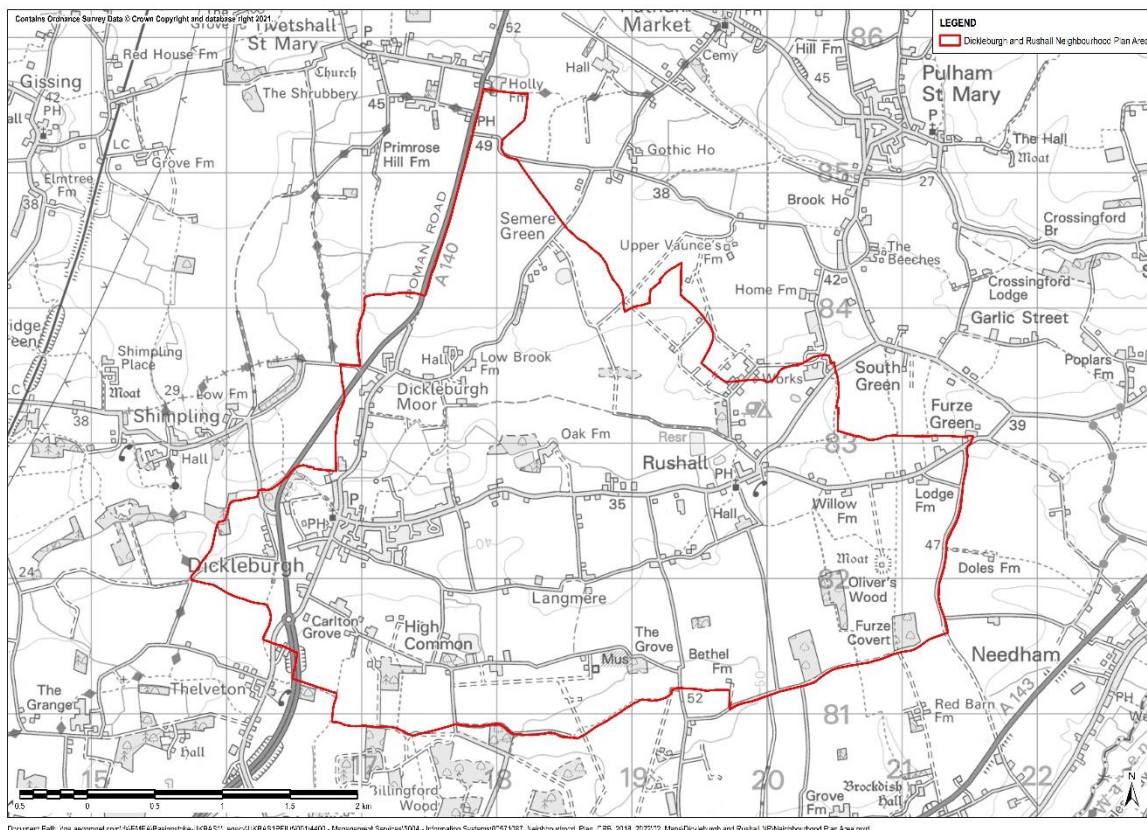


Figure 2.1 Dickleburgh and Rushall neighbourhood area

Strategic planning policy context

- 2.2 The adopted South Norfolk Local Plan (SNLP) is made up of various documents which have been developed in consultation with the community and subject to independent examination before being formally adopted. These documents contain policies to guide future development in South Norfolk.
- 2.3 One of these documents is the Joint Core Strategy (JCS)⁶, which was adopted in March 2011 and amended in January 2014. The JCS sets out the overarching strategy for growth across Broadland, Norwich, and South Norfolk to 2026. The JCS identifies key locations for housing and employment growth and sets out policies to ensure that future development is sustainable.
- 2.4 Dickleburgh is categorised as a ‘Service Village’ under Policy 15 of the JCS. In each Service Village, land will be allocated for small-scale housing development subject to form and character considerations. Small-scale

⁶ Greater Norwich Development Partnership (2014): ‘Joint Core Strategy for Broadland, Norwich and South Norfolk’, [online] available to access via [this link](#)

employment or service development appropriate to the scale and needs of the village and its immediate surroundings will also be encouraged.

- 2.5 Another document that forms part of the SNLP is the Site-Specific Allocations and Policies Document (SSAPD)⁷, which was adopted in October 2015. This document is accompanied by the Development Management Policies Document (DMPD)⁸, also adopted in October 2015. Together these documents are used to guide development proposals to ensure the delivery of high-quality sustainable developments across South Norfolk. In the SSAPD, Dickleburgh and Rushall has been assigned a housing allocation of 20 dwellings.
- 2.6 The JCS only sets out a vision up to 2026, and as such, South Norfolk Council is currently working alongside Broadland District Council, Norwich City Council, and Norfolk County Council to prepare the Greater Norwich Local Plan (GNLP)⁹. The JCS plans for the housing and job needs of the area to 2026 and the GNLP will ensure that needs continue to be met to 2038. The GNLP was submitted to the Secretary of State for independent examination in July 2021. Overall, 5.5% of the GNLP growth is assigned to the 'Village Clusters' in South Norfolk. Half of that growth has either already been built between 2018 and 2020 or is on sites which already have planning permission / allocations.
- 2.7 The GNLP does not provide an indicative housing requirement for the 'Cluster Villages' in South Norfolk, including Dickleburgh. Instead, South Norfolk Council is currently preparing the South Norfolk Village Clusters Housing Allocations Plan (VCHAP)¹⁰, which will shape development within the district's villages. The VCHAP will identify land for a minimum of 1,200 new homes to meet the remaining growth requirements for 'Village Clusters' of the GNLP. The Regulation 18 version of the VCHAP highlights that the indicative housing requirement for Dickleburgh is a minimum of 25 homes. A list of 22 sites promoted to the Council for consideration are listed within the VCHAP.
- 2.8 In terms of the progress of the VCHAP, the Regulation 18 version was initially published for public consultation between June and August 2021. The council is now reviewing the plan, including assessing new sites that have come forward as part of the consultation, and aims to publish the pre-submission (Regulation 19) version of the plan soon, with the intention of submitting it to the Secretary of State shortly thereafter. Following independent examination, the plan is currently expected to be finalised and adopted in 2023.

D&RNP vision statement and objectives

- 2.9 The following vision has been established for the D&RNP:

"The nature and character of our rural villages will be preserved and retained, in order to meet the various needs of residents, contribute to a high quality of life and provide opportunity and choice. This will be achieved in ways that make effective use of natural resources, enhance the environment and natural diversity, promote social inclusion, and supports the local economy."

⁷ South Norfolk Council (2015): 'Site Specific Allocations and Policies Document', [online] available to access via [this link](#)

⁸ South Norfolk Council (2015): 'Development Management Policies Document', [online] available to access via [this link](#)

⁹ South Norfolk Council (2021): 'Greater Norwich Local Plan (GNLP)', [online] available to access via [this link](#)

¹⁰ South Norfolk Council (2021): 'South Norfolk Village Clusters Housing Allocations Plan', [online] available to access via [this link](#)

2.10 To achieve this vision, the following eleven objectives have been identified, across three themes:

Housing

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

Transport

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

Environment and Biodiversity

- Objective 1: To put in place measures and policies that; ensure the protection and enhancement of all our natural habitats, including hedgerows, coppices, ditches and key natural environmental assets, in order to encourage an increase in biodiversity across the parish and provide environments conducive to maintaining healthy populations of birds, bats and other fauna. An element of this will require developers planting native green hedging rather than solid wood fencing and providing additional habitats and wildlife corridors for hedgehogs and other small mammals, enabling free roaming into and through the development and hamlet or village.
- Objective 2: To Protect and promote an increase of green footpaths, bridleways and cycleways to further enable public access to open countryside, green sites for community use and woodlands, including any new parish Woodlands. And protect and enhance vistas and views of significance within the parish.
- Objective 3: To ensure the maintenance of distinct settlements and define clear settlement gaps to ensure the continuance of these distinct and separate settlements. For the sake of this document, a separate settlement can be distinguished by the separation of dwellings from larger settlements/hamlets by a field or defined boundary.
- Objective 4: To challenge environmental risk and promote carbon offsetting by supporting creative thinking and solutions that safeguard and enhance the natural environment. To promote, within the design/build of new developments, features such as permeable driveways / hard standing, provision of green energy, green walls, green roofing, water harvesting and full utilisation of grey water solutions.

- Objective 5: Establish clean environment policies to address issues of pollution and promote wellbeing and improved public health. This will include a 'beautification' policy as part of the approach to promote wellbeing by improving the overall visual enhancement and character of the parish.

3. What is the scope of the SEA?

Introduction

- 3.1 The aim here is to introduce the reader to the scope of the SEA, i.e., the sustainability issues and objectives that should be a focus of the assessment of the plan and reasonable alternatives. Further information, including the policy review and baseline information that has supported the development of key sustainability issues and objectives, is presented in **Appendix B**.

Consultation

- 3.2 The SEA Regulations require that “*when deciding on the scope and level of detail of the information that must be included in the report, the responsible authority shall consult the consultation bodies*”. In England, the consultation bodies are the Environment Agency, Historic England, and Natural England.¹¹ As such, these authorities were consulted in March 2022. No response was received from the Environment Agency. The responses received from Natural England and Historic England are detailed in **Table 3.1** below.

Table 3.1. Scoping consultation responses

Consultation response	How the response was considered and addressed
<p>Historic England <i>Historic Places Advisor (email response received on 3rd May 2022)</i></p> <p>We would refer you to the advice in Historic England Advice Note 8: Sustainability Appraisal and Strategic Environmental Assessment, which can be found here. This advice sets out the historic environment factors which need to be considered during the Strategic Environmental Assessment or Sustainability Appraisal process, and our recommendations for information you should include.</p>	<p>Comment noted. The Advice Note is considered as part of the plans and policies review in scoping and will be considered as appropriate in subsequent appraisal stages.</p>
<p>We would also refer you to Historic England Advice Note 3: Site Allocations and Local Plans. This advice note sets out what we consider to be a robust process for assessing the potential impact of site allocations on any relevant heritage assets. In particular we would highlight the Site Selection Methodology set out on Page 5. This is similar to the methodology used to assess potential impacts on the setting of heritage assets (Good Practice Advice 3) but is focused specifically on the site allocation process and is therefore a more appropriate methodology to employ in this context.</p>	<p>As above.</p>
<p>We would expect a proportionate assessment based on this methodology to be undertaken for any site allocation where there was a potential impact, either positive or negative, on a heritage asset, and the SEA consequently to advise on how any harm should be minimised or mitigated. Advice Note 3 can be found here.</p>	<p>Comment noted. Every effort will be made to undertake a proportionate assessment and advise on how any potential negative effects should be avoided, minimised, or mitigated.</p>

¹¹ These consultation bodies were selected “*by reason of their specific environmental responsibilities, [they] are likely to be concerned by the environmental effects of implementing plans and programmes*” (SEA Directive, Article 6(3)).

Consultation response

How the response was considered and addressed

Historic England strongly advises that the conservation and archaeological staff of the relevant local planning authorities are closely involved throughout the preparation of the plan and its assessment. They are best placed to advise on; local historic environment issues and priorities, including access to data held in the Historic Environment Record (HER), which should be consulted as part of the SEA process. In addition, they will be able to advise how any site allocation, policy or proposal can be tailored to minimise potential adverse impacts on the historic environment; the nature and design of any required mitigation measures; and opportunities for securing wider benefits for the future conservation and management of heritage assets.

Comment noted. It is the intention to develop the D&RNP and SEA in consultation with the local planning authority.

Natural England

Consultations Team (email response received on 4th May 2022)

Natural England has no specific comments to make on this neighbourhood plan SEA scoping.

Comment noted.

The SEA framework

3.3 The SEA scope is summarised in a list of themes, objectives, and assessment questions, known as the SEA framework. **Table 3.2** presents the SEA framework as agreed in 2022.

Table 3.2. SEA framework

SEA topic	SEA Objective	Assessment questions (will the proposal help to...)
Biodiversity and geodiversity	Protect and enhance biodiversity and geodiversity.	<ul style="list-style-type: none"> • Support the integrity of the designated sites for biodiversity and geodiversity located within proximity to the neighbourhood area? • Protect and enhance priority habitats and species and the connections between them? • Support the national habitat network, particularly Network Enhancement Zone 1 and the habitats it surrounds? • Achieve biodiversity net gains and support the delivery of ecosystem services and green infrastructure networks? • Protect and enhance Dickleburgh Moor, Langmere Green CWS and St Clements Common, especially the species that inhabit them? • Preserve and build upon the historic hedgerow pattern found in the neighbourhood area? • Protect the various species found in the neighbourhood area, particularly the eight species of bat? • Increase the resilience of biodiversity in the area to the effects of climate change? • Support access to, interpretation and understanding of biodiversity and geodiversity?
Climate change	Reduce the contribution to climate change	<ul style="list-style-type: none"> • Reduce the number of journeys made by private vehicle, especially those that run on petrol / diesel?

SEA topic	SEA Objective	Assessment questions (will the proposal help to...)
	made by activities within the neighbourhood area.	<ul style="list-style-type: none"> Promote the use of sustainable modes of transport including walking, cycling and public transport? Increase the number of new developments meeting or exceeding sustainable design criteria? Generate energy from low or zero carbon sources and reduce energy consumption from non-renewable resources? Support the uptake of EVs through the provision of EV charging infrastructure within the neighbourhood area?
	Support the resilience of the neighbourhood area to the potential effects of climate change, including flooding.	<ul style="list-style-type: none"> Ensure that development does not take place in areas at high risk of flooding, considered the likely future effects of climate change? Improve and extend green infrastructure network to support adaptation to the potential effects of climate change? Sustainably manage water runoff and drainage, including through the utilisation of SuDs? Ensure that potential risks associated with climate change are considered through new development? Increase the resilience of biodiversity to the effects of climate change, including through enhancements to ecological networks?
Landscape	To protect and enhance the character and quality of the immediate and surrounding landscape and villagescape.	<ul style="list-style-type: none"> Protect and / or enhance local landscape and villagescape character, key sensitivities, and quality of place? Protect trees with TPOs in the neighbourhood area? Conserve and enhance local identity and settlement character? Protect visual amenity and locally important views and vistas?
Historic environment	Protect, conserve and enhance the historic environment within and surrounding the neighbourhood area.	<ul style="list-style-type: none"> Conserve and enhance buildings, structures, and areas of architectural or historic interest and their settings, including the Dickleburgh Conservation Area? Protect the integrity and the historic setting of key finds of cultural heritage interest as listed in the Norfolk HER? Identify whether any Grade II listed buildings within the neighbourhood area are deemed at risk, and address this appropriately? Support the undertaking of early archaeological investigations and, where appropriate, recommend mitigation strategies?
Land, soil and water resources	Ensure the efficient and effective use of land.	<ul style="list-style-type: none"> Avoid the loss of productive agricultural land and retain higher quality land where possible? Promote any opportunities for the use of brownfield land, or vacant / underutilised land?
	Protect and enhance water quality and use and manage water resources in a	<ul style="list-style-type: none"> Avoid any negative impacts on water quality and support improvements to water quality? Ensure appropriate drainage and mitigation is delivered alongside proposed development? Protect waterbodies from pollution?

SEA topic	SEA Objective	Assessment questions (will the proposal help to...)
	sustainable manner.	<ul style="list-style-type: none"> • Maximise water efficiency and opportunities for water harvesting and / or water recycling? • Protect SPZs and the DWSZ for surface water in the neighbourhood area?
Community wellbeing	Ensure growth in the neighbourhood area is aligned with the needs of all residents, improving accessibility, anticipating future needs and specialist requirements, and supporting cohesive and inclusive communities.	<ul style="list-style-type: none"> • Provide everyone with the opportunity to live in good quality, affordable housing? • Support the provision of a range of house types and sizes? • Meet the needs of all sectors of the community? • Provide flexible and adaptable homes that meet people's needs, particularly the needs of an ageing population? • Improve the availability and accessibility of key local facilities, including specialist services for disabled and older people? • Encourage and promote social cohesion and active involvement of local people in community activities? • Facilitate green infrastructure enhancements, including improved access to open space? • Maintain or enhance the quality of life of existing residents?
Transportation	Promote sustainable transport use and reduce the need to travel.	<ul style="list-style-type: none"> • Support the strategic objectives within the Local Transport Plan Strategy to encourage more sustainable transport? • Encourage a modal shift to more sustainable forms of travel and enable active travel enhancements? • Improve local connectivity and pedestrian and cyclist movement? • Facilitate working from home to reduce the use of private vehicles to access workplaces outside of the neighbourhood area? • Improve road safety, particularly through measures to reduce speeding on key roads?

Part 1: What has plan-making / SEA involved to this point?

4. Introduction (to Part 1)

Overview

- 4.1 Whilst work on the Neighbourhood Plan has been underway for some time, the aim here is not to provide a comprehensive explanation of all the work carried out to date, but rather to explain work undertaken to develop and appraise reasonable alternatives.
- 4.2 More specifically, this part of the report presents information on the consideration given to reasonable alternative approaches to addressing a particular issue that is of central importance to the Plan, namely the allocation of land for housing, or alternative sites. Land is currently being identified to deliver against the South Norfolk VCHAP requirement for 25 new dwellings in the period up to March 2037.

Why focus on sites?

- 4.3 The decision was taken to develop and assess reasonable alternatives in relation to the matter of allocating land for housing, given the following considerations:
 - D&RNP objectives, particularly housing objectives to provide sufficient and appropriate high-quality housing to meet local needs.
 - Housing growth is known to be a matter of key interest amongst residents and other stakeholders; and
 - The delivery of new homes is most likely to have a significant effect compared to the other proposals within the Plan. National Planning Practice Guidance is clear that SEA should focus on matters likely to give rise to significant effects.

Structure of this part of the report

- 4.4 This part of the report is structured as follows:
 - **Chapter 5** - explains the process of establishing reasonable alternatives.
 - **Chapter 6** - presents the outcomes of appraising reasonable alternatives; and
 - **Chapter 7** - explains reasons for selecting the preferred option, considering the appraisal.

5. Establishing reasonable alternatives

Introduction

- 5.1 The aim here is to explain the process that led to the establishment of alternative sites and thereby present “*an outline of the reasons for selecting the alternatives dealt with*”.¹²
- 5.2 Specifically, there is a need to explain the strategic parameters that have a bearing on the establishment of options (in relation to the level and distribution of growth) and the work that has been undertaken to date to examine site options (i.e., sites potentially in contention for allocation in the D&RNP). These parameters are then drawn together in order to arrive at ‘reasonable alternatives’.

Strategic parameters

- 5.3 As discussed in **Section 2.1**, the D&RNP is being prepared in the context of the South Norfolk Local Plan (SNLP), which consists of the Joint Core Strategy (JCS), Site Specific Allocation and Policies Document (SSAPD) and Development Management Policies Document (DMPD). The D&RNP also considers the upcoming Greater Norwich Local Plan (GNLP), which covers the period 2026 to 2038 (following the period covered by the JCS).
- 5.4 The GNLP does not provide an indicative housing requirement for the ‘Cluster Villages’ in South Norfolk, including Dickleburgh. Instead, South Norfolk Council is currently preparing the South Norfolk Village Clusters Housing Allocations Plan (VCHAP), which will shape development within the district’s villages. The VCHAP will identify land for a minimum of 1,200 new homes to meet the remaining growth requirements for ‘Village Clusters’ of the GNLP. The Regulation 18 version of the VCHAP highlights that the indicative housing requirement for Dickleburgh is a minimum of 25 homes.
- 5.5 South Norfolk Council has granted outline planning permission to a development on the land to the South of Norwich Road and to the east of Brandreth Close for 22 homes. This land is marked ‘PP’ in **Figure 5.4** overleaf. As this is a pre-existing permission, it does not count towards the indicative housing requirement for 25 homes as set out in the VCHAP.
- 5.6 Within the D&RNP itself, there are key plan objectives, including Heritage Policy 5 (Settlement Gaps), which seeks to maintain the nucleated aspect of settlements within the neighbourhood area by preventing distinct villages and hamlets from merging and coalescing, as well as preventing the incorporation of isolated buildings or clusters of buildings into larger clusters. To address this, two settlement gaps have been designated to the north and east of Dickleburgh village, the first protecting the gap between Dickleburgh and Dickleburgh Moor (A) and the second protecting the gap between Dickleburgh and Rushall (B) (see **Figure 5.1**).

¹² Schedule 2(8) of the SEA Regulations

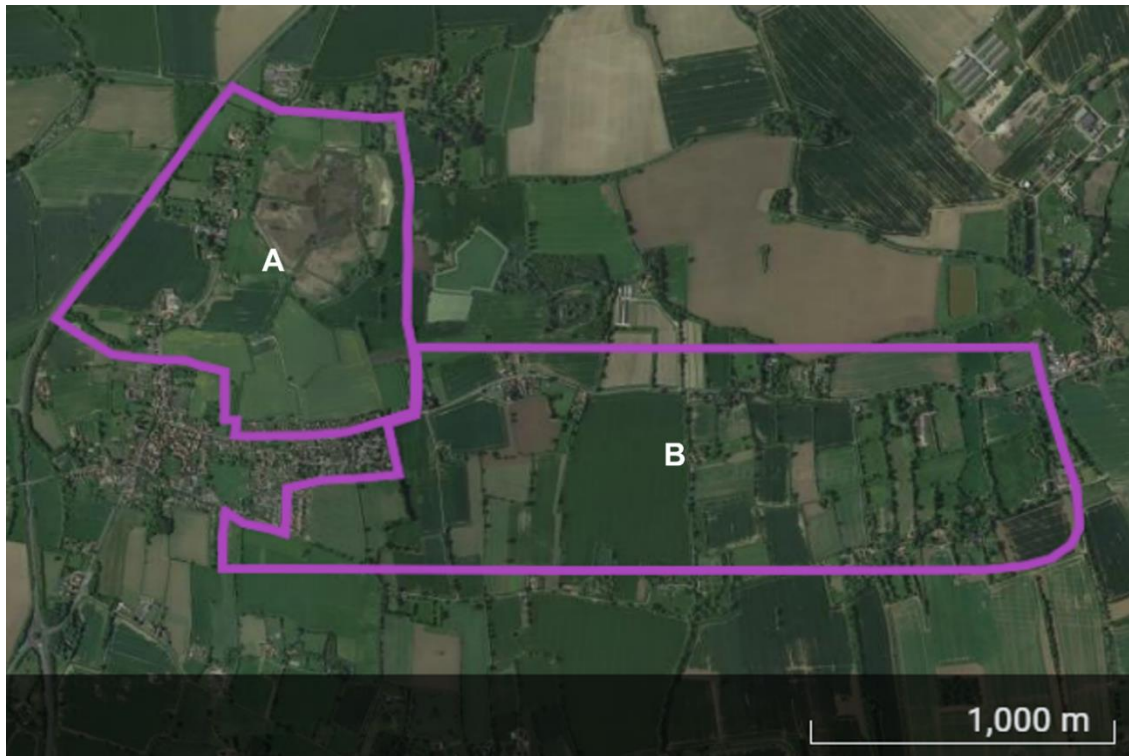


Figure 5.1 Settlement gaps within the neighbourhood area

- 5.7 The D&RNP has also designated seven local gaps (see **Figure 5.2**) through Heritage Policy 6 (Local Gaps), which seeks to preserve key views, vistas and sight lines and maintain a sense of place, wellbeing and unique identities. Local gaps differ from settlement gaps as they tend to be smaller and can fall within a settlement.



