

Spixworth Neighbourhood Plan



2019 to 2039 Pre-Submission Version

May 2019

Prepared by Spixworth Neighbourhood
Plan Steering Group on behalf of
Spixworth Parish Council
with support from:



NEIGHBOURHOOD PLANNING AND PROJECT MANAGEMENT

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Foreword

Welcome on behalf of Spixworth Parish Council and Neighbourhood Plan Steering Group to the Spixworth Neighbourhood Plan, which will have a positive impact on many aspects for the future of our village.

We have to be realistic about housing in that the necessity for more homes is nationwide. However, with the Spixworth Neighbourhood Plan addressing topics such as character, style and size, we at least have the opportunity to guide planning to suit the needs of our own residents and necessary infrastructure, as the Neighbourhood Plan will be a document which has legal weight.

Neighbourhood Development Plans arise from the Government's Localism Agenda to ensure that local communities are closely involved in the decisions that affect them. The aspirations and needs of the local community of Spixworth derived from responses to questions raised at our public meetings have identified matters which will help to determine how our village changes over the coming years.

The Spixworth Neighbourhood Plan has been developed over the course of the last few years and drafted by a Steering Group that includes Parish Councillors and local residents. Broadland District Council and consultants from ABZAG Ltd have provided the necessary support. The Steering Group has worked through a number of processes and steps, these are detailed in Section 2.4 to 2.9.

The six-week consultation on the Pre-Submission Version of the Spixworth Neighbourhood Plan has commenced, closing on Friday 5th July 2019. It is important, and we would encourage, all residents and stakeholders to respond. Following the consultation, this document will be submitted to Broadland District Council for their consideration before being subject to an independent examination.

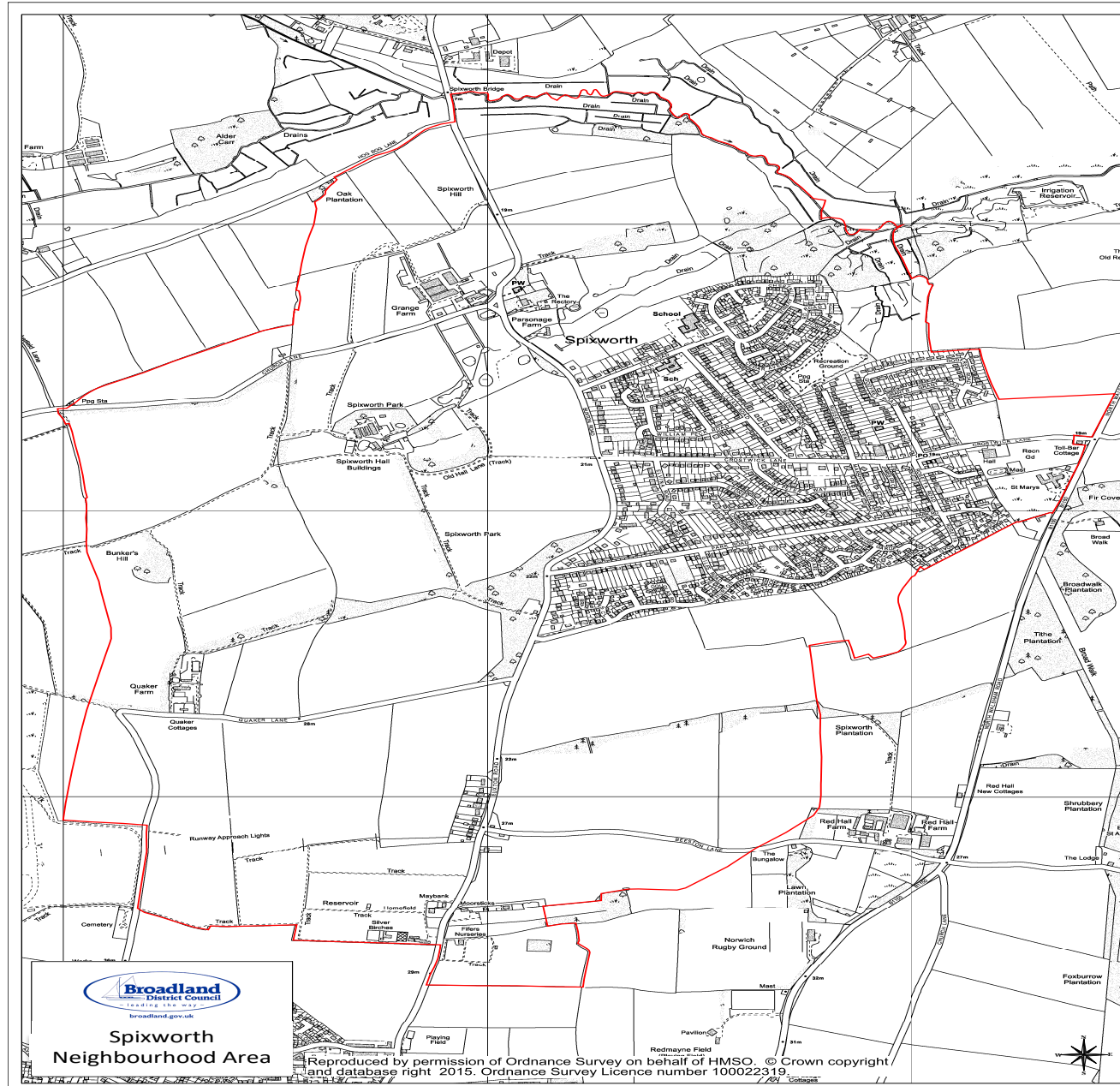
On behalf of the Parish Council and residents of Spixworth we would like to thank all those who have worked so hard in the production of the Spixworth Neighbourhood Plan and the wider community for their engagement and input that has shaped and determined the objectives and needs for the future of Spixworth.

Peter Holdroyd
Chairman
Neighbourhood Plan Steering Group

Paul Rowe
Chairman
Spixworth Parish Council



Map 1: Spixworth Neighbourhood Area



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Spixworth Neighbourhood Development Plan

1 Executive Summary

- 1.1 Spixworth has a strong community – residents who are passionate about their village, surrounding area and want to positively protect its character. The Spixworth Neighbourhood Plan (SNP) has been written to enable the local community to have a positive effect on planning in the parish of Spixworth, for the benefit of both existing and future residents.



1.2 The importance of the SNP will become apparent over the coming years as it provides our community with a voice in the complex planning process and a means of shaping future development. In this way, local voices will be heard when decisions are taken about housing, traffic, pavements, cycle routes and such things that affect daily lives.

1.3 There are twelve policies within the SNP and these are grouped by five key themes. Each policy has emerged from consulting with the local community and further developed by the Neighbourhood Plan Steering Group to protect the village or to enhance any proposed developments.

1.4 As an overview to what each policy covers. **Policy 1** is focused on identifying the traffic impact of new development and asks for measures to improve road safety, with **Policy 2** seeking more sustainable transport modes for Spixworth.

1.5 **Policy 3** looks to reduce the flood risk and ensuring new development does not cause flooding issues.

- 1.6 **Policy 4** seeks better access to the countryside, biodiversity gain, more tree canopy coverage and inclusion of elements to enhance wildlife habitats, with **Policy 5** providing protection for our open green space. **Policy 6** is looking to address the issue of ongoing management and maintenance of open space
- 1.7 **Policies 7 and 8** identify a number of elements to facilitate the building of better homes for people to live in. Whilst **Policy 9** seeks to improve the setting, access and integration of development while preserving trees and hedgerows. **Policy 10** looks to prevent issues with roads and car parking.
- 1.8 Support for employment opportunities is given within **Policy 11**, with **Policy 12** focused on the retention of commercial premises.
- 1.9 A six-week consultation on the Pre-Submission Version of the SNP will give residents and stakeholders the opportunity to express their views on the draft Plan to ensure we have correctly interpreted their thoughts and help shape the final version of the Plan. The Pre-Submission consultation closes on Friday 5th July 2019.
- 1.10 The children at the Spixworth Infant School have already shared, through pictures and words, what they love about Spixworth and their requirements of the future of Spixworth - such as, more parks and playing fields, McDonalds, more trees, police station, swimming pool, football pitches, zoo, more shops, car wash, etc...



2 Introduction and Background

2.1 Neighbourhood Plan

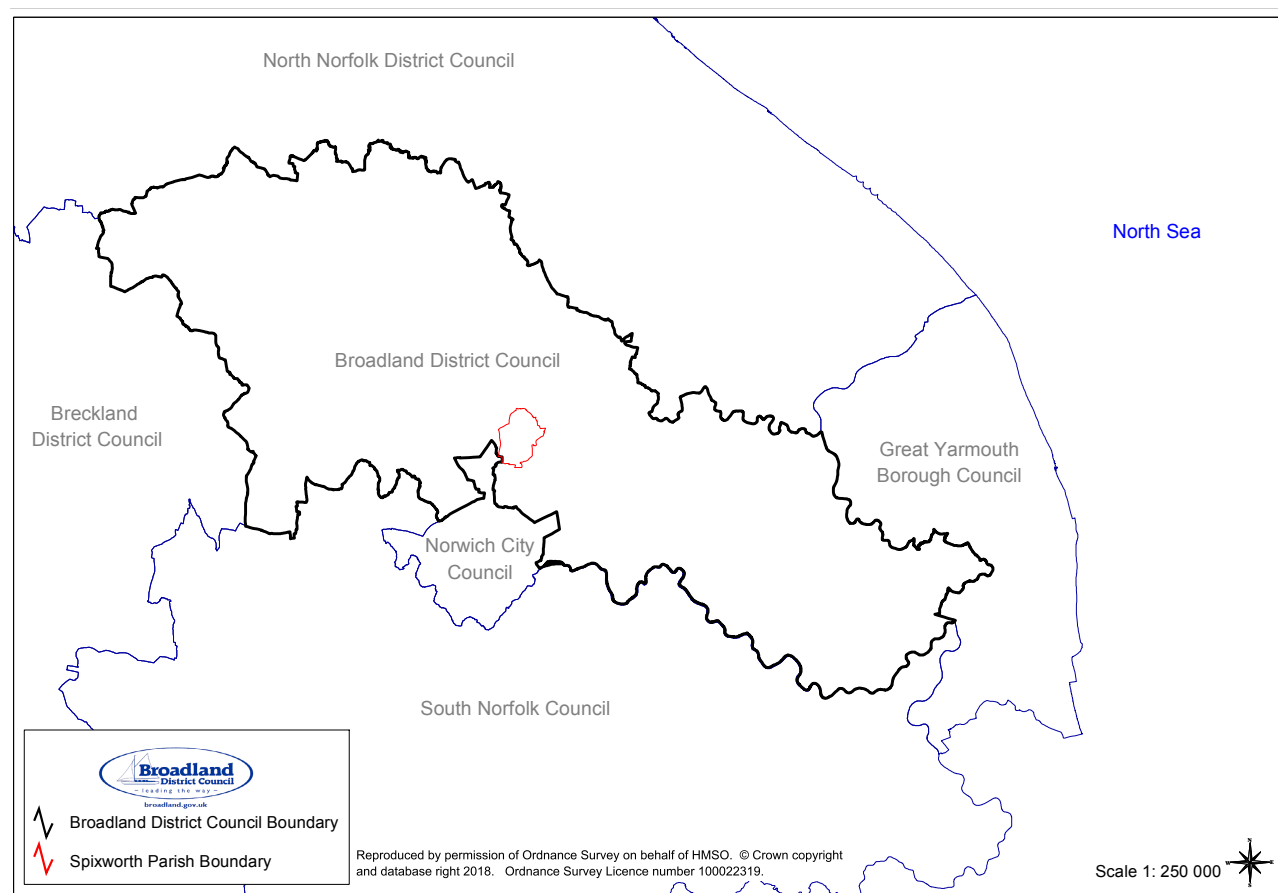
- 2.1.1 The development and writing of the SNP has been influenced through local community engagement and is based on extensive research. While the SNP cannot prevent allocated development in Spixworth, it can influence those developments to the benefit of Spixworth and its residents.
- 2.1.2 Production of the SNP has enabled the local community to have a say in how the area should change and where development should take place, thereby giving a voice in local decision-making. The policies included in the SNP will be used to inform future planning decisions.
- 2.1.3 The SNP, through the framework it provides, aims to make Spixworth an even better place to live and work for all elements of the community.
- 2.1.4 The SNP covers a period of twenty years to 2039 with a review every 5 years. While this is not aligned to the Joint Core Strategy, which only runs to 2026, it is expected that the Joint Core Strategy will be replaced by the new Local Plan, to 2036, although this is not yet complete or adopted.
- 2.1.5 It is felt that the structure of the SNP will last the test of time with content remaining current through its review process and this will bring planning stability to Spixworth.



2.2 Location and History

- 2.2.1 Spixworth is a civil parish in the county of Norfolk, which falls within the District of Broadland. The village lies close to the B1150 road and is about 5 miles (8km) to the north of Norwich and some 10 miles (16.1km) south of North Walsham.
- 2.2.2 Norwich International Airport is approximately 4.5 miles to the southwest and the mainline railway station approximately 6 miles away.
- 2.2.3 The Norfolk Broads and North Norfolk Coast are easily accessible from Spixworth and offer a wide range of amenities and leisure pursuits.
- 2.2.4 The parish of Spixworth covers an area of 1.85miles² (4.80km²) and had a population of 3,769 within 1,508 households as at the 2001 census decreasing to a population of 3,718 in 1,579 households as at the 2011 Census.
- 2.2.5 Spixworth is positioned centrally in Broadland District, although it does share part of its western border by the Airport with Norwich City, as illustrated in Map 2.

Map 2: Spixworth in Relationship with Broadland District



2.3 A brief history of Spixworth

- 2.3.1 People have lived in the Spixworth area for thousands of years. There have been many archaeological finds, such as flint tools, from the Neolithic period. The name Spixworth, or “Spikeswurda” is Anglo Saxon and believed to be derived from either the River **Spikes** (now Spixworth Beck, although in Crostwick) or **Spic** meaning swine pasture, with the suffix ‘**worth**’ from Anglo Saxon **yrth** meaning land sloping from water or marsh.
- 2.3.2 After the Norman Conquest, Spixworth and the surrounding villages were given to Roger of Poitiers. A Domesday entry lists Spixworth as having a few dozen people, 13 sheep and a mill, probably a treadmill. The Church of St Peter has stood on the same site for 900 years. The present-day church dates from 1160.
- 2.3.3 The estate including Spixworth passed between several families, including the Bardophs and the Southwells. The most famous member of the Southwell family is Robert Southwell, Elizabethan poet and Catholic priest. Unfortunately for Robert, this was a time when being a Catholic was illegal and considered treason. Robert was arrested, imprisoned in the Tower of London and hanged at Tyburn in 1595.
- 2.3.4 In 1602, the estate was sold to William Peck. Peck was Sheriff of Norwich in 1561 and Mayor of the city in 1573 and 1586. It was William Peck who built Spixworth Hall, work begun in 1607. Like the Southwells, the Peck family fell foul of the politics of the time. During the English Civil War, the Peck family were Royalists. With the Puritan victory, their estate, including Spixworth, was taken by the Puritan authorities. The family had to buy the estate back. In 1693, James Peck sold Spixworth Hall to the Longe family. However, William Peck seemed to be reluctant to leave Spixworth altogether, even after his death. It is said that his ghost is still seen on full moon nights, driving his horses and carriage around the old estate.



- 2.3.5 The Longe family lived in Spixworth Hall for the next two centuries, until they left in 1912. The Hall was eventually demolished in 1952. The village sign shows Spixworth Hall and St Peter's Church, along with the names and crests of families who have owned or been influential to the village. Many of the names are still represented in the road names, such as Chittock Close, William Peck Way and the Longe Arms pub.
- 2.3.6 Another unusual resident of Spixworth was 'The Blue Lady'. In the early 20th century, the ghost of a lady, wearing a blue gown was said to wait at the door of Longe Arms public house, to escort a local resident known as "Old John" back home after a night's drinking. She was never seen again after John died, though her cries can still be heard on stormy nights around the pub area. Other significant former residents of Spixworth are the five men who died in action during the two world wars and whose names can be found on brass plaques in St Peter's Church.
- 2.3.7 From a few dozen people, Spixworth grew dramatically from around the 1930s onwards and now has a population of around 4,000 people. Key development areas were: -
- 1930's: Spixworth village first began to grow at this time. "The Longe Arms" public house was first licenced in 1932, to serve the rapidly growing population.
 - 1930's and 1940's: Development was seen in Crostwick Lane, Lillian Road, Ivy Road, Russell Avenue, Marshall Close, Buxton Road and Park Road.
 - 1950's and 1960's: House building began in earnest at this time. Development was seen in Julian Road, William Peck Road, Elvina Road, Sydney Road, Christine Road, Saint Peter's Way, Godfrey Road and Grant Road.
 - 1970's and 1980's: Cedar Avenue, Chestnut Avenue, Orchard Road, James Green Close, Rosetta Road and Bowling Green Close
 - 1990's and 2000's: Rosa Close, Julian Road, Jenny Road, Redwing Gardens, Arthurton Road, Fieldfare Close, Chittock Close, Giles Road, Douglas Road, Hawthorn Close and Brambles Close.
 - 2010's to present day: Trafford Way, Sydney Close, St Mary's Court.
- 2.3.8 A large amount of redevelopment, replacement homes, and infill has been seen in most areas of Spixworth and continues today.

2.3.9 Below is a picture of 2 bungalows - nos 36 & 38 Rosetta Road (lower right) - to the left and above is part the old mushroom farm which is now the extension of Rosetta Road and the area occupied by part of Redwing Gardens.

September 1971



Present Day 2018



2.4 Process and Key Steps

2.4.1 Submitting Body

2.4.2 This document, named the Spixworth Neighbourhood Plan (SNP), will be submitted by Spixworth Parish Council, which is recognised as the qualifying body for Spixworth, as defined by the Localism Act 2011.

2.4.3 The production of the SNP has been led by Spixworth Parish Council, although the hard work and effort in guiding it through the processes has been undertaken by a Steering Group, established from members of the local community, Parish Councillors and stakeholders, with support from consultants from ABZAG Ltd.

2.5 Neighbourhood Area

2.5.1 The SNP applies to the parish of Spixworth in the Broadland District of Norfolk and in accordance with Regulation 6 of the Town and Country Planning, Neighbourhood Planning (General) Regulations 2012 as amended.

2.5.2 Broadland District Council, the Local Planning Authority, consulted on the neighbourhood area application from Spixworth Parish Council.

2.5.3 Broadland District Council approved the application on 4th October 2017 and the entire parish of Spixworth was designated as the Neighbourhood Area, as shown on Map 3.



Map 3: Spixworth Neighbourhood Area

2.5.4 Spixworth Parish Council confirms that the SNP:

- relates only to the parish of Spixworth and to no other Neighbourhood Areas;
- is the only Neighbourhood Development Plan in the Designated Area. No other Neighbourhood Development Plan exists nor is in development for part or all of the Designated Area; and
- does not deal with excluded development.



2.6 Steering Group Membership

2.6.1 The Steering Group plays an important role in overseeing the development of the SNP and comprises twelve members including Parish Councillors and residents representing a cross-section of the community.

Vince Barrell	Mike Church	Paula Harkin-Perry (Vice-Chairman)
Lawrence Hill	Peter Holdroyd (Chairman)	Sue Holland
Hilary Ing	Ron Ing	Laura Knight
Sally McColl	Paul Rowe	Shelley Rudling

2.6.2 The key steps in undertaking the SNP are summarised below:

2.7 **Getting Started**

2.7.1 In May 2017 Spixworth Parish Council decided to undertake a Neighbourhood Plan and, with the local community, started to draw together views and aspirations for the future of Spixworth.

2.7.2 At the village fete in August 2017 the Parish Council publicised neighbourhood planning, asked for views on Spixworth and sought volunteers to join a Steering Group.