Figure 5.2 Local gaps within the neighbourhood area

- 5.8 Housing Policy 9 (Cordon Sanitaire¹³) of the D&RNP is in place to ensure that new development does not take place within 400 metres of a sewage works. In

¹³ The term 'cordon sanitaire' refers to a buffer zone around a sewage works.

this respect, a 400-metre buffer has been identified, through consultation with Anglian Water, around the Netheridge and Longford sewage works, which is located to the north of Dickleburgh village (please see **Figure 5.3** below). This buffer is in place to ensure that development does not take place in an area likely to be adversely affected by the smell coming from the sewage works.



Figure 5.3 Approximate span of the 400-metre buffer around the cordon sanitaire located to the north of Dickleburgh village

Site options

5.9 **Table 5.1** identifies the sites put forward and therefore available for development within the neighbourhood area. Of these sites, 16 were identified through the GNLP ‘Call for Sites’; these are sites 1 to 8 and 11 to 18. Two further sites – 9 and 10 – which were not originally allocated GNLP numbers were also identified as available. Site 9 has already been developed with 22 dwellings now built to the north of Harvey Lane, whilst part of site 10 has now been allocated a GNLP number. A further site, 19, also came forward, however the availability of this site has not yet been confirmed.

5.10 In addition to the above, three new sites (referred to as N1, N2 and N3 within **Table 5.1** below) were identified as available through the village cluster ‘Call for Sites’, bringing the total number of sites available within the neighbourhood

area to 22. The potential for these sites to form reasonable alternatives for the purposes of SEA will be explored in the next section 'establishing reasonable alternatives'.

Table 5.1 Sites available within the neighbourhood area

Site No.	GNLP No.	Location	Capacity	Site Type
1	0516	West of Norwich Road	25-30	Greenfield
2	0361	Off Ipswich Road West	5-8	Greenfield/ Brownfield
3	0350	West Ipswich Road	15-20	Greenfield
4	0498	East Ipswich Road	35-45	Greenfield
5	0230R	Opposite Bridge Farm	13-21	Greenfield
6	0199	North Rectory Road	80	Greenfield
7	0256	North Rectory Road	30-35	Greenfield
8	0063	South side of Harvey Lane	15-30	Greenfield
9	N/A	North Harvey Lane	17-28	Greenfield
10	3017	North Harvey Lane	23-38	Greenfield
11	0389	North Harvey Lane	50-83	Greenfield
12	0257	North Rectory Road	200	Greenfield
13	0258	South Rectory Road	25-30	Greenfield
14	0259	South Rectory Road	20	Greenfield
15	0217	Adjacent Bridge Farm	58-97	Greenfield
16	2083	East Norwich Road	10-15	Greenfield
17	2084	East Norwich Road	5	Greenfield
18	2145	West of Norwich Road	75-125	Greenfield
19	N/A	West of Site 3	45-75	Greenfield
N1	N/A	Town Land Trust Allotments	8	Greenfield
N2	N/A	Kings Head Rear and West	5	Greenfield
N3	N/A	Behind Chennery	10	Greenfield

Establishing reasonable alternatives

5.11 In terms of the progression of sites through the SEA, an initial step involved considering key exclusionary criteria. Out of the 17 GNLP sites assessed (including part of site 10), 12 have been discounted as they are located in one or more of the following areas as identified in the D&RNP: the settlement gap, local gaps, and/ or the cordon sanitaire. These sites are outlined in red in **Figure 5.4** overleaf.



Figure 5.4 Locations of sites available within the neighbourhood area

- 5.12 Of the ten sites remaining, one has already been developed (site 9) and one has not been confirmed as available (site 19), and therefore these two sites have been discounted from further appraisal. Of the three sites identified through the village cluster ‘Call for Sites’, which are outlined in blue in **Figure 5.4** above, suitable access to Site N1 cannot be identified, and Sites N2 and N3 are small-scale and considered likely to come forward as windfall sites. Therefore, these three sites did not inform development of the reasonable alternatives at this stage.
- 5.13 As already mentioned in the ‘strategic parameters’ section above, the land marked ‘PP’ in **Figure 5.4** above has already been given outline planning permission for a development consisting of 22 homes. As this is a pre-existing permission, it falls outside of the indicative housing requirement.
- 5.14 This leaves sites 1 to 4 and 18, of which only three (1, 4 and 18) meet the identified housing need (25 homes) of the neighbourhood area alone. Whilst site 18 has the potential to deliver 92 to 153 homes, it is noted that a lower figure is more realistic given that the full capacity of this site vastly exceeds the required housing need of the neighbourhood area.
- 5.15 Although sites 2 and 3 each deliver fewer than 25 homes, combined, they meet the identified housing need.

5.16 Therefore, four options are established as the reasonable alternatives for the purposes of this SEA, which are outlined below and illustrated in **Figure 5.5**. Whilst many hybrid options could emerge in relation to these choices, Options 1 to 4 provide a concise and clear approach to explore the differences between alternatives at this stage and consider all sites which are deemed reasonable within the scope and objectives of the D&RNP.

- **Option 1** – Site 1, West of Norwich Road (25 to 30 dwellings).
- **Option 2** – Site 4, East Ipswich Road (35 to 45 dwellings).
- **Options 3** – Site 2, Off Ipswich Road West, and Site 3, West Ipswich Road (20 to 28 dwellings combined).
- **Option 4** – Site 18, West of Norwich Road (92 to 153 dwellings)



Figure 5.5 The reasonable alternatives

6. Assessing the reasonable alternatives

6.1 As outlined in the previous section, **Options 1 to 4** are established as alternative options for the purposes of the SEA.

Methodology

- 6.2 For each of the options, the assessment examines likely significant effects on the baseline, drawing on the sustainability themes and objectives identified through scoping (see **Table 3.2**) as a methodological framework. **Green** is used to indicate significant positive effects, whilst **red** is used to indicate significant negative effects. Where appropriate neutral effects, or uncertainty will also be noted. Uncertainty is noted with **grey** shading.
- 6.3 Every effort is made to predict effects accurately; however, where there is a need to rely on assumptions to reach a conclusion on a 'significant effect' this is made explicit in the appraisal text.
- 6.4 Where it is not possible to predict likely significant effects based on reasonable assumptions, efforts are made to comment on the relative merits of the alternatives in more general terms and to indicate **a rank of preference**. This is helpful, as it enables a distinction to be made between the alternatives even where it is not possible to distinguish between them in terms of 'significant effects'. Numbers are used to highlight the option or options that are preferred from an SEA perspective with 1 performing the best.
- 6.5 Finally, it is important to note that effects are predicted considering the criteria presented within Regulations.¹⁴ So, for example, account is taken of the duration, frequency, and reversibility of effects.

Biodiversity and geodiversity

	Option 1	Option 2	Option 3	Option 4
Significant effect?	No	No	No	No
Rank	2	1	1	3

- 6.6 None of the options fall within an international or nationally designated site for biodiversity, nor do they fall within a Site of Special Scientific Interest (SSSI) Impact Risk Zone (IRZ). In this respect, none of the options are likely to impact any nearby international or nationally designated sites.
- 6.7 Option 4 is the only option that contains a Biodiversity Action Plan (BAP) Priority Habitat; a small area of deciduous woodland is located along its northern boundary, which could be retained if the site were to be developed. However, development of the site has potential to disturb the species that live within this habitat. Whilst not within the site, a small area of traditional orchard lies to the west of Site 3 under Option 3. Similarly, development of the site has the potential to disturb the species that live within the habitat.

¹⁴ Schedule 1 of the Environmental Assessment of Plans and Programmes Regulations 20004.

- 6.8 In terms of the Living England Habitat Map, Options 1 and 2 are classified as Arable and Horticultural, whilst Option 3 is classed as Improved Grassland, and Option 4 as a mix of Arable and Horticultural, Acid, Calcareous, Neutral Grassland and Dwarf Shrub Heath. In this respect, if developed, Option 4 would result in the greatest loss of habitat types. However, it is noted that some of these habitat types could be retained given that the full capacity of Option 4 is unlikely to be delivered as it exceeds the required housing need.
- 6.9 The entire neighbourhood area is designated a priority area for Country Stewardship (CS) measures addressing Lapwing habitat issues. In this respect, all options have the potential to disturb this habitat.
- 6.10 Dickleburgh Moor is home to numerous migrant wading birds, including the lapwing (*vanellus vanellus*), as well as several birds of prey, and the periphery of the moor is one of the few nesting sites of the endangered turtle dove (*Streptoelia turtur*) in the upper Waveney valley catchment. The moor is also home to numerous mammals, including water voles (*Arvicola amphibius*), Eurasian otter (*Lutra lutra*) and water shrews (*Neomys fodiens*), as well as several amphibian species. Moreover, Dickleburgh Moor is home to the Suffolk Punch, which is the oldest English breed of working horse, and is now a critically endangered species.¹⁵ In terms of plant species, the moor provides a habitat for the locally scarce Nodding bur marigold (*Bidens cernua L.*) and the nationally scarce Pedunculate club rush (*Bolboschoenus laticarpus*).
- 6.11 As Option 4 is in closest proximity to the moor, it has the greatest potential to disturb the aforementioned species. However, given that the full capacity of Option 4 is unlikely to be delivered as it exceeds the required housing need, this could be mitigated to some degree by directing development to the southern half of the site. Whilst Option 1 is also in close proximity to the moor, as a smaller site, it is less likely to result in the same level of disturbance to the moor as a result of development.
- 6.12 Overall, Option 4 is ranked least favourably as it contains deciduous woodland, three habitat types, and is in closest proximity to Dickleburgh Moor, which is vulnerable to disturbance. However, significant effects are not anticipated as these constraints can be largely overcome by directing development towards the southern half of the site. Option 1 is ranked slightly less favourably than Options 2 and 3, due to its proximity to Dickleburgh Moor.

Climate change

	Option 1	Option 2	Option 3	Option 4
Significant effect?	No	No	No	Yes – negative
Rank	2	1	1	3

- 6.13 In terms of climate change mitigation, there is limited potential to meaningfully differentiate between the options in relation to reducing contributions to climate change as no site is identified for any significant opportunities to improve the baseline. Whilst options could be ranked regarding their accessibility to Dickleburgh's limited range of services and facilities, this is explored under the transportation SEA topic. Moreover, given the rural location of the

¹⁵ The Suffolk Punch Trust (no date): 'Home', [online] available to access via [this link](#)

neighbourhood area, each option is considered likely to lead to car dependency for accessing services and facilities at higher tier settlements.

- 6.14 It is also considered that there are negligible differences in terms of the ability to achieve ambitious building emissions standards in support of decarbonisation given that all options are relatively small-scale. However, economies of scale could lead to opportunities to achieve a high building standard, and in this respect, Option 4, which has the largest capacity for dwellings, could perform marginally better than the remaining options. Nevertheless, it is noted that the full capacity of the site is unlikely to be delivered as it exceeds the required housing need.
- 6.15 In terms of fluvial flood risk, the northern boundary of Option 4 is adjacent to the Dickleburgh Stream, which is within Flood Zone 3. In this respect, this option performs less favourably than the other three options which are within Flood Zone 1, with a very low risk of fluvial flooding in comparison. However, given that the full capacity of Option 4 is unlikely to be delivered as it exceeds the required housing need, this could be mitigated to some degree by directing development to the southern half of the site.
- 6.16 In terms of surface water flood risk, this is also largely concentrated around the Dickleburgh Stream and the drainage channels running into it. Option 4 is largely constrained by areas of medium to high risk of flooding along its northern and western boundaries. Option 1 is also constrained by an area of medium to high risk of flooding along its eastern boundary. Areas of Sites 2 and 3, within Option 3, are at low risk of flooding, whilst Option 2 and the areas surrounding it are not at risk of flooding. Notably, there are areas of medium to high risk of flooding along Burston and Ipswich Roads, which will provide access to all options. In this respect, an increase in non-permeable surfaces, arising from development through all options, has potential to increase surface water flooding. Hence, the incorporation of Sustainable Drainage Systems (SuDS) into the design of developments will be key.
- 6.17 Dickleburgh Moor acts as a natural flood defence as water naturally flows into it during periods of heavy rainfall due to its low topography in comparison to the main settlement of Dickleburgh village. In addition to this, the moor is an area of significant peat deposit, and as such, is likely to hold a significant amount of below-ground carbon. In this respect, development under any option, especially Options 1 and 4, which are in closest proximity to the moor, must ensure that the moor's ability to perform these two key functions is not impeded.
- 6.18 Overall, Option 4 is ranked least favourably due to its location adjacent to Dickleburgh Stream, which significantly increases the risk of fluvial flooding along its northern boundary, and in this respect, **significant negative effects** are predicted for this option. However, it is noted that this could be mitigated to some degree by directing development to the southern half of the site. Option 1 is ranked slightly less favourably than Options 2 and 3, as similarly to Option 4, it borders areas of medium to high risk of surface water flooding. However, this could be mitigated by incorporating SuDS into the design of the development.

Landscape

	Option 1	Option 2	Option 3	Option 4
Significant effect?	No	No	No	Yes – negative
Rank	2	2	1	3

- 6.19 None of the options are in or in proximity to a nationally protected landscape, and in this respect, are unlikely to have any impact on such landscapes.
- 6.20 Site 2, within Option 3, is partially brownfield land. Except for this site, all the sites are greenfield; however, it must be noted that there is a limited availability of brownfield land within the neighbourhood area. In this respect, development of greenfield land is largely unavoidable to accommodate growth.
- 6.21 Whilst Options 1 and 4 are relatively large sites, they are at a lower elevation than the main settlement of Dickleburgh village to the east, and in this respect, their impact on the setting of the village is likely to be less severe. Whilst Options 2 and 3 are smaller in size, they are at roughly the same elevation to Dickleburgh village to the north, and therefore have the potential to be more prominent in the landscape and impact the setting of the village.
- 6.22 However, Options 1 and 4 are in closest proximity to Dickleburgh Moor, which is at a lower elevation than the rest of the neighbourhood area. In this respect, these options have the potential to impact the setting of the moor. The northern part of Option 4 is most likely to impact views onto the moor, given that it projects the furthest north and is relatively exposed to the wider landscape. Importantly, the D&RNP states that all views onto and from the moor must be protected, and in this respect, Option 4 may not meet this requirement. However, given that the full capacity of Option 4 is unlikely to be delivered as it exceeds the required housing need, this could be mitigated to some degree by directing development to the southern half of the site.
- 6.23 Overall, Option 4 is ranked least favourably due to its size, resulting in the greatest loss of greenfield land, and its proximity to Dickleburgh Moor, leading to **significant negative effects**. However, it is noted that this could be mitigated to some degree by only developing the southern half of the site. Due to this, the loss of greenfield land is likely to be limited to only part of the site. Options 1 and 2 are ranked equally, given that Option 1 will impact the setting of Dickleburgh Moor and Option 2 will impact the setting of Dickleburgh village. Option 3 is ranked most favourably as it utilises brownfield land and consists of two relatively small sites.

Historic environment

	Option 1	Option 2	Option 3	Option 4
Significant effect?	Uncertain	No	Yes – negative	Uncertain
Rank	1	1	2	1

- 6.24 None of the options contain designated heritage assets; however, Site 2 of Option 3 is located south of a large cluster of listed buildings along The Street and is in particularly close proximity to Grade II listed buildings 'East Bank' and 'Housing Opposite and Immediately East of East Bank'. In addition, Site 3,

which forms part of Option 3, is located in close proximity to Grade II listed building 'Manor Farmhouse'. Meanwhile, Grade II* listed building, 'Manor House', is located relatively close to Option 2. In this respect, Options 2 and 3 have the greatest potential to impact the setting of listed buildings in the neighbourhood area.

- 6.25 Option 1 borders Dickleburgh Conservation Area to the southeast, whilst Site 2 of Option 3 borders the conservation area to the north. Option 1 will likely have a greater impact on the setting of the conservation given its larger size.
- 6.26 Dickleburgh Moor also has historic value, and recently an early Bronze Age trackway, believed to date back to between 1775 and 1623BC, was discovered on the moor. The trackway is of national significance as it represents the second oldest Bronze Age wooden structure in Norfolk, and the only trackway of this period in England. There is potential for the trackway to be granted scheduled monument status, and therefore any development that will lead to disturbance of the land and its hydrology may not be permitted. Whilst it cannot be confirmed at this stage whether development at Options 1 and 4 would cause disturbance, these options are in closest proximity to Dickleburgh Moor, and in this respect, have the greatest potential to lead to disturbance.
- 6.27 Overall, Option 3 is ranked least favourably as it is in close proximity to a large cluster of listed buildings and borders Dickleburgh Conservation Area to the north and is considered likely to lead to **significant negative effects**. Options 1, 2 and 4 are ranked equally as, whilst they have different constraints, they are considered to have similar effects. Option 2 is located close to several listed buildings, whilst Option 1 borders the conservation area to the southeast and Option 4 is the largest site, which is likely to increase its impact on the historic setting of Dickleburgh village. However, it is noted that the full capacity of Option 4 is unlikely to be delivered, as it exceeds the required housing need. In this respect, development could be directed to the part of the site that will have the lowest impact on the historic environment. Whilst the proximity of Options 1 and 4 to Dickleburgh Moor is recognised, uncertainty is noted regarding significant effects as further studies will need to be undertaken to determine whether development of either of these options will result in disturbance to the archaeological assets found in the moor.

Land, soil and water resources

	Option 1	Option 2	Option 3	Option 4
Significant effect?	No	No	No	No
Rank	1	1	2	2

- 6.28 In terms of the Agricultural Land Classification (ALC), all options are underlain by Grade 3 (Good to Moderate) agricultural land. However, in the absence of a detailed assessment at this location, it is currently not possible to determine whether this land is Grade 3a (i.e. higher quality) or Grade 3b (poorer quality). In terms of Best and Most Versatile (BMV)¹⁶, all options have a Moderate (20 to 60% area BMV) likelihood of being underlain by BMV agricultural land.

¹⁶ BMV land is defined as land which falls in ALC grades 1 to 3a.

- 6.29 In terms of water resources, the neighbourhood area falls within the ‘Norfolk Rural South’ Water Resource Zone (WRZ). This WRZ is predicted to experience a 9% increase in water demand between 2017 and 2045 due to population growth. However, the Anglian Water’s Water Resource Management Plan (WRMP) identifies that this WRZ has no vulnerability in relation to climate change, including severe drought, up to 2045.
- 6.30 The neighbourhood area lies within the Waveney Operational Catchment, more specifically within the catchment of the Dickleburgh Stream Water Body. At present, the stream’s water body is classified as having a ‘moderate ecological status’. In terms of physio-chemical quality elements, the Dickleburgh Stream was scored ‘poor’ for ammonia and phosphate. Whilst a large source of these pollutants is often from agricultural activities, such as the use of fertilisers, another source is household wastewater. In this respect, it will be important that diffuse pollution is suitably managed at new developments to ensure the ecological status of Dickleburgh Stream is not worsened via wastewater runoff. Nevertheless, Option 4 is most likely to impact Dickleburgh Stream in terms of the run-off of pollutants, as the stream lies adjacent to its northern boundary.
- 6.31 In terms of Groundwater Source Protection Zones (SPZs), all the options fall within a Zone III (Total Catchment) SPZ. In terms of Nitrate Vulnerable Zones (NVZs), the entire neighbourhood area falls within the River Waveney NVZ for surface water. In addition, the entire neighbourhood area falls within the Anglian Waveney Drinking Water Safeguarding Zone (DWSZ) for Surface Water.
- 6.32 Given historic uses on site, it is thought that Option 3 is likely to be contaminated, which means that development will need extensive remediation mitigation, potentially affecting the viability of the site due to its small size. However, it is noted that if remediation occurs prior to development, this could be beneficial for soil quality, potentially resulting in positive effects.
- 6.33 Whilst all the options perform relatively equally, Options 3 and 4 have been ranked slightly less favourably. For Option 3, this is due to potential issues regarding land contamination, and for Option 4, this is due to the site’s potential to negatively impact the ecological status of Dickleburgh Stream. However, given that remediation mitigation can be carried out, and given that wastewater runoff will likely be suitably managed on-site, significant effects are not anticipated for either option. All options will likely lead to the loss of some BMV agricultural land; however, given the rural nature of the neighbourhood area, this is largely unavoidable.

Community wellbeing

	Option 1	Option 2	Option 3	Option 4
Significant effect?	Yes – positive	Yes – positive	Yes – positive	Yes – positive
Rank	2	2	2	1

- 6.34 Whilst all options will deliver the identified housing need for the neighbourhood area, Option 4 performs most favourably as it has the largest capacity and can deliver a greater number of houses, including affordable houses and houses for young families and the elderly that support independent living. However, it is

noted that the full capacity of the site is unlikely to be delivered as it exceeds the required housing need.

- 6.35 Given economies of scale, it is also considered that Option 4 may lead to greater positive effects by delivering more infrastructure alongside housing development at the site. This could include green infrastructure and greater opportunities for net gains in biodiversity, supporting community wellbeing. Given that the full capacity of the site is unlikely to be delivered, there is likely to be space on site for these opportunities to be realised.
- 6.36 In terms of the options' proximity to Local Green Spaces (LGSs), as identified in the draft D&RNP, all options are within walking distance of Dickleburgh Village Green (H), The Churchyard of All Saints Church (J), the field and former allotment area behind Dickleburgh Church (M), and the green around the Gables and between the Gables, number 43, and the water treatment plant (N).
- 6.37 All options are considered to perform similarly in terms of their potential to support sustainable access to local services and facilities. This is because growth under any of the options would offer broadly similar potential to walk to the limited range of services and facilities in the village of Dickleburgh. Nevertheless, Options 2 and 3 are slightly closer to Dickleburgh Primary School, Dickleburgh Park and Dickleburgh Village Centre.
- 6.38 Whilst all options perform relatively equally, Option 4 is ranked most favourable as it has the greatest potential to deliver affordable homes and new infrastructure, including green infrastructure. However, all options are considered likely to lead to **significant positive effects** as they meet the required housing need of the neighbourhood area, and are assumed to deliver a proportion of affordable homes.