2.7.3 On 13th September 2017, the Parish Council submitted an application to Broadland District Council for designated area status for the Neighbourhood Plan. Following a consultation, led by Broadland District Council, it was agreed that the designated Neighbourhood Area for Spixworth would follow the Parish boundary, see Map 1 on page 4 or Map 3 on page 13.

2.7.4 In October 2017 the first Newsletter was hand delivered to all residents and businesses in Spixworth to introduce neighbourhood planning and to invite everyone to the consultation event on 11th November 2017. The Newsletter also asked for volunteers to join the Steering Group and publicised the next Steering Group meeting in December, which was open for anyone to attend.



2.8 Developing the Plan

2.8.1 On 11th November 2017 a community event was held where residents and local businesses were asked about their views on Spixworth and their suggestions of how to make Spixworth a better place.



2.8.2 The views and ideas put forward were used by the Steering Group to build a Vision for Spixworth and Objectives for the Plan.

2.8.3 The vision and objectives were shared with local residents in Edition 2 of the SNP Newsletter, in the Parish News Magazine and at the community consultation event in February 2018, with emerging policy statements being discussed and tested in consultation with local residents.

2.8.4 The Steering Group took part in workshops with children from Spixworth Primary School who shared their 'likes' and 'dislikes' and how they thought Spixworth could be improved.

2.8.5 A stall at the Church fete in June 2018 was also used by the Steering Group to collect residents' views and to share progress on developing the Plan.

2.8.6 Community events engaged the wider community to develop a better understanding of what local residents felt was important whilst gathering the evidence to support the SNP.



2.8.8 The SNP is structured to set out:

- 2.8.9 The Sustainability Appraisal Scoping Report (November 2018) was prepared to help identify sustainability issues for Spixworth and contains a range of information, statistics and baseline data. This document has been subject to a separate consultation with the Statutory Bodies (Environment Agency, Historic England and Natural England) and will be updated in the final report with their comments.

2.9 Consultation and Submission

2.9.2 The SNP and supporting documents will then be submitted to Broadland District Council for a six-week publicity period before undergoing an independent examination.

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2.10 **Examination**

2.10.1 The role of the independent examiner is to consider whether the draft SNP meets the 'Basic Conditions' as set out by law (they are not permitted to explore other considerations).

2.10.2 More specifically, the examiner will consider whether

- having regard to national policies and advice contained in guidance issued by the Secretary of State, it is appropriate to make the neighbourhood development plan;
- the making of the neighbourhood development plan contributes to the achievement of sustainable development;
- the making of the neighbourhood development plan is in general conformity with the strategic policies contained in the development plan for the area of the authority (or any part of that area);
- the making of the neighbourhood development plan does not breach, and is otherwise compatible with, EU obligations, and
- prescribed conditions are met in relation to the neighbourhood development plan and prescribed matters have been complied with in connection with the proposal for the neighbourhood development plan.

2.11 **Referendum and Adoption**

2.11.1 Following a successful outcome to the examination the SNP will proceed to a local referendum, likely to be in the summer of 2019, where the residents of Spixworth, who are registered voters, will be asked whether they want Broadland District Council to use the SNP in deciding planning applications in the parish of Spixworth (the Neighbourhood Plan Area).

2.11.2 If a favourable response is received at the referendum the SNP will become part of the statutory 'Local Development Framework or Local Plan' for the area and, together with the Local Plan documents, become the starting point for determining planning applications in Spixworth.



3 Vision

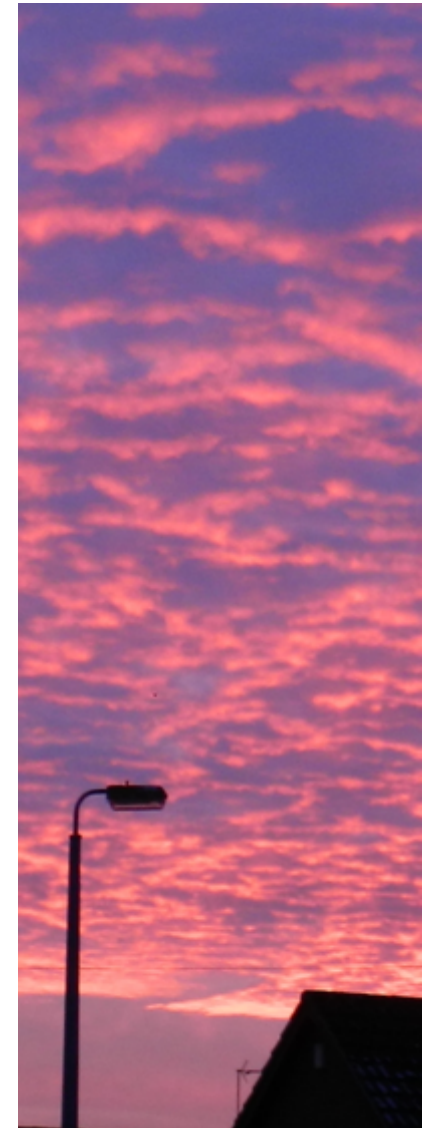
- 3.1 Spixworth is an attractive rural village and its residents are proud of its appearance, sense of community and amenities. The community of Spixworth have been heavily involved in shaping the SNP, a summary of the process and key steps are set out in Section 2.
- 3.2 In February 2018 the Vision and Objectives were shared with local residents and stakeholders at the community event and in Edition 2 of the SNP Newsletter.

*To allow Spixworth to evolve and grow
in a way that retains its rural setting and
village character.*

*Improving the quality of life and local facilities
for all generations by respecting and
reflecting the needs of the local community.*

4 Neighbourhood Plan Objectives

1. To develop and improve local community facilities and services (such as a Community Centre / Village Hall, other recreation, education and medical facilities) for all age groups.
2. To protect the countryside and farmland surrounding our village, promoting green space, woodland and enhancing nature conservation with improved access to the countryside.
3. To reduce the negative impact (volume, speed, safety and parking) on all our roads. To support more sustainable transport by improving pedestrian and cycle links to the wider countryside and enhanced public transport.
4. To preserve the character of Spixworth, including the spatial balance between the rural and built environment, historical assets, character and feel as well as improving the design of homes and development.
5. To support housing growth tailored to the needs of Spixworth, where development is sensitive, protecting and enriching the landscape and in keeping with the built setting.
6. To encourage and support local businesses, shops and local employment within the parish.



5 Sustainable Growth and Development

- 5.1 The National Planning Policy Framework (NPPF) is about positive growth and development that is sustainable. This is measured and tested by three dimensions that define 'sustainable' in planning terms.
- **Economic** – contribute to building a strong, responsive and competitive economy.
 - **Environmental** – contribute to protecting and enhancing our natural, built and historic environment.
 - **Social** - supporting strong, vibrant and healthy communities.
- 5.2 The SNP is not anti-development and the community understands the need to accommodate housing growth. It is accepted development will come, with this more people and further demands on local facilities
- 5.3 Residents feel Spixworth is a great place to live, they appreciate the special qualities of the village and want to preserve these within the parish. Knowing that growth will come, there is great concern, that new development could erode the very qualities that make Spixworth special.
- 5.4 It is imperative, therefore, that development is carefully managed in terms of its location, scale, design and integration. To achieve this, a more 'joined up' approach will be sought with input from Broadland District Council Planning Officers, as well as working positively with landowners and developers to understand how Spixworth may change for the benefit of the whole community.
- 5.5 The SNP outlines the approach and seeks to positively engage with the statutory planning process to guide future development. As growth comes it must create developments of quality that contribute to the character of the village, provides community benefits and meets local need. It must be more than an exercise in meeting housing supply 'numbers' by the addition of characterless estates on the rural fringe of Spixworth. Our aim, therefore, is to enable the provision of a choice of new homes to meet the needs of all sections of the community in a manner that respects the character of the wider parish.

6 Wider Spatial Context and Strategic Policy Context

6.1 Local Development Framework

6.2 The adopted Local Development Framework covering the Spixworth Neighbourhood Area comprises:

- Joint Core Strategy for Broadland, Norwich City and South Norfolk (2011 amendments adopted January 2014)
- Development Management Development Plan Document (adopted August 2015)
- Site Allocations Development Plan Document (adopted May 2016)
- Old Catton, Sprowston, Rackheath & Thorpe St Andrew (OSRT) Growth Triangle Area Action Plan (adopted July 2016)

6.3 Joint Core Strategy (JCS)

6.4 To meet the growth challenges for Norwich City and the surrounding areas, the councils of Broadland, Norwich and South Norfolk, supported by Norfolk County Council have prepared a single plan covering the entire area. The key deliveries of the JCS (adopted January 2014) are 37,000 additional homes and 27,000 new jobs by 2026.

6.5 The JCS sets out the over-arching strategy for growth across Broadland, Norwich and South Norfolk up to 2026. It identifies key locations for growth and sets out strategic policies to guide future development. A hierarchy is defined which identifies the scale of development for each settlement.

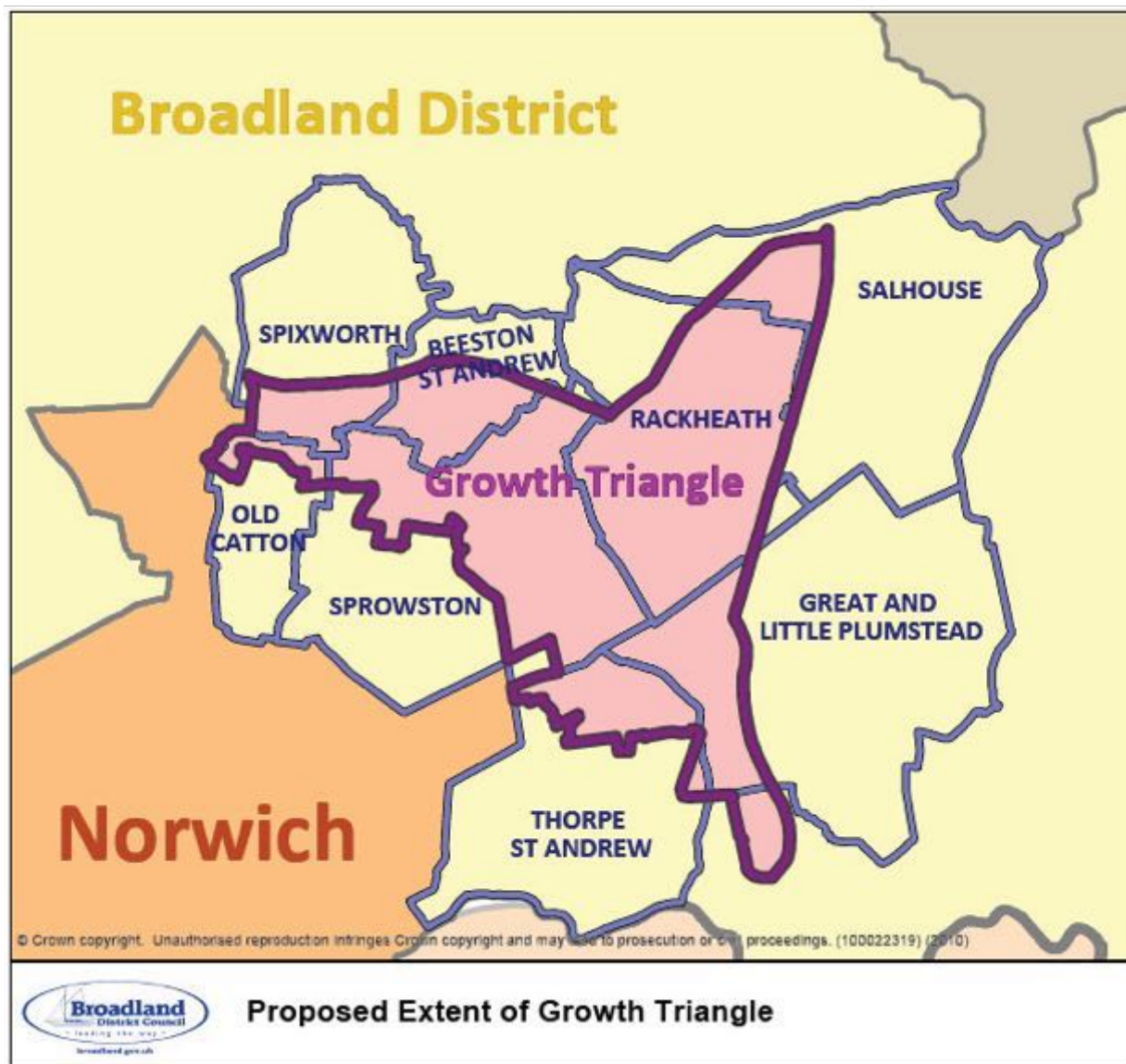
6.6 Policy 15 of the JCS identifies Spixworth as a Service Village – suitable for small-scale housing growth to meet a range of local needs (within the range of 10 – 20 new homes).



- 6.7 Policy 9 of the JCS also identifies Spixworth as being within the Norwich Policy Area (NPA) and may be considered for additional growth to help deliver the 'smaller sites in the NPA' allowance.
- 6.8 An area of Spixworth also falls within the **Old Catton, Sprowston, Rackheath and Thorpe St Andrew Growth Triangle (OSRT Growth Triangle)**. Policy 10 of the JCS states that this will be an area for major growth and will be addressed in detail through an Area Action Plan (AAP) Development Plan Document (DPD).
- 6.9 **Old Catton, Sprowston, Rackheath and Thorpe St Andrew Growth Triangle (OSRT Growth Triangle)**
- 6.10 Spixworth is located within the identified OSRT Growth Triangle, see Map 4; an area stretching between Old Catton, Sprowston, Rackheath and Thorpe St. Andrew that will see 7,000 new dwellings by 2026 and rising to a total of at least 10,000 afterwards.

Map 4: OSRT Growth Triangle

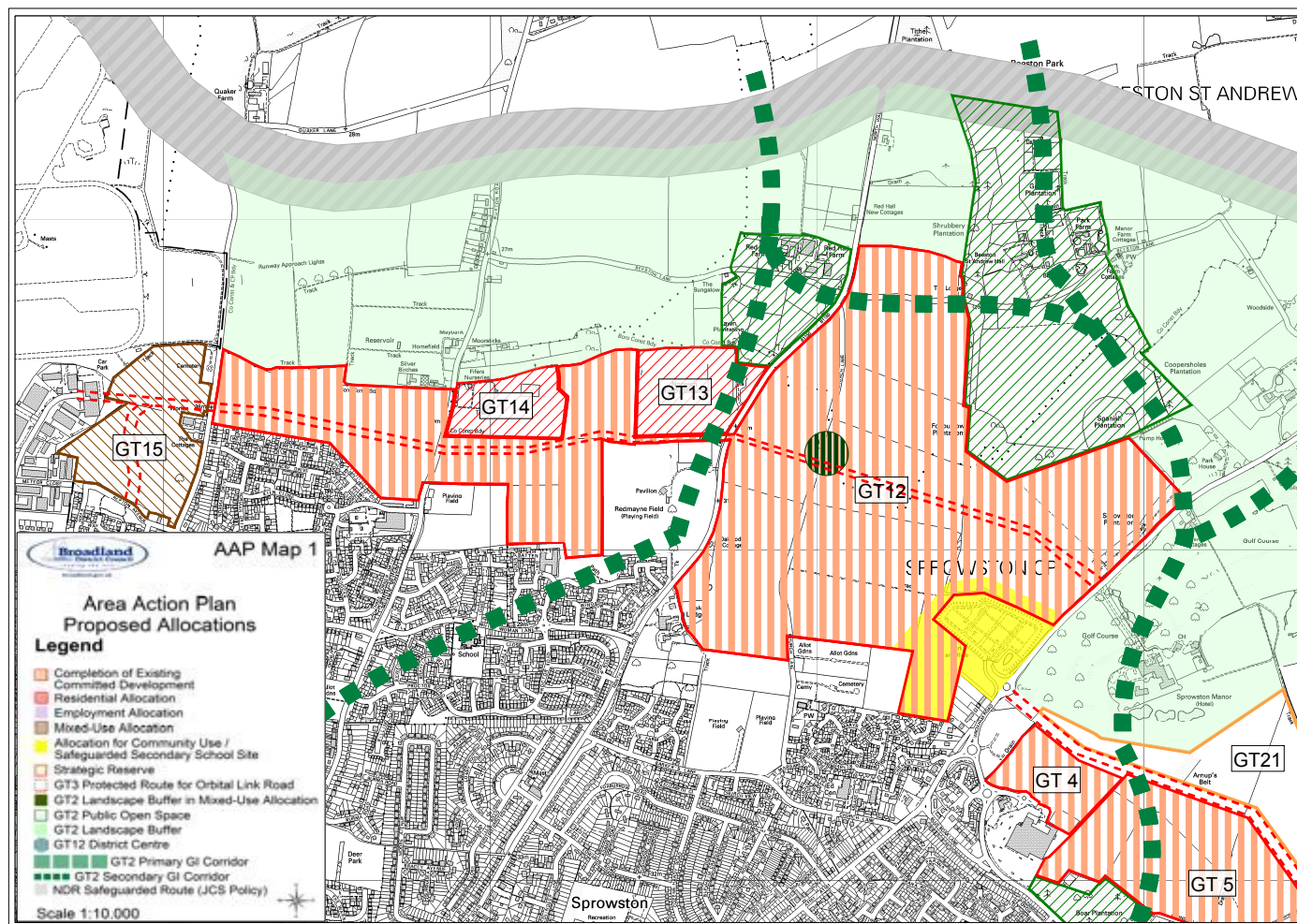
[Source: Broadland District Council Site Allocations DPD]



6.11 Specific allocations for Spixworth in the OSRT Growth Triangle are addressed in the OSRT Growth Triangle Area Action Plan DPD, shown on Map 5, and the specific policy is :-

- **GT 14 – Land East of Buxton Road.** A site of approximately 6.5ha allocated for 'residential' development of c300. Most of this allocation is located within the Spixworth Neighbourhood Area and is likely to have a significant impact on local infrastructure and community services. The remainder of the allocation is within the Parish of Sprowston.

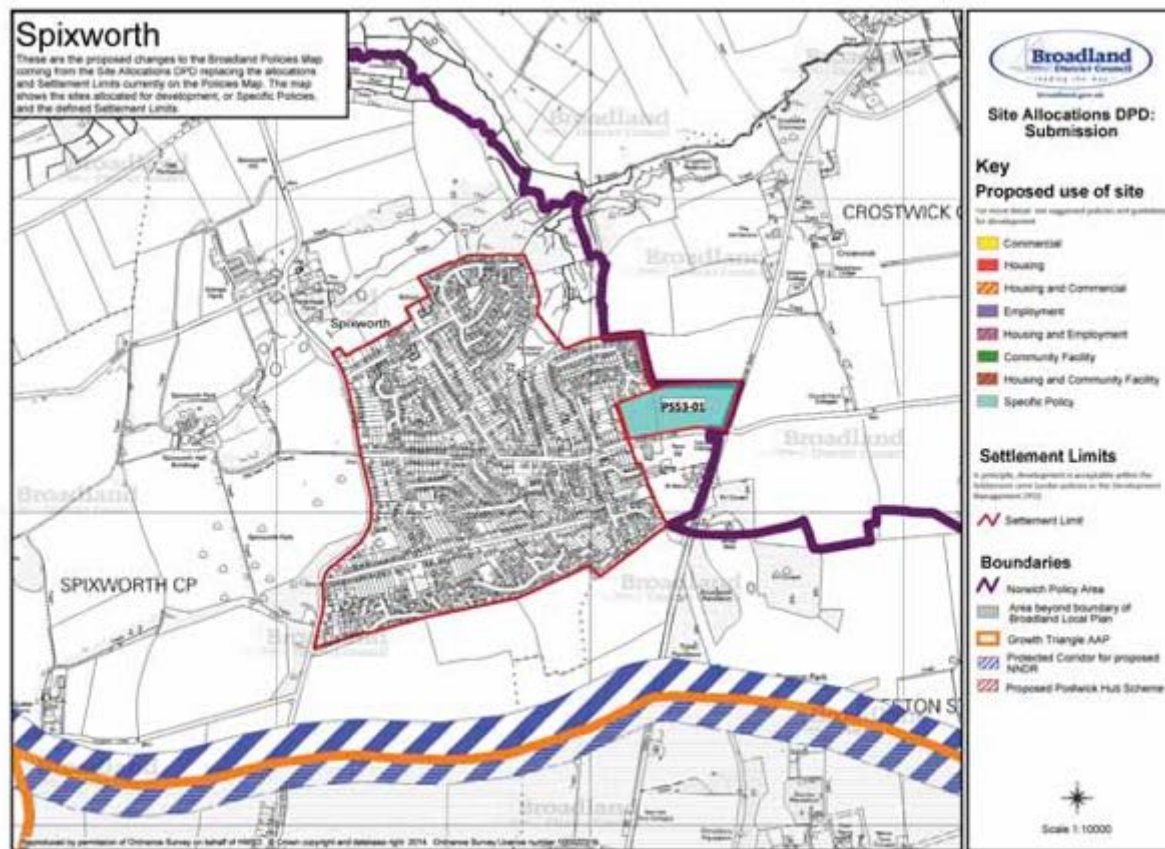
Map 5: Spixworth Section (GT14) of the Growth Triangle: AAP Map 1
[Source: Broadland District Council Growth Triangle Area Action Plan]



6.12 Site Allocations Development Plan Document (DPD)

6.13 The Site Allocations Development Plan Document identifies or allocates areas of land for specific types of development such as housing, employment and community facilities.