Transportation

	Option 1	Option 2	Option 3	Option 4
Significant effect?	No	No	No	No
Rank	1	1	1	1

- 6.39 All options are considered likely to require infrastructure improvements to accommodate highways access and ensure safe pedestrian access. Proposals under any option will need to be discussed further with the Highways Authority.
- 6.40 It is noted that Option 3, if not managed properly, has potential to worsen congestion and lead to road safety issues due to access being proposed on the Ipswich Road. However, appropriate transport planning for the site can ensure that any potential issues are addressed in advance.
- 6.41 All options are considered to perform similarly in terms of their potential to support sustainable access to services and facilities. This is because growth under any of the options would offer broadly similar potential to walk to the limited range of services and facilities in Dickleburgh village. In this respect, all options will likely lead to a degree of car dependency.
- 6.42 Sustainable travel options are limited in Dickleburgh village, with the only two bus services, number 2 (Diss to Norwich) and number 584 (Pulham Market to Diss), stopping outside All Saints Church, which is in walking distance to all

options. Whilst some residents may choose to utilise these services, it is likely that many will still opt to use private cars.

6.43 In terms of Public Rights of Way (PRoW), public footpath Dickleburgh and Rushall FP3 passes along the northern boundary of Option 4, heading southeast towards Dickleburgh village. If developed, it will be important that this public footpath is maintained, or even enhanced.

6.44 Overall, all options are considered to perform equally, given they are all within walking distance to the limited services and facilities in Dickleburgh village. Given the relatively small-scale growth proposed for the neighbourhood area, no significant effects are considered likely as it is unlikely that any substantial transport infrastructure improvements will arise from development.

Summary findings

6.45 A summary of the findings of the assessment of reasonable alternatives is presented below.

SEA topic		Option 1	Option 2	Option 3	Option 4
Biodiversity and geodiversity	Significant effect?	No	No	No	No
	Rank	2	1	1	3
Climate change	Significant effect?	No	No	No	Yes – negative
	Rank	2	1	1	3
Landscape	Significant effect?	No	No	No	Yes – negative
	Rank	2	2	1	3
Historic environment	Significant effect?	Uncertain	No	Yes – negative	Uncertain
	Rank	1	1	2	1
Land, soil and water resources	Significant effect?	No	No	No	No
	Rank	1	1	2	2
Community wellbeing	Significant effect?	Yes – positive	Yes – positive	Yes – positive	Yes – positive
	Rank	2	2	2	1
Transportation	Significant effect?	No	No	No	No
	Rank	1	1	1	1

6.46 All options are considered likely to lead to **significant positive effects** regarding the community wellbeing SEA topic. This is because all options meet the required housing need of the neighbourhood area, including an assumed proportion of affordable homes. All options are also within walking distance to the Local Green Space (LGS) as identified in the draft D&RNP.

- 6.47 Overall, **Options 1 and 2** perform most favourably and do not lead to any significant negative effects. Whilst uncertainty is noted for Option 1 regarding the historic environment SEA topic, due to its proximity to the Dickleburgh Conservation Area and Dickleburgh Moor, which contains archaeological remains sensitive to disturbance, this option remains relatively unconstrained.
- 6.48 **Options 3 and 4** perform less favourably. While Option 3 is only considered likely to lead to significant negative effects for the historic environment SEA topic, Option 4 is predicted to lead to significant negative effects for the climate change and landscape SEA topics, making it the worst performing option. However, it is noted that the full capacity of Option 4 is unlikely to be delivered as it exceeds the required housing need for the neighbourhood area. In this respect, significant negative effects concerning these SEA topics could be mitigated to some degree by delivering a reduced number of houses. Uncertainty regarding the historic environment SEA topic is noted for Option 4 as it has potential to disturb archaeological remains in Dickleburgh Moor.

7. Developing the preferred approach

7.1 The Parish Council's reasons for developing the preferred approach (**Option 1**) in light of the alternatives assessment are identified below:

*“A survey of local residents conducted in 2019 identified four sites as possible sites for development. The four sites identified were sites 1, 2, 3 and 4 as shown in **Figure 5.4** in **Chapter 5** above.*

The Steering Group met in June 2019 to assess all available sites. All sites put forward by developers were subject to a Suitability Assessment (SA) created by the Steering Group and based upon the South Norfolk HEELA. Four sites emerged from that process as possible sites for development – sites 1, 2, 3 and 4 – and the highest scoring site was site 1. Sites 1 and 4 were deemed able to deliver the 25 homes on a single site. All other sites failed the SA tests.

There then followed a series of meetings to test the sites and arrive at an agreed preferred site/ sites. It was agreed on 17th September 2020 that the final sites going forward would be sites 1 and 2.

With regard to site 2, the proposals put forward to the Steering Group do not conform to rurality, parking, and density requirements. Moreover, densities, as indicated by the developer, were deemed unacceptable.

*Specifically, the developed declared that they would only be interested in developing the site if they were given additional permissions to extend the site to include the area referred to as N3 in **Figure 5.4** in **Chapter 5**. This request was rejected, and as a result, the developer withdrew their interest on 22nd September 2021.*

In light of the above, site 1 became the preferred site, providing that the aspects below can be met:

- *Cordon sanitaire (400 metres) – no building within the limits of the cordon sanitaire.*
- *Heritage views maintained.*
- *Heritage sites protected.*
- *Views and vistas maintained; in particular, views from the Norwich Road across to the A140, views to the church, and views from the church.*
- *Footpath 3 – a green walk (path) which should remain a green walk (path).*
- *Rurality.*
- *Flooding of the Norwich Road – flooding regularly occurs; the site must not exacerbate this issue.”*

Part 2: What are the SEA findings at this stage?

8. Introduction (to Part 2)

8.1 The aim of this chapter is to present appraisal findings and recommendations in relation to the current 'Submission' version of the D&RNP. This chapter presents:

- An appraisal of the current version of the D&RNP under the seven SEA topic headings; and
- The overall conclusions at this current stage and recommendations for the next stage of plan-making.

Dickleburgh and Rushall Neighbourhood Plan policies

8.2 The D&RNP puts forward 31 policies to guide development in the neighbourhood area. **Table 5.1** groups the drafted policies under four broad policy themes set out within the D&RNP.

Table 5.1 D&RNP policies

Policy Number	Policy Name
Heritage Policy 1	Heritage Buildings, Listed Buildings and Buildings of Note
Heritage Policy 2	Archaeology
Heritage Policy 3	Heritage Sites
Heritage Policy 4	Views and Vistas
Heritage Policy 5	Settlement Gaps
Heritage Policy 6	Local Gaps
Heritage Policy 7	Heritage Ditches and Hedgerows
Heritage Policy 8	Heritage Verges
Housing Policy 1	Rurality and Beautification
Housing Policy 2	Local Housing Needs
Housing Policy 3	Valued Community Assets
Housing Policy 4	Rural and Village Scape, Image, Heights and Massing
Housing Policy 5	Parking for the Building of New Houses or Conversions
Housing Policy 6	New Homes and the Local Environment
Housing Policy 7	Water Management
Housing Policy 8	Building on Previously Open Land/ Green Spaces
Housing Policy 9	Cordon Sanitaire
Housing Policy 10	Carbon Offsetting for New Builds
Housing Policy 11	Safeguarding Existing Property Aspects, Wellbeing and Green Infrastructure
Housing Policy 12	Green Infrastructure for New House Building Projects
Housing Policy 13	Electric Charging Points

Policy Number	Policy Name
Housing Policy 14	Self-Build
Transport Policy 1	Local Traffic Generation
Transport Policy 2	Protecting Pedestrians, Horse-Riders and Cyclists
Transport Policy 3	Supporting and Enhancing Provision for Walking, Cycling and Horse-Riding
Environmental Policy 1	Green Infrastructure
Environmental Policy 2	Key Natural Environmental Assets (Local Green Spaces)
Environmental Policy 3	Biodiversity Net Gain
Environmental Policy 4	Carbon Capture and Offsetting within the Environmental Context
Environmental Policy 5	Dark Skies
Environmental Policy 6	Hedgerows, Ditches, Trees and Verges

Methodology

- 8.3 The assessment identifies and evaluates 'likely significant effects' on the baseline, drawing on the sustainability objectives identified through scoping (see **Table 3.2**) as a methodological framework.
- 8.4 Every effort is made to predict effects accurately; however, this is inherently challenging given the strategic nature of the policies under consideration and understanding of the baseline (now and in the future under a 'no plan' scenario) that is inevitably limited. Given uncertainties there is a need to make assumptions, e.g., in relation to plan implementation and aspects of the baseline that might be impacted. Assumptions are made cautiously and explained within the text (with the aim of striking a balance between comprehensiveness and conciseness). In many instances, given reasonable assumptions, it is not possible to predict 'significant effects', but it is possible to comment on merits (or otherwise) of the draft plan in more general terms.
- 8.5 Finally, it is important to note that effects are predicted taking account of the criteria presented within Schedule 1 of the SEA Regulations. So, for example, account is taken of the probability, duration, frequency and reversibility of effects as far as possible. Cumulative effects are also considered, i.e., the potential for the Neighbourhood Plan to impact an aspect of the baseline when implemented alongside other plans, programmes and projects. These effect 'characteristics' are described within the assessment as appropriate.

9. Assessment of the plan

Introduction

9.1 The assessment is presented below under eight topic headings, reflecting the established assessment framework (see **Section 3**). A final section (**Chapter 10**) then presents overall conclusions.

Plan contents, aims and objectives

- 9.2 The D&RNP sets out ten objectives over three themes. The housing objectives seeks to provide high-quality housing to meet local needs and mixed-use development that complements the character and heritage of the neighbourhood area. The transport objectives seek to improve road safety, reduce traffic and congestion (including that associated with lorries), and future proof housing infrastructure to support environmentally friendly transport. Finally, the environmental and biodiversity objectives seek to protect and enhance habitats and green infrastructure, maintain settlement gaps, promote carbon offsetting, and reduce pollution.
- 9.3 To help meet these objectives, the D&RNP contains 31 policies, which fall under four broad themes: heritage, housing, transport and environment.
- 9.4 The purpose of the heritage section of the D&RNP, which includes eight Heritage Policies (HPs), is to ensure that new development protects and enhances the heritage of the neighbourhood area. The policies in this section cover heritage buildings and sites, archaeology, views and vistas, settlement and local gaps, and heritage ditches, hedgerows and verges.
- 9.5 The purpose of the housing section of the D&RNP, which includes 14 Housing Policies (HPs), is to ensure that new development makes a positive impact on the lives of the people already living within the neighbourhood area. The policies in this section cover local housing needs, design of new homes, community assets, landscape and villagescape, rurality and beautification, green infrastructure including open green spaces, water management, the cordon sanitaire, carbon offsetting, electric charging points, and parking.
- 9.6 The purpose of the transport section of the D&RNP, which includes three Transport Policies (TPs), is to ensure that new development does not adversely impact existing transport issues, such as traffic and speeding, but rather improves road safety and supports active travel. The policies in this section cover traffic generation, the protection of pedestrians, horse riders and cyclists, and the provision of footpaths, cycleways and bridleways.
- 9.7 The purpose of the environmental section of the D&RNP, which includes six Environmental Policies (EPs), is to protect the green infrastructure network in the neighbourhood area, which benefits both wildlife and residents. The policies in this section cover green infrastructure, natural environmental assets and open green spaces, biodiversity net gain, carbon capture offsetting, dark skies, and the protection of hedgerows, ditches, trees and verges.

- 9.8 In addition to the aforementioned policies, the D&RNP allocates one site – Site 1 (La Ronde) – to deliver the identified housing need of 25 homes as set out in the South Norfolk Village Clusters Housing Allocations Plan (VCHAP).
- 9.9 The performance of the D&RNP against the seven SEA topics is explored in more detail below.

Biodiversity and geodiversity

- 9.10 There are no internationally or nationally designated sites for biodiversity in the neighbourhood area, and the nearest designated site – Gawdyhall Big Wood Harleston SSSI – is 3.6 kilometres away from the boundary of the neighbourhood area. Whilst IRZs for this SSSI, and others within the vicinity of the neighbourhood area, intersect the neighbourhood area, these only impact residential/ rural residential development of 50 units or more, which exceeds the 25 homes that the D&RNP are required to deliver over the plan period.
- 9.11 AECOM completed a Habitat Regulations Assessment (HRA) for the D&RNP in May 2022, which found that two European sites within 10 kilometres of the neighbourhood area required further consideration; these are the Waveney and Little Ouse Valley Fens SAC and Redgrave & South Lopham Fens Ramsar. The potential impact pathways associated with development in the neighbourhood area are recreational pressure, water quantity, level and flow, water quality and atmospheric pollution. It was concluded that likely significant effects regarding these impact pathways could be screened out from Appropriate Assessment, with the exception of recreational pressure. However, since there is already a county-wide mitigation strategy to address recreational pressure to which all net new housing must contribute, it was possible to conclude that the D&RNP would not have an adverse effect on European sites either alone or in combination with other plans and projects.
- 9.12 In terms of BAP priority habitats, the neighbourhood area contains several areas of deciduous woodland (one of which is also classed as ancient woodland), as well as smaller areas of traditional orchard. An area of deciduous woodland is approximately 80 metres northwest of site 1 (La Ronde), which is allocated through the D&RNP. There is also a small area of traditional orchard approximately 70 metres south of site 1, however there is existing development between the site and this habitat.
- 9.13 In relation to this, EP1 (Green Infrastructure) of the D&RNP highlights that development that is likely to have an adverse impact on biodiversity, including priority habitats and species, will be refused unless appropriate mitigation/ compensation is provided. In this respect, Site 1 will likely have to deliver appropriate mitigation during both the construction and operation of the development to ensure that nearby priority habitats are not disturbed.
- 9.14 Although not a designated habitat, Dickleburgh Moor, located in the northern extent of the neighbourhood area, is a highly valued local habitat. Site 1 is in close proximity to Dickleburgh Moor. However, as development already exists between the site and the moor, along Norwich Road, development of the site is not considered likely to have a significant impact on the moor.
- 9.15 In addition to the moor, Langmere Green Country Wildlife Site (CWS), an area of common land, is located off Langmere Road between Dickleburgh and

Rushall, whilst St Clement's Common, another common, is located in Rushall. EP2 (Key Natural Environment Assets (Local Green Spaces)) identifies 14 Local Green Spaces (LGSs), including Dickleburgh Moor, Langmere Green and St Clement's Common, and states that all new development must demonstrate that they contribute to the biodiversity value of these LGSs.

- 9.16 Other relevant policies include EP3 (Biodiversity Net Gain), HP7a (Water Management 2), HP8 (Building on previously Open Land/ Green Spaces), EP7 (Green Corridors and Protection of Species), HP6 (New Homes and the Local Environment), and EP5 (Dark Skies).
- 9.17 Overall, **minor positive effects** are considered likely with respect to the biodiversity and geodiversity SEA topic. The policy framework seeks to protect priority species and habitats, enhance the biodiversity value of LGSs, and deliver at least 10% net gain amongst other things. The spatial strategy is also considered unlikely to adversely affect nearby designated habitats.

Climate change

- 9.18 In terms of climate change mitigation, HP10 (Carbon Offsetting for New Builds) of the D&RNP outlines seven ways that the plan will deliver carbon offsetting as part of new development. This includes, but is not limited to, a requirement for new development to undertake carbon assessments (tCO₂e) and set out carbon-offsetting strategies. Closely linked to this, EP4 (Carbon Capture and Offsetting within the Environmental Context) requires all new development to deliver carbon capture that is equivalent to the carbon outputs of construction and operation once inhabited. This will be achieved through a proper programme of maintenance and the planting of trees/ bushes. The policy adds that where this is not possible, off-site compensation must be delivered.
- 9.19 In terms of climate change adaptation, Site 1 is constrained by an area of medium to high surface water flood risk in the northeast part of the site. The northeastern boundary of the site is also within Flood Zone 3, associated with the Dickleburgh Stream. However, given that the site could deliver in excess of 40 homes, and the D&RNP only plans to deliver 25 homes at this site during the plan period, this area of flood risk could be avoided and left as open green space or developed into a form of sustainable drainage system.
- 9.20 In relation to the above, HP7a (Water Management 2) outlines that all new housing developments should incorporate water harvesting, including the use of permeable surfaces to prevent/ alleviate localised flooding. In addition, HP8 (Building on previously Open Land/ Green Spaces) highlights the importance of the use of sustainable drainage systems.
- 9.21 According to the Norfolk Local Flood Risk Management Strategy (NLFRMS)¹⁷, a Preliminary Flood Risk Assessment was undertaken for South Norfolk, indicating general areas where surface water flood risk is likely to be most significant. The assessment estimates that 20 properties in Dickleburgh may be at risk of surface water flooding. The NLFRMS also highlighted that the Waveney floodplain is under pressure to accommodate development that may decrease its capacity. In this respect, the policies outlined above are vital.

¹⁷ Norfolk County Council (2015): 'Norfolk Local Flood Risk Management Strategy', [online] available to access via [this link](#)

Nevertheless, in line with the NPPF (2021), sequential testing is likely to ensure that new development avoids areas of high flood risk.

- 9.22 Overall, by recognising growth will occur with or without the D&RNP, the increase in the built footprint of the neighbourhood area and absolute emissions are not considered a consequence of the plan. On this basis, and alongside the avoidance of significant effects in relation to flood risk, no significant deviations from the baseline are anticipated, and broadly **neutral effects** are concluded.

Landscape

- 9.23 Site 1 is at a lower elevation than the main settlement of Dickleburgh village to the southeast, and in this respect, its impact on the setting of the village is unlikely to be significant if appropriate design and layout are considered during the design stage. This is likely to be the case due to the provisions made in the D&RNP Design Guide. The D&RNP seeks to ensure that views and vistas are maintained, including views from the Norwich Road across the A140, which runs north to south to the east of the site, and views to/ from All Saints Church, which is located approximately 90 metres southeast of the site.
- 9.24 However, site 1 is in close proximity to Dickleburgh Moor, which is at a lower elevation than the rest of the neighbourhood area. In this respect, the site has the potential to impact the setting of the moor. In response to this, the D&RNP sets out a number of policies which seek to protect the local landscape and villagescape character; these are outlined below.
- 9.25 HP5 (Settlement Gaps) is in place to ensure that settlement gaps are maintained in order to prevent distinct villages and hamlets from merging or coalescing, as well as the merging of isolated buildings or clusters of buildings into large clusters as this will result in the loss of their unique identity. The D&RNP identifies two settlement gaps, which are the gap between Dickleburgh and Dickleburgh Moor, and the gap between Rushall and Dickleburgh. HP6 (Local Gaps) identifies four local gaps, which it seeks to maintain or enhance in order to support and preserve views, vistas and sight lines. Local gaps are smaller than settlement gaps and can fall within a settlement. Site 1 does not compromise either the settlement gaps or local gaps.
- 9.26 HP1 (Rurality and Beautification) of the D&RNP outlines that all new development must reflect the requirements and principles of rurality and beautification in order to be accepted. Rurality includes, but is not limited to, locally distinct buildings, a sense of space, easy access to green spaces, quiet roads and lanes, and peacefulness and calmness. Whilst beautification is not so easy to define, it can be achieved by ensuring that new development is in keeping with the existing character of the neighbourhood area, is in harmony with the open countryside and villagescape, and enhances local biodiversity.
- 9.27 Adding to this, HP4 (Rural and Village Scape, Image, Heights and Massing) requires new development to maintain the rurality of the villages and hamlets within the neighbourhood area, utilising high-quality and inclusive design, and enhance the quality of the environment whilst retaining the local character. Meanwhile, HP4 (Views and Vistas) seeks to protect views and vistas across the neighbourhood area that are valued by residents or hold particular community importance.

- 9.28 EP1 (Green Infrastructure) highlights the importance of green infrastructure, which all new development must take into consideration through a green infrastructure strategy and management plan. This includes, but is not limited to, ensuring that green infrastructure enhances the neighbourhood area's distinctive landscape by retaining or enhancing natural features, providing new landscape works, and maintaining green spaces. In relation to this, EP2 (Key Natural Environmental Assets (Local Green Spaces)) identifies 14 Local Green Spaces (LGSs) within the neighbourhood area, which will be protected from new development.
- 9.29 More broadly, EP5 (Dark Skies) designates the neighbourhood area as a Dark Skies Community, which will have positive effects on the landscape, whilst EP6 (Hedgerows, Ditches, Trees and Verges) seeks to protect hedgerows, ditches and verges from new development.
- 9.30 Overall, **minor positive effects** are anticipated with respect to the landscape SEA topic. The spatial strategy avoids significant impacts arising by locating development adjacent to the existing settlement, outside of the identified settlement and local gaps. Whilst the spatial strategy will lead to the loss of greenfield land, it is recognised that this is largely unavoidable given the limited availability of brownfield land. The policy framework strengthens the spatial strategy by mitigating any adverse impacts of development and protecting and enhancing the local landscape and villagescape.

Historic environment

- 9.31 Dickleburgh has a rich historic environment, which is recognised through 86 listed buildings and the Dickleburgh Conservation Area, which covers the western part of the settlement of Dickleburgh. This is in addition to 286 heritage assets listed on the Norfolk HER¹⁸.
- 9.32 Site 1 borders Dickleburgh Conservation Area to the southeast, and therefore has potential to impact the setting and significance of the conservation area, including the large cluster of listed buildings along Norwich Road/ The Street. In response to this, HP1 (Heritage Buildings, Listed Buildings and Buildings of Note) seeks to protect or enhance the historic environment by ensuring that future development is delivered with sensitive design in mind, complementing the setting and significance of the heritage assets within the neighbourhood area. In addition, HP4 (Views and Vistas) of the D&RNP seeks to protect views and vistas across the neighbourhood area that are valued by residents.
- 9.33 In addition, site 1 is in close proximity to Dickleburgh Moor, which has historic value as an early Bronze Age trackway, believed to date back to between 1775 and 1623BC, which was recently discovered on the moor. In terms of the site itself, it is understood that the area contains Pre-Roman and Roman finds, and in this respect, detailed archaeological surveys should be carried out prior to construction of the site. In response to this, HP2 (Archaeology) outlines that future development must involve archaeological surveys to ensure that no archaeological evidence is destroyed prior to, during, or after development. This is particularly important given the historical significance of Dickleburgh and

¹⁸ Norfolk County Council (2022): 'Historic Environment Record', [online] available to access via [this link](#)

the Moor. In addition, HP3 (Heritage Sites) identifies six heritage sites, including the moor, which should be protected from future development.

- 9.34 More broadly, HP5 (Settlement Gaps) identifies and provides protection to two settlement gaps, which are the gap between Dickleburgh and Dickleburgh Moor, and the gap between Rushall and Dickleburgh. Similarly, HP6 (Local Gaps) identifies and provides protection to four local gaps, which are all located to the north of Dickleburgh village, which support key views, vistas and sight lines.
- 9.35 Finally, HP7 (Heritage Ditches and Hedgerows) protects all heritage ditches and hedgerows in the neighbourhood area, whilst HP8 (Heritage Verges) protects all heritage verges. Where heritage ditches, hedgerows or verges are impacted by development, this must be mitigated and compensated.
- 9.36 Overall, the policy framework performs well and is considered likely to ensure that new development is in keeping with the character of Dickleburgh village. However, this will ultimately depend on the detail design and layout of the development, and **uncertainty** is noted at this stage due to the recent archaeological finds at Dickleburgh Moor.

Land, soil and water resources

- 9.37 The neighbourhood area has a moderate likelihood (20-60%) of being underlain by Best and Most Versatile (BMV) agricultural land. In this respect, development in the neighbourhood area is unlikely to lead to the loss of a large area of productive agricultural land, particularly given the scale of development proposed through the D&RNP (25 homes at one site).
- 9.38 In terms of water resources, the Dickleburgh Stream passes through the middle of the neighbourhood area. As shown on the Environment Agency's Catchment Data Explorer¹⁹, the most recently completed water quality assessment undertaken in 2019 classifies the Dickleburgh Stream as having a 'moderate ecological status'. The northeastern boundary of site 1 is adjacent to Dickleburgh Stream, and therefore it will be important that any water discharged from the site is managed appropriately so that it does not adversely affect the ecological status of the stream. In relation to this, HP7a (Water Management 2) outlines that further development must not cause or contribute to water pollution. This will be achieved by ensuring that all new housing development incorporates water harvesting and the use of permeable surfaces.
- 9.39 Site 1 falls within a Zone III (Total Catchment) Source Protection Zone (SPZ). It also falls within the River Waveney Nitrate Vulnerable Zone (NVZ) and a Drinking Water Safeguarding Zone (DWSZ) for Surface Water, as does the entire neighbourhood area. However, it is recognised that development of the site is unlikely to significantly impact these designations given its small scale. In addition, the protection provided by these designations should ensure that development within them does not adversely effect water resources in this area.
- 9.40 HP9 (Cordon Sanitaire) is in place to ensure no new development takes place within 400 metres of a sewage works within the neighbourhood area. With respect to the spatial strategy, the northeastern part of Site 1 intersects with the

¹⁹ Environment Agency (2022): 'Dickleburgh Stream Water Body', [online] available to access via [this link](#)

cordon sanitaire around the sewage works located to the northeast of the site. However, the developers of this site have committed to respecting HP9 and have produced outline plans which show that development will not take place within the cordon sanitaire.

- 9.41 Overall, no significant effects are anticipated with respect to the land, soil and water resources SEA topic. Whilst the allocated site will lead to the loss of greenfield land, it is recognised that this is largely unavoidable given the limited availability of brownfield land. The spatial strategy delivers development adjacent to the Dickleburgh Stream. Whilst it is considered likely that this part of the site will not be developed, this cannot be confirmed at this stage and therefore a degree of **uncertainty** is noted.

Community wellbeing

- 9.42 The neighbourhood area is within the South Norfolk 014D Lower Super Output Area (LSOA), which is amongst the 50% least deprived neighbourhoods in terms of overall deprivation. However, in terms of the 'Living Environment Deprivation Domain', this LSOA is amongst the 10% most deprived neighbourhoods in the country. This shows that the quality of the local environment is poor in the neighbourhood area when compared to England.
- 9.43 Site 1 performs well by delivering homes which exceed the identified housing need. By promoting growth in the neighbourhood area, the spatial strategy should help improve the local environment, however the extent of this will depend on the community infrastructure delivered alongside development. Site 1 also performs well by supporting sustainable access to local services and facilities in the village of Dickleburgh, as well as Local Green Spaces (LGSs).
- 9.44 HP2 (Local Housing Needs) of the D&RNP sets out that all new housing developments that consist of ten or more homes should deliver housing for older people and people with disabilities, smaller homes for downsizers, starter homes for first-time buyers, and affordable housing as part of a mixed development.
- 9.45 More broadly, HP3 (Valued Community Assets) seeks to protect All Saints Church and St Mary's Church, The Dickleburgh Village Community Centre, and the Reading Room, which have been identified as valued community assets. Meanwhile, HP11 (Safeguarding existing Property Aspects, Wellbeing and the Green Infrastructure) seeks to ensure that new housing development prioritises the wellbeing of residents, delivers green infrastructure, and enhances the character, beautification and rurality of the neighbourhood area. Finally, HP13 (Self-Build) highlights that self-build plots should be provided alongside any development of ten or more homes.
- 9.46 Overall, **significant positive effects** are anticipated with respect to the community wellbeing SEA topic. The spatial strategy exceeds the identified local housing need, locating development close to existing services and facilities in Dickleburgh village, whilst the policy framework seeks to protect community assets and prioritises the wellbeing of residents.

Transportation

- 9.47 The neighbourhood area is relatively poorly served by public transport; the nearest train station is located in Diss, and only two limited bus services stop in the neighbourhood area, the number 2 (service between Diss and Norwich) and the number 584 (service between Pulham Market and Diss).
- 9.48 Site 1 will support the use of active travel as it is in proximity to local services and facilities in Dickleburgh village. It is also in walking distance of the bus stop in the village, supporting the use of public transport. Despite this, it is recognised that any development in the neighbourhood area will likely lead to a degree of car dependency due to the limited range of services and facilities available in Dickleburgh village and the poor public transport connections.
- 9.49 In terms of the local road network, traffic is a significant issue during school drop off and collection times, as several children from outside of the village are driven to/ from Dickleburgh to attend Dickleburgh Primary School. The influx of traffic at these key times is highly disruptive to residents on The Street, Harvey Lane, Rectory Road, Rectory Lane, and Ipswich Road. Speeding is also an issue, particularly on Ipswich Road, Norwich Road, and Harvey Lane.
- 9.50 In response to the above, TP1 (Local Traffic Generation) of the D&RNP requires new developments of three or more homes to quantify the level of traffic movements they are likely to generate. The developer will be expected to deliver appropriate measures to mitigate any negative impacts on the roads that might be caused by development.
- 9.51 TP2 (Protecting Pedestrian, Horse Riders and Cyclists) seeks to protect and safeguard pedestrians, horse riders and cyclists by introducing traffic calming measures on Ipswich Road, Norwich Road and Rectory Road. Adding to this, TP3 (Supporting and Enhancing Provision for Walking, Cycling and Horse Riding) requires development of three or more homes to deliver crossing points, safe footpaths and cycleways that are well connected to the existing network and improve access to village amenities and the open countryside.
- 9.52 More broadly, HP5 (Parking for the Building of New Houses or Conversions) outlines that car parking should be provided for each new dwelling based on the standards set out in the Design Guide. In addition, HP12 (Electric Charging Points) states that all new housing must provide the capacity and infrastructure for off-road electrical charging points per dwelling, which will have positive knock-on effects for climate change mitigation and community wellbeing.
- 9.53 Overall, with growth anticipated in the neighbourhood area with or without the D&RNP, increases in vehicle use on local roads are an inevitable evolution of the baseline. Whilst the spatial strategy locates development close to local services and facilities and the bus stop in Dickleburgh Village, and the policy framework seeks to mitigate adverse effects of new development, including traffic and congestion and road safety, **minor negative effects** are still anticipated as residents will still likely rely on the private car to some degree.

10. Conclusions and recommendations

Conclusions

- 10.1 **Significant positive effects** are only anticipated for the community wellbeing SEA topic. This is because the spatial strategy exceeds the identified local housing need, locating development close to existing services and facilities in Dickleburgh Village, whilst the D&RNP policy framework seeks to protect community assets and prioritises the wellbeing of residents.
- 10.2 **Minor positive effects** are considered likely for the biodiversity and geodiversity and landscape SEA topics. With respect to biodiversity and geodiversity, the policy framework seeks to protect priority species and habitats, enhance the biodiversity value of LGSs, and deliver at least 10% net gain amongst other things. With respect to landscape, the spatial strategy avoids significant impacts arising by locating development adjacent to the existing settlement, outside of the identified settlement and local gaps. Whilst the spatial strategy will lead to the loss of greenfield land, it is recognised that this is largely unavoidable. The policy framework strengthens the spatial strategy by mitigating any adverse impacts of development and protecting and enhancing the local landscape and villagescape.
- 10.3 Broadly **neutral effects** are concluded for the climate change SEA topic because, by recognising growth will occur with or without the D&RNP, the increase in the built footprint of the neighbourhood area and absolute emissions are not considered a consequence of the plan. On this basis, and alongside the avoidance of significant effects in relation to flood risk, no significant deviations from the baseline are anticipated.
- 10.4 **Uncertainty** is noted for the historic environment and land, soil and water resources SEA topics. With respect to the historic environment, the policy framework performs well and is considered likely to ensure that new development is in keeping with the character of Dickleburgh village. However, there is a degree of uncertainty surrounding the recent archaeological finds at Dickleburgh Moor. With respect to land, soil and water resources, whilst the allocated site will lead to the loss of greenfield land, it is recognised that this is largely unavoidable. The spatial strategy delivers development adjacent to the Dickleburgh Stream, and whilst it is considered likely that this part of the site will not be developed, this cannot be confirmed at this stage.
- 10.5 Finally, **minor negative effects** are anticipated for the transportation SEA topic. It is recognised that growth is anticipated in the neighbourhood area with or without the D&RNP, and therefore increases in vehicle use on local roads are an inevitable evolution of the baseline. In addition, the spatial strategy locates development close to local services and facilities and the bus stop in Dickleburgh village, and the policy framework seeks to mitigate adverse effects of new development, including traffic and congestion and road safety. However, given the limited services and facilities and public transport options available, residents will still likely rely on the private car to a considerable degree.

Cumulative effects

10.6 Alongside the provisions of the GNLP, VCHAP and NPPF, the D&RNP seeks to support housing delivery in line with forecasted needs over the plan period whilst avoiding significant negative effects in relation to the SEA topics explored above. In this respect, positive cumulative effects are anticipated.

Recommendations

10.7 As the D&RNP avoids any significant negative effects, no specific recommendations are made at this stage.

Part 3: What are the next steps?

11. Next steps

11.1 This part of the report explains the next steps that will be taken as part of plan-making and SEA.

Plan finalisation

11.2 Following submission, the plan and supporting evidence will be published for further consultation, and then subjected to Independent Examination. At Independent Examination, the Neighbourhood Plan will be considered in terms of whether it meets the Basic Conditions for Neighbourhood Plans and is in general conformity with the Local Plan.

11.3 Assuming that the examination leads to a favourable outcome, the Neighbourhood Plan will then be subject to a referendum, organised by South Norfolk Council. If more than 50% of those who vote agree with the Neighbourhood Plan, then it will be 'made'. Once 'made', the D&RNP will become part of the Development Plan for South Norfolk Council, covering the defined neighbourhood area.

Monitoring

11.4 The SEA regulations require 'measures envisaged concerning monitoring' to be outlined in this report. This refers to the monitoring of likely significant effects of the Neighbourhood Plan to identify any unforeseen effects early and take remedial action as appropriate.

11.5 It is anticipated that monitoring of effects of the Neighbourhood Plan will be undertaken by South Norfolk Council as part of the process of preparing its Annual Monitoring Report (AMR). No significant negative effects are considered likely in the implementation of the D&RNP that would warrant more stringent monitoring over and above that already undertaken by South Norfolk Council.

Appendix A Regulatory requirements

As discussed in **Chapter 1**, Schedule 2 of the Environmental Assessment of Plans Regulations 2004 (the Regulations) explains the information that must be contained in the Environmental Report; however, interpretation of Schedule 2 is not straightforward. **Table AA.1** overleaf links the structure of this report to an interpretation of Schedule 2 requirements, whilst **Table AA.2** explains this interpretation. **Table AA.3** identifies how and where within the Environmental Report the regulatory requirements have/ will be met.

Table AA.1 Questions answered by this Environmental Report, in-line with an interpretation of regulatory requirements

Environmental Report question	In line with the SEA Regulations, the report must include... ²⁰
What is the plan seeking to achieve?	<ul style="list-style-type: none"> An outline of the contents and main objectives of the plan.
What is the sustainability 'context'?	<ul style="list-style-type: none"> Relationship with other relevant plans and programmes. The relevant environmental protection objectives established at international or national level. Any existing environmental problems which are relevant to the plan including those relating to any areas of a particular environmental importance.
What's the scope of the SEA?	<ul style="list-style-type: none"> The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan. The environmental characteristics of areas likely to be significantly affected. Any existing environmental problems which are relevant to the plan including those relating to any areas of a particular environmental importance.
What is the sustainability 'baseline'?	<ul style="list-style-type: none"> The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan. The environmental characteristics of areas likely to be significantly affected. Any existing environmental problems which are relevant to the plan including those relating to any areas of a particular environmental importance.
What are the key issues and objectives?	<ul style="list-style-type: none"> Key problems/issues and objectives that should be a focus of (i.e., provide a 'framework' for) assessment.
What has plan-making / SEA involved up to this point?	<ul style="list-style-type: none"> Outline reasons for selecting the alternatives dealt with. The likely significant effects associated with alternatives. Outline reasons for selecting the preferred approach in-light of alternatives appraisal/a description of how environmental objectives and considerations are reflected in the current version of the plan.
What are the assessment findings at this stage?	<ul style="list-style-type: none"> The likely significant effects associated with the Regulation 14 version of the plan. The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects of implementing the Regulation 14 version of the plan.
What happens next?	<ul style="list-style-type: none"> The next steps for the plan making /SEA process.

²⁰ NB this column does not quote directly from Schedule II of the Regulations. Rather, it reflects a degree of interpretation.

Table AA.2: Questions answered by this Environmental Report, in-line with regulatory requirements

<u>Schedule 2</u>	<u>Interpretation of Schedule 2</u>	
<i>The report must include...</i>	<i>The report must include...</i>	
(a) an outline of the contents, main objectives of the plan and relationship with other relevant plans and programmes;	An outline of the contents, main objectives of the plan and relationship with other relevant plans and programmes	i.e. answer - <i>What's the plan seeking to achieve?</i>
(b) the relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan	Any existing environmental problems which are relevant to the plan including, in particular, those relating to any areas of a particular environmental importance	i.e. answer - <i>What's the 'context'?</i>
(c) the environmental characteristics of areas likely to be significantly affected;		
(d) any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC;	The relevant environmental protection objectives, established at international or national level	i.e. answer - <i>What's the 'baseline'?</i>
(e) the environmental protection objectives, established at international, Community or Member State level, which are relevant to the plan and the way those objectives and any environmental considerations have been taken into account during its preparation;	The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan'	
(f) the likely significant effects on the environment including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors;	The environmental characteristics of areas likely to be significantly affected	
(g) the measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan;	Any existing environmental problems which are relevant to the plan including, in particular, those relating to any areas of a particular environmental importance	i.e. answer - <i>What are the key issues & objectives?</i>
(h) an outline of the reasons for selecting the alternatives dealt with and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information	Key environmental problems / issues and objectives that should be a focus of appraisal	
(i) a description of the measures envisaged concerning monitoring.	An outline of the reasons for selecting the alternatives dealt with (i.e. an explanation of the 'reasonableness of the approach')	i.e. answer - <i>What has Plan-making / SA involved up to this point?</i> [Part 1 of the Report]
	The likely significant effects associated with alternatives, including on issues such as... ... and an outline of the reasons for selecting the preferred approach in light of the alternatives considered / a description of how environmental objectives and considerations are reflected in the draft plan.	
	The likely significant effects associated with the draft plan	i.e. answer - <i>What are the assessment findings at this current stage?</i> [Part 2 of the Report]
	The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects of implementing the draft plan	
	A description of the measures envisaged concerning monitoring	i.e. answer - <i>What happens next?</i> [Part 3 of the Report]

Table AA.3 ‘Checklist’ of how (throughout the SEA process) and where (within this report) regulatory requirements have been, are and will be met.

Regulatory requirement	Discussion of how requirement is met
Schedule 2 of the regulations lists the information to be provided within the SA Report	
1. An outline of the contents, main objectives of the plan or programme, and relationship with other relevant plans and programmes;	Chapter 2 (‘What is the plan seeking to achieve’) presents this information.
2. The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme;	These matters have been considered in detail through scoping work, which has involved dedicated consultation on a Scoping Report. The ‘SEA framework’ – the outcome of scoping – is presented within Chapter 3 (‘What is the scope of the SEA?’). More detailed messages, established through a context and baseline review are also presented in Appendix B of this Environmental Report.
3. The environmental characteristics of areas likely to be significantly affected;	
4. Any existing environmental problems which are relevant to the plan or programme including those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC.;	
5. The environmental protection, objectives, established at international, Community or national level, which are relevant to the plan or programme and the way those objectives and any environmental, considerations have been considered during its preparation;	The SEA framework is presented within Chapter 3 (‘What is the scope of the SEA’). Also, Appendix B presents key messages from the context review. With regards to explaining “how...considerations have been taken into account”, Chapter 7 explains the Steering Group’s ‘reasons for supporting the preferred approach’, i.e., explains how/ why the preferred approach is justified in light of alternatives appraisal.
6. The likely significant effects on the environment, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors. (Footnote: These effects should include secondary, cumulative, synergistic, short, medium and long-term permanent and temporary, positive and negative effects);	Chapter 6 presents alternatives appraisal findings (in relation to housing growth, which is a ‘stand-out’ plan policy area). Chapters 9 presents an appraisal of the plan. With regards to assessment methodology, Chapter 8 explains the role of the SEA framework/scope, and the need to consider the potential for various effect characteristics/ dimensions, e.g., timescale.
7. The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme;	Specific recommendations are made in Chapter 10.
8. An outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information;	Chapters 4 and 5 deal with ‘Reasons for selecting the alternatives dealt with’, in that there is an explanation of the reasons for focusing on particular issues and options. Also, Chapter 7 explains the Parish Council’s ‘reasons for selecting the preferred option’ (in-light of alternatives assessment).
9. Description of measures envisaged concerning monitoring in accordance with Art. 10;	Chapter 11 presents measures envisaged concerning monitoring.

Regulatory requirement

Discussion of how requirement is met

10.A non-technical summary of the information provided under the above headings

The NTS is provided at the beginning of this Environmental Report.

The SA Report must be published alongside the Draft Plan, in accordance with the following regulations

authorities with environmental responsibility and the public, shall be given an early and effective opportunity within appropriate time frames to express their opinion on the Draft Plan or programme and the accompanying environmental report before the adoption of the plan or programme (Art. 6.1, 6.2)

At the current time, this Environmental Report is published alongside the 'submission' version of the Dickleburgh and Rushall Neighbourhood Plan, with a view to informing Regulation 16 consultation.

The SA must be considered, alongside consultation responses, when finalising the plan.

The environmental report prepared pursuant to Article 5, the opinions expressed pursuant to Article 6 and the results of any transboundary consultations entered into pursuant to Article 7 shall be considered during the preparation of the plan or programme and before its adoption or submission to the legislative procedure.

Assessment findings presented within this Environmental Report, and consultation responses received, have been fed back to the Steering Group and have informed plan finalisation.

Appendix B Scoping information

B.1 Air quality

Policy context

Table B1.1 below presents the most relevant documents identified in the policy review for the purposes of the SEA.

Document title	Year of publication
National Planning Policy Framework (NPPF)	2021
The Clean Air Strategy	2019
UK plan for tackling roadside nitrogen dioxide concentrations	2017
A Green Future: Our 25 Year Plan to Improve the Environment	2018
Norfolk Technical Guidance for Air Quality and Land Use Planning	No date
Joint Core Strategy for Broadland, Norwich and South Norfolk	2014
South Norfolk Development Management Policies Document	2015
Broadland and South Norfolk Air Quality Annual Status Report	2020

The key messages emerging from the review are summarised below:

- The D&RNP will need to have regard to the NPPF, which predominantly seeks early planning to reduce / mitigate air quality impacts in development and to take advantage of opportunities to improve air quality. Measures to improve air quality include traffic and travel management and green infrastructure provision. Strategic development is expected to be focused on locations that have or will be provided with high levels of accessibility; supporting both a reduced need to travel and offering a genuine choice of transport modes. Smaller-scale development should consider the potential for cumulative effects in relation to air quality.
- To improve air quality across the UK, national strategies have in the last few decades focused on regulatory frameworks, investment by industry in cleaner processes, and a shift in the fuel mix towards cleaner forms of energy (largely at point sources). Whilst there are dedicated strategies to reducing roadside emissions (as a significant source of nitrogen dioxide emissions), recent objectives outlined in the Clean Air Strategy seek to recognise wider sources (including smaller contributors and diffuse sources) that contribute to poor air quality.
- The Norfolk Technical Guidance for Air Quality and Land Use Planning was developed by the Norfolk Local Air Quality Management Group in liaison with Suffolk Air Quality Management Group and is aimed at developers, their consultants, and Norfolk Local Authority staff. The two principal aims of the guidance are to:
 - Maintain and where possible improve air quality.
 - Ensure a consistent approach to local air quality management and new development across the county by:

- Identifying circumstances where an air quality assessment would be required to accompany an application.
 - Providing guidance on the requirements of the air quality assessment.
 - Providing guidance on mitigation and offsetting of impacts.
- The D&RNP will also need to have regard to the relevant policies outlined in the Joint Core Strategy (JCS) for Broadland, Norwich, and South Norfolk, including:
 - Policy 1: Addressing climate change and protecting environmental assets; and
 - Policy 6: Access and transportation.
 - The following objectives outlined in the JCS are also relevant to this topic:
 - Objective 1: To minimise the contributors to climate change and address its impact.
 - The D&RNP will also need to have regard to the South Norfolk Development Management Policies Document, including:
 - Policy DM 1.3: Sustainable location of development.
 - Policy DM 1.4: Environmental quality and local distinctiveness.
 - Policy DM 3.10: Promotion of sustainable transport; and
 - Policy DM 3.14: Pollution, health, and safety.
 - The Broadland and South Norfolk Air Quality Annual Status Report provides an overview of air quality in the Broadland and South Norfolk districts during 2019. It fulfils the requirements of the Local Air Quality Management (LAQM) as set out in Section 82 of the Environment Act (1995).

Current baseline

Air Quality Management Areas (AQMAs) are declared in areas which exceed national objectives for levels of particulates, nitrogen dioxide, sulphur dioxide, ozone, benzene, polycyclic aromatic hydrocarbons, butadiene, carbon monoxide, lead and / or nitrogen oxides. According to the Broadland and South Norfolk Air Quality Annual Status Report there are no AQMAs in the Broadland and South Norfolk districts.

Future baseline

Future growth in the neighbourhood area will ultimately affect the levels of traffic and congestion experienced, and in the absence of suitable planning and mitigation this could lead to a deterioration in air quality. However, it is unlikely that this will be significant given the moderate housing needs of the neighbourhood area. Nevertheless, suitable mitigation measures should be incorporated into the design of new development areas to maintain air quality.

Positive planning could also be beneficial for air quality through opportunities to improve accessibility, particularly in terms of active travel and encouraging more local walkable journeys and sustainable connections. This will have positive knock-on effects in terms of health and wellbeing.