6.14 The scale of development reflects the requirements set out in the JCS and also identifies the areas where development is acceptable in principle through the definition of a "settlement limit", this is shown on Map 6.



Map 6: Spixworth Settlement Limit
[Source: Broadland District Council Site Allocations DPD]

6.15 In the Site Allocations DPD there is one allocation for Spixworth, Policy PS53-01, for 54 new homes and open space. The planning permission 20120850 provides details and it is highlighted blue on Map 6. This development was completed by Hopkins Homes in 2017.

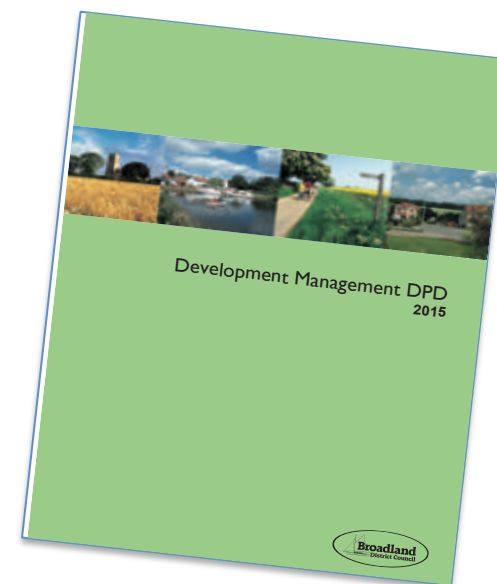
6.16 Development Management Development Plan Document (DPD)

6.17 The Development Management DPD sets local policies for all of the Broadland District, for the management of development. It details requirements to promote sustainable development and to achieve high standards of development.

6.18 Emerging New Local Plan

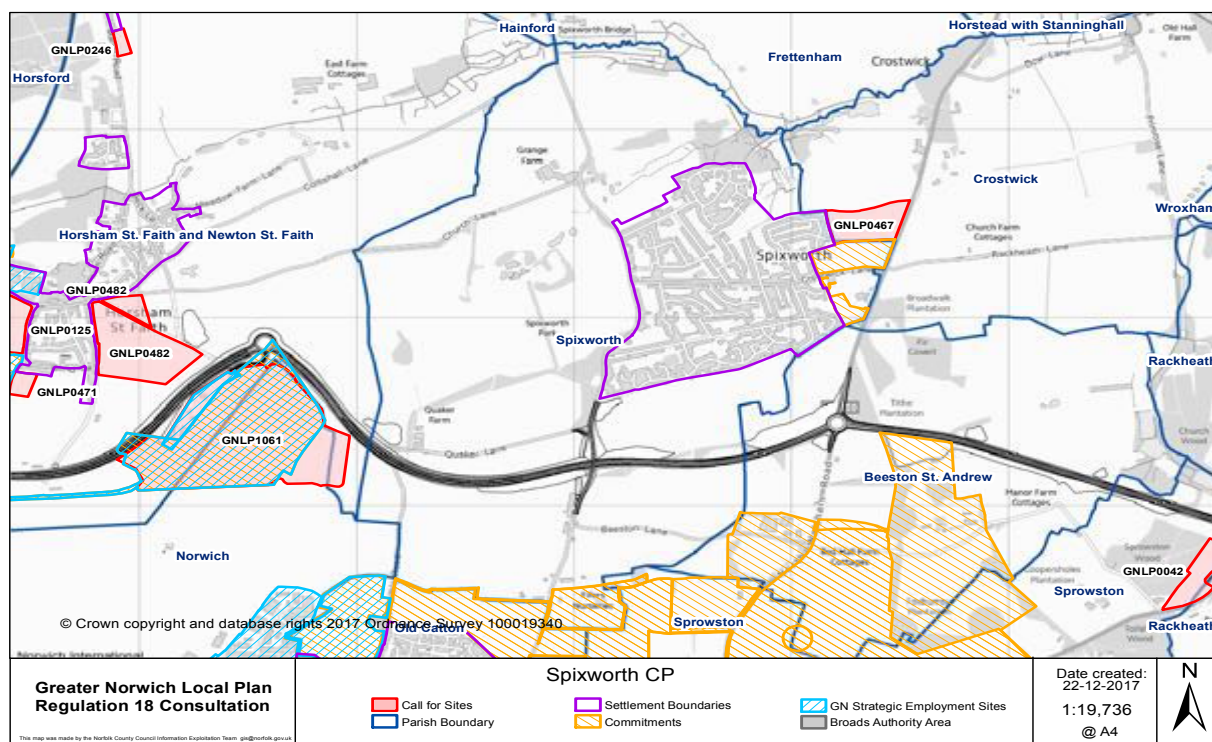
6.19 Broadland, Norwich City and South Norfolk Councils have started work on jointly producing a new Local Plan that will supersede the existing Local Plan documents.

6.20 As part of the 'call for sites', one site was put forward, which is on the boundary between Spixworth and Crostwick. See Map 7.



6.21 Regulation 19 'Preferred Options' consultation is expected during the Autumn of 2019 with new Local Plan likely to be adopted in 2021.

6.22 **Spatial Vision** Spatial Planning Objectives provide the framework to monitor the success of the plan. The objectives contained in the JCS are set out below (in blue) and have been considered in relationship to Spixworth (in green).



Map 7: Spixworth CP Map Book
[Source: Greater Norwich Local Plan
<http://www.gnlp.org.uk/site-proposals/>]

JCS – Spatial Vision

Communities will be safer, healthier, more prosperous, sustainable and inclusive. High quality homes will meet people's needs and aspirations in attractive and sustainable places. People will have access to good quality jobs and essential services and community facilities, with less need to use the car.

Objective 1

To minimise the contributors to climate change and address its impact.

Spixworth will only support designs of the highest standards and have a sustainable approach - that utilise water efficiency measures and technology efficiency advances – developments that promote zero and low carbon that will reduce the output of 'greenhouse' gases and the impact of climate change.

Objective 2

To allocate enough land for housing, and affordable housing, in the most sustainable settlements.

Development has been delivered in Spixworth through the allocation process to support the requirements of the JCS, additional 'wind fall' development has seen a degree of infill and specific housing for older people. The Affordable Housing Need Assessment, completed in December 2011, the affordable housing need registered for Spixworth was 184 or 5.8% of the total district need and continues to be a good starting place to provide a guide to mix, size, type and tenure (including affordable housing) to meet the needs of Spixworth and the wider District.

Objective 3

To promote economic growth, diversity and provide a wide range of jobs.

Economic growth is supported within Spixworth with residents undertaking a wide range of employment types. Spixworth is predominately a 'dormitory' village, although there are local employment opportunities - two schools, garage and light industrial units, retail outlets, doctors and dentist - the main employment hubs of Norwich City, the Airport, Broadland and Rackheath industrial estates are all within easy reach. Although better public transport and linkages are actively encouraged.

Objective 4

To promote regeneration and reduce deprivation.

The enhancement of local facilities will be a key outcome of the SNP from any new development (both for the existing and new communities) to bring benefit to the local area and create a safe, healthy and sustainable community for all age groups.

Objective 5

To allow people to develop to their full potential by providing educational facilities to support the needs of a growing population.

The JCS has identified the need to improve, expand and enhance the provision of educational facilities to develop local skills to create additional employment opportunities, improving prosperity and wellbeing. With Spixworth schools providing the early years provision, a choice of high schools and colleges with bus links and the Aviation Academy accessible close by.

Objective 6
To make sure people have ready access to services.

Across Spixworth local facilities, services and retail will continue to be well supported. There is strong local desire for improved public transport services to aid wider access without using the car. Investment in improving facilities for recreational use, for all age groups, will continue.

Objective 7
To enhance transport provision to meet the needs of existing and future populations while reducing travel need and impact.

The recent opening of the Broadland Northway (A1270) has changed travel patterns locally and initially reduced the traffic transiting through Spixworth. Concern continues locally in relation to road safety and improvements needed to dangerous junctions. Expansion of routes and timings for public transport would reduce the dependency on the car. A better footpath and cycle network with improved public transport will encourage greater use of sustainable transport modes.

Objective 8
To positively protect and enhance the individual character and culture of the area.

The key characters of Spixworth, especially open green space, are likely to be afforded more protection through the Neighbourhood Plan. Any new development will be expected to be respectful and should protect, maintain and support the character and culture of Spixworth through their proposals.

Objective 9
To protect, manage and enhance the natural, built and historic environment, including key landscapes, natural resources and areas of natural conservation value.

Spixworth is surrounded by open countryside that promotes its rural look and feel; with the natural environment as part the areas character. Much of the built environment has been developed in recent times although the diverse historic environment of Spixworth, which contains nine listed buildings or structures, (one Grade 1 and the remainder Grade II), adds to the village feel and setting. These special qualities need to be preserved - as this is why the local community chose to live here. New developments will be expected to respect the setting of these listed buildings and preserve or enhance the character and appearance of Spixworth whilst enhancing the green infrastructure with linkages between habitats.

Objective 10
To be a place where people feel safe.

With its village feel, Spixworth has a real sense of community and belonging. Design concepts and principles will be encouraged that make roads, cycleways, footpaths and new developments safer.

Objective 11
To encourage the development of healthy and active lifestyles.

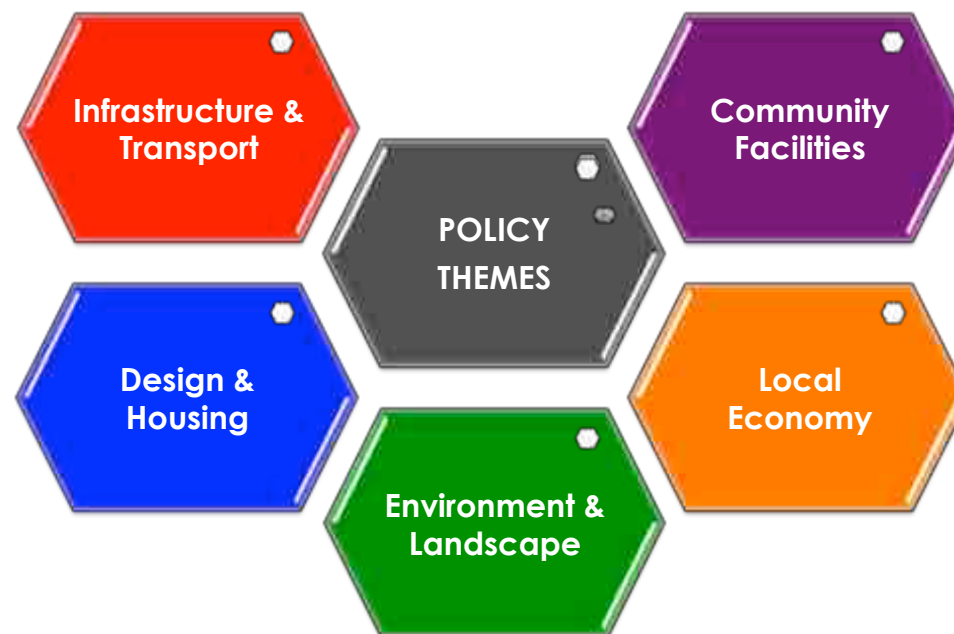
Protecting the open green space and improving the recreational and sports facilities for all age groups will promote wellbeing while assisting with the integration between new and existing communities.

Objective 12
To involve as many people as possible in new planning policy.

With the high levels of growth planned for the surrounding area more and more of the local community have engaged in the planning process and expressed their views. Residents have been encouraged to 'have their say' and express their own aspirations of the future through the neighbourhood plan process and consultation events.

7 Neighbourhood Plan Policies

- 7.1 To achieve the Vision for Spixworth and objectives of the SNP, a suite of planning policies has been drafted. The emerging policies have been developed, during the preparation of the SNP, using both consultation feedback and evidence of local issues and characteristics.
- 7.2 The policies have been written to ensure that new development enhances the setting and character of Spixworth, to promote a sense of community and provide for the social and economic needs of the residents. Decision-makers and applicants must read the policies as a **whole** when judging if any development proposal would be acceptable.
- 7.3 Policies are grouped by five themes as illustrated in the graphic opposite.
- 7.4 To aid interpretation, the themes and policies are supported by contextual narrative, the local community's views on the subject together with evidence, plans and strategies that support their approach.
- 7.5 Each of the policies has been framed in the context of the National Planning policy Framework (NPPF) and the Joint Core Strategy (JCS).
- 7.6 Whilst the SNP is first and foremost a land-use document, the local community has, during consultation events, identified a number of issues falling outside the remit of the planning system. These potential projects have been recorded, at the end of the relevant theme, to prevent the ideas and thoughts from being lost and to enable consideration and implementation as, and when, funding becomes available.



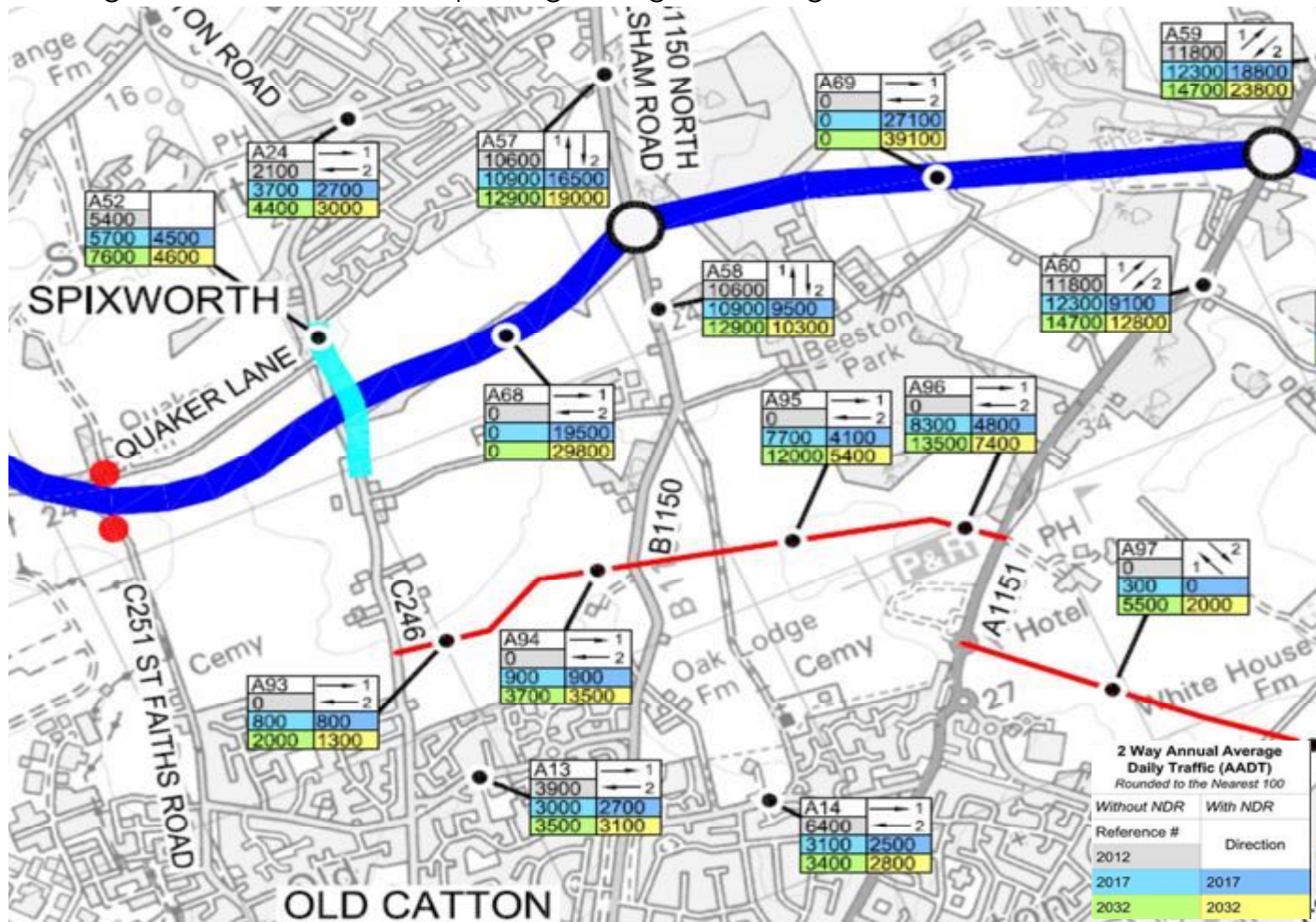
8 Infrastructure and Transport Evidence and Justification

- 8.1 The SNP seeks to ensure that additional provision of local facilities, services and infrastructure meets the growing local community needs.
- 8.2 Housing and other development will be expected to contribute towards improving local services and infrastructure, including contributions towards new infrastructure (such as transport, education; library provision, fire hydrant provision, open space etc.) through planning obligations and via a S106 agreement / S278 agreement); or use of planning conditions.
- 8.3 The National Planning Policy Framework recognises and identifies the need to address the lack of infrastructure provision in delivering sustainable development.
- 8.4 Spixworth has issues with traffic - both 'rat-running' and speeding vehicles. Through the consultation events local residents raised concerns relating to volumes of traffic, congestion, increasing numbers of HGVs, road safety and speeding through the village. Despite having a weight limit for the village, this is regularly flouted by HGVs and difficult to enforce.
- 8.5 A number of the road junctions are dangerous and not designed for the level of traffic using them. With modern dependency on the motor vehicle and limited public transport serving the village it is difficult to see an easy solution to current problems. There is great concern that more development will exacerbate the situation further - bringing more cars, increasing congestion, air pollution and further road safety issues.



8.6 'Rat-running' and speeding are big problems for the community of Spixworth. Map 8 contains the forecast levels of traffic in 2012, 2017 and 2032 and the predicted impact of building of the Northern Distributor Road (NDR) will have on forecast traffic levels at key locations in and around Spixworth.

8.7 Since the opening of the A1270 Broadland Northway (NDR) in 2018 the traffic levels have dropped but there are still significant levels of traffic passing through the village to access the Broadland Northway.



8.8 Limitations of infrastructure and the need for its improvement, aligned to growth, have been identified within the sustainability issues for Spixworth (see Sustainability Appraisal Report and Scoping Report). Any new development should take the opportunity to enhance and encourage the use of sustainable transport modes through the provision of footpaths, cycleways and public transport improvements.

Table 1: Spixworth Traffic Volumes

BUXTON ROAD- SPIXWORTH

DATE	DURATION	LOCATION	VOLUME	AVERAGE DAILY COUNT	AVERAGE SPEED mph
2017-(Before NDR)	1 MONTH APRIL-MAY	POST 629	106,253	4,402* (3,780)	28.8
2018-(After NDR)	1 MONTH OCTOBER-NOVEMBER	POST 245	94,371	3,305* (3,130)	32.1

CROSTWICK LANE-SPIXWORTH

DATE	DURATION	LOCATION	VOLUME	AVERAGE DAILY COUNT	AVERAGE SPEED mph
2017-(Before NDR)	1 MONTH MAY-JUNE	EASTBOUND OPS RUSSELL AVENUE	50,413	2,906* (2,608)	18.7
2018-(After NDR)	1 MONTH JUNE-JULY	SOUTH SIDE BEFORE RUSSELL AVENUE	47,480	1,976* (1,849)	19.3

PARK ROAD-SPIXWORTH

DATE	DURATION	LOCATION	VOLUME	AVERAGE DAILY COUNT	AVERAGE SPEED mph
2017-(Before NDR)	1 MONTH MARCH-APRIL	NR JUNCTION WITH CHRISTINE ROAD	21,170	755* (698)	25.6
2018-(After NDR)	1 MONTH SEPTEMBER-OCTOBER	NR JUNCTION WITH CHRISTINE ROAD	20,311	706* (648)	27.3

***Average daily count figures are weekday with 7-day averages in brackets.**

- 8.9 The A1270 Broadland Northway (NDR) construction work started December 2015 and the NDR officially opened in April 2018, although sections did open in December 2017.



- 8.10 Traffic volumes have been collected using of the SAM2 counter across key locations in Spixworth, Table 1. These volumes recorded both prior to and after the opening of the Broadland Northway (NDR). It should be noted that these volumes are a record of one-way of direction of travel while the modelling numbers on Map 8 worked up by Norfolk County Council predict volumes in both directions.
- 8.11 In comparing the volumes it would be a reasonable assumption to double the SAM2 volumes for a 'like for like' two-way comparison.

Table 2: Buxton Road Traffic Volume Comparison

Average Daily Traffic (ADT)	Without NDR	With NDR
Modelling Forecast	5,700	4,500
Actual (SAM2 2018)	8,800	6,600
Percentage Difference	+54%	+46%

Table 3: Crostwick Lane Traffic Volume Comparison

Average Daily Traffic (ADT)	Without NDR	With NDR
Modelling Forecast	3,700	2,700
Actual (SAM2 2018)	5,800	3,900
Percentage Difference	+56%	+44%

- 8.12 It is clear from the comparison that the forecast traffic volumes significantly under predicted the traffic volumes for Spixworth – both the without and with the Broadland Northway (NDR). See Tables 2 and 3.
- 8.13 Predicted two-way traffic flows for 2032 - following the large scale housing growth in the area (13,000 in the Growth Triangle) and the construction of the Orbital East West Link Road, see Table 4 – illustrates the shortcomings in the forecasts. As 2018 recorded volumes on both Buxton Road (+43%) and Crostwick Lane (+30%) are already significantly higher than these forecasts.

Table 4: Forecast Traffic Volume 2032

Average Daily Traffic (ADT)	Buxton Road	Crostwick Lane
2032 Modelling Forecast	4,600	3,000
2018 Actual (SAM2)	6,600	3,900
Percentage Difference	+43%	+30%

- 8.14 Excessive vehicle speed is of great concern, as this puts at risk other road users – cyclists, pedestrians and horse riders. Most of the village has a maximum speed of 30mph and average speeds recorded are around the right

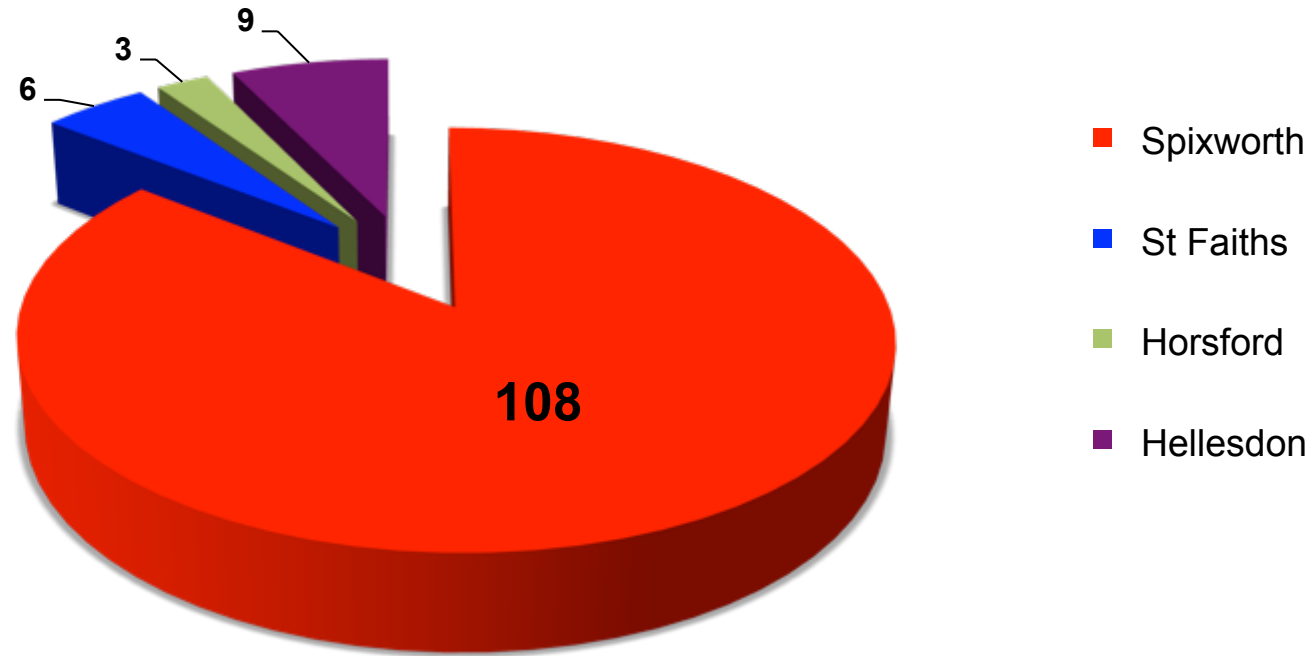
levels there is a minority of road users who regularly travelling at speeds far in excess of this, a top speed of 75 mph has been recorded.

- 8.15 The village has an active Community Speed Watch Team which regularly patrols the village roads - despite community efforts to encourage drivers to stick to the speed limits – the results are alarming. In just 20 hours the Community Speed Watch Team recorded 123 vehicles travelling in excess of 34 mph. (Details published in Eastern Daily Press newspaper on 18th January 2019.)
- 8.16 The Community Speed Watch Team reported that when reviewing their data, between 25% and 40% of those caught speeding by them on any given day are Spixworth residents, with the rest just passing through the village.



- 8.17 Through liaison with Norfolk Constabulary and the local Safer Neighbourhood Action Panel (SNAP), speeding is one of the local policing priorities. In the final quarter of 2018 (September to December) the number of police prosecutions across the main settlements in the area has been released for comparison. See Figure 1. These give cause for concern with 108 motorists being caught in Spixworth alone – some 600% more than Hellesdon, Horsford and St Faiths combined.

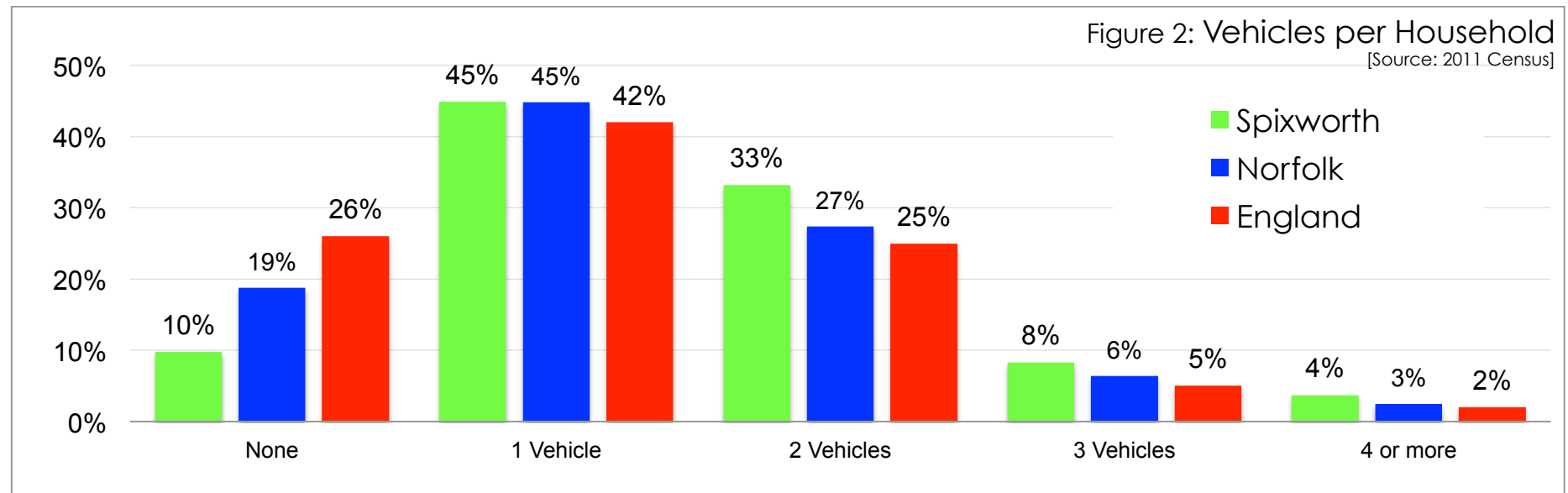
Figure 1: Police Speeding Prosecutions September to December 2018



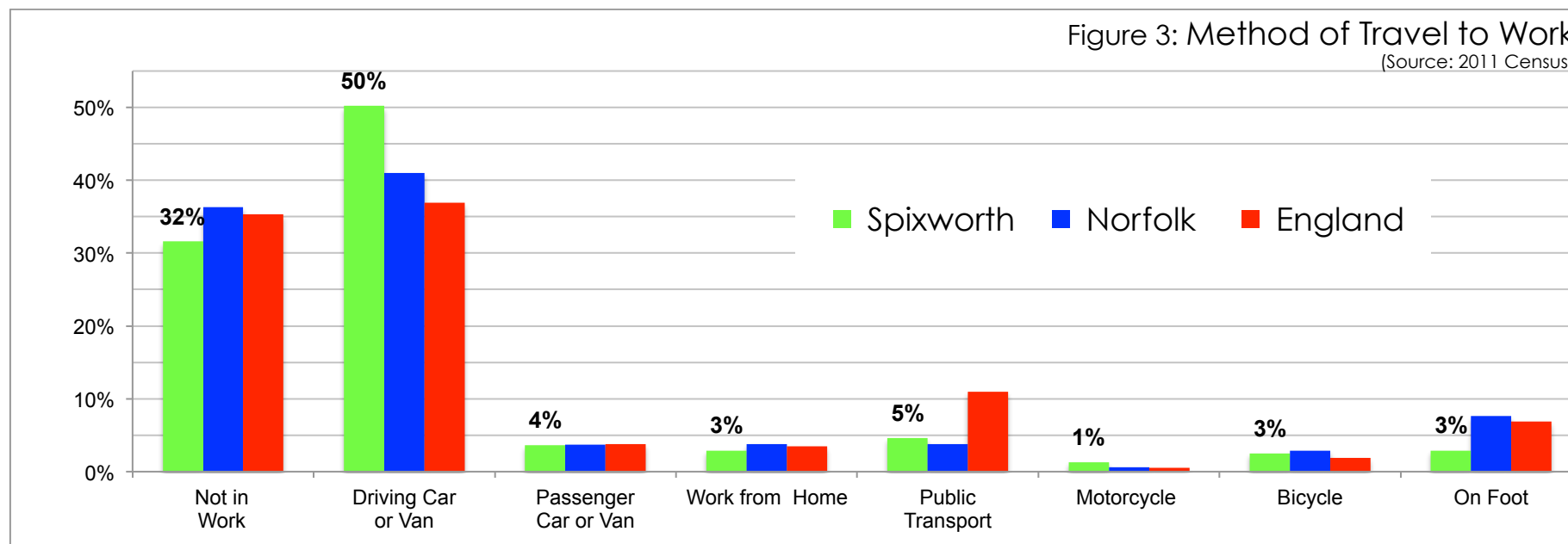
8.18 It is difficult to directly address, through policies of the SNP, what is a criminal action but Policies 1 and 2 seek to enable any new development to contribute positively by providing mitigation measures (appropriation to the scale of development) through speed reduction measures, junction improvements and promoting more sustainable traffic modes. There are also a number of highways and junction improvements identified as possible projects to be taken forward, see section 8.52.

8.19 Car and van ownership in Spixworth – reflects the village's rural nature and limited public transport options – with significantly more households having access to one or more vehicles (90%) when compared to the national average (74%) and Norfolk (81%). This trend continues with households in Spixworth having access to two or more vehicles (45%) compared with Norfolk (36%) and nationally (32%). 12% of households in Spixworth have access to

three or more vehicles illustrating the dependency residents have on cars and vans compared to Norfolk at 9% and the national average of 7%. See Figure 2 for more details.



- 8.20 Dependency is further highlighted in the way residents travel to work - the 2011 Census shows that 54% people drive or are driven to work, compared to 45% for Norfolk and 41% as the national average. See Figure 3.
- 8.21 Many residents identified through the consultation that public transport is limited, especially in the evening as services finish late afternoon or early evening. In seeking improvements to bus services, residents would like to see services run later in the evenings both to and from the centre of Norwich.
- 8.22 Sustainable transport modes will provide access, connectivity and linkages across Spixworth to the shops, schools, community and recreational spaces and facilities. Also to the wider area for retail, recreation and importantly work.



8.23 Flooding

8.24 National Planning Policy Framework, paragraph 149, identifies the need to take account of climate change over the longer term, including factors such as flood risk. New development should be planned to avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas that are vulnerable, care should be taken to ensure that risks can be managed through suitable mitigation measures, including use of green infrastructure.

8.25 Throughout the policy consultation, residents pointed out that flooding, especially surface water, had become a more frequent event locally and raised concern about the impact new development would have in terms of increased flood risk. Of particular concern was surface water drainage and the impact of 'run off'.



8.26 Residents also raised concerns, following a number of recent newspaper stories, relating to the management of sewage where in recent developments in the District, homes were allowed to be occupied without being connected to a fully operational sewage system. This resulted in the developer using tanker lorries to dispose of sewage and wastewater from residential properties. This is seen as an unacceptable practice, unpleasant for new homeowners and existing local residents, and increases local HGV traffic movements in the area.

8.27 Spixworth has had its own issues on Church Lane with sewage flooding the road and homes on a number of occasions from the pumping station. The infrastructure in the pumping station has since been upgraded and additional alarms fitted to give engineers early warning of a problem hopefully before it floods again.

8.28 To ensure wastewater is managed appropriately throughout Spixworth it is expected that new homes will be connected to the sewage system prior to being occupied. The SNP seeks that this is a planning condition when Broadland District Council, the local planning authority, grants planning permission in Spixworth.



8.29 The Lead Local Flood Authority (LLFA) is Norfolk County Council which works closely with the relevant agencies, such as Anglian Water. One of their recommendations is to include policies within spatial planning documents such as Neighbourhood Plans, which reflect outputs and findings of the Surface Water Management Plan.

8.30 Spixworth is included in the Stage 1 Strategic Flood Risk Assessment (SFRA) carried out for the Greater Norwich area. The SFRA has been prepared with the on-going involvement of Norfolk County Council (as LLFA) and the

Environment Agency. It applies the latest climate change allowances to models of river (fluvial) flooding, taking into account the existing information on tidal and coastal flooding, groundwater flooding and surface water flooding (amongst other types).

- 8.31 The SFRA maps illustrate that some fluvial flood areas have expanded (as would be expected given that the most recent climate change allowances require higher levels of rainfall and river flow to be considered) although some flood extents have reduced. The new SFRA also maps Flood Zone 3b, known as the functional floodplain, and the updated climate change allowances.
- 8.32 Surface water flooding has been the main type of flooding in Greater Norwich in recent years, caused by intense rainfall overwhelming drainage infrastructure, and the 2017 SFRA details some of these events.
- 8.33 The main fluvial flood risks are along the main rivers (Wensum, Yare, Waveney, Bure and their tributaries), although smaller, 'non-main' rivers can also have areas of risk. Spixworth Beck, as a tributary of the River Bure, is identified as contributing to flood risk.
- 8.34 Sewer flooding occurs when intense rainfall overloads the sewer system capacity (surface water, foul or combined), and/or when sewers cannot discharge properly to watercourses due to high water levels. Sewer flooding can also be caused when problems such as blockages, collapses or equipment failure occur in the sewerage system. Spixworth postcode NR10 3 has the fifth highest incident rate, 13 incidents) across Greater Norwich.
- 8.35 The LLFA has produced one Flood Report¹ covering flooding incidents occurring in June-July 2014 and June 2017 in the Spixworth area, these incidents are in addition to the flooding caused by blockages at the pumping station covered above in section 8.26. Some of the main details of the report are:-

- Across these two events 9 properties experienced internal flooding. Three of these properties experienced flooding on more than one event



¹ Report Reference: FIR014 [November 2017] Flood Investigation Report Flooding in Spixworth in June-July 2014 and June 2017

- The properties affected were located on Douglas Road, Chestnut Avenue, Lilian Road, Buxton Road and Arthurton Road.
- 55 residential properties are at risk of surface water flooding from a 1 in 30 year event
- 116 residential properties are at risk of surface water flooding from a 1 in 100 year event



- 8.36 The full flood investigation report can be viewed online via the Norfolk County Council website at <https://www.norfolk.gov.uk/rubbish-recycling-and-planning/flood-and-water-management/flood-investigations>.
- 8.37 There is relatively little flexibility in how flood risk should be considered. In essence, development should be located away from areas of highest flood risk. A site-specific Flood Risk Assessment should accompany all relevant planning applications. Mitigation of residual flood risk is important and, where possible, new developments should reduce flood risk overall.
- 8.38 Implementation of high quality design should be in keeping with, and sensitive to, its surroundings. The appearance and location of drainage features should be considered early in the design process to ensure they are well integrated into development proposals and form part of a cohesive and visually appealing environment.

8.39 Anglian Water has a pre-planning service, which includes a capacity check to determine the impact of sewage from a proposed development. The assessment should accompany any planning application together with water drainage solutions to be implemented prior to first occupation.

8.40 Following completion of the A1270 Broadland Northway (NDR) a number of SuDS systems have not performed as expected, resulting in water being retained for longer periods than expected as permeability of the local area has demonstrated a slower flow of soak away. This has demonstrated the need to be more careful and ensure drainage strategies are robust and functional.

8.41 The intent of the SNP is to contribute positively towards efforts to reduce the risk of surface water flooding in and around the village. It seeks to encourage a range of assessment and mitigation measures that will ensure any future development, or redevelopment, will not have a detrimental impact on flood risk or wastewater management.

8.42 To help alleviate surface water flooding, new development proposals will be required to demonstrate engagement with relevant agencies and incorporate appropriate mitigation measures to reduce surface water run-off, manage surface water flood risk to the development and wider area such as Sustainable Drainage Systems (SuDs). Seen as the preferred option for surface water disposal, SuDs can include permeable surfaces, rainwater harvesting, as well as green roofs and walls.