Key issues

Following the consideration of the baseline information and policy context review, the following key issues within the neighbourhood area are identified in relation to air quality:

- According to data from 2019, there are no AQMAs in South Norfolk. Given this, and the moderate housing needs of the neighbourhood area, it is unlikely that development in the area will have a significant impact on air quality.
- The effects of traffic and congestion will still be considered through the transportation topic in **Section B.8**.

Due to the absence of any significant air quality issues raised in relation to the draft D&RNP, **the air quality topic has been scoped out for the purposes of the SEA process.**

B.2 Biodiversity and geodiversity

Table B2.1 below presents the most relevant documents identified in the policy review for the purposes of the SEA.

Table B2.1 Plans, policies and strategies reviewed in relation to biodiversity and geodiversity

Document title	Year of publication
National Planning Policy Framework (NPPF)	2021
A Green Future: Our 25 Year Plan to Improve the Environment	2018
Biodiversity 2020 Strategy	2011
Environment Act 2021	2021
UK Biodiversity Action Plan	2007
The Natural Environment and Rural Communities Act	2006
Joint Core Strategy for Broadland, Norwich and South Norfolk	2014
South Norfolk Development Management Policies Document	2015
South Norfolk Environmental Strategy	No date

The key messages emerging from the review are summarised below:

- The D&RNP will need to have regard to the NPPF, which highlights that opportunities to improve biodiversity in and around developments should be integrated as part of their design, especially where this can secure measurable net gains for biodiversity. This includes using a strategic approach to maintaining and enhancing networks of habitats and green infrastructure at the wider catchment or landscape scale.
- Support is given through the NPPF to establishing coherent ecological networks that are more resilient to current and future pressures. Trees notably make an important contribution to the character and quality of urban environments and can also help mitigate and adapt to climate change. Planning policies and decisions should ensure that new streets are tree-lined, and that opportunities are taken to incorporate trees elsewhere in developments (such as parks and community orchards).

- Over the past decade, policy (e.g., The Natural Environment White Paper and Biodiversity 2020) has demonstrated a move away from the traditional approach of protecting biodiversity, to a wider landscape approach to enhancing biodiversity, as part of the overall aims to halt biodiversity loss. The 25 Year Environment Plan places emphasis on improvements to the natural environment, identifying the need to “replenish depleted soil, plant trees, support wetlands and peatlands, rid seas and rivers of rubbish, reduce greenhouse gas emissions, cleanse the air of pollutants, develop cleaner, sustainable energy and protect threatened species and habitats.” Working at a landscape scale transformation is expected to connect habitats into larger corridors for wildlife.
- The Environment Act 2021 sets parameters for biodiversity gain as a condition of planning permission, as well as biodiversity gain site registers and biodiversity credits. The Act identifies a general duty to conserve and enhance biodiversity, including through biodiversity reports and local nature recovery strategies. Local nature recovery strategies will identify biodiversity priorities for the strategy area as well as a local habitat map. Habitat maps are expected to include recovery and enhancement areas which are or could become of importance for biodiversity.
- The D&RNP will also need to have regard to the relevant policies outlined in the Joint Core Strategy (JCS) for Broadland, Norwich, and South Norfolk, including:
 - Policy 1: Addressing climate change and protecting environmental assets.
- The following objectives outlined in the JCS are also relevant to this topic:
 - Objective 9: To protect, manage and enhance the natural, built, and historic environment, including key landscapes, natural resources and areas of natural habitat or nature conservation value.
- The D&RNP will also need to have regard to the South Norfolk Development Management Policies Document (DMPD), including:
 - Policy DM 1.4: Environmental quality and local distinctiveness.
 - Policy DM 4.4: Natural environmental assets – designated and locally important open space; and
 - Policy DM 4.8: Protection of trees and hedgerows.
- The South Norfolk Environment Strategy outlines the district’s efforts to use the best environmental management practices for land use to protect and enhance biodiversity. It also asks the district’s residents to encourage wildlife into their gardens to support biodiversity.

Current baseline

Designated sites

There are no designated sites within the neighbourhood area, however there are several Sites of Special Scientific Interest (SSSI) nearby.

Four SSSIs, Gawdyhall Big Wood, Pullham Market Big Wood, Shelfanger Meadows and Wortham Ling, are located approximately 3.5 to 6.5 kilometres from the neighbourhood area. The Impact Risk Zones (IRZs) for these SSSIs intersect the

neighbourhood area in the north eastern and south western extents. However, residential development (including rural residential development) is not identified as a particular concern and no housing number thresholds are identified within these areas.

In addition to the above, there is also a Local Nature Reserve (LNR) near the neighbourhood area. The Royden Fen LNR is located approximately 5.5 kilometres south west of the neighbourhood area.

Priority habitats and species

As shown in **Figure B2.1**, there are a variety of Biodiversity Action Plan (BAP) priority habitats located within or within proximity to the neighbourhood area. Within the neighbourhood area this is primarily areas of deciduous woodland, but there are also small areas of traditional orchard and an area of ancient woodland.

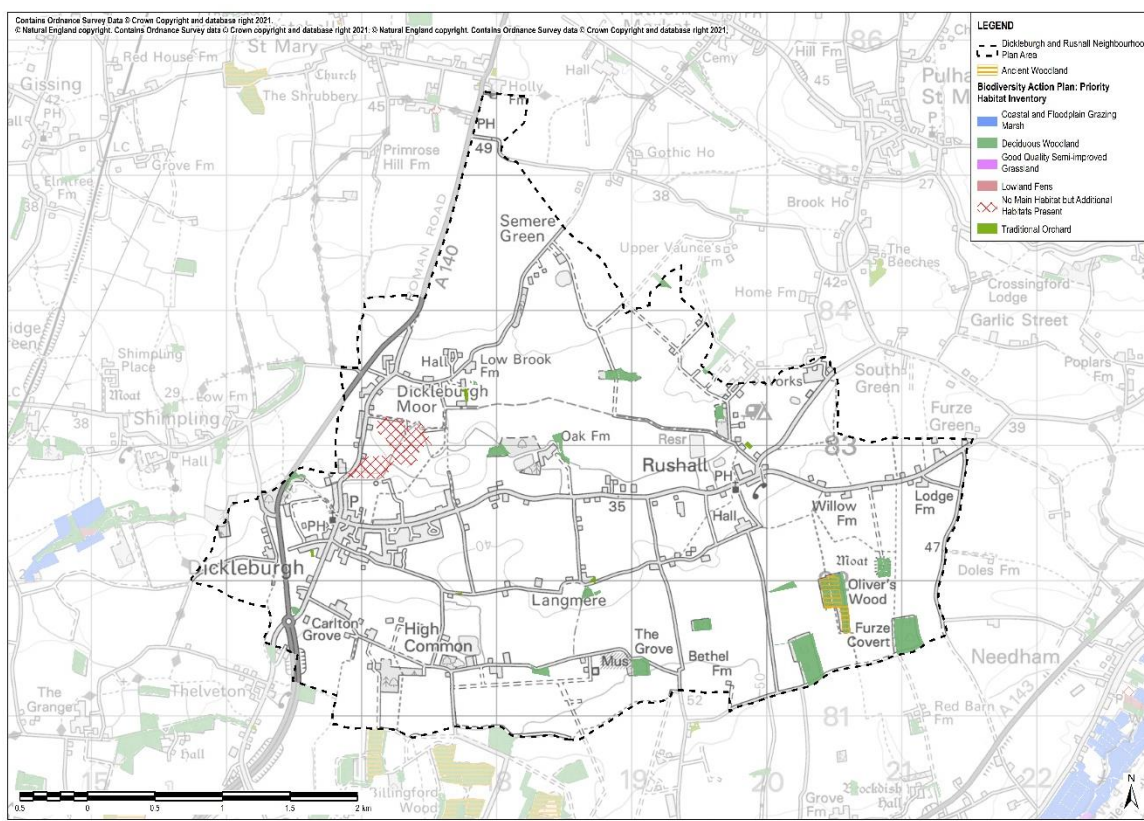


Figure B2.1 BAP priority habitats in the neighbourhood area

In terms of the national habitat network, the centre of the neighbourhood area is covered by an area of Network Enhancement Zone 1 surrounding two small traditional orchards. Network Enhancement Zone 1 is “land connecting existing patches of primary and associated habitats which is likely to be suitable for creation of the primary habitat”²¹. A very small part of the western extent of the neighbourhood area falls within a Network Expansion Zone.

South Norfolk Council have advised that in their view a Habitat Regulations Assessment (HRA) should be undertaken in order to assess any significant impacts on protected habitat sites that would result from giving effect to the Neighbourhood

²¹ Natural England (2020): 'National Habitat Network Maps', [online] available to access via [this link](#)

Plan. This should be carried out in accordance with the Conservation of Habitats and Species Regulations 2017.

Locally important habitats and species

Although not a designated habitat, Dickleburgh Moor is a highly valued local habitat that defines the local area. It consists of a 50-acre site owned by The Otter Trust, who are restoring it to a water meadow to support local wildlife with the help of Natural England²². However, this site only forms the epicentre of a much more extensive wetland landscape that feeds into Frenze Beck and then on into the River Waveney. In this respect, Dickleburgh Moor incorporates a large amount of farmland, gardens and fields in the village of Dickleburgh, spanning the land enclosed by Rectory Road, Norwich Road and Semere Green Lane, as well as to the north of Semere Green Lane and the west of Norwich Road, and parts of Burston and Shimpling and Tivishall Parish.

Since 2016, when The Otter Trust bought Dickleburgh Moor, considerable efforts have been made to enhance the habitat by allowing it to rewild and rewet following its history of being drained. According to the Parish Council website, recent flooding at the site has attracted flocks of golden plover and whooper swans. Dickleburgh Moor is also home to water vole, lapwing, otters and occasionally Spoonbill and other rare visitors. Moreover, the periphery of Dickleburgh Moor is one of the few nesting sites of the endangered turtle dove.

Another locally important habitat is Langmere Green Country Wildlife Site (CWS), located off Langmere Road. Langmere Green CWS is an area of common land, consisting mainly of semi-improved neutral grassland and valuable patches verging on unimproved around the common edges²³. A small stream runs west to east across the northern extent of the site, and a strip of scrub runs along the southern boundary of the site. The principal area of the site supports moderately species-rich grassland, including cow parsley, common sorrel, ribwort plantain, meadow buttercup, knapweed, hogweed, broad-leaved dock, germander speedwell, yellow rattle and lesser stitchwort. Bird species include Barn owl, Great Spotted woodpecker and Turtle dove.

St Clements Common, located in Rushall, is another locally important habitat. It is believed to be the only new common established in England during the 20th century²⁴. St Clements Common consists of three small, semi-improved, neutral grassland meadows surrounded by tall hedges with mature trees. Ditches with hedges / scrub, some of which are seasonally wet, border the site. The most species-rich area of grassland is the northern meadow, which includes creeping and meadow buttercups, bee orchids, southern marsh orchids, pyramidal orchids and common spotted orchids, fox sedge, cowslip, creeping thistle, hogweed, adders tongue fern, Green alkanet and nettle. Bird species include Buzzard, Green woodpecker, Linnet, Lesser white throat, Turtle dove, Song thrush and Mistle thrush.

According to the DMPD, a historic hedgerow pattern can be found in the neighbourhood area. Hedgerows are distinctive features of the countryside and are the most traditional form of field boundary in the district. Many date back to the first enclosure of the land and some, especially those in the neighbourhood area, are indicators of a much older land pattern. This Landscape Character Area (LCA) – B4:

²² Dickleburgh and Rushall Parish Council (no date): 'Dickleburgh Moor', [online] available to access via [this link](#)

²³ Norfolk Wildlife Trust (no date): 'Langmere Green (CWS 25)', [online] available to access via [this link](#)

²⁴ Norfolk Wildlife Trust (no date): 'St Clements Common, Rushall', [online] available to access via [this link](#)

Waveney Tributary Farmland – is described in more detail in the South Norfolk District Landscape Character Assessment²⁵. In addition to their visual benefits, the network of hedgerows often contains a great range of plant and wildlife species and can form important linkages between other habitats.

According to data collected locally in 2019, several bat species have been recorded across sixteen locations in the neighbourhood area, including barbastelle, brown long-eared bat, common pipistrelle, Daubenton's bat, Brandts bat, Natterer's bat, Leislers bat, noctule, Nathusius, serotine, and soprano pipistrelle. In addition to bats, small terrestrial mammals, including the brown rat, Hazel Dormouse, common shrew, and Eurasian pygmy shrew, as well as bush-crickets, including the dark bush-cricket, long-winged bush-cricket, Roesel's bush-cricket, and speckled bush-cricket, have also been recorded in the neighbourhood area.

Future baseline

Habitats and species will potentially face increasing pressures from future development within the neighbourhood area, with the potential for negative impacts on the wider ecological network. This may include a loss of habitats and impacts on biodiversity networks, which may be exacerbated by the effects of climate change. This has the potential to lead to changes in the distribution and abundance of species and changes to the composition of habitats.

The D&RNP presents an opportunity to maximise benefits for biodiversity by including consideration of important habitats and species at an early stage of planning for future growth. To maintain and improve the condition of biodiversity, it will be vital to not only protect and enhance important habitats, but also the connections between them. It will be crucial to effectively coordinate the delivery of new development to ensure that opportunities to improve green infrastructure and ecological corridors are maximised.

Key issues

Following the consideration of the baseline information and policy context review, the following key issues within the neighbourhood area are identified in relation to biodiversity and geodiversity:

- Although there are no designated sites for biodiversity within the D&RNP, there are several SSSIs and an LNR in the vicinity of the area. Only parts of the neighbourhood area fall within IRZs for these sites, however development in the neighbourhood area will increase the number of people visiting these sites and those further afield, and as such, will have an impact on these sites. The D&RNP should ensure policies are in place to mitigate the impact of any development in the neighbourhood area on the nearby designated sites.
- In terms of BAP priority habitats, the neighbourhood area primarily includes areas of deciduous woodland, as well as small areas of traditional orchard and an ancient woodland. It will be important to ensure that the spatial strategy and policies of the D&RNP seek to support these habitats and the connections between them, particularly by avoiding habitat loss and fragmentation, but also by improving connections between habitats.

²⁵ South Norfolk District Council (2006): 'South Norfolk District Landscape Character Assessment', [online] available to access via [this link](#)

- The centre of the neighbourhood area is covered by an area of Network Enhancement Zone 1 surrounding two small traditional orchards. This provides a valuable opportunity for the neighbourhood area to improve the connection between habitats, which will improve the local green infrastructure network and support the movement of wildlife.
- South Norfolk Council have advised that in their view a Habitat Regulations Assessment (HRA) should be undertaken in order to assess any significant impacts on protected habitat sites that would result from giving effect to the Neighbourhood Plan. This will allow the D&RNP to ensure development has a minimal impact on existing habitats, with potential to identify areas for habitat improvement and creation in the area. The HRA findings will inform the SEA in subsequent stages.
- Dickleburgh Moor is currently being restoring to a water meadow to support local wildlife, and although not a designated habitat, it is a highly valued local habitat that defines the local area and supports a range of wildlife. In addition to this, other locally important habitats include Langmere Green CWS and St Clements Common. The D&RNP should seek to protect and enhance these habitats, which will benefit not only local wildlife but also the residents of the neighbourhood area.
- A historic hedgerow pattern can be found in the neighbourhood area, which often contains a great range of plant and wildlife species and can form important linkages between other habitats such as woods. The D&RNP should seek preserve and build upon this network of hedgerows, as this will have positive knock-on effects for wildlife in the area.
- At least eleven bat species have been recorded across sixteen locations in the neighbourhood area, as well as four small terrestrial mammal species and four bush-cricket species. The D&RNP should seek to protect these species, particularly the bat species as they are legally protected by both domestic and international legislation.

B.3 Climate change

Table B3.1 presents the most relevant documents identified in the policy review for the purposes of the SEA.

Table B3.1 Plans, policies and strategies reviewed in relation to climate change

Document title	Year of publication
National Planning Policy Framework (NPPF)	2021
UK Climate Change Act	2008
UK (second) National Adaptation Programme 2018 to 2023	2018
The Clean Air Strategy	2019
Clean Growth Strategy	2019
Net Zero Strategy: Build Back Greener	2021
UK Sixth Carbon Budget	2020
25-Year Environment Plan	2019
National Infrastructure Assessment	2018

Document title	Year of publication
UK Climate Change Risk Assessment	2017
Flood and Water Management Act	2010
National Flood and Coastal Erosion Risk Management Strategy	2020
Joint Core Strategy for Broadland, Norwich and South Norfolk	2014
South Norfolk Development Management Policies Document	2015
South Norfolk Environmental Strategy	No date
Norfolk Local Flood Risk Management Strategy	2015

The key messages emerging from the review are summarised below:

- The D&RNP will need to have regard to the NPPF, which requires proactive planning to both mitigate and adapt to climate change. Planning policies are expected to improve the resilience of communities and infrastructure to climate change impacts, avoid inappropriate development in the flood plain, and support the move to a low carbon economy. The NPPF recognises the potential for planning to shape places in ways that contribute to radical reductions in greenhouse gas (GHG) emissions, and deliver long-term resilience, including through reuse, regeneration, and conversion.
- The Clean Air Strategy, Clean Growth Strategy, Net Zero Strategy, and the 25-Year Environment Plan are a suite of documents which seek to progress the government’s commitment under the UK Climate Change Act to becoming net zero by 2050. The documents set out detailed proposals on how the government will tackle all sources of air pollution, whilst maintaining an affordable energy supply and increasing economic growth. This parallels with the 25-year Environment Plan, which further seeks to manage land resources sustainably, recover and reinstate nature, protect soils and habitats, increase resource efficiency, improve water quality, and connect people with the environment. The documents also interlink with the government’s commitment to decarbonising transport, a recognised challenge that needs more work in a timely manner if government are to achieve net zero targets. Furthermore, the decarbonisation plan recognises the twinned need to undertake action to adapt the transport sector and increase resilience to climate change risks; and this challenge is more directly addressed through the UK’s National Adaptation Programme.
- The D&RNP will also need to have regard to the relevant policies outline in the Joint Core Strategy (JCS) for Broadland, Norwich, and South Norfolk, including:
 - Policy 1: Addressing climate change and protecting environmental assets; and
 - Policy 3: Energy and water.
- The following objectives outlined in the JCS are also relevant to this topic:
 - Objective 1: To minimise the contributors to climate change and address its impact; and
 - Objective 9: To protect, manage and enhance the natural, built and historic environment, including key landscapes, natural resources and areas of natural habitat or nature conservation value.

- The D&RNP will also need to have regard to the South Norfolk Development Management Policies Document (DMPD), including:
 - Policy DM 1.3: Sustainable location of development.
 - Policy DM 1.4: Environmental quality and local distinctiveness.
 - Policy DM 3.10: Promotion of sustainable transport.
 - Policy DM 4.1: Renewable energy.
 - Policy DM 4.2: Sustainable drainage and water management.
 - Policy DM 4.3: Facilities for the collection of recycling and waste.
 - Policy DM 4.8: Protection of trees and hedgerows; and
 - Policy DM 4.9: Incorporating landscape into design.
- The South Norfolk Environment Strategy outlines the district's effort to ensure local plans take a proactive approach to mitigate and adapt to climate change and the impact on the community. However, it is worth noting that South Norfolk Council are yet to declare a climate emergency, despite pressure from environmental activism groups over the years.
- The Norfolk Local Flood Risk Management Strategy aims to inform all groups and individuals who may have an interest in, or an ability to influence or manage flood risk, including householders, businesses, landowners, developers, and risk authorities. It seeks to:
 - Explain what flooding is, its dangers, and how flood risk can be managed.
 - Inform about the extent and characteristics of flood risk in Norfolk and signpost other sources of information about flood risk in the county.
 - Clarify which Risk Management Authorities are responsible for which flood risk management activities.
 - Indicate the objectives of the strategy and make commitments in respect of the actions that will be taken by the Lead Local Flood Authority and other Risk Management Authorities.
 - Establish a framework of policies that will ensure that riparian owners, businesses, developers, and authorities apply a consistent and strategic approach to flood management.
 - Outline a series of proactive measures which will increase understanding of local flood risk and identify further measures to manage those risk.
 - Clarify how flood risk management is to be funded in Norfolk; and
 - Indicate how flood risk management activities will be monitored and how the strategy will be reviewed.

Current baseline

Contribution to climate change

In the 2019 amendment to the Climate Change Act, the government committed to reaching 'net zero' carbon emissions by 2050. Carbon dioxide (CO₂) emissions from the built environment are monitored and recorded at the local authority level.

Figure B3.1 overleaf indicates that CO₂ emissions per capita (t) in South Norfolk have been consistently higher than both the East of England and England during the period 2005 to 2019. South Norfolk has seen a 35.3% reduction in emissions per capita between 2005 and 2019, which is slightly lower than the 37.5% reduction seen for the East of England and significantly lower than the 42.9% reduction in emissions seen for England.

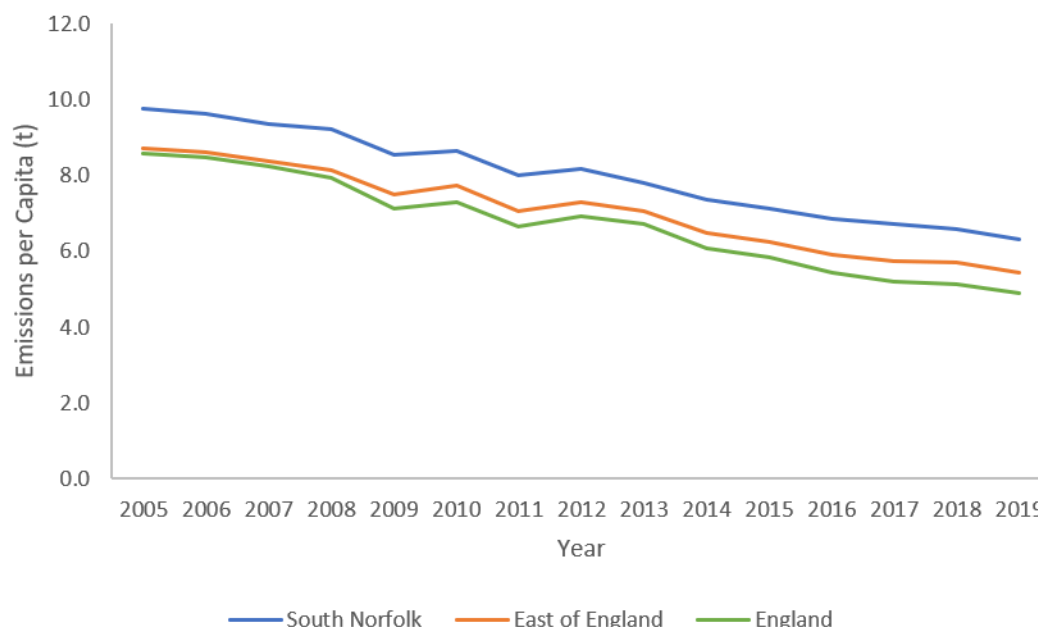


Figure B3.1 CO₂ emissions per capita (t) for the period 2005 to 2019²⁶

Transport is the largest emitting sector in the UK, producing 27% of total emissions in 2019²⁷. Of this, 91% came from road transport vehicles (111 MtCO₂e). The biggest contributors to this were cars and taxis, which made up 61% of the emissions from road transport (68 MtCO₂e).