8.43 The LLFA response to the SNP Sustainability Appraisal Scoping Report recognised the approach taken in contributing "...towards a strategic multi-agency effort to reduce the risk of flooding from all sources in the



Spixworth area. Also that a range of assessment and mitigation measures will ensure that any future development (or redevelopment) will have a neutral or positive impact on flooding."



- 8.44 The LLFA further stated "A Neighbourhood Plan requires that any future development (or redevelopment) proposals show there is no increased risk of flooding from an existing flood source and mitigation measures are implemented to address surface water arising within the development site." Suggesting the wording in Policy 3 of the Spixworth Neighbourhood Plan.
- 8.45 **Community Feedback:** Consultation on the emerging SNP revealed the following key issues that this policy theme seeks to address:
- ✓ New development must show how it will **NOT** adversely affect traffic on existing roads (congestion and road safety): **100% strongly agree or agree.**
 - ✓ Install more speed reduction and traffic calming measures: **33% strongly agree or agree, 17% unsure and 50% strongly disagree or disagree.**
 - ✓ Improve footpaths & cycleways in & around Spixworth: **90% strongly agree or agree and 10% unsure**

- ✓ Improve drainage on Buxton Road. **100% strongly agree or agree.**
- ✓ Ensure sewerage capacity prior to any new development and water drainage solutions (including connection to mains sewerage) to be completed prior to homes being occupied: **100% strongly agree or agree.**
- ✓ Improve junction at Crostwick Lane with North Walsham Road: **97% strongly agree or agree and 3% strongly disagree or disagree.**
- ✓ Improve road junction by the Church on Buxton Road and widen the footpath along Buxton Road between Ivy Road and the Church: **100% strongly agree or agree.**
- ✓ Ensure infrastructure expands with new development (such as schools, medical & healthcare facilities, drainage, mobile signals): **100% strongly agree or agree.**
- ✓ Support steps to reduce the risk of flooding: **100% strongly agree or agree.**

8.46 **The following plans, documents and strategies support Policies 1, 2 and 3:**

- ❖ National Planning Policy Framework (2018)
- ❖ Joint Core Strategy for Broadland, Norwich and South Norfolk (January 2014)
- ❖ Development Control Policies (August 2015)
- ❖ Site Allocations (May 2016)
- ❖ Norfolk County Council Strategic Flood Risk Assessment (SFRA) 2017
- ❖ Flood Investigation Report Flooding in Spixworth in June-July 2014 and June 2017 Report Reference: FIR014 [November 2017]
- ❖ What do you think of your new home? Survey Report, Broadland District Council (September 2017)
- ❖ Spixworth Neighbourhood Plan Sustainability Appraisal Scoping Final Report (February 2019)
- ❖ Spixworth Neighbourhood Plan Sustainability Appraisal Report (March 2019)



- 8.47 **Intent for Policy 1:** This policy seeks to maintain road safety, where potential additional traffic levels are identified then measures are to be implemented to mitigate any likely impact.

POLICY 1 Traffic Impact	<p>New development proposals (residential of eleven and more dwellings and all commercial) will be expected to quantify the level of traffic movements they are likely to generate and its cumulative effect with other developments in Spixworth.</p> <p>New development will also be expected to assess the potential impact of this traffic and include appropriate and proportionate measures to mitigate any negative impacts on road safety, pedestrians, safe road crossings, cyclists, parking and congestion within Spixworth.</p> <p>All new development should create opportunities to enhance and encourage the use of sustainable transport modes through the provision of footpaths, cycleways and public transport improvements.</p> <p>Sustainable transport modes will provide access, connectivity and linkages to existing networks and, in particular and where practicable, to community facilities, recreational spaces and schools.</p>
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- 8.48 Policy 1 contributes to Joint Core Strategy Spatial Vision and the Spatial Planning Objectives 6 and 7. Contributing to support SNP Objective 3.

- 8.49 **Intent for Policy 2:** This policy seeks to improve connectivity of the village, ensuring any new footpaths and cycleways link with existing networks, and encourage sustainable transport modes.

POLICY 2 Sustainable Transport	<p>Development should, where appropriate and practicable, provide access, connectivity and linkages to existing network of footpaths and cycleways and, in particular, to the schools, community facilities and recreational spaces. Create opportunities to enhance and encourage the use of sustainable transport modes through the provision of footpaths, cycleways and public transport improvements.</p>
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- 8.50 Policy 2 contributes to Joint Core Strategy Spatial Vision and the Spatial Planning Objectives 1, 3, 4, 6, 7, 11 and 12. Contributing to support SNP Objectives 1, 2 and 3.

8.51 **Intent for Policy 3:** This policy seeks to ensure that new development does not cause flood related problems, especially associated with surface water run-off or sewerage.

<p>POLICY 3 Flood Risk</p>	<p>Proposals for new development involving new buildings, extensions and additional areas of hard surfacing should be accompanied by an appropriate flood risk assessment which gives adequate and appropriate consideration to all sources of flooding and proposed surface water drainage; demonstrating that it would:</p> <ol style="list-style-type: none"> Not increase the flood risk to the site or wider area from fluvial, surface water, groundwater, sewers or artificial sources following, if necessary, the installation of appropriate mitigation measures; Have a neutral or positive impact on surface water drainage; and Any water drainage solution, including wastewater management, must be implemented prior to homes being occupied and include appropriate mitigation of any risk of downstream flooding identified by the sewerage capacity assessment required by Policy 7 (criteria 5). <p>Development proposals must demonstrate that they have taken account of the most up to date information from the Environment Agency and Anglian Water on the risks and causes of flooding in Spixworth, and how these can be addressed. They must also include appropriate measures to manage flood risk and to reduce surface water run-off to the development and wider area such as:</p> <ul style="list-style-type: none"> Inclusion of appropriate measures to address any identified risk of flooding (in the following order or priority: assess, avoid, manage and mitigate flood risk); Locate only compatible development in areas at risk of flooding considering the proposed vulnerability of land use; Inclusion of appropriate allowances for climate change; Inclusion of Sustainable Drainage System (SuDS) with an appropriate discharge location, subject to feasibility; Priority use of source control SuDS such as permeable surfaces, rainwater harvesting and storage or green roofs and walls. Other SuDS components which convey or store surface water can also be considered; To mitigate against the creation of additional impermeable surfaces, attenuation of greenfield (or for redevelopment sites as close to greenfield as possible) surface water runoff rates and runoff volumes within the development site boundary; and
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- Provide clear maintenance and management proposals of structures within the development, including Sustainable Drainage Systems elements, riparian ownership of ordinary watercourses or culverts, and their associated funding mechanisms.

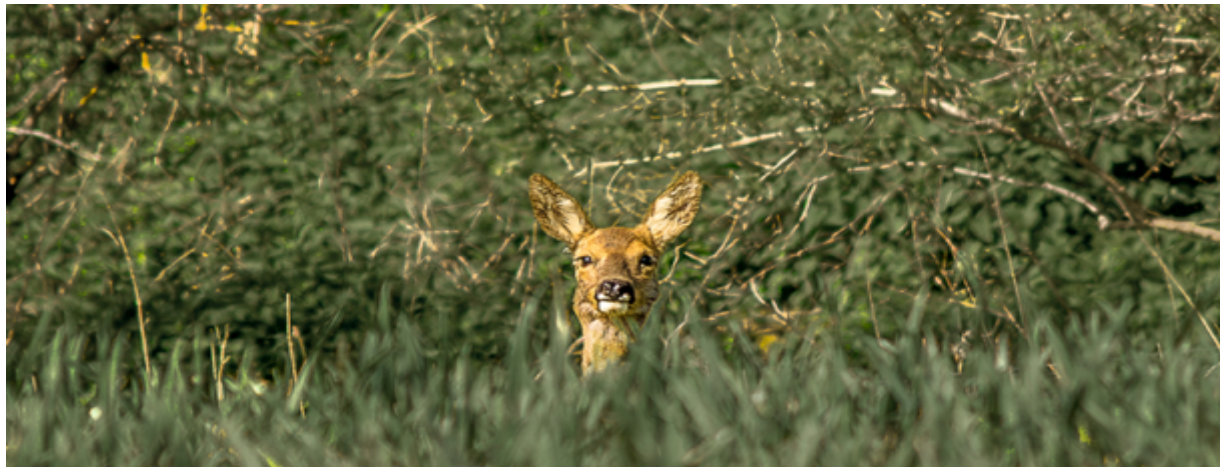
8.52 Policy 3 contributes to Joint Core Strategy Spatial Vision and the Spatial Planning Objectives 1, 8, 9, 10 and 12 Contributing to support SNP Objectives 4 and 5.

8.53 **Infrastructure & Transport Projects and Actions:** Through the preparation of the SNP a number of projects have been identified under the Infrastructure & Transport Theme. These are listed below to prevent them being lost and will be for the Parish Council to prioritise and, where appropriate, implement delivery.

1. Seek highways and junction improvements
 - a. North Walsham Road and Crostwick Lane junction
 - b. Buxton Road and Church Lane junction
 - c. Investigate footpath and cycleway along North Walsham Road to link to existing cycle network on A1270 Broadland Northway – to create a circular link to the existing Buxton Road cycle and footpath.
 - d. Footpath improvements on Buxton Road between Church and Ivy Road
 - e. A safe crossing on Buxton Road near the Church
 - f. Implement traffic calming measures to reduce road speeds and improve road safety
2. Flooding and Mitigation
 - a. To implement the recommendations from the Flood Investigation Report Flooding in Spixworth in June-July 2014 and June 2017 Report Reference: FIR014 [November 2017]
 - b. Improve drainage on Buxton Road
3. Seek improvements to bus services, especially running later in the evenings
 - a. Engage with service providers to seek extending service hours

9 Environment & Landscape Evidence and Justification

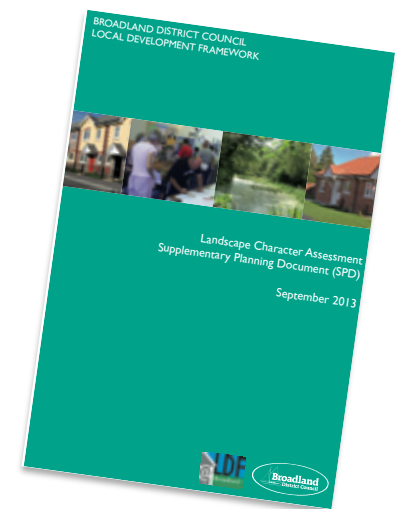
- 9.1 Public engagement during the development of the SNP has demonstrated that the landscape and green spaces in and around Spixworth are highly valued and promote wellbeing.



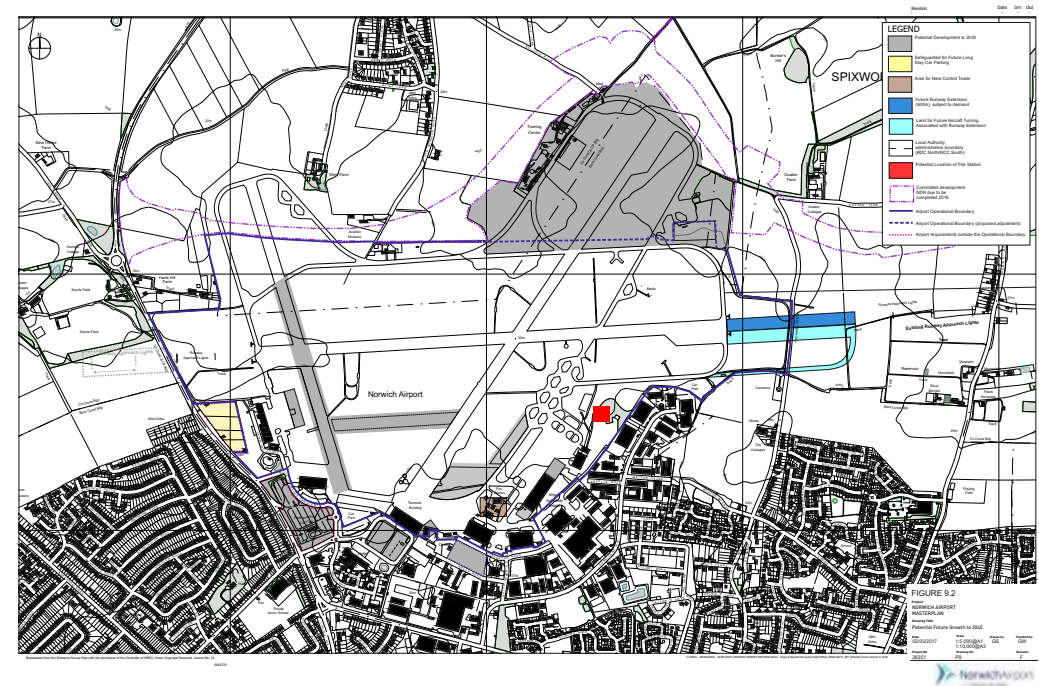
- 9.2 The National Planning Policy Framework, paragraph 170, states “Planning policies and decisions should contribute to and enhance the natural and local environment by: protecting and enhancing valued landscapes.....”

9.3 **Landscape**

- 9.4 Broadland District Council's Landscape Assessment Supplementary Planning Document (SPD) is an evaluation of the District, defining key attributes and characters. Spixworth is identified within the document.



- 9.5 The visual character of Spixworth is that the area forms a narrow belt of land abutting the northern settlement edge of Norwich. The land here forms part of an extensive area of sands and gravels that rises gently northwards towards the centre of the District, with a simple geology that is broken up by areas of loam and coincides with higher quality agricultural land.
- 9.6 Most land use within the area is influenced by its close proximity to Norwich - a large proportion of the area is still in arable cultivation with the village surrounded by open countryside.
- 9.7 The other major land use in this area is Norwich Airport, although the majority of airport infrastructure is located south of the District and Spixworth Neighbourhood Area.
- 9.8 The Airport is a major influence of the character, creating an open exposed landscape. Due to the location of the airport, various restrictions have reduced the number of new developments, curtailing the expansion of Norwich. The airport and its associated buildings and machinery are visually intrusive, and the robust tree belts located around its boundary form striking lines across the landscape - the influence of the Airport is substantial and greatly dilutes the area's rural character



Map 9: Norwich Airport Master Plan
Source: Norwich Airport Masterplan July 2017: Figure 9.2]

- 9.9 The northern section of the airport's runways encroaches and the proposed runway extension in the Airport's Master Plan that will result in the extended runway being within the Spixworth Neighbourhood Area. See Map 9.

9.10 The village of Spixworth has expanded in recent years, with newer residential developments engulfing the historic core and forming large extensions.

9.11 Although the area abuts the urban edge of Norwich, the landscape generally comprises a semi-rural character. Its strength of character has been diluted by substantial fragmentation to the hedgerow structure. The landscape is open in character, with remnant patches of hedge boundaries and mature hedgerow trees adding interest, allowing only filtered views to settlement edges.



9.12 Parcels of land form a patchwork of rectangular fields and woodland. Robust blocks of woodland generally contain views across this flat landscape, at times, forming distinct coniferous skylines. Part enclosure of the land has allowed medium sized estates to develop around large houses and halls. These are smaller and less dramatic than those in the north of the district, but comprise a similar parkland character.

9.13 Spixworth has one area designated as a County Wildlife Site (CWS) known as Spixworth Meadows (1396) to the north of the parish and crossing the boundary into the neighbouring parish of Frettenham, it is c32 ha in size.

9.14 The road network has a strong influence; well used by commuters, it is noisy and busy. The A1270 Broadland Northway (NDR), opened in 2018, dissects Spixworth dividing the parish into two.

9.15 As part of the evaluation the inherent landscape sensitivities identified are the landscape setting of the village and the open skyline to the west.

9.16 The following Landscape Planning Guidelines apply to Spixworth Wooded Estate lands Landscape Character Area:

- Seek to conserve the predominantly rural character of the area;



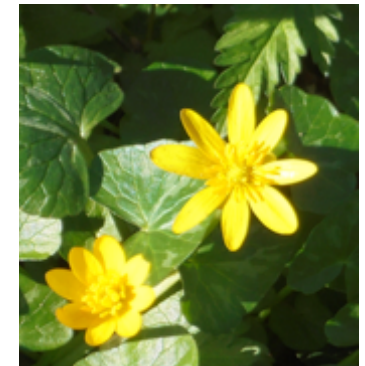
- Seek to conserve and enhance the diversity of landscape structure within the area, including the patchwork of woodland and farmland with a recognisable hedgerow structure;
- Seek opportunities for the restoration of fragmented hedgerows;
- Seek to conserve the setting of historic houses, halls and parkland;
- Ensure that any new development responds to historic settlement pattern and is well integrated into the surrounding landscape;
- Conserve the landscape setting of the village;
- Seek to maintain green space between the edges of Norwich urban area and adjacent villages;
- Seek to conserve and enhance the landscape setting of Norwich and seek to screen (where possible) existing and potential harsh settlement edges; and
- Seek to maintain and enhance copses of mature trees and existing robust hedgerows.

9.17 **Open Green Space and Biodiversity**

9.18 Linkages are seen as being important between any new development, the school, shops and other village facilities. Reducing the dependency on the motor vehicles.

9.19 Open spaces within the built-up area help define the character and identity of Spixworth and equally important to the wellbeing of the community by providing opportunities for formal and informal recreation. **'Green spaces'** are generally accepted as being **'important to the health and happiness of local communities'** promoting wellbeing and deserving special protection. One of the objectives of the SNP seeks to promote green space and improve access while enhancing nature conservation.

9.20 The loss of any of these open spaces would be detrimental to the appearance, character and amenity value of the immediate locality and the village generally. The community wishes to see these spaces protected for future generations. It is therefore important that any policies must respect these important areas and seek to further enhance their characteristics, which make Spixworth such a desirable place to live.

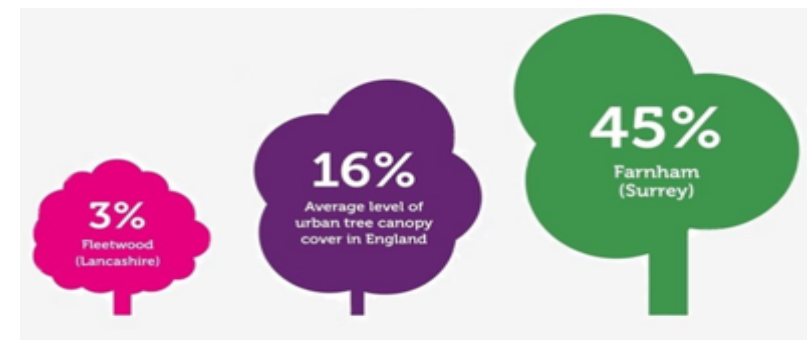


- 9.21 There are a number of open spaces and green areas enjoyed by the existing community. These areas provide opportunities for both formal and informal recreation. Their loss would be seen as being detrimental to the appearance, character and amenity value of the immediate community.
- 9.22 Accordingly, through the SNP, they will be afforded protection from new development unless proposals are associated or ancillary to the current use and can be demonstrated to be of greater community benefit.
- 9.23 Streets and other public spaces that are attractive encourage social interaction, act as meeting points (thereby reducing isolation) and add to the character of the village.
- 9.24 Through the public consultation, local residents expressed strong views about improving accessibility. Specifically, that any new footpath and cycleway should be linked to the existing network to aid wildlife movement and using the opportunity to enhance flora, fauna and habitat.
- 9.25 Trees and hedgerows are seen as important elements of 'green infrastructure'. The Woodland Trust² have linked trees and canopy cover as a way of promoting wellbeing and health in local residents with access to trees. Urban tree canopy cover varies significantly across England, see Figure 4.



- 9.26 Further analysis by Forest Research³ illustrates how trees provide many benefits to all who live and work in urban areas, providing contact with nature, a backdrop for recreation and wellbeing, cooling and improving the air quality (through their ability to remove pollutants).

Figure 4: Source Image: Urban FWAC link



² <https://www.woodlandtrust.org.uk>

³ <https://www.forestresearch.gov.uk/tools-and-resources/tree-canopy-cover-leaflet/>

9.27 Much of the urban tree cover across Spixworth has been lost and, through the SNP, steps should be taken to reverse the trend and improve the natural landscape and access to wooded areas.