The neighbourhood area has a relatively poor public transport network, with only a couple of infrequent bus services to nearby towns. In this respect, many residents in the neighbourhood area are reliant on private vehicles to travel further afield.

The uptake of Ultra Low Emission Vehicles (ULEVs) will contribute positively towards the reduction of road transport related emissions. In line with assumptions made by the Department for Transport’s ‘Road to Zero’ report (2018), it is assumed that ULEV uptake will increase rapidly in the coming decade and therefore aside from HGVs, all vehicles could be ultra-low emission (powered either by hydrogen or electricity) by 2030.

There are three fast charging locations within the neighbourhood area²⁸. This is in addition to one charging location in Long Stratton to the north of the neighbourhood area and a total of four charging locations in Scole and Diss to the south.

²⁶ UK Gov (2021): ‘UK local authority and regional carbon dioxide emissions national statistics: 2005 to 2019’, [online] available to access via [this link](#)

²⁷ YK Gov (2021): ‘Transport and environmental statistics: Autumn 2021’, [online] available to access via [this link](#)

²⁸ Norfolk County Council (2022): ‘Boost for electric vehicles as South Norfolk village switches on new public charge points’, [online] available to access via [this link](#)

Effects of climate change

Research on the probable effects of climate change in the UK was released in 2018 by the UK Climate Projections (UKCP18)²⁹ team. UKCP18 gives climate information for the UK up to the end of this century and projections of future changes to the climate are provided, based on simulations from climate models. Projections are broken down to a regional level across the UK and are shown in probabilistic form, which illustrate the potential range of changes and level of confidence in each prediction.

As highlighted by the research, the effects of climate change (under medium emissions scenarios 50th percentile and RCP6) for the East of England during the period 2020-2039 compared to the period 1981-2000 are likely to be as follows:

- A central estimate of increase in annual mean temperatures of between 0.3°C and 1.4°C.
- A central estimate of change in mean precipitation of 0 to +8% in winter and 0 to -6% in summer.

As a result of these changes, the neighbourhood area may face increasing risks related to climate change, including:

- Increased incidence of heat related illnesses and deaths during summer.
- Increased incidence of illnesses and deaths related to exposure to sunlight (e.g., skin cancer, cataracts).
- Increased risk of injuries and deaths due to the number of storm events.
- Effects on water resources from climate change.
- Adverse effect on water quality from low stream levels and turbulent stream flow after heavy rain.
- Increased risk of flooding, including vulnerability to 1:100-year floods.
- A need to upgrade flood defences.
- Soil erosion due to flash flooding.
- Loss of species that are at the edge of their southerly distribution.
- Spread of species at the northern edge of their distribution.
- Increased drought and flood related problems.
- Risk of road surfaces melting more frequently due to increased temperature; and
- Flooding of roads.

Flood risk

The neighbourhood area lies within the Waveney Operational Catchment³⁰, more specifically within the catchment of the Dickleburgh Stream Water Body³¹.

As shown in **Figure B3.2** overleaf, fluvial flood risk within the neighbourhood area largely follows the course of the Dickleburgh Stream. The sections of Dickleburgh

²⁹ Met Office (no date): 'UK Climate Projections (UKCP)', [online] available to access via [this link](#)

³⁰ Environment Agency (2021): 'Waveney Operational Catchment', [online] available to access via [this link](#)

³¹ Environment Agency (2021): 'Dickleburgh Stream Water Body', [online] available to access via [this link](#)

Road and Norwich Road that cross the Dickleburgh Stream, and the land north of Rectory / Harleston Road, are within Flood Zone 3. However, the rest of Dickleburgh and Rushall in the east are within Flood Zone 1.

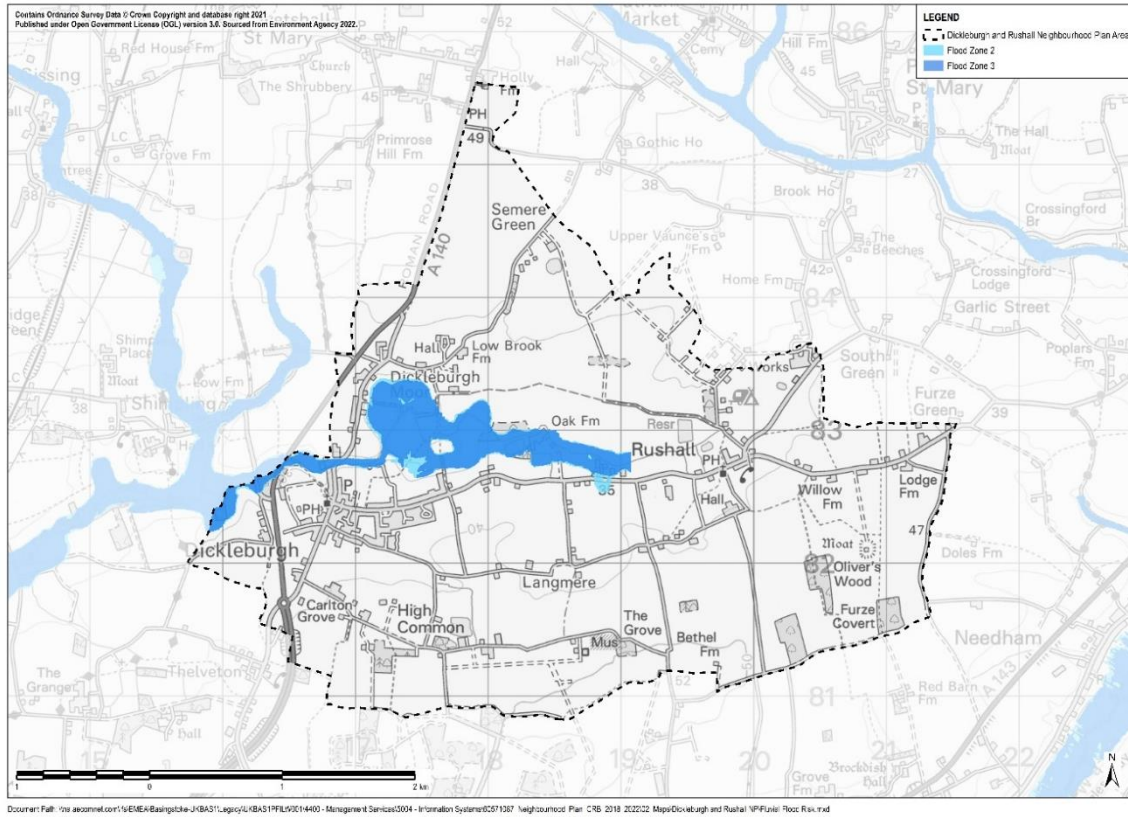


Figure B3.2 Fluvial flood risk in the neighbourhood area

As shown in **Figure B3.3** overleaf, surface water flooding in the neighbourhood area also largely follows the course of the Dickleburgh Stream and the numerous drains that feed into the stream. Areas of particular concern include parts of Dickleburgh Road, Dickleburgh Bypass, Burston Road, Harvey Lane, Langmere Road, Lakes Road, and Harleston Road.

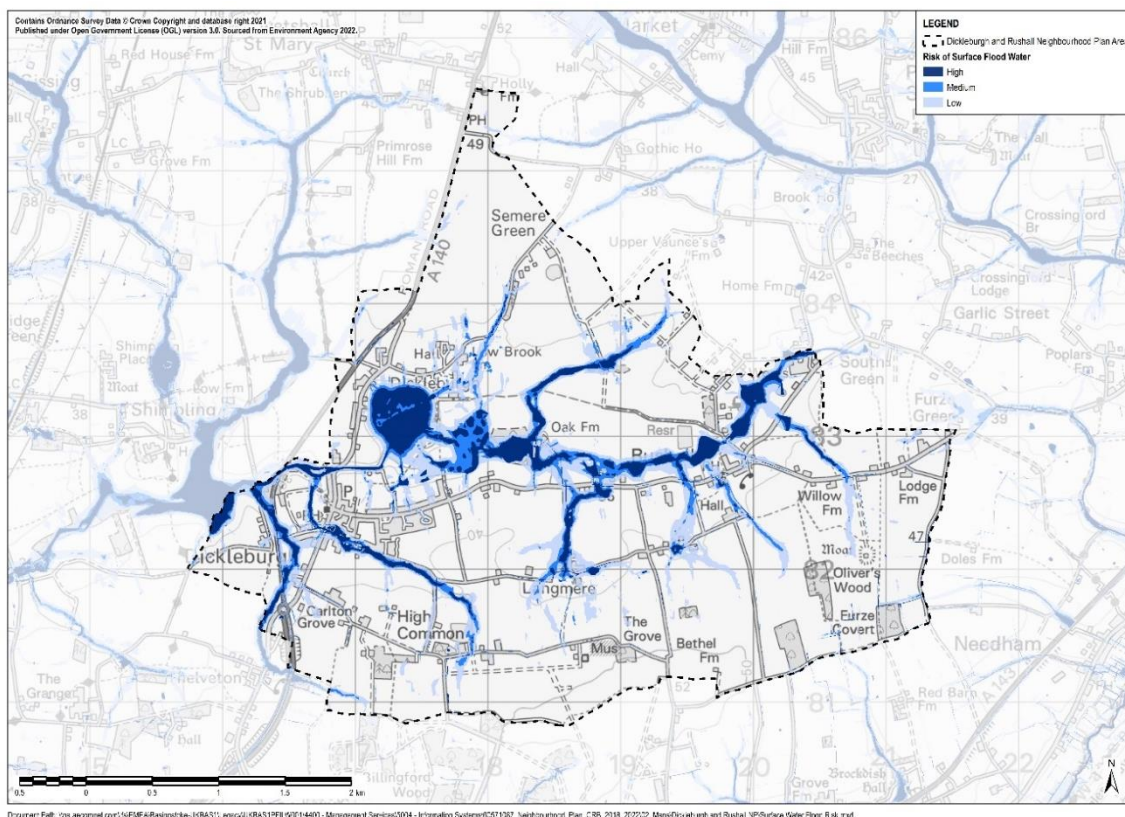


Figure B3.3 Surface water flood risk in the neighbourhood area

According to the Norfolk Local Flood Risk Management Strategy (NLFRMS), a Preliminary Flood Risk Assessment (PFRA) was undertaken for South Norfolk, indicating general areas where surface water flood risk is likely to be most significant. The assessment estimates that 20 properties in Dickleburgh may be at risk of surface water flooding.

The NLFRMS also highlights that the Waveney floodplain is under pressure to accommodate development that may decrease its capacity. Moreover, the impacts of climate change may require an increase in floodplain capacity if current levels of flood relief are to be maintained.

Future baseline

Climate change has the potential to increase the occurrence of extreme weather events in the neighbourhood area. This is likely to increase the risks associated with climate change, with an increased need for resilience and adaptation. Specifically, new development areas have the potential to increase flood risk through factors such as changing surface and ground water flows, overloading existing inputs to the drainage and wastewater networks, or increasing the number of residents exposed to areas of existing flood risk.

In terms of climate change contribution, per capita GHG emissions generated in the neighbourhood area may continue to decrease with wider adoption of energy efficiency measures, renewable energy production and new technologies, including electric cars. However, increases in the built footprint of the neighbourhood area would contribute to increases in the absolute levels of GHG emissions.

Key issues

Following the consideration of the baseline information and policy context review, the following key issues within the neighbourhood area are identified in relation to climate change:

- South Norfolk County Council is yet to declare a climate emergency. However, the D&RNP should still seek to maximise opportunities to support actions in tackling climate change. This may be through encouraging the use of sustainable modes of transport, including walking, cycling and public transport, supporting the uptake of EVs through the provision of charging infrastructure, ensuring new developments meet sustainable design criteria, and increasing the amount of energy produced from renewable resources.
- Source data from the Department of Energy and Climate Change shows that South Norfolk has recorded higher CO₂ emissions per capita than both the East of England and England between 2005 and 2019. Moreover, the reduction in emissions per capita in South Norfolk during this period has been lower than both the East of England and England, which suggests that current actions to reduce CO₂ emissions are not keeping up with those demonstrated at the regional and national level.
- The transport sector continues to be a key challenge in terms of reducing emissions, especially as the neighbourhood area has a relatively poor public transport network, which needs improving considering the limited range of services and facilities on offer in the neighbourhood area. In this respect, the D&RNP provides an opportunity to guide development towards the most accessible locations in the area, which will encourage active transport, and support local infrastructure improvements to help reduce the use of private vehicles.
- Fluvial flood risk in the neighbourhood area is largely linked to the Dickleburgh Stream. The sections of Dickleburgh Road and Norwich Road that cross the Dickleburgh Stream, as well as the land north of Rectory / Harleston Road, are within Flood Zone 3. It is vital that the D&RNP guides development away from this area within Flood Zone 3 as it is likely that climate change will exacerbate flood risk in this area in the future.
- Surface water flooding in the neighbourhood area is also largely linked to the Dickleburgh Stream. Areas of particular concern include parts of Dickleburgh Road, Dickleburgh Bypass, Burston Road, Harvey Lane, Langmere Road, Lakes Road, and Harleston Road. Again, the D&RNP should guide development away from areas at high risk of surface water flooding, although mitigation measures such as sustainable drainage systems (SuDS) can provide a degree of protection in these areas.
- A PFRA was undertaken for South Norfolk, indicating general areas where surface water flood risk is likely to be most significant. The assessment estimates that 20 properties in Dickleburgh may be at risk of surface water flooding. In addition to this, the Waveney floodplain is under pressure to accommodate development that may decrease its capacity. The impacts of climate change may require an increase in floodplain capacity if current levels of flood relief are to be maintained. It is important that the D&RNP takes into consideration these issues when guiding development.

B.4 Landscape

Table B4.1 presents the most relevant documents identified in the policy review for the purposes of the SEA.

Table B4.1 Plans, policies and strategies reviewed in relation to landscape

Document title	Year of publication
National Planning Policy Framework (NPPF)	2021
The 25 Year Environment Plan	2018
The National Design Guide	2019
National Model Design Code	2021
Joint Core Strategy for Broadland, Norwich and South Norfolk	2014
South Norfolk Development Management Policies Document	2015
South Norfolk Landscape Character Assessment	2006

The key messages emerging from the review are summarised below:

- The D&RNP will need to have regard to the NPPF which gives great weight to conserving and enhancing protected landscapes, as well as landscape character and scenic beauty. The scale and extent of development within these designated areas should be limited, while development within their setting should be sensitively located and designed to avoid or minimise adverse impacts on the designated areas.
- The NPPF recognises the role of green infrastructure in landscape settings, as well as the importance of designated biodiversity sites, habitats, woodland, historic features, agricultural land, and cultural landscapes. The positive contribution that land remediation can make in terms of addressing despoiled, degraded, derelict, contaminated and unstable land is also recognised.
- The 25-year Environment Plan and National Design Guide complement each other with their aims for a cleaner, greener country which puts the environment first and celebrates the variety of natural landscapes and habitats. Design is focused on beautiful, enduring, and successful places, which respond to local character and provide a network of high quality green open spaces.
- The D&RNP will also need to have regard to the relevant policies outlined in the Joint Core Strategy (JCS) for Broadland, Norwich, and South Norfolk, including:
 - Policy 1: Addressing climate change and protecting environmental assets; and
 - Policy 2: Promoting good design.
- The following objectives outlined in the JCS are also relevant to this topic:
 - Objective 8: To positively protect and enhance the individual character and culture of the area; and
 - Objective 9: To protect, manage and enhance the natural, built and historic environment, including key landscapes, natural resources and areas of natural habitat or nature conservation value.

- The D&RNP will also need to have regard to the South Norfolk Development Management Policies Document (DMPD), including:
 - Policy DM 1.3: Sustainable location of development.
 - Policy DM 1.4: Environmental quality and local distinctiveness.
 - Policy DM 3.8: Design principles.
 - Policy DM 4.4: Natural environmental assets – designated and locally important open spaces.
 - Policy DM 4.5: Landscape character areas and river valleys.
 - Policy DM 4.8: Protection of trees and hedgerows; and
 - Policy DM 4.9: Incorporating landscape into design.

Current baseline

Nationally protected landscapes

The neighbourhood area does not fall within a designated landscape area. The closest Area of Outstanding Natural Beauty (AONB) is Suffolk Coast and Heaths, which is located approximately 22 kilometres east of the neighbourhood area.

National character areas

The neighbourhood area falls within the 83 South Norfolk and High Suffolk Claylands National Character Area³². This is an area of high and predominantly flat clay plateau, which is incised by numerous small-scale wooded river valleys with complex slopes. The underlying geology is chalk, which forms the principal aquifer, and shallow marine deposits overlain with glacial till, buried river gravels, lake sediments, and bands of glacial outwash deposits.

Local landscape and villagescape character

Landscape and villagescape character play an important role in understanding the relationship between people and place and identifying recognisable and distinct patterns in the landscape which make one area different from another. Landscape and villagescape character assessments can help identify the value of landscapes and villagescapes, in terms of both visual and amenity value.

According to the South Norfolk Landscape Character Assessment, the neighbourhood area falls within the Tributary Farmland landscape type, specifically Waveney Tributary Farmland. This landscape type is defined by the distinct topography and presence of small tributaries cutting through farmland. Key characteristics of Tributary Farmland are as follows:

- Shelving and gently undulating landform created by small tributary valleys.
- Transitional landscape between the upland plateaux and the river valleys.
- Occasional long views.
- Tamed and peaceful medium to large-scale arable farmland.

³² Natural England (2014): 'NCA Profile: 83 South Norfolk and High Suffolk Claylands (NE544)', [online] available to access via [this link](#)

- Scattered small farm woodlands and sparse and/or overgrown hedgerows and hedgerow trees.
- Dispersed but evenly distributed settlement pattern of small farmsteads and small, nucleated villages.
- Intricate network of narrow, winding rural lanes bounded by banks or ditches.
- Tributaries elusive - usually hidden within the landscape by topography or trees.
- Presence of occasional remnant parklands; and
- Mixed architectural character with modern bungalow development and traditional vernacular buildings.

Tree preservation orders

Implemented by local planning authorities, Tree Preservation Orders (TPOs) are designated to protect specific trees, groups of trees, or woodlands in the interests of their amenity value. When considering 'amenity' the local planning authority will likely take into consideration the following criteria³³:

- Visibility: the extent to which the trees or woodlands can be seen by the public.
- Individual, collective, and wider impact: considering the importance of the trees or woodlands in relation to their cultural or historic value, contribution to and relationship with the landscape, and / or their contribution to the character or appearance of a conservation area.

South Norfolk Council have designated numerous TPOs in the interest of their amenity value, including several within the neighbourhood area³⁴. Merlewood, off Rectory Road, is entirely covered by a TPO area. There is an individual TPO on the bend of Back Lane adjacent to White Horse Farm, as well as a further three along Dickleburgh Road outside the entrance to Rushall House.

Visual amenity

It is useful to note that the views across the neighbourhood area are also an important consideration in the planning process as the scale, height, and mass of development can ultimately impact important views if they are not considered and assessed through the process. Changes, such as development and landscape change, can see these views and vistas degraded overtime.

Future baseline

New development has the potential to lead to incremental changes in landscape quality in and around the neighbourhood area. The D&RNP will help guide development so that it does not negatively impact upon the landscape and villagescape features which contribute to the distinctive character of the area.

Locally distinctive landscape and villagescape features, characteristics and special qualities can be protected, managed, and enhanced through the D&RNP. New development that is appropriately designed and landscape-led has the potential to support the area's inherent landscape character and quality. This may, for example, include regeneration and brownfield development that improves the village setting,

³³ UK Gov (2014): 'Tree Preservation Orders – General', [online] available to access via [this link](#)

³⁴ South Norfolk Council (no date): 'Protected trees', [online] available to access via [this link](#)

delivering green infrastructure improvements and / or new recreational opportunities and enhanced framing of key views.

Key issues

Following the consideration of the baseline information and policy context review, the following key issues within the neighbourhood area are identified in relation to landscape:

- Key landscape features within the neighbourhood area, as identified through the landscape character assessment, include trees, wooded river valleys, small tributaries, and long-distance views. The D&RNP can help to protect and enhance such qualities in new development and develop local evidence underpinning development proposals. Key benefits arising from the D&RNP could include the identification of key views, and outlined expectations for development density, massing, and layouts or even masterplanning of any potential larger site allocations.

B.5 Historic environment

Table B5.1 presents the most relevant documents identified in the policy review for the purposes of the SEA.

Table B5.1 Plans, policies and strategies reviewed in relation to the historic environment

Document title	Year of publication
National Planning Policy Framework (NPPF)	2021
The 25 Year Environment Plan	2018
The National Design Guide	2019
National Model Design Code	2021
Historic England Advice Note 1: Conservation Area Appraisal, Designation and Management	2019
Historic England Advice Note 3: The Setting of Heritage Assets	2017
Historic England Advice Note 8: Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA)	2016
Historic England Advice Note 3: The Historic Environment and Site Allocations in Local Plans	2015
Joint Core Strategy for Broadland, Norwich, and South Norfolk	2014
South Norfolk Development Management Policies Document	2015

The key messages emerging from the review are summarised below:

- The key high-level principles for the conservation and enhancement of the historic environment are as follows:
 - The historic environment is a shared resource.
 - Everyone should be able to participate in sustaining the historic environment.
 - Understanding the significance of places is vital.
 - Significant places should be managed to sustain their values.