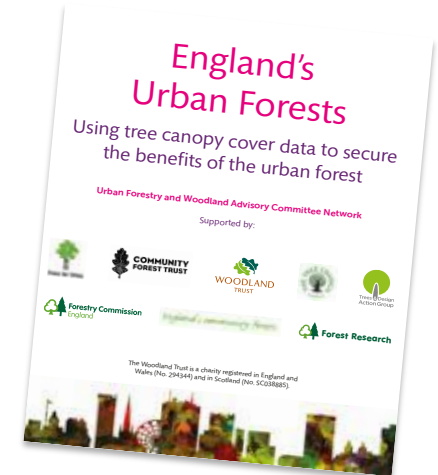
9.28 The Woodland Trust recommended a target of 20% tree canopy cover for towns and cities. Therefore, new developments in Spixworth are to provide at least 20% tree canopy cover in order to conserve and protect the natural environment as well as promote the well-being of residents. This figure (20%) is in excess of the national average (16%) which is consistent with the aspiration of and seen as necessary for Spixworth to retain it's character and semi-rural feel.

9.29 With development there will be 'green' areas that require management and maintenance that a developer will look to pass the on-going management and maintenance responsibility to Spixworth Parish Council, Broadland District Council or a management company.

9.30 Issues have arisen where developers have failed to make adequate provision for the sustainability of recreational and open spaces. This has happened where insufficient funding has been made available or 'management companies' have restrictive practices or are wound up and local councils have to step in to 'pick up the pieces'.

9.31 To find a sustainable solution for this problem, an ambition of the SNP is where new developments provide elements of green infrastructure (such as open green space, recreational areas, allotments) the developer will pass ownership to Spixworth Parish Council or be required to demonstrate an effective and sustainable management programme for those areas.

9.32 Populations of swifts have fallen sharply in recent years, this has largely been attributed to large-scale projects to insulate tower blocks, apartments and flats by cladding them and injecting roof voids with insulation materials. Thus depriving swifts (and bats) of breeding and roosting places.



9.33 While 'bat and swift' bricks can be used to encourage wildlife within a development, an alternative is a Swift Tower to enable a colony to develop. Such a requirement is likely to be beyond that required of an individual development with Spixworth, therefore, this could be delivered on community land with a contribution from a developer and other funding as a community project.

9.34 Built Heritage

9.35 Most of the built environment of Spixworth was constructed through the 20th Century. There are nine listed buildings in the parish of Spixworth, see Table 5 for details, although these are separated from the main built-up areas and none are within the settlement boundary.

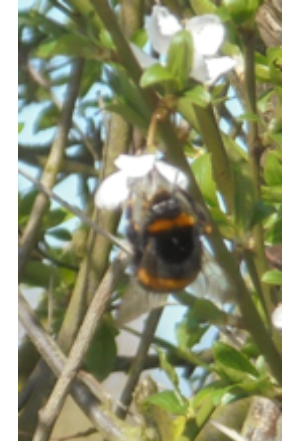
Table 5: Listed Buildings in Spixworth

	List Number	Grade	Name
1	1152695	I	Church of St. Peter, Buxton Road
2	1372966	II	The Rectory, Buxton Road
3	1050915	II	Grange Farm House, Church Lane
4	1372984	II	Barn at Grange Farm, Church Lane
5	1372985	II	Gaffers Cottage, Church Lane
6	1050874	II	Barn at site of Spixworth Hall, Church Lane
7	1050875	II	Garden Wall & Gatepiers south of Barn & Gaffer's cottage
8	1050876	II	Granary to West of Barn, Church Lane
9	1343677	II	2 Pairs of Gatepiers & attached railings immediately south east of No.200 Buxton Road

9.36 **Community Feedback:** Consultation on the emerging SNP revealed the following key issues that this policy theme seeks to address:

- ✓ Green spaces & woodland should be protected & biodiversity encouraged: **92% strongly agree or agree and 8% unsure.**
- ✓ Provide more green open space, footpaths and cycleways, which are easily accessed and safe to travel: **100% strongly agree or agree.**
- ✓ Introduce more natural & native planting (such as wildflower meadows & hedgerows): **100% strongly agree or agree.**

- ✓ Introduce more wildlife friendly features into developments (such as ponds, hedgehog friendly fencing, bird boxes, and bat tiles): **88% strongly agree or agree, 6% unsure and 6% strongly disagree or disagree.**
- ✓ Secure wildlife corridors with more access to woodland & the countryside: **100% strongly agree or agree.**



9.37 The following plans, documents and strategies support Policies 4 and 5:

- ❖ National Planning Policy Framework 2018
- ❖ Joint Core Strategy for Broadland, Norwich and South Norfolk 2014
- ❖ Development Control Policies 2015
- ❖ Site Allocations 2016
- ❖ Landscape Character Assessment Supplementary Planning Document (SPD) 2013
- ❖ Spixworth Neighbourhood Plan Sustainability Appraisal Scoping Final Report 2019
- ❖ Spixworth Neighbourhood Plan Sustainability Appraisal Report 2019

9.38 Intent for Policy 4: This policy is seeking to improve access to the countryside and woodland whilst enhancing the rural setting and providing habitats for wildlife.

POLICY 4 Biodiversity	<p>Where green infrastructure is provided as part of any new development it should deliver a net gain in biodiversity and connections with existing open space in and around Spixworth. All new development should maximise opportunities to enhance connectivity and encourage the use of existing footpath and cycleway links to the wider parish and countryside.</p> <p>Landscape proposals should form an integral part of any development design, with trees and hedgerows retained unless, following surveys, their value is deemed low in accordance with established practice. New development is encouraged to provide at least 20% tree canopy coverage. Features that encourage flora, fauna, habitat and wildlife (such as ponds, hedgehog friendly fencing, bird boxes, and bat tiles) will be supported. All landscape schemes should be planted prior to first occupation.</p>
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9.39 Policy 4 contributes to Joint Core Strategy Spatial Vision and the Spatial Planning Objectives 1, 4, 6, 7, 8, 9, 11 and 12. Contributing to support SNP Objectives 1, 2, 4 and 5.

- 9.40 **Intent for Policy 5: This policy seeks to recognise the importance of green space in and around Spixworth as areas of recreational and visual value that promote well-being.**

POLICY 5 Protection for Open Green Space	Proposals for development, which would result in the loss of part or all of an Open Green Space, as identified below will not be permitted unless it can be demonstrated that the benefit to the local community outweighs the loss.				
		Name	Location	Use	Approx. Area
	1	Playing Field	Village Hall, Crostwick Lane	Play Area, Sports field and recreation	2.1ha
	2	Playing Field	Hopkins new field, Crostwick Lane	Recreation space	2.4ha
	3	Allotments	Behind St Mary Care Home	Recreation space	0.4ha
	4	Greg's meadow	Land between Cedar Avenue, Jenny Road and Russell Avenue	Sports area and gym trail, quiet area, recreation space.	2.1ha
	5	Young children play area	Orchard Road (North-east)	Play area and recreation	0.06ha
	6	Playing Field	Green space between Orchard Road and Chestnut Avenue	Play area and recreation	0.3ha
	7	Open green space	Orchard Road by garages	Play area and recreation	0.08ha
	8	Open green space	Between Orchard Road and Cedar Avenue	Play area and recreation	0.15ha
	9	Open green space	Arthurton Road opposite Chittock Close	Play area and recreation	0.2ha
	10	Bowling Green	Village Hall, Crostwick Lane	Recreation space	0.17ha

- 9.41 Policy 5 contributes to Joint Core Strategy Spatial Vision and the Spatial Planning Objectives 1, 4, 6, 8, 9,11 and 12. Contributing to support SNP Objectives 2, 4 and 5

- 9.42 **Environmental and Landscape Projects and Actions:** Through the preparation of the SNP the following project has been identified and supported by residents through the consultation process under this Theme. These are listed below to prevent them being lost and will be for the Parish Council to prioritise and, where appropriate, implement delivery.



Environmental and Landscape:

1. Install a 'Swift Tower'
 - a. Could be developed on community owned land with support and contribution from future development
2. Install greater pride in Spixworth
 - a. Encourage residents and businesses to plant community flowers, raised bed and tubs
 - b. Encourage Spixworth's entry into 'Villages in Bloom' completion
 - c. Develop a community allotment
3. Habitats and water ways
 - a. Restoring the pond by the church
 - b. Clearing out the Beck (removing litter and silt and clearing some of trees/scrub)

Theme 3: Community Facilities

10 Community Facilities Evidence and Justification

- 10.1 As Spixworth grows it is also important to ensure the provision of community facilities increases, including provision for their management and maintenance. There are a number of recreational opportunities in Spixworth centred around the Village Hall, although previous development has provided both formal and informal recreational space on Ivy Park, Greg's Meadow and Arthurton Road.



- 10.2 The recent development on Crostwick Lane has made provision for a large playing field, which will pass to the ownership of the Parish Council. As part of the new housing at St. Mary's on North Walsham Road the first allotments for the village will be provided. The development of 225 homes of Buxton Road is expected to deliver a number of new open spaces, play areas and woodland.

- 10.3 Proposals for high quality community facilities that encourage day-to-day social interaction or community-based events will be supported. Community facilities are an important focus for Spixworth Parish Council to support healthy lifestyles, wellbeing and social cohesion. There are a number of clubs and societies running across the village that make use of the current facilities.



- 10.4 As new development proposals come forward they will be required to include and support additional recreational facilities, which the developer will look to pass on responsibility to Broadland District Council, Spixworth Parish Council or a management company.
- 10.5 The Parish Council is keen to ensure all open space is managed appropriately and sustainably. It is preferred that the future management of open space is undertaken through the transfer of ownership to Spixworth Parish Council.
- 10.6 Local residents have raised concerns about 'management companies' having restrictive practices and failing to maintain areas correctly. Of further concern is companies ceasing after only a few years - leaving nobody responsible for ongoing management and maintenance of an area, which would result in the burden of management falling to local residents, the Parish Council or Broadland District Council without future funding to cover associated costs.



10.7 **Community Feedback:** Consultation on the emerging SNP revealed the following key issues that this policy theme seeks to address:

- ✓ New development should provide new community facilities and services.: **100% strongly agree or agree.**
- ✓ Regenerate and improve the existing village hall: **62% strongly agree or agree and 38% strongly disagree or disagree.**
- ✓ Build a new village hall to accommodate multi-use activities.: **95% strongly agree or agree and 5% strongly disagree or disagree.**
- ✓ Extend the car park of the existing village hall. **64% strongly agree or agree, 18% unsure and 18% strongly disagree or disagree.**
- ✓ Open space and recreational facilities should be managed & maintained in a sustainable way: **100% strongly agree or agree.**
- ✓ Provide more formal and informal recreational areas and different facilities for all age groups: **100% strongly agree or agree.**

10.8 **The following plans, documents and strategies support Policy 6:**

- ❖ National Planning Policy Framework (2018)
- ❖ Joint Core Strategy for Broadland, Norwich and South Norfolk (January 2014)
- ❖ Development Control Policies (August 2015)
- ❖ Site Allocations (May 2016)
- ❖ What do you think of your new home? Survey Report, Broadland District Council (September 2017)
- ❖ Spixworth Neighbourhood Plan Sustainability Appraisal Scoping Final Report (February 2019)
- ❖ Spixworth Neighbourhood Plan Sustainability Appraisal Report (March 2019)



- 10.9 **Intent for Policy 6: This policy is seeking to ensure appropriate steps are taken to ensure open spaces (play areas, etc...) are managed and maintained in a sustainable way.**

POLICY 6
Open Space Management

Where new developments provide elements of green infrastructure (such as open space, natural green space, recreational areas, allotments, community woodland and orchards) the Developer will be required to demonstrate an effective and sustainable management programme for them by having an:

- a) effective transition to the Parish Council ownership with suitable funding to cover projected future upkeep costs for at least the next ten years; or**
- b) effective transition to the Local Authority (Broadland District Council) ownership; or**
- c) appropriate legally binding arrangement for management by an established management company with a viable and sustainable business case and operating model.**

- 10.10 Policy 6 contributes to Joint Core Strategy Spatial Vision and the Spatial Planning Objectives 4, 6, 9, 11 and 12. Contributing to support SNP Objectives 1, 2 and 4.



10.11 **Community Recreation Projects and Actions:** Through the preparation of the SNP a number of projects have been identified and supported by residents through the consultation process under this Theme. These are listed below to prevent them being lost and will be for the Parish Council to prioritise and, where appropriate, implement delivery.

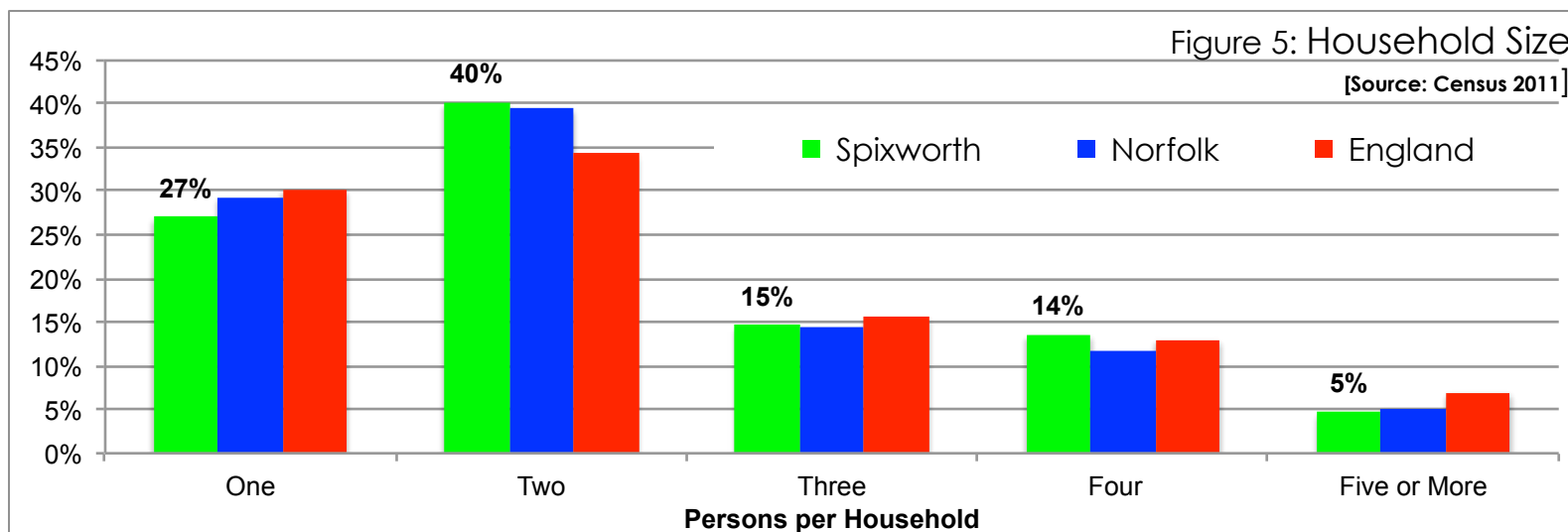
Community Recreational improvements:

1. Enhance facilities at Village Hall
 - a. Extend car park
 - b. Investigate reinstatement of tennis court
 - c. Seek refurbishment of cycle speedway track and the establishment of a 'Spixworth' Team.
 - d. Seek better ways of using the internal layout of the Village Hall – too many compromises
2. New Village Hall or Community Centre or Refurbish of existing Village Hall
 - a. Undertake feasibility for the provision of a new village hall suitable for multi-use activities to enhance the village and the wellbeing of residents.
 - b. Investigate the funding opportunities - especially through Community Infrastructure Levy (CIL), Sport England and Lottery funding – to establish likely budget
3. Develop facilities at new sports field
 - a. Multi use sports facilities
 - b. Changing rooms
 - c. Car park
4. Parish allotments at St. Mary's
 - a. Work with developer to implement specification, as defined in the section 106 agreement
 - b. Resolve access and parking issues

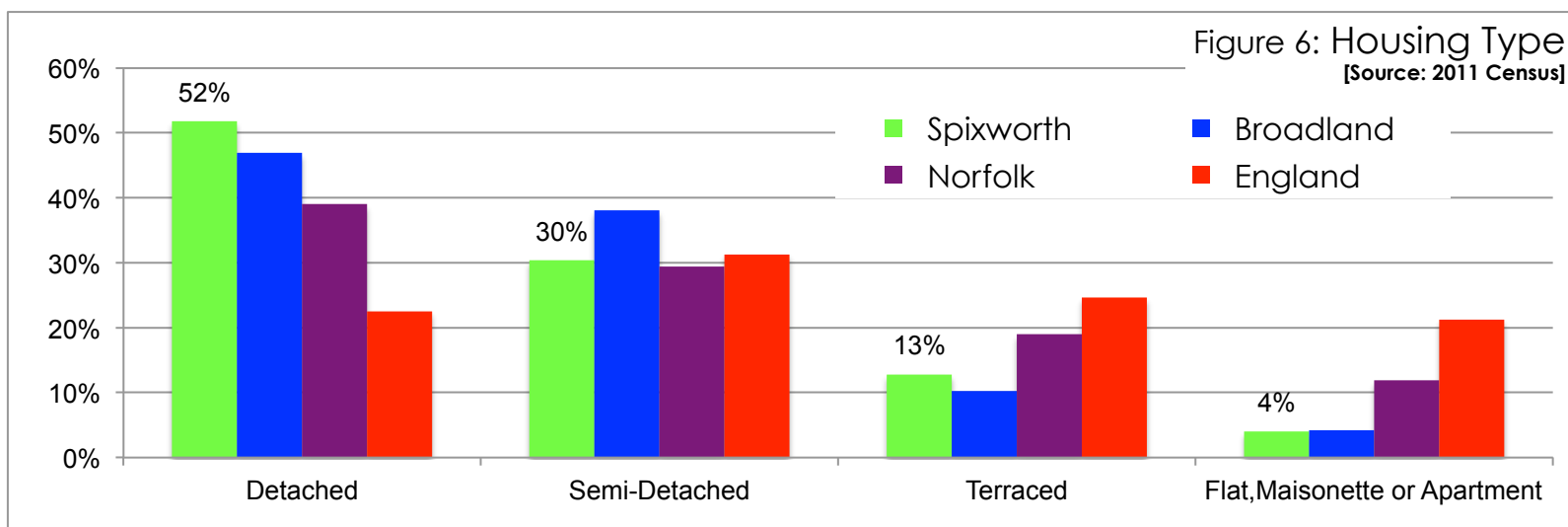
11 Design and Housing Evidence and Justification

- 11.1 National Planning Policy Framework, paragraph 125 states that “Plans should, at the most appropriate level, set out a clear design vision and expectations, so that applicants have as much certainty as possible about what is likely to be acceptable. Design policies should be developed with local communities so they reflect local aspirations, and are grounded in an understanding and evaluation of each area’s defining characteristics. Neighbourhood plans can play an important role in identifying the special qualities of each area and explaining how this should be reflected in development. “
- 11.2 Housing, its affordability, availability, type and design are key issues for the future sustainability of Spixworth. There is a requirement within the Broadland District Council's Joint Core Strategy to provide up to 33% affordable houses within any new development. The Parish Council support Broadland's Housing Allocation Policy, which contains a 'local lettings policy' enabling individuals in housing need with a local connection to access these affordable housing in Spixworth.
- 11.3 The 2011 Census records 1,579 homes across the parish. The household size differs considerably from that of Norfolk and England. Whilst it is recognised nationally that household size is reducing – Spixworth already has more two-person households when compared to both Norfolk and England, see Figure 5.

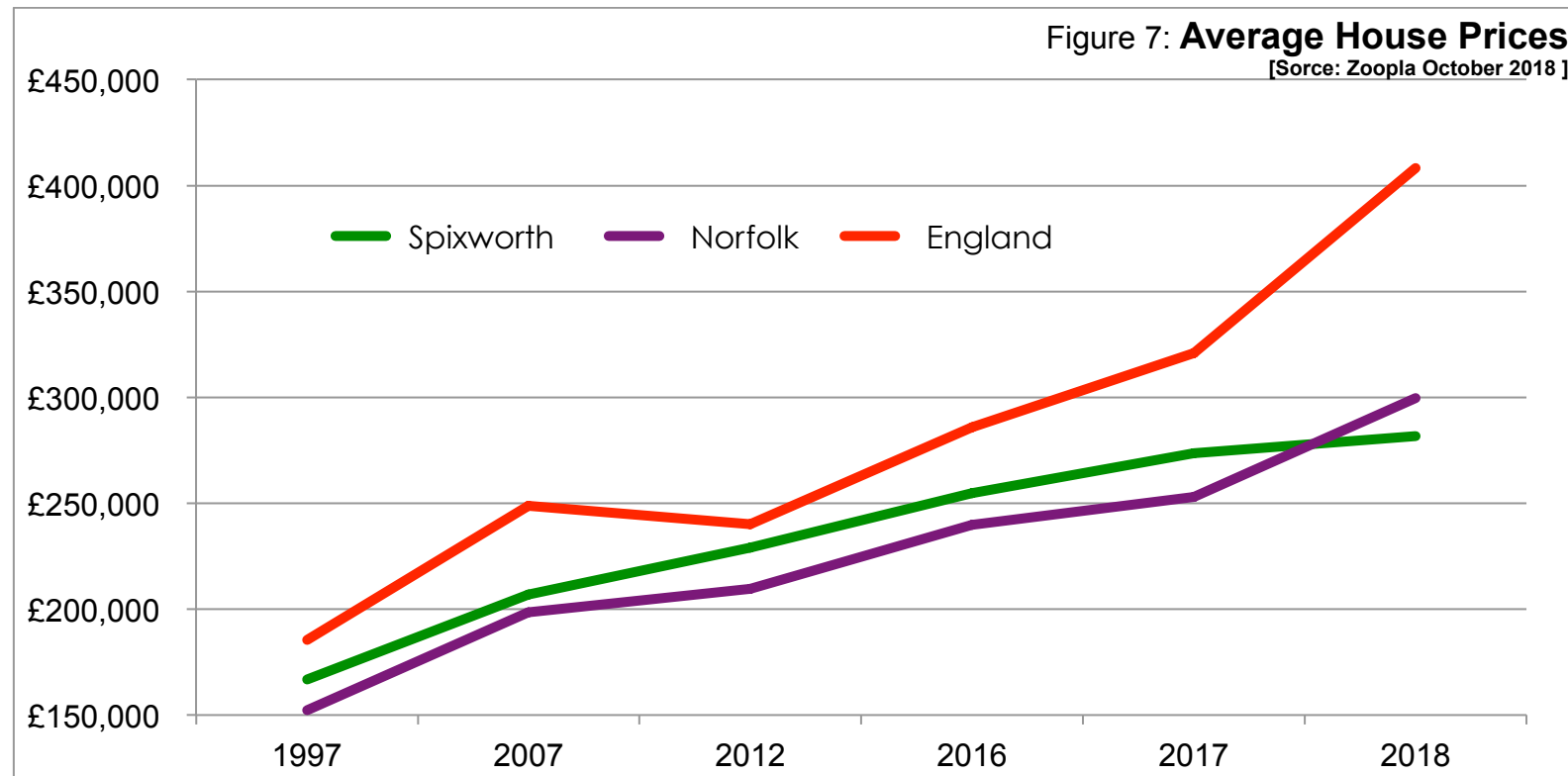




11.4 Despite having significantly more two-person households the housing mix in Spixworth, recorded in the 2011 Census, is dominated by detached homes, 52%, significantly higher than Norfolk and England at 39% and 22% respectively. See Figure 6.



11.5 The average house price across Spixworth has maintained a steady increase over the last decade, although in 2018 has fallen behind the average for Norfolk for the first time in recent years, see Figure 7.



11.6 Affordability of local houses is a significant issue. When comparing average house prices in Spixworth with average household income it results in a ratio⁴ of 1:7. The mix and type of housing built in the future is paramount to the sustainable future and community of Spixworth. At the consultation events, residents expressed concern at the

⁴ Data source: Annual Survey of Hours and Earnings Office for National Statistics

difficulty in finding appropriate homes for the older generation wishing to downsize whilst being able to stay within the local community, as well as, for the younger generation seeking to rent or purchase their first homes – therefore, the SNP seeks to secure more one and two bedroom homes to meet the local need and start to address the affordability issue.

- 11.7 Integration between new and existing communities is also important and can be helped through improved connectivity, as well as allowing for the establishment of 'a strong sense of place'.
- 11.8 In the context of a changing world where pressure of global climate change and its dramatic impacts are likely to affect us all, it is essential that communities take action in their locality and wherever possible seek local solutions and implement, what may sometimes be seen as small steps to encourage developments to be more energy efficient. Making use of modern and renewable technologies to maximise opportunities to use fewer natural resources – supporting energy efficiencies and water harvesting.
- 11.9 Spixworth already has a rich variety of architectural styles and distinctiveness that helps to create a village feel. New development should consider carefully its form and character. Early in the design process, the appearance and location of high quality design, sensitive to and in keeping with its surroundings, should be considered to ensure that new homes are well integrated and form part of a cohesive and visually appealing local environment.
- 11.10 Local context is a key factor that should be taken into account when designing any development scheme policies in the SNP seek to encourage the use of design principles and 'best practice' in the design process. Scale, density of development, height of development, massing, layout, use of materials and landscaping, as well as means of enclosure, all contribute to a sense of whether the proposal 'fits in' to its surroundings.
- 11.11 To drive good design, developers will be encouraged to follow the principles of '**Building for Life**'. This is an industry standard quality assessment for well-designed homes and neighbourhoods endorsed by Government.



11.12 Now in its third edition, **Building for Life** is about guiding better planning of new development through urban design that is safe and provides everything that should be expected for a new community.

11.13 Design criteria, under 12-points and a question and answer checklist is used to measure the quality of new development. All 12 design criteria should be readily achievable and would enable a developer to be accredited with the Building for Life quality mark.



11.14 The quality of any new development is scored using a simple 'traffic light' system:

Red – to be avoided. Should be seen as unacceptable and not to be accepted as of planning approval quality;

Amber – minimise the number of 'amber' achieved. Seen as partial success with room for improvement or mitigating circumstances; and

Green – secure as many of the 12 criteria as 'green' as possible. Seen as excellent and/or exemplary.

11.15 Using '**Building for Life**' principles, developers should be able to demonstrate how, through good design, any proposed development will follow key design principles to respect scale, form, material finishes and the vernacular character of existing buildings, recognising the historic importance and individuality of the town.

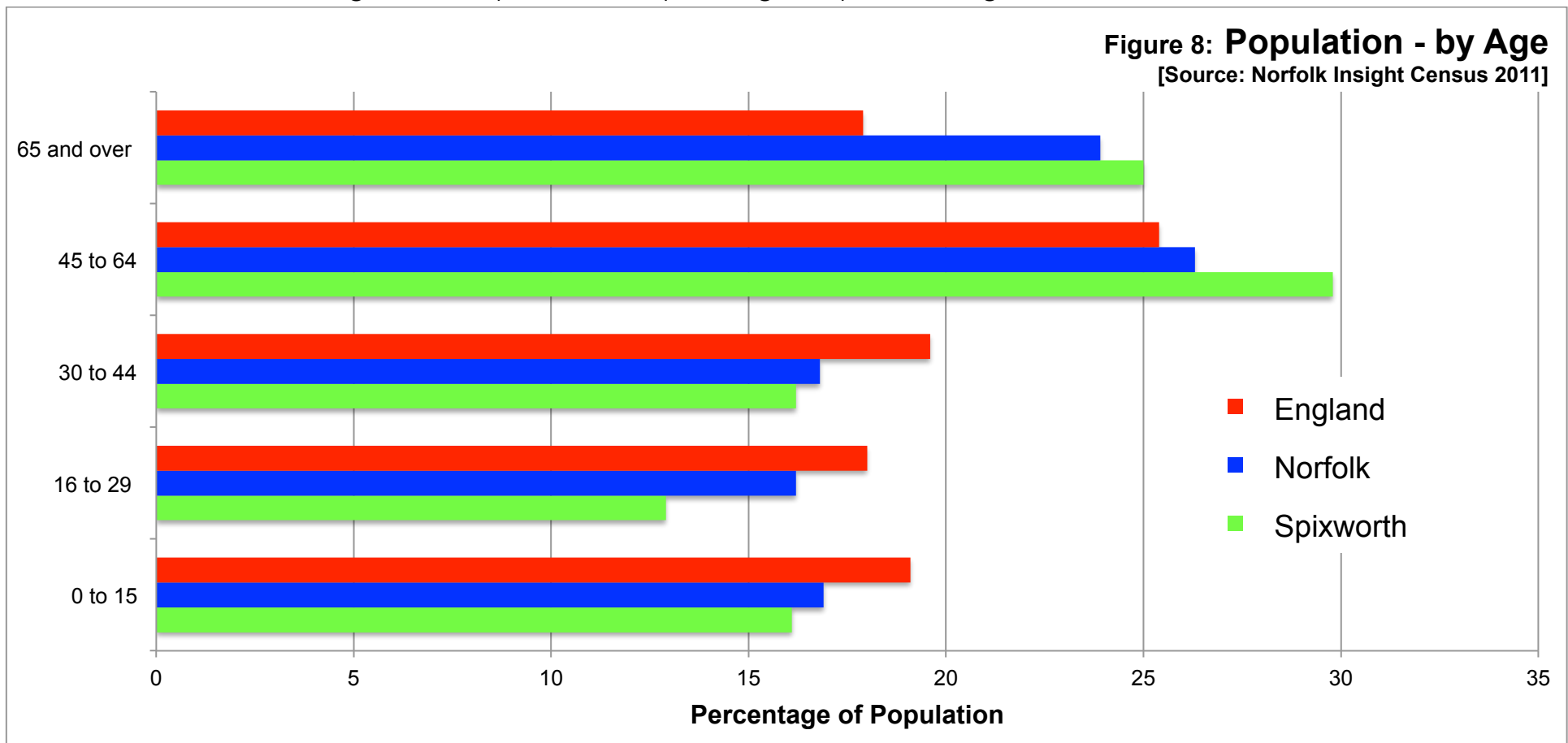
11.16 Historic England's guide – Streets for All – has practical design principles and advice that should, where possible, be applied to the public realm works in sensitive historic locations. There are many examples of good practice in such areas as highways, footpaths, street furniture, parking, traffic calming and environmental improvements.

11.17 The SNP seeks to ensure that local vernacular and design are at the heart of new development proposals.



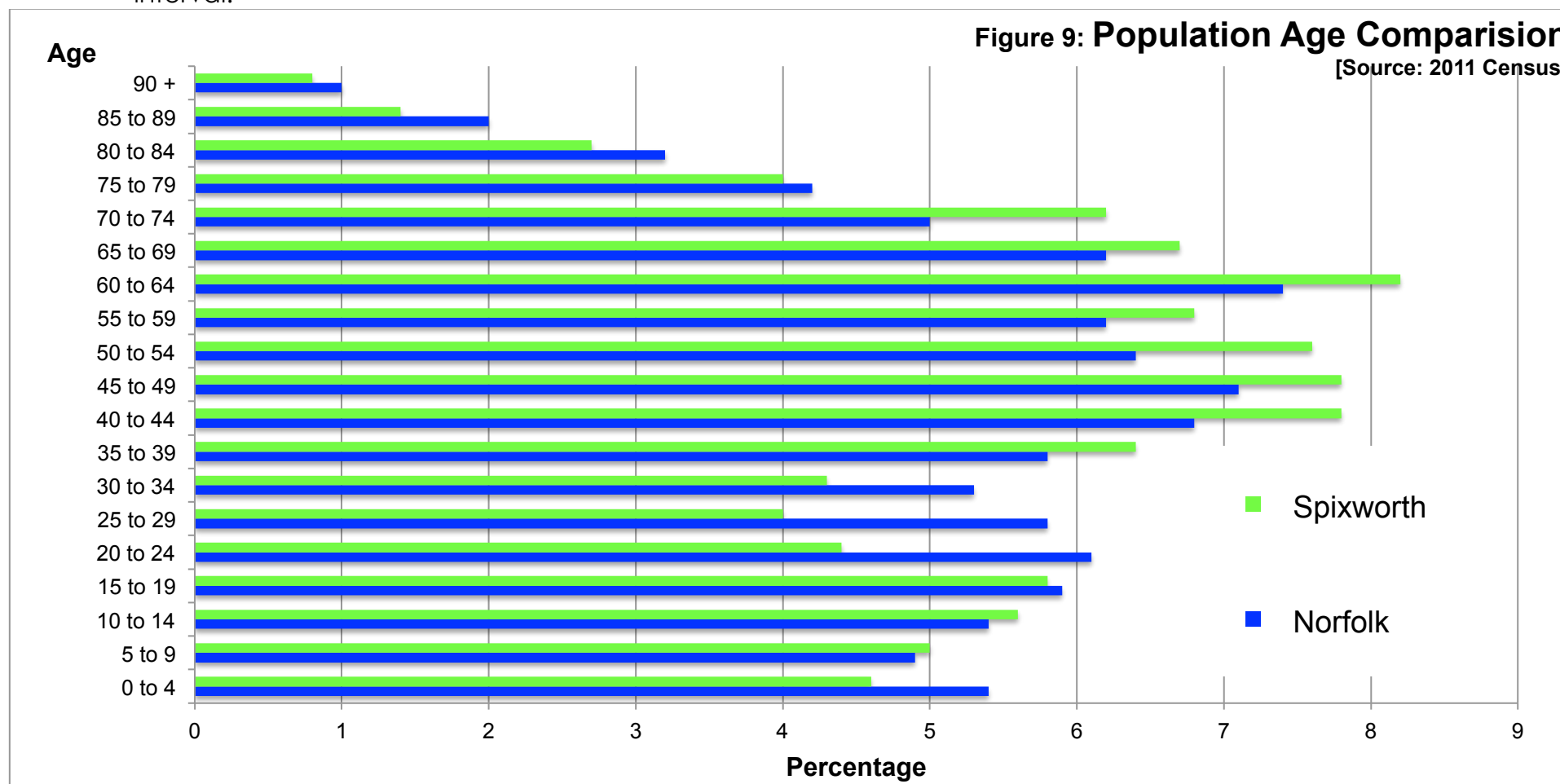
11.18 Nationally it is recognised that there is a rapidly ageing population. Locally the picture is more dramatic with the age structure of the population of Spixworth older than Norfolk as a whole, with 55% of the population aged 45 and over compared with 50% in Norfolk and only 43% for England. As illustrated in Figure 8 (Population – By Age).

11.19 The number of residents aged 65 years and over, at 25% of the population for Spixworth, is 1% greater than the whole of Norfolk and considerably, 7%, higher when compared to England. Since the 2001 Census the population of Spixworth has significantly aged – as only 15% of residents aged 65 years and over compared to 20% across Norfolk. This has significant implications for planning and plan-making.



11.20 In the age group 16 to 29 years old the population numbers for Spixworth are significantly lower, with only 13% of the resident population in this banding compared to 16% for Norfolk and 18% for England. See Figure8.

11.21 Breaking this group down further - between 20 to 29 years old - only 8% of Spixworth's population falls within this range compared to 12% for Norfolk's population. See Figure 9, which also illustrates from 35 to 74 years old range there is a higher proportion of the Spixworth population in these groups compared to Norfolk. Once above 74 years old the trend swings the other way with the proportion of the Norfolk's population higher than Spixworth at each interval.



11.22 Local authorities across Norfolk are working hard to try to reduce pressure on the social care and hospital budgets through a range of measures and key amongst them is a desire to help keep people at home for as long as possible before moving into residential care accommodation.

11.23 Baseline data collected for the Sustainability Appraisal Scoping Report, which sits alongside the SNP, identifies that by 2030 there is predicted to be an increase of over 84% in people across Norfolk suffering from dementia⁵.

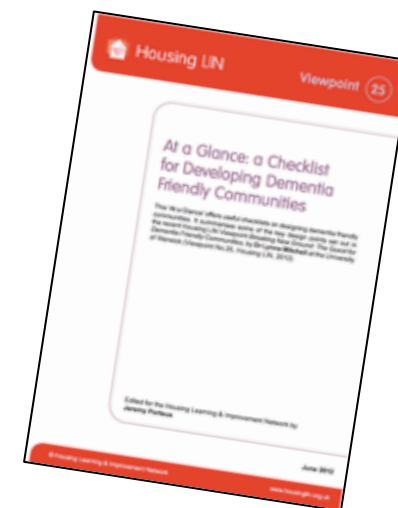


11.24 For any new development proposals there is an opportunity for those developments to lead the way by incorporating simple but effective principles into their designs to deliver dementia friendly communities.

11.25 **'At a Glance: A Checklist for Developing Dementia Friendly Communities'** is a document that offers useful checks and guidance on designing dementia friendly communities. It summarises some of the key design points set out in the Housing LIN Viewpoint *Breaking New Ground: The Quest for Dementia Friendly Communities*, by Dr Lynne Mitchell at the University of Warwick (Viewpoint No.25, Housing LIN, 2012).

11.26 Recognising how people and their lifestyles change over time, including the need for their homes to be able to adapt with them, it is felt that implementing this simple principle could have a significant impact on health and wellbeing of residents.

11.27 Using this guidance, and as the building industry better understands how to apply the relatively simple principles identified (a number of which are already elements of 'Building for Life'), the SNP encourages the use of these principles within the design of new developments in Spixworth.



⁵ Source: NCC Health and Wellbeing Profile July 2012: estimate based on 2011 figures – from POPPI dementia estimates (as at June 2012)

11.28 The SNP promotes the appearance and location of high quality design that is sensitive to its surroundings and is in keeping, this simple approach should be considered early in the design process to ensure that new homes are well integrated into development proposals and form part of a cohesive and visually appealing environment.

11.29 Integration between new and existing communities is important and can be helped through improved connectivity. In a recent report - **What do you think of your new home? Survey Report, Broadland District Council (September 2017)** – where residents' responses help to give a good view on what people like and dislike about their new home and how well they feel the development has been planned and integrated into the existing community, services and infrastructure.

11.30 The report highlighted residents' comments about community inclusion, with social isolation and lack of community cohesion was raised by 18% of new residents as being particularly noticeable in larger developments built outside existing community facilities.