- Decisions about change must be reasonable, transparent, and consistent;
and
- Documenting and learning from decisions are essential.
- The significance of places is the key element which underpins the conservation and enhancement of the historic environment. Significance is a collective term for the sum of all the heritage values attached to a place, be it a building, an archaeological site, or a larger historic area such as a whole village or landscape.
- The D&RNP will need to have regard to the NPPF, which seeks to conserve and enhance historic environment assets in a manner appropriate to their significance. The NPPF seeks planning policies and decisions which are sympathetic to local character and history without preventing or discouraging appropriate innovation of change. The NPPF supports the use of area-based character assessments, design guides and codes and masterplans to help ensure that land is used efficiently while also creating beautiful and sustainable places.
- As set out in the NPPF, it should be ensured that the design of streets, parking areas, other transport elements, and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code. Design Codes can set out a necessary level of detail in sensitive locations (e.g., with heritage considerations) and specific ways to maintain local character.
- Planning Practice Guidance expands on the NPPF recognising the proactive rather than passive nature of conservation.
- The role of the historic environment, as part of healthy and thriving ecosystems, landscapes, and cultural values, including settlement identity, is reiterated through the key messages of the 25 Year Environment Plan and National Design Guide.
- Historic England's Advice Notes provide further guidance in relation to the conservation and enhancement of the historic environment. Of relevance for the D&RNP is the emphasis on the importance of:
 - Understanding the different types of special architectural and historic interest which underpin designations, as well as how settings and / or views contribute to the significance of heritage assets.
 - Recognising the value of implementing controls through neighbourhood plans, conservation area appraisals, and management plans; and
 - Appropriate evidence gathering, including clearly identifying those issues that threaten an area or assets character or appearance, and that merit the introduction of management measures.
- In addition to conserving the historic environment, the D&RNP should seek to identify opportunities to enhance the fabric and setting of the historic environment. It should also seek to rejuvenate features and areas which are at risk of neglect and decay.
- The D&RNP will also need to have regard to the relevant policies outlined in the Joint Core Strategy (JCS) for Broadland, Norwich, and South Norfolk, including:

- Policy 2: Promoting good design; and
- Policy 8: Culture, leisure, and entertainment.
- The following objectives outlined in the JCS are also relevant to this topic:
 - Objective 8: To positively protect and enhance the individual character and culture of the area; and
 - Objective 9: To protect, manage and enhance the natural, built and historic environment, including key landscapes, natural resources and areas of natural habitat or nature conservation value.
- The D&RNP will also need to have regard to the South Norfolk Development Management Policies Document (DMPD), including:
 - Policy DM 1.4: Environmental quality and local distinctiveness.
 - Policy DM 2.10: Conversion and re-use of buildings in the countryside for non-agricultural use.
 - Policy DM 3.8: Design principles.
 - Policy DM 4.9: Incorporating landscape into design; and
 - Policy DM 4.10: Heritage assets.

Current baseline

Designated heritage assets and areas

The D&RNP has a rich historic environment, recognised through several designated heritage assets and areas. This includes 86 listed buildings, two of which are Grade I, one Grade II*, and the remaining Grade II (see **Figure B5.1**). The Dickleburgh Conservation Area also falls within the neighbourhood area.

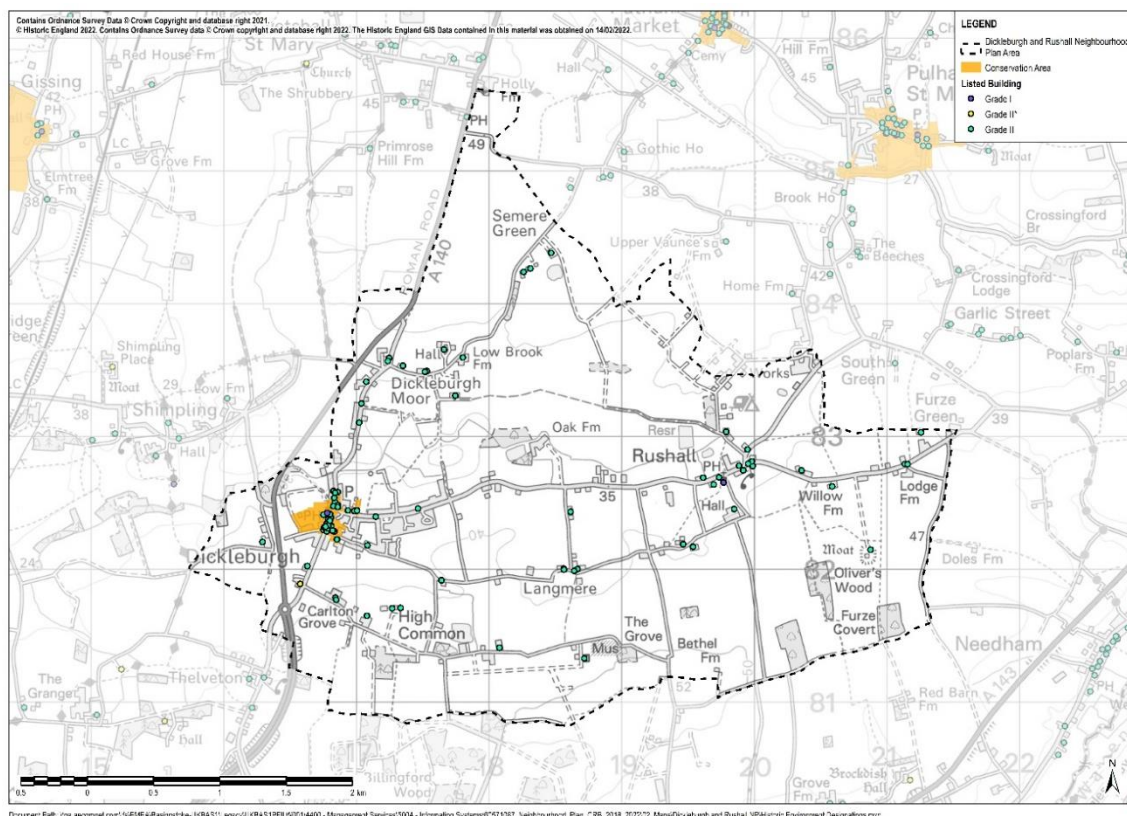


Figure B5.1 Conservation areas, scheduled monuments, and listed buildings within the neighbourhood area

Listed buildings

Listed buildings are nationally designated buildings which are protected through the Listed Buildings and Conservation Areas Act 1990³⁵. According to the National Heritage List for England, the neighbourhood area contains two Grade I, 83 Grade II, and one Grade II* listed building.

One of the Grade I listed buildings is the Church of All Saints in Dickleburgh, which is a C14 / C15 large church, comprising nave, north and south aisles, cancel south porch and west tower³⁶. The other is the Church of St Mary in Rushall, which is a church consisting of a C12 or possibly earlier round west tower with C15 polygonal top stage, C14 / C15 nave and C13 chancel³⁷.

The Grade II* listed building is Manor House on the outskirts of Dickleburgh, which is a C18 red brick house with a steeply pitched hipped tiled roof with modillion eaves cornice³⁸.

Scheduled monuments

The Ancient Monuments and Archaeological Areas Act (1979) allows the investigation, presentation and recording of matters of archaeological or historical interest and makes provision for the regulation of operations or activities which may affect ancient monuments and archaeological areas. Scheduled Monuments are

³⁵ Planning (Listed Buildings and Conservation Areas) Act (1990) [online] available to access via [this link](#)

³⁶ Historic England (no date): 'Church of All Saints', [online] available to access via [this link](#)

³⁷ Historic England (no date): 'Church of St Mary', [online] available to access via [this link](#)

³⁸ Historic England (no date): 'Manor House', [online] available to access via [this link](#)

nationally designated sites which are protected under the Act. There are no scheduled monuments within the neighbourhood area.

Conservation areas

Conservation areas are designated because of their special architectural and historic interest. Conservation area appraisals are a tool to demonstrate the area's special interest, explaining the reasons for designation and providing a greater understanding and articulation of its character and significance - mentioned within the 'Conservation Area Designation, Appraisal and Management' advice note by Historic England³⁹.

According to the Dickleburgh Conservation Area Character Appraisal⁴⁰, the Dickleburgh Conservation Area was originally designated in November 1975, however the original boundary is now out of date due to the significant new development taking place on the East side of the village, some of which has been within the existing conservation area boundary. Development has generally been sympathetic to the character of the village in terms of the size and scale of housing and the use of locally distinctive materials. However, it is proposed to reduce the size of the conservation area so that it is more focused on the historic part of the village to the west.

The Dickleburgh Conservation Area Character Appraisal outlines the key characteristics of the village, which are:

- Historic linear village established along the former Pye Roman Road and Norwich to Ipswich turnpike.
- Important medieval church - a landmark for the village.
- Tight concentration of historic buildings along Norwich Road and The Street, many of the latter showing signs of former commercial activity.
- Modern expansion and development to east; and
- Visual connections through the graveyard to open countryside.

Notably, the Character Appraisal highlights that despite the significant housing development to the east, the historic part of the village, particularly the church, is still connected to the surrounding open countryside with open views to the west.

To the south there is a strong linear approach to the village along Ipswich Road, where Manor House is located, and which has a historic detachment and separation from the village. To the north there is the historic landscape of Dickleburgh Moor, with some dispersed settlement along Norwich Road.

Locally important heritage features

It should be noted that not all the area's historic environment features are subject to statutory designations, and non-designated features comprise a large part of what people have contact with as part of daily life – whether at home, work, or leisure. Although not designated, many buildings and areas are of historic interest and are

³⁹ Historic England (2016): 'Conservation Area Appraisal, Designation and Management: Historic England Advice Note 1', [online] available to access via [this link](#)

⁴⁰ South Norfolk Council (2017): 'Dickleburgh Conservation Area Character Appraisal and Management Guidelines', [online] available to access via [this link](#)

important to local communities. For example, open spaces and key distinctive buildings are likely to have a local historic value.

Policy DM 4.10 (heritage assets) of the South Norfolk Local Plan, found in the Development Management Policies document, outlines that all development proposals must take account of the contribution which heritage assets make to the significance of an area and its sense of place. Proposals must show how the significance of the heritage asset has been assessed and considered by reference to the Historic Environment Record (HER), suitable expertise, and other evidence / research as may be necessary.

The Norfolk HER identifies heritage assets that positively contribute to local distinctiveness and sense of place. A search of the HER (accessed via the Heritage Gateway⁴¹) produces 286 records for the neighbourhood area. During the subsequent stages of the SEA process (where appropriate, and subject to the availability of such information), the Norfolk HER will be reviewed in greater detail to determine the potential impacts to non-designated heritage features resulting from the provisions within the D&RNP.

Heritage at risk

Since 2008, Historic England has released an annual Heritage at Risk Register. The Register highlights the Grade I and Grade II* listed buildings, scheduled monuments, historic parks and gardens, registered battlefields, wreck sites and conservation areas deemed to be 'at risk'. Within the neighbourhood area, there are no designated heritage assets or areas on the Heritage at Risk Register.

It is important to note that the Heritage at Risk Register does not contain information about the status of Grade II listed buildings for areas outside of London. As such, it is currently not possible to determine whether any of the Grade II listed buildings within the neighbourhood area are at risk.

Encouraging and facilitating improvements to the condition of heritage assets within the neighbourhood area is recognised as an opportunity for the D&RNP.

Future baseline

New development in the neighbourhood area has the potential to impact on the fabric and setting of heritage assets; for example, through inappropriate design and layout, and increasing the impacts of traffic within conservation areas. It should be noted, however, that existing legislation, the NPPF, and the South Norfolk Local Plan offer a degree of protection to heritage assets and their settings.

New development need not be harmful to the significance of a heritage asset, and in the context of the neighbourhood area there is opportunities to avoid development within the most sensitive areas.

Key issues

Following the consideration of the baseline information and policy context review, the following key issues within the neighbourhood area are identified in relation to the historic environment:

⁴¹ Heritage Gateway (2021): 'Quick Search', [online] available to access via [this link](#)

- The neighbourhood area contains a wealth of designated heritage assets, including two Grade I listed buildings, 83 Grade II listed buildings, and one Grade II* listed building, as well as one conservation area. It is vital that the D&RNP seeks to conserve these heritage assets as they contribute significantly to the historic setting and value of the area.
- The D&RNP should ensure that future development in and around the Dickleburgh Conservation Area follows a similar pattern to previous development, being sympathetic to the character of the village in terms of size and scale of housing and the use of locally distinctive materials, as not to detract from the character of this area.
- The Norfolk HER identifies heritage assets that positively contribute to local distinctiveness and sense of place. A search of the HER produces 286 records for the neighbourhood area. During the subsequent stages of the SEA process, the Norfolk HER will need to be reviewed in greater detail to determine the potential impacts of the D&RNP on non-designated heritage features.
- Historic England's Heritage at Risk Register does not list any designated heritage assets within the neighbourhood area. However, as the Register does not contain information about the status of Grade II listed buildings for areas outside of London, it is currently not possible to determine whether any of the Grade II listed buildings within the neighbourhood area are at risk. In this respect, the D&RNP should seek to identify Grade II listed buildings at risk to ensure that future development does not contribute to their deterioration.
- It will be important to ensure that future development avoids/ minimises impacts upon the historic environment and maximises opportunities to improve the public realm and green infrastructure, to the indirect benefit of heritage settings. The D&RNP plays an important role in delivering this.

B.6 Land, soil, and water resources

Policy context

Table B6.1 presents the most relevant documents identified in the policy review for the purposes of the SEA.

Table B6.1 Plans, policies and strategies reviewed in relation to land, soil and water resources

Document title	Year of publication
National Planning Policy Framework (NPPF)	2021
The 25 Year Environment Plan	2018
Safeguarding our Soils: A strategy for England	2009
Future Water: The government's water strategy for England	2011
Water for Life	2011
The National Waste Management Plan	2013
Norfolk Minerals and Waste Development Framework	2011
Anglian Water's Water Resources Management Plan 2019	2019
Joint Core Strategy for Broadland, Norwich and South Norfolk	2014

Document title	Year of publication
South Norfolk Development Management Policies Document	2015

The key messages emerging from the review are summarised below:

- The D&RNP will need to have regard to the NPPF, which seeks to protect high quality soil resources and improve the water environment, recognising the wider benefits of natural capital, and derived from ecosystem services. Furthermore, the NPPF recognises the need to take account of the long-term implications of climate change and build resilience in this respect. The NPPF encourages efficient land use, utilising brownfield land opportunities and land remediation schemes where appropriate and delivering environmental gains.
- The 25-year Environment Plan presents a focus for environmental improvement in the next couple decades, with aims to achieve clean air, clean and plentiful water, and reduced risk from environmental hazards. This includes measures to improve soil quality, restore and protect peatlands, use water more sustainably, reduce pollution, maximise resource efficiency, and minimise environmental impacts. This leads on from and supports the soil strategy for England (Safeguarding our Soils) which seeks to ensure that all England's soils will be managed sustainably, and degradation threats tackled successfully by 2030, as well as the national water strategies which seek to secure sustainable and resilient water resources and improve the quality of waterbodies, and the national waste plan which seeks to identify measures being taken to move towards a zero-waste economy.
- The Norfolk Minerals and Waste Development Framework (NMWDF) covers the period 2010 to 2026, and its aims are as follows:
 - To meet minerals and waste requirements in a sustainable manner and help to deliver sustainable growth.
 - To reduce the impact of mineral extraction and associated development and waste management facilities on the transport system.
 - To protect and enhance the natural, historic and built environment in relation to mineral extraction and associated development and waste management facilities.
 - To mitigate climate change; and
 - To promote social inclusion, and human health and wellbeing.
- Anglian Water is the local water supplier for the neighbourhood area. Their Water Resources Management Plan (WRMP), published in 2019, aims to develop a system of supply that is reliable, affordable, and sustainable. This includes meeting customer and government expectations and complying with all statutory obligations.
- The D&RNP will also need to have regard to the Joint Core Strategy (JCS) for Broadland, Norwich, and South Norfolk, including:
 - Policy 1: Addressing climate change and protecting environmental assets; and
 - Policy 3: Energy and water.

- The following objectives outlined in the JCS are also relevant to this topic:
 - Objective 9: To protect, manage and enhance the natural, built and historic environment, including key landscapes, natural resources and areas of natural habitat or nature conservation value.
- The D&RNP will also need to have regard to the South Norfolk Development Management Policies Document (DMPD), including:
 - Policy DM 1.4: Environmental quality and local distinctiveness.
 - Policy DM 2.7: Agricultural and forestry development.
 - Policy DM 3.14: Pollution, health, and safety.
 - Policy DM 4.2: Sustainable drainage and water management.
 - Policy DM 4.3: Facilities for the collection of recycling and waste; and
 - Policy DM 4.4: Natural environmental assets – designated and locally important open space.

Current baseline

Soil resources

The Agricultural Land Classification (ALC) classifies land into six grades (plus 'non-agricultural land' and 'urban'), where Grades 1 to 3a are recognised as being the 'best and most versatile' (BMV) land and Grades 3b to 5 of poorer quality. In this context, there is a need to avoid loss of higher quality BMV agricultural land.

As shown in **Figure B6.1** overleaf, the neighbourhood area is predominantly underlain by Grade 3 (Good to Moderate) agricultural land⁴². However, in the absence of a detailed assessment at this location, it is currently not possible to determine whether the Grade 3 agricultural land in the neighbourhood area is Grade 3a (i.e., BMV land) or Grade 3b (poorer quality). Only a small area of the neighbourhood area, north of Dickleburgh, is underlain by Grade 4 (Poor) agricultural land.

Also shown in **Figure B6.1** overleaf are the results of the predictive BMV land assessment for the East of England⁴³. The results show that all the undeveloped areas of land in the neighbourhood area have a Moderate (20-60% area BMV) likelihood of being underlain by BMV agricultural land.

⁴² Natural England (2011): 'Agricultural Land Classification map Eastern Region (ALC008)', [online] available to access via [this link](#)

⁴³ Natural England (2017): 'Likelihood of Best and Most Versatile (BMV) Agricultural Land – Strategic scale map Eastern Region (ALC020)', [online] available to access via [this link](#)

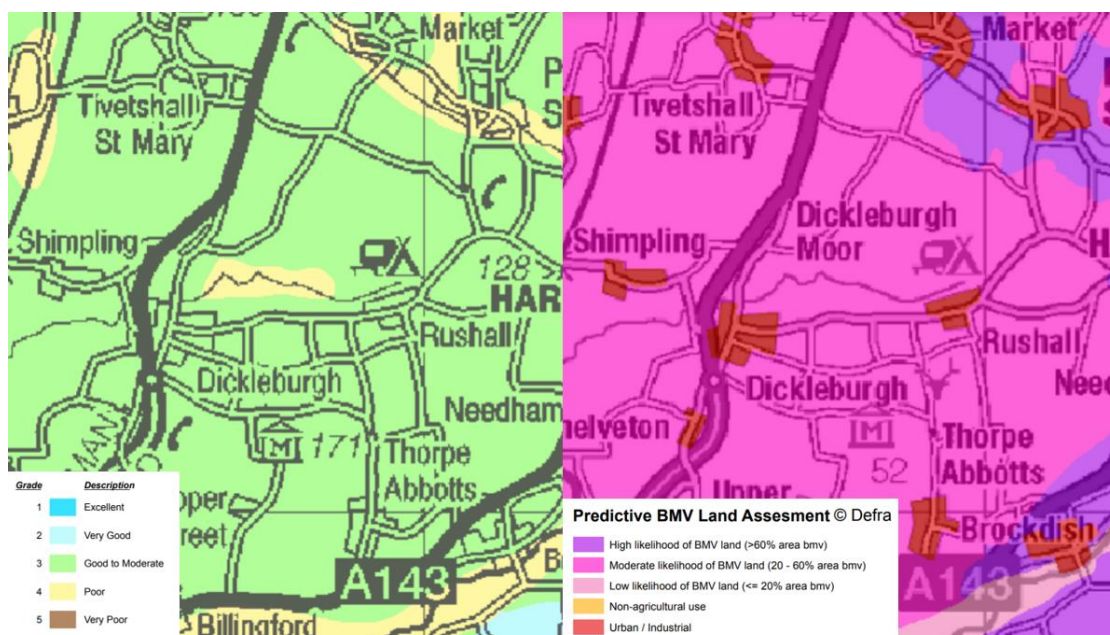


Figure B6.1 ALC and BMV classification in the neighbourhood area

According to the NMWDF, the neighbourhood area does not fall within a Mineral Safeguarding Area or Mineral Consultation Area. However, the soil in the neighbourhood area has a loamy and clayey texture with impeded drainage⁴⁴, which could cause problems in relation to the use of SuDS.

Water resources and quality

In Anglian Water’s WRMP, the neighbourhood area falls within the ‘Norfolk Rural South’ Water Resource Zone (WRZ). This WRZ is predicted to experience a 9% increase in water demand between 2017 and 2045 as a result of population growth. However, the WRMP identifies that this WRZ has no vulnerability in relation to climate change, including severe drought, up to 2045.

The neighbourhood area lies within the Waveney Operational Catchment, more specifically within the catchment of the Dickleburgh Stream Water Body. As mentioned under the climate change topic, the Dickleburgh Stream passes through the middle of the neighbourhood area, north of Dickleburgh and Rushall.

As shown on the Environment Agency’s Catchment Data Explorer⁴⁵, the most recently completed water quality assessment undertaken in 2019 classifies the Dickleburgh Stream Water Body as have a ‘moderate ecological status’. In terms of physico-chemical quality elements, the Dickleburgh Stream was scored ‘poor’ for ammonia and phosphate. In terms of priority hazardous substances, the Dickleburgh Stream failed due to the presence of high levels of polybrominated diphenyl ethers (PBDE).

Groundwater Source Protection Zones (SPZs) have been defined by the Environment Agency in England and Wales to protect groundwater sources such as wells, boreholes and springs that are used for public drinking water supply⁴⁶. The northeastern extent of the neighbourhood area, covering the northern half of Rushall, falls within a Zone I (Inner Protection Zone) SPZ. This is surrounded by a buffer

⁴⁴ Cranfield Soil and Agrifood Institute (no date): ‘Soilscapes’, [online] available to access via [this link](#)

⁴⁵ Environment Agency (2021): ‘Dickleburgh Stream Water Body’, [online] available to access via [this link](#)

⁴⁶ GOV.UK (2017): ‘Groundwater Protection’, [online] available to access via [this link](#)

area within a Zone II (Outer Protection) SPZ, which extends down into the southern extent of Rushall. The rest of the neighbourhood area, including Dickleburgh, falls within a Zone III (Total Catchment) SPZ.

Nitrate Vulnerable Zones (NVZs)⁴⁷ denote areas at risk from agricultural nitrate pollution. NVZs identify rules in relation to the use of fertilisers and manures as well as a requirement to prevent water pollution from farm areas. The entire neighbourhood area falls within the River Waveney NVZ. The entire neighbourhood area also falls within a Drinking Water Safeguarding Zone (DWSZ) for Surface Water.

Future baseline

Future development has the potential to affect water resources and quality through increased consumption, diffuse pollution, waste-water discharges, water run-off, and modification. However, water companies are likely to maintain adequate water supply and wastewater management over the plan period, and the requirements of the Water Framework Directive (WFD) are likely to lead to continued improvements to water quality within the neighbourhood area. It will be important for new development to avoid negative impacts on water quality (to avoid undermining action being taken towards meeting the requirements of the WFD) and to contribute to reducing consumption and improving efficiency.

Key issues

Following the consideration of the baseline information and policy context review, the following key issues within the neighbourhood area are identified in relation to land, soil and water resources:

- Given that the neighbourhood area is predominantly underlain by Grade 3 (Good to Moderate) agricultural land, with a moderate likelihood of the presence of BMV land, new development areas have the potential to result in the permanent loss of productive agricultural land. The D&RNP should seek to retain greenfield land where possible, particularly by making best use of brownfield sites for development where such opportunities exist.
- The neighbourhood area lies within the catchment of the Dickleburgh Stream Water Body, which has a 'moderate ecological status'. This is partially due to a 'poor' score for ammonia and phosphate and a 'fail' for PBDE. The D&RNP cannot realistically address this issue, as the main source of these chemicals is farming practices, such as the use of fertilisers, and pollution from sewage treatment works. However, the D&RNP can support water quality by avoiding development with the vicinity of rivers, as well as by expanding and / or enhancing riparian habitats.
- As the northeastern extent of the neighbourhood area falls within a Zone I (Inner Protection Zone) and Zone II (Outer Protection) SPZ, development in the neighbourhood area has the potential to impact these designations. This could be from any activity that might cause pollution in the area, including for example, storing pollutants like petrol underground or soakaways from septic tanks to the ground. It will be important for the D&RNP to address this by ensuring that any

⁴⁷ GOV.UK (2021): 'Nitrate Vulnerable Zones', [online] available to access via [this link](#)

proposed development within and in close proximity to Rushall does not have a negative impact on groundwater sources used for drinking supply.

- It is unlikely that the small-scale development being proposed through the D&RNP will have a significant impact on the wider area's NVZ designation given the strategic scale of the overall NVZ. Additionally, a large source of detriment to NVZ comes from agricultural use, which is not anticipated to be brought forward through the D&RNP. However, the D&RNP should highlight suitable measures to protect the DWSZ for Surface Water.

B.7 Community wellbeing

Policy context

Table B7.1 presents the most relevant documents identified in the policy review for the purposes of the SEA.

Table B7.1 Plans, policies and strategies reviewed in relation to community wellbeing

Document title	Year of publication
National Planning Policy Framework (NPPF)	2019
National Planning Practice Guidance – Healthy and Safe Communities	2019
The 25 Year Environment Plan	2018
Health Equity in England: The Marmot Review 10 Years On	2020
Planning for Sport Guidance	2019
Joint Core Strategy for Broadland, Norwich, and South Norfolk	2014
South Norfolk Development Management Policies Document	2015
Open Space Supplementary Planning Document	2018
Community Assets Strategy	2016

The key messages emerging from the review are summarised below:

- The D&RNP will need to have regard to the NPPF, which overall seeks to retain and enhance access to community services and facilities, including health facilities, educational facilities, and open space. The NPPF recognises the benefits of a range of local provisions supporting community needs, including in rural areas. The framework seeks to protect settlement and community identities. Furthermore, the NPPF recognises the benefits of creating cohesive communities, in safe environments where crime and the fear of crime do not undermine the quality of life of residents.
- The NPPF recognises the role of development plans in helping to deliver access to high quality open spaces and opportunities for sport and physical activity which contribute to the health and wellbeing of communities. The health benefits of access to nature, green spaces and green infrastructure are further reiterated through the 25-year Environment Plan.
- The 2020 Health Equity in England Report identifies that the health gap between less and more deprived areas has grown in the last decade, where more people

can expect to spend more of their lives in poor health, and where improvements to life expectancy have stalled, or even declined.

- The Planning for Sport Guidance seeks to help the planning system provide formal and informal opportunities for everyone to take part in sport and be physically active. The Guidance outlines 12 ‘planning-for-sport’ principles.
- The D&RNP will also need to have regard to the Joint Core Strategy (JCS) for Broadland, Norwich, and South Norfolk, including:
 - Policy 4: Housing delivery.
 - Policy 5: The economy.
 - Policy 7: Supporting communities; and
 - Policy 8: Culture, leisure, and entertainment.
- The following objectives outlined in the JCS are also relevant to this topic:
 - Objective 2: To allocate enough land for housing, and affordable housing, in the most sustainable settlements.
 - Objective 3: To promote economic growth and diversity and provide a wide range of jobs.
 - Objective 4: To promote regeneration and reduce deprivation.
 - Objective 5: To allow people to develop to their full potential by providing educational facilities to support the needs of a growing population.
 - Objective 6: To make sure people have ready access to services.
 - Objective 10: To be a place where people feel safe in their communities; and
 - Objective 11: To encourage the development of healthy and active lifestyles.
- The D&RNP will also need to have regard to the South Norfolk Development Management Policies Document (DMPD), including:
 - Policy DM 1.3: Sustainable location of development.
 - Policy DM 1.4: Environmental quality and local distinctiveness.
 - Policy DM 2.1: Employment and business development.
 - Policy DM 3.1: Meeting housing requirements and needs.
 - Policy DM 3.2: Meeting rural housing needs.
 - Policy DM 3.10: Promotion of sustainable transport.
 - Policy DM 3.13: Amenity, noise, and quality of life.
 - Policy DM 3.14: Pollution, health, and safety.
 - Policy DM 3.15: Outdoor play facilities and recreational space.
 - Policy DM 3.16: Improving the level of local community facilities; and
 - Policy DM 4.4: Natura environmental assets – designated and locally important open spaces.
- South Norfolk’s Open Space Supplementary Planning Document (SPD) sets out guidance for the provision, adoption, and future maintenance of

outdoor recreational facilities directly needed as a result of new residential development across South Norfolk. This space includes children's play space as well as formal and informal recreational open space for older children and adults.

- South Norfolk Council's Community Assets Strategy sets out how the council will manage all aspects of community assets and involves more sustainable and progressive management regimes, encouraging greater community involvement with attendant benefits to health and wellbeing, enhanced biodiversity, and opportunities for increasing local devolvement.

Current baseline

Population and age structure

The population of the neighbourhood area stood at 1,472 at the time of the 2011 census⁴⁸. According to 2020 population estimates, the population of the neighbourhood area has increased to 1,547, which represents a 5.1% increase.

The gender breakdown of the neighbourhood area stands at 49.1% female and 50.9% male, marking a relatively even gender balance. In comparison, the gender breakdown for South Norfolk stands at 51.3% female and 48.7% male⁴⁹.

In terms of age breakdown, 19.7% of the population in the neighbourhood area are aged 0 to 17 years, 56.5% are aged 18 to 64, and 23.8% are aged 65+ years. The Office of National Statistics (ONS) figures⁵⁰ suggest that there will be an additional 7.5 million people aged 65+ in the UK in 50 years' time.

Index of Multiple Deprivation

The Index of Multiple Deprivation 2019 (IMD) is an overall relative measure of deprivation constructed by combining seven domains of deprivation according to their respective weights, as described below. The seven deprivation domains are as follows:

- **Income:** The proportion of the population experiencing deprivation relating to low income, including those individuals that are out-of-work and those that are in work but who have low earnings (satisfying the respective means tests).
- **Employment:** The proportion of the working-age population in an area involuntarily excluded from the labour market, including those individuals who would like to work but are unable to do so due to unemployment, sickness or disability, or caring responsibilities.
- **Education, Skills and Training:** The lack of attainment and skills in the local population.
- **Health Deprivation and Disability:** The risk of premature death and the impairment of quality of life through poor physical or mental health. Morbidity, disability, and premature mortality are also considered, excluding the aspects of behaviour or environment that may be predictive of future health deprivation.
- **Crime:** The risk of personal and material victimisation at local level.

⁴⁸ City Population (2022): 'Dickleburgh and Rushall', [online] available to access via [this link](#)

⁴⁹ City Population (2022): 'South Norfolk', [online] available to access via [this link](#)

⁵⁰ ONS (2021): 'Overview of the UK population: January 2021', [online] available to access via [this link](#)

- **Barriers to Housing and Services:** The physical and financial accessibility of housing and local services, with indicators categorised in two sub-domains.
 - ‘Geographical Barriers’: relating to the physical proximity of local services
 - ‘Wider Barriers’: relating to access to housing, such as affordability.
 - **Living Environment:** The quality of the local environment, with indicators falling categorised in two sub-domains.
 - ‘Indoors Living Environment’ measures the quality of housing.
 - ‘Outdoors Living Environment’ measures air quality and road traffic accidents.
- Two supplementary indices (subsets of the Income deprivation domains), are also included:
 - **Income Deprivation Affecting Children Index:** The proportion of all children aged 0 to 15 living in income deprived families.
 - **Income Deprivation Affecting Older People Index:** The proportion of all those aged 60 or over who experience income deprivation.

Lower Super Output Areas (LSOAs)⁵¹ are a geographic hierarchy designed to improve the reporting of small area statistics in England and Wales. They are standardized geographies designed to be as consistent in population as possible, with each LSOA containing approximately 1,000 to 1,500 people. LSOAs are ranked out of the 32,844 in England and Wales, with 1 being the most deprived. Ranks are normalized into deciles, with a value of 1 reflecting the top 10% most deprived LSOAs in England and Wales.

The neighbourhood area is within the South Norfolk 014D LSOA which is ranked 17,348 out of 32,844 LSOAs in England. This is amongst the 50% least deprived neighbourhoods in the country for this category.

In terms of the ‘Barriers to Housing and Services Domain’, this LSOA is ranked 24,475 out of 32,844 LSOAs in England. This is amongst the 30% least deprived neighbourhoods in the country for this category and shows that physical and financial accessibility of housing and local services is good in the neighbourhood area when compared to England.

In terms of the ‘Living Environment Deprivation Domain’, this LSOA is ranked 1,416 out of 32,844 LSOAs in England. This is amongst the 10% most deprived neighbourhoods in the country for this category and shows that the quality of the local environment is poor in the neighbourhood area when compared to England. The indicators for this fall into two sub-domains: the ‘indoors’ living environment measures the quality of housing, while the ‘outdoors’ living environment contains measures of air quality and road traffic accidents. It is not possible to determine which sub-domain is performing worse in the neighbourhood area.

South Norfolk 014D is one of 81 LSOAs in the South Norfolk local authority district. Out of 317 local authorities in England, this local authority ranked 225 in 2019. Based on rank of average score, which is the most commonly used measure, this neighbourhood is amongst the 50% least deprived neighbourhoods in South Norfolk. Notably, 15 other LSOAs in South Norfolk district are within the same percentile as

⁵¹ DCLG (2019): ‘Indices of Deprivation Explorer’, [online] available to access via [this link](#)

this neighbourhood, whilst 18 LSOAs are more deprived, three of which border this neighbourhood.

Housing tenure

According to 2011 census data, 72.3% of the population of the neighbourhood area own their house. Of this percentage, 35.6% own their house outright and 36.7% own their house with a mortgage / loan / shared ownership. In terms of renting, 27.7% of the population of the neighbourhood area rent or are living rent free. Of this percentage, 10.2% of the population live in social rented housing and 17.5% live in private rented housing or live rent free (see **Figure B7.1**).

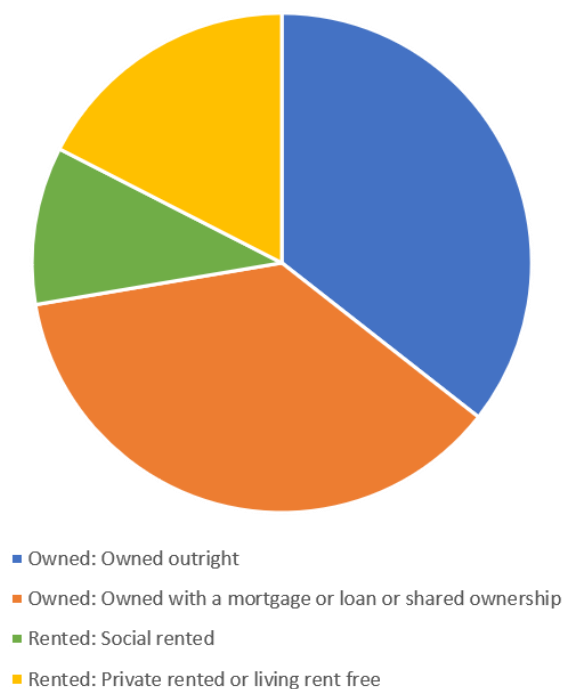


Figure B7.1 Tenure by household composition in 2011

The draft D&RNP highlights that there is a desire amongst the community for the following:

- Affordable homes.
- Homes for young families; and
- Homes for the elderly that support independent living (e.g., bungalows).

Community assets and infrastructure

The following services and facilities can be found within Dickleburgh:

- The Dickleburgh Crown (public house).
- Premier (convenience store).
- Little Chippy (fish and chip shop).
- Dickleburgh Primary School.
- Culrose Residential Home.

- All Saints Church.
- Dickleburgh Playing Field; and
- Dickleburgh Village Centre.

The following services and facilities can be found within Rushall:

- The Half Moon Inn (public house).
- Chaat Man (deli).
- Vincent's Garage (vehicle repair shop).
- St Mary's Church.
- Kingfisher Meadows (caravan and motorhome site); and
- Waveney Valley Holiday Park.

Green infrastructure networks

Access to the nation's gardens, parks, woodlands, and rivers have played a huge part in helping people through the pandemic. Almost nine in ten adults surveyed in England reported that being in nature makes them very happy and nearly three quarters of adults were concerned about biodiversity loss in England⁵². The research also revealed the importance of local parks and green spaces to the nation's mental and physical wellbeing.

The NPPF enables the designation and protection of land of particular importance to local communities as Local Green Spaces (LGS) in Neighbourhood Plans. Such designations restrict new development on them other than in very special circumstances. The draft D&RNP identifies the following areas as LGS:

- 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).
- The churchyard of St Mary's Church, Rushall.
- The churchyard of All Saints Church, Dickleburgh.
- Dickleburgh Village Hall Playing Fields.
- The Green on Rectory Road / Catchpole Walk.
- The field and former allotment area (behind the church in Dickleburgh); and
- The green area between the Gables and number. 47, including the area around the bottle bank and back as far as the sewage works.

⁵² Natural England (2020): 'People and Nature Survey', [online] available to access via [this link](#)

Future baseline

The population of the neighbourhood area is likely to continue to age, and this could potentially have a negative impact upon the future vitality of the local community in certain parts of the area, whilst also placing additional pressures to existing services and facilities.

The suitability (e.g., size and design) and affordability of housing for local requirements depends on the implementation of appropriate housing policies throughout the D&RNP. Unplanned development may have wider implications in terms of transport and access to infrastructure, or the natural environment.

The importance of local services and facilities, and access to open green spaces and recreational areas has been further highlighted through the ongoing pandemic. These factors are more likely to be appropriately considered and addressed through planned development rather than unplanned development. The Covid-19 pandemic has also changed the way people work and shop. For many people, working from home is likely to continue to form part of a more flexible approach.

Key issues

Following the consideration of the baseline information and policy context review, the following key issues within the neighbourhood area are identified in relation to community wellbeing:

- The population of the neighbourhood area has increased from 1,472 to 1,547 between 2011 and 2022, which represents a 5.1% increase. At least 20 dwellings have been proposed for the neighbourhood area, which will support population growth in the area. However, it is important that this increase in population does not negatively impact community identity and cohesion.
- The neighbourhood area has a relatively high rate of deprivation in relation to the 'Living Environment Deprivation Domain'. The D&RNP can seek public realm and accessibility improvements, which may help to address some of these barriers and reduce deprivation within this domain.
- According to 2011 census data, 72.3% of the population of the neighbourhood area own their house and 27.7% rent or are living rent free. The community has expressed a desire for affordable homes, homes for young families, and homes for the elderly that support independent living. The D&RNP plays an important role in steering development in the desired direction in terms of housing tenure by highlighting residents' needs.
- The services and facilities within the neighbourhood area support community vitality and a high quality of life, and the availability of community assets is essential for continued growth within the area. As the requirements of the working population continue to change, particularly in response to the Covid-19 pandemic, there is likely to be a demand for more adaptable dwellings which can accommodate flexible working practices.
- The draft D&RNP identifies fourteen areas of LGS, which it seeks to protect from future development. The D&RNP plays an important role in ensuring this locally valued green space is maintained for the use and enjoyment of the local community.

B.8 Transportation

Policy context

Table B8.1 presents the most relevant documents identified in the policy review for the purposes of the SEA.

Table B8.1 Plans, policies and strategies reviewed in relation to transportation

Document title	Year of publication
National Planning Policy Framework (NPPF)	2021
The Transport Investment Strategy – Moving Britain Ahead	2017
Decarbonising Transport: Setting the Challenge	2020
Joint Core Strategy for Broadland, Norwich and South Norfolk	2014
South Norfolk Development Management Policies Document	2015
Local Transport Plan Strategy	2021

The key messages emerging from the review are summarised below:

- The D&RNP will need to have regard to the NPPF, which seeks the consideration of transport issues from the earliest stages of plan-making and development proposals to address any known issues and maximise opportunities to increase accessibility, particularly by walking, cycling and public transport. Larger developments are expected to be delivered in areas which are or can be made sustainable by limiting the need to travel and offering a genuine choice of transport modes. However, it is recognised that sustainable transport solutions will vary between urban and rural environments.
- National transport strategies set out investment priorities which ultimately all seek to improve the connectivity, effectiveness and reliability of transport networks, whilst reducing impacts on the natural environment (including through decarbonisation). Furthermore, they place great emphasis on making cycling and walking the natural choice for shorter journeys, or as part of a longer journeys. This includes investment in new and upgraded infrastructure, changing perceptions, and increasing safety.
- The D&RNP will also need to have regard to the Joint Core Strategy (JCS) for Broadland, Norwich, and South Norfolk, including:
 - Policy 1: Addressing climate change and protecting environmental assets; and
 - Policy 6: Access and transportation
- The following objectives outlined in the JCS are also relevant to this topic:
 - Objective 1: To minimise the contributors to climate change and address its impact.
 - Objective 6: To make sure people have ready access to services.
 - Objective 7: To enhance transport provision to meet the needs of existing and future populations while reducing travel need and impact; and
 - Objective 11: To encourage the development of healthy and active lifestyles.

- The D&RNP will also need to have regard to the South Norfolk Development Management Policies Document (DMPD), including:
 - Policy DM 1.2: Requirement for infrastructure through planning obligations.
 - Policy DM 1.3: Sustainable location of development.
 - Policy DM 3.10: Promotion of sustainable transport.
 - Policy DM 3.11: Road safety and the free flow of traffic.
 - Policy DM 3.12: Provision of vehicle parking.
 - Policy DM 3.13: Amenity, noise, and quality of life; and
 - Policy DM 3.14: Pollution, health, and safety.
- The Local Transport Plan Strategy (2021 to 2036) sets out the Norfolk County Council's plans, policies and programmes on transport and transport infrastructure. The strategic objectives of the Strategy are:
 - Embracing the future.
 - Delivering a sustainable Norfolk.
 - Enhancing connectivity.
 - Enhancing Norfolk's quality of life.
 - Increasing accessibility.
 - Improving transport safety; and
 - A well-managed and maintained transport network.

Current baseline

Rail network

There are no train stations with the neighbourhood area, and the closest available train station is Diss, which is run by Abellio Greater Anglia and serviced by Greater Anglia. The station is on the line between Norwich and Ipswich, offering connections to the east of England and London Liverpool Street.

Bus network

The neighbourhood area is not supported by a regular and varied bus service. Service number 2, operated by Simonds⁵³, offers a limited service between Diss and Norwich, which stops outside the Church in Dickleburgh. Service number 584, operated by Semmence⁵⁴, offers a limited service between Pulham Market and Diss, which also stops outside the Church in Dickleburgh. Service number 584 also stops outside the Half Moon in Rushall.

Road network and congestion

The draft D&RNP highlights that traffic is a significant issue during school drop off and collection times, as several children from outside of the village are driven to/ from Dickleburgh to attend Dickleburgh Primary School. The influx of traffic at these

⁵³ Simonds (2021): 'Local Bus Timetables', [online] available to access via [this link](#)

⁵⁴ Semmence (no date): 'Semmence Service', [online] available to access via [this link](#)

key times is highly disruptive to residents on The Street, Harvey Lane, Rectory Road, Rectory Lane, and Ipswich Road.

Speeding is also an issue in the area, particularly on Ipswich Road, Norwich Road, and Harvey Lane. Notably, Rectory Lane and Harvey Lane have now been designated quiet lanes, which is significant given that Rectory Lane is often used by lorries and cars as a cut through route and given that it is no wider than a single track in places, it is sometimes a dangerous road for pedestrians.

The village of Dickleburgh has a Speed Awareness Monitor (SAM), which has consistently counted 1,400 to 1,500 vehicles passing through the village in a one-way direction every day, Monday to Friday. Together, this highlights the need for improvements to off-road parking and the provision of safe drop off and collection areas, as well as traffic calming measures.

Public rights of way network

Department of Transport figures published in October 2020 show that between May and July 2020, 39% of people reported walking more and 38% reported cycling more than before the outbreak of the pandemic.

According to the Norfolk Access Improvement Plan (NAIP)⁵⁵, there are 3,900 kilometres of Public Rights of Way (PRoW) in Norfolk, as well as cycle tracks, quiet lanes, unclassified county roads and permissive routes, making up a dense network of access routes. The NAIP sets out priorities over the next 10 years for improving this rural and urban access network to make it easier to enjoy Norfolk's countryside and coast sustainably. The neighbourhood area forms part of Norfolk's PRoW network, and contains a number of PRoWs, especially in the east of the neighbourhood area around Rushall.

Future baseline

Given the rural nature of the neighbourhood area, and lack of public transport options, in the absence of strategic transport interventions, growth in the area will likely increase reliance on private vehicle for travel. Therefore, new development has the potential to increase traffic and cause congestion within the neighbourhood area, principally at junctions on key routes. This is likely to continue to be more pronounced during peak times (i.e., rush hours and holiday seasons).

There might be opportunities to improve public transport networks within the neighbourhood area to facilitate more sustainable modes of transport whilst alleviating pressures on main road networks. Similarly, the provision of infrastructure to promote at home working is likely to positively contribute towards these aims.

Whilst negative effects of new development on the transport network are likely to be mitigated in part by new infrastructure, there will be a continuing need for development to be situated in accessible locations.

⁵⁵ Norfolk County Council (2019): 'Norfolk Access Improvement Plan (NAIP) 2019-2029', [online] available to access via [this link](#)

Key issues

Following the consideration of the baseline information and policy context review, the following key issues within the neighbourhood area are identified in relation to transportation:

- There are no train stations within the neighbourhood area, and there is only a limited bus service in the area, which has caused a reliance on private vehicles. Alternative sustainable modes of transport should be explored through the D&RNP to reduce private vehicle usage where possible.
- Recovery from the Covid-19 pandemic has the potential to change travel patterns in the short, medium and (potentially) longer term. As such, residents in the neighbourhood area may have a reduced need to travel outside of the Parish due to remote working arrangements. The D&RNP could therefore support measures to improve self-containment and meeting more needs locally, which will have positive knock-on effects on the air quality, climate change and community wellbeing topics.
- Congestion during school drop off and collection is a key issue in the neighbourhood area, which could be addressed to some extent by improvements to the public transport network. Speeding is also an issue in the area, which poses a significant safety risk to the residents of the neighbourhood area. The D&RNP can help steer improvements to off-road parking and the provision of safe drop off and collection areas, as well as traffic calming measures, which will help to address these issues.