11.31 Other key issues causing dissatisfaction were :

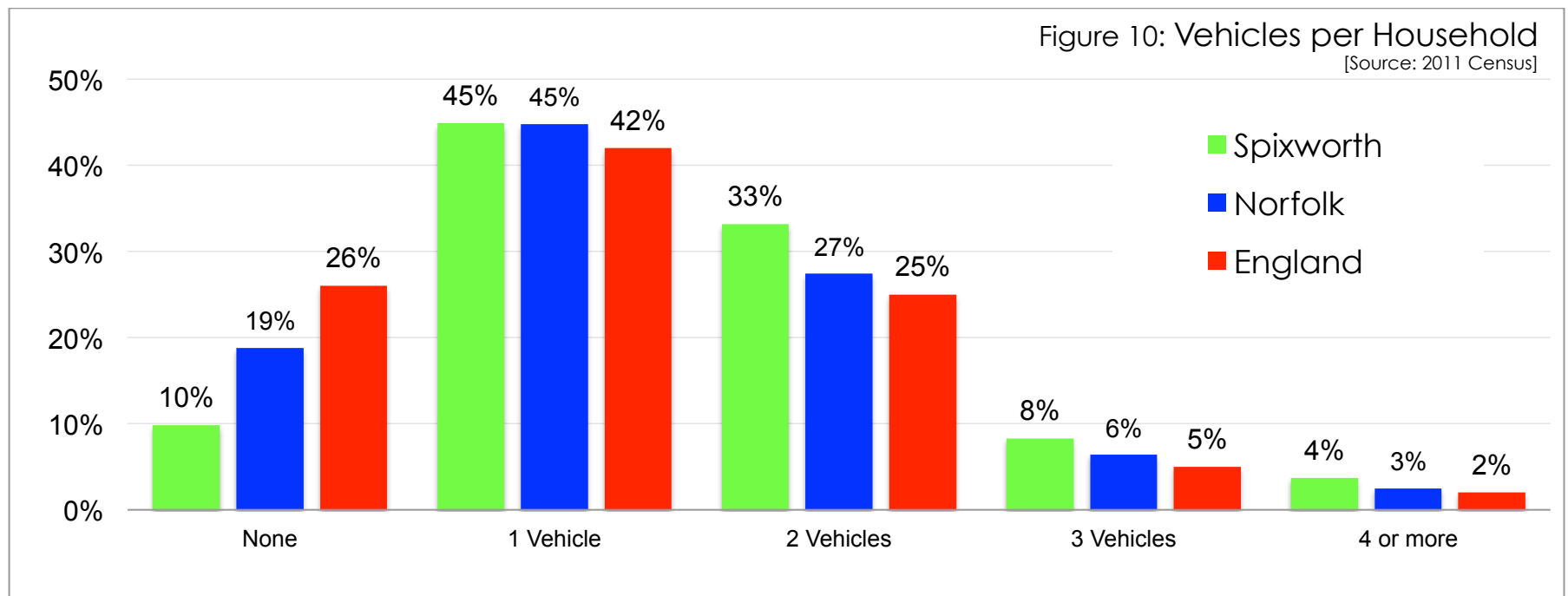
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- site layout, narrow roads and car parking for both residents and visitors
- older people and disabled people had difficulties moving around the developments – including the lack of pavements and/ or incomplete roadways and cars obstructing the pavements
- gardens too small
- space for waste and recycling bins.



11.32 Learning gained from this New Homes Survey should be used to inform and improve further development.

- 11.33 Indiscriminate parking has become an increasing annoyance, impeding the highway and causing obstruction for pedestrians (especially those with mobility or sight issues and those with pushchairs). Hampering the use of footpaths and raising road safety issues.
- 11.34 It is therefore necessary to incorporate parking into the overall design of the street scene, with the ability to accommodate a certain level of unallocated on-street parking in the form of parking bays (angled or parallel) or parking squares. However, due consideration must be given to access, location, proximity, sight lines and manoeuvring requirements so that indiscriminate parking is avoided.
- 11.35 Spixworth, reflecting its rural nature and limited public transport, has significantly more households with access to one or more vehicles, 90%, when compared to the national average of 74% and Norfolk at 81%. This trend continues with households in Spixworth having access to two or more vehicles, 45%, compared with Norfolk at 36% and nationally, 32%. See Figure 10.



11.36 As a reflection of the limited public transport over 79% of residents use a car or van to travel to work. This manifests in 12% of households in Spixworth have access to three or more vehicles illustrating the dependency residents have on motor vehicles is significantly higher when compared to Norfolk, at 9%, and the national average of 7%. See Figure 10 for more details.



11.37 In designing new homes sufficient regard should be given to ensure off-road parking is considered sympathetically and positioned appropriately to maximise its use.

11.38 On-street parking is likely to occur, roads should be designed to safely accommodate unallocated on-street parking of a level to deter indiscriminate parking and the obstruction of footpaths and roads. The level of provision should be determined on a site-by-site basis.



11.39 Capacity limitations relating to wastewater disposal has the potential to constrain further large-scale growth in Spixworth. Residents see wastewater management as a serious matter for concern after becoming aware of recent developments in Norfolk where homes were occupied without being connected to a fully operational sewerage system. This resulted in the developer using tanker lorries to take away sewage and wastewater from residential properties for treatment. This is seen as an unacceptable practice, unpleasant for new homeowners and existing residents, and increases HGV traffic movements in the area.

11.40 Anglian Water has a pre-planning service, which includes a capacity check to determine the impact of sewerage from a proposed development. To ensure wastewater is managed appropriately throughout Spixworth it is expected that new homes be connected to the sewerage system prior to being occupied.

11.41 **Community Feedback:** Consultation on the emerging SNP revealed the following key issues that this policy theme seeks to address:

- ✓ New developments to include a mix of housing types & sizes (especially affordable homes targeted at first-time buyers): **100% strongly agree or agree.**
- ✓ 'Crime prevention' measures to be built into the design of all new housing development: **100% strongly agree or agree.**
- ✓ Roads on all new developments should be wide enough & built to adoptable standards: **100% strongly agree or agree.**
- ✓ New streetlights should be low impact, energy efficient, turn off between midnight and 6am: **70% strongly agree or agree, 12% unsure and 18% strongly disagree or disagree.**
- ✓ Parking should be provided adjacent to, or in front of, all new homes (not behind): **93% strongly agree or agree and 7% strongly disagree or disagree.**



- ✓ If flats or apartments are built in Spixworth they should be to a maximum of three storeys: **100% strongly agree or agree.**
- ✓ Designs should incorporate principles associated with creating dementia friendly homes: **73% strongly agree or agree and 27% unsure.**
- ✓ All new homes should have an external access to rear gardens (not just through the house): **94% strongly agree or agree and 6% strongly disagree or disagree.**
- ✓ Where a garage is provided it should be within the curtilage of the home: **93% strongly agree or agree and 7% unsure.**
- ✓ Design layouts for homes should include storage provision for cycles, wheelie bins, etc...: **100% strongly agree or agree.**

11.42 The following plans, documents and strategies support Policies 7, 8, 9 and 10:

- ❖ National Planning Policy Framework (2018)
- ❖ Joint Core Strategy for Broadland, Norwich and South Norfolk (January 2014)
- ❖ Development Control Policies (August 2015)
- ❖ Site Allocations (May 2016)
- ❖ Norfolk County Council Strategic Flood Risk Assessment (SFRA) 2017
- ❖ Flood Investigation Report Flooding in Spixworth in June-July 2014 and June 2017 Report Reference: FIR014 [November 2017]
- ❖ What do you think of your new home? Survey Report, Broadland District Council (September 2017)
- ❖ Spixworth Neighbourhood Plan Sustainability Appraisal Scoping Final Report (February 2019)
- ❖ Spixworth Neighbourhood Plan Sustainability Appraisal Report (March 2019)



11.43 **Intent for Policy 7:** This policy seeks through good design principles to facilitate high quality and well-designed developments.

<p>POLICY 7 Places to live</p>	<p>All new development will be expected to deliver high quality design, encouraged to use the Building for Life principles, Streets for All principles, and meet the following criteria to preserve and enhance the village feel by:-</p> <ol style="list-style-type: none"> 1. designing development layouts to reflect existing residential densities in the locality of the scheme and include, where possible, the principles of dementia friendly communities (as detailed in “At a Glance: A Checklist for Developing Dementia Friendly Communities, or subsequent updates and industry standards; 2. providing a mix of housing types and tenures to meet local needs, as well as the wider District needs, to include one and two bedroom homes suitable for first time buyers, starter homes and good quality accommodation for elderly people; 3. in terms of the massing, height, layout, orientation, scale, spacing and proximity of any proposed development does not result in an unacceptable loss of light or overshadowing, or other adverse amenity impacts on existing residents; 4. blocks of flats and apartments to be to a maximum height of three storeys; 5. all new development which requires a connection to the public sewerage network will be required to demonstrate that there is sufficient capacity in the sewerage network to accommodate the development and may be subject to conditions to ensure that dwellings are not occupied until the capacity is available; 6. encouraging the provision of self-build plots; and 7. any new external lighting proposals, where possible, should incorporate modern technologies, motion sensors, softer down lighting and timers to restrict operating hours.
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11.44 Policy 7 contributes to Joint Core Strategy Spatial Vision and the Spatial Planning Objectives 1, 2, 4, 6, 11 and 12. Contributing to support SNP Objectives 4 and 5.

11.45 **Intent for Policy 8:** This policy seeks to ensure that new homes are designed to a high standard, promoting satisfaction and wellbeing to its residents.

POLICY 8 Home Design	<p>New homes (including conversions, extensions and infill) should be designed to a high standard and be mindful to how residents will live in their home by:</p> <ol style="list-style-type: none">1. encouraging the use of and/or generating renewable energy in association with methods to reduce energy demands (such as 'fabric first') and increase conservation;2. providing private external amenity space appropriate to the size and type of dwelling;3. enabling direct access to rear gardens via external means (garden gate instead of only through a home);4. ensuring where garages are provided they should be located within the curtilage of the associated home and encouraged to include an electric vehicle charging point; and5. providing accessible screened storage space for refuse and recycling within each property's curtilage.
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11.46 Policy 8 contributes to Joint Core Strategy Spatial Vision and the Spatial Planning Objectives 1, 4, 10, 11 and 12. Contributing to support SNP Objectives 4 and 5.

11.47 **Intent for Policy 9:** This policy seeks to ensure that new development is respectful and maintains the village feel through appropriate landscaping and preservation of existing hedgerows and trees.

<p>POLICY 9 Housing and Its Setting</p>	<p>All new development (including conversions, extensions and infill) should preserve and, where possible, enhance the village of Spixworth by:</p> <ol style="list-style-type: none"> 1. incorporating adequate landscaping to mitigate the visual impact of the development and seek to retain mature trees and existing hedgerows. Development that damages or results in the loss of ancient trees, or trees of good arboricultural and/or amenity value will not be supported unless justified by a professional tree survey and arboricultural statement; 2. where removal of a tree(s) of recognised importance can be justified, a replacement(s) of similar amenity value should be planted within the Parish; 3. ensuring boundary treatments reflect the distinct local character in relation to materials, layout, height and design. In areas where there is no boundary treatment and gardens are unenclosed, new development should seek to replicate this openness; and 4. integrating new development with existing homes and the village facilities while enhancing the safety and security of residents of Spixworth and incorporate crime prevention principles (identified in the Secure by Design Homes 2016 or subsequent updated editions).
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11.48 Policy 9 contributes to Joint Core Strategy Spatial Vision and the Spatial Planning Objectives 1, 4, 8, 9, 10, 11 and 12. Contributing to support SNP Objectives 2, 4 and 5.

- 11.49 Intent for Policy 10: This policy seeks to ensure roads (even roads that will remain private or unadopted) are constructed to recognised standard and adequate off-road parking is available with new homes to reduce pavement parking and indiscriminate parking.

POLICY 10
Roads and Parking

All new development will be expected to deliver high quality design and enhance the village of Spixworth by:

- 1. designing roads and parking areas within any site to minimise conflict between vehicles and pedestrians which would be harmful to pedestrian safety, and particularly safeguard children in areas where they walk or play;*
- 2. enabling safe access to public transport with appropriately located bus stops and designing in measures to remove the opportunity for parking which would be harmful to highway or pedestrian safety or visually intrusive;*
- 3. all new roads, even those not adopted, must be built to Norfolk County Council Highways Authority adoptable standard;*
- 4. where feasible and practical, car parking should be provided for each new dwelling based on the standards in the table below:*

Number of Bedrooms	Minimum number of car parking spaces to be provided
1	2
2	2
3	3
4 and more	4

- 5. accessible communal car parking areas of an equivalent provision will be considered as an acceptable alternative in appropriate locations - adjacent to or in front of new homes that is consistent with good standards of urban design and encourages use.*

- 11.50 Policy 10 contributes to Joint Core Strategy Spatial Vision and the Spatial Planning Objectives 1, 2, 7, 10, 11 and 12. Contributing to support SNP Objectives 1, 3, 4 and 5.

12 Local Economy Evidence and Justification



- 12.1 The NPPF states that neighbourhood plans should promote the retention and development of local services and community facilities in villages, such as local shops, meeting places and public houses. A thriving local economy is a key element in achieving a sustainable and balanced community. Spixworth has a number of employment opportunities; including educational, medical, services, retail, motel and agricultural.



- 12.2 The parade of shops is a focal point for the community both as a social meeting point but also as retail centre, with a variety of shops – chemist, convenience store and post office, Chinese takeaway and fish & chip shop, estate agents, two hairdressers and a small Co-op supermarket.



- 12.3 There is also a doctor's surgery, albeit a satellite of the larger practice one at Coltishall, a dental practice, two schools, a car sales garage and a number of light industrial units.

- 12.4 Holiday accommodation is available at Spixworth Cottages. There is a Motel that is predominately used as temporary housing accommodation by Broadland District Council.



- 12.5 Whilst Spixworth is predominately a 'dormitory' village, residents raised their support, through the consultation events, for encouraging further local opportunities for small businesses that are appropriate and sustainable for Spixworth.



12.6 **Community Feedback:** Consultation on the emerging SNP revealed the following key issues that this policy theme seeks to address:

- ✓ More small-scale employment appropriate to the village: **100% strongly agree or agree.**
- ✓ More shops that offer a wider choice and reflect local residents' needs.: **50% strongly agree or agree, 25% unsure and 25% strongly disagree or disagree.**
- ✓ Extend the Co-op supermarket opening hours: **22% strongly agree or agree, 11% unsure and 67% strongly disagree or disagree.**



12.7 **The following plans, documents and strategies support Policies 11 and 12:**

- ❖ National Planning Policy Framework (2018)
- ❖ Joint Core Strategy for Broadland, Norwich and South Norfolk (January 2014)
- ❖ Development Control Policies (August 2015)
- ❖ Spixworth Neighbourhood Plan Sustainability Appraisal Scoping Final Report (February 2019)
- ❖ Spixworth Neighbourhood Plan Sustainability Appraisal Report (March 2019)

- 12.8 **Intent for Policy 11: This policy seeks to see the continuation of a thriving local community, supporting local business and employment.**

POLICY 11 Employment Opportunities	<p>Development proposals that create new employment will be supported subject to the following criteria:</p> <ul style="list-style-type: none">• Their size and design respect the immediate surroundings in which they are to be located.• They do not have a significant impact on the local environment and the amenities of adjacent residential properties or other land uses.
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- 12.9 Policy 11 contributes to Joint Core Strategy Spatial Vision and the Spatial Planning Objectives 3, 6 and 12. Contributing to support SNP Objectives 4, 5 and 6.

- 12.10 **Intent for Policy 12: This policy seeks to see the retention of retail or services in Spixworth.**

POLICY 12 Commercial Premises	<p>Proposals that seek to retain commercial premises in the main retail area of Spixworth on Crostwick Lane will be supported.</p>
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- 12.11 Policy 12 contributes to Joint Core Strategy Spatial Vision and the Spatial Planning Objectives 3, 4, 6 and 12. Contributing to support SNP Objectives 1 and 6.

13 Delivery, Implementation and Monitoring

- 13.1 The SNP covers the period 2019 to 2039. It provides direction for change, through its Vision and Objectives. The success of the SNP will depend on the coordinated activities of a number of statutory bodies and agencies.
- 13.2 Stakeholders and partners will deliver the SNP over a twenty-year period. Development will take place during this time, both in Spixworth and in the adjoining area, which will have an impact on the community as well as on the physical fabric of the village. Each new development will influence what happens next and as such it is important that these developments are monitored and reviewed against the SNP's objectives and against the policies designed to implement them.
- 13.3 The SNP is, however, a response to the needs and aspirations of the local community as understood today and recognises that current challenges and concerns are likely to change over the plan period. Spixworth Parish Council, as the Qualifying Body, will be responsible for maintaining and periodically revisiting the SNP to ensure relevance and to monitor delivery.
- 13.4 The Parish Council recognises that there will be a need for flexibility as new challenges and opportunities arise over the plan period and in this respect the SNP will be reviewed every five years and, where appropriate, revised.
- 13.5 Housing and other development will be expected to contribute towards improving local services and infrastructure planning obligations (via a s106 agreement / s278 agreement) or through the use of planning conditions. It is essential that necessary infrastructure be provided in a timely manner related to the needs of new development and the growth of the area.
- 13.6 Broadland District Council will determine planning applications in the SNP Neighbourhood Area and is responsible for monitoring delivery of the development framework.
- 13.7 The Parish Council will also monitor the delivery of policies in the SNP, maintaining a record of how each policy has performed by influencing planning permissions and supporting the Vision and Objectives. This will provide a key input to each future review of the SNP.



- 13.8 The Parish Council will also focus on ensuring that the objectives and benefits for the community are achieved through considered and effective use of planning obligations and S106 payments.
- 13.9 In terms of the key action areas the Parish Council's approach to delivery and implementation is to:
- 13.10 **Infrastructure & Transport:**
Seek solutions and the timely provision of improvements to Spixworth's infrastructure. Practical steps to improve road safety and reduce the negative impacts of traffic. Challenge those seeking to increase traffic levels or flood risk, through new development, to understand the wider impacts on the local community. Strive for the delivery of sustainable transport modes.
- 13.11 **Environmental & Landscape:**
Act to ensure the beauty, natural open spaces, wildlife, built and natural form in and around Spixworth are protected whilst seeking to enhance biodiversity and the surrounding countryside.
- 13.12 **Community Facilities:**
Work with key stakeholders to guide delivery, service improvements and new facilities to meet the future needs and desires of local residents.
- 13.13 **Design & Housing:**
Proactively work with Developers and Broadland District Council to influence incremental growth that is aligned to the local community's needs. Seeking high standards of development to provide better homes for people to live in.
- 13.14 **Local Economy:**
Encourage new and existing businesses to improve local employment opportunities and seek to strengthen the local economy and village shops.
- 13.15 Funding to support the delivery of the SNP will be sought from Broadland District Council, through a combination of money from s106 / s278 agreements and through planning obligations, and from other sources as maybe available (such as, grant funding, New Homes Bonus, precept funding, and loans [Public Works Loan Board]).



14 Glossary

Term	Description
Affordable Housing	Housing provided for sale, rent or shared equity at prices permanently below the current market rate. Usually provided to meet a specific housing need, which cannot be met by the housing available on the open market.
Allocation	An area of land identified for development in a development plan. The allocation will specify the type of development that will be permitted on the land.
Amenity	Those qualities of life enjoyed by people, which can be influenced by the surrounding environment in which they live or work. "Residential amenity" includes, for example, a reasonable degree of privacy, freedom from noise nuisance, air pollution etc. normally expected at home.
Area Action Plan (AAP)	Used to provide the planning framework for areas where significant change or conservation is needed. Key feature of AAP's will be the focus on implementation.
Basic Conditions	<p>The 5 criteria that all neighbourhood plans must conform to. These are:-</p> <ul style="list-style-type: none"> • having regard to national policies and advice contained in guidance issued by the Secretary of State, it is appropriate to make the neighbourhood development plan; • the making of the neighbourhood development plan contributes to the achievement of sustainable development; • the making of the neighbourhood development plan is in general conformity with the strategic policies contained in the development plan for the area of the authority (or any part of that area); • the making of the neighbourhood development plan does not breach, and is otherwise compatible with, EU obligations; and • prescribed conditions are met in relation to the neighbourhood development plan and prescribed matters have been complied with in connection with the proposal for the neighbourhood development plan.
Biodiversity	The variety of life on earth or any given part of it.
Broadband	<p>A high-capacity transmission technique using a wide range of frequencies, which enables a large number of messages to be communicated simultaneously Levels defined through speed achieved, these are:-</p> <ul style="list-style-type: none"> • Basic Broadband - speed of 2Mbps to 24Mbps • Superfast Broadband - speed of over 24Mbps • Next Generation Access (NGA) broadband infrastructure: is a 'wired' technology consisting wholly or partially of fibre optic elements
'Brownfield Land' or Previously Developed Land	Land which is (or was) occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously-developed but where the remains

Term	Description
	of the permanent structure or fixed surface structure have blended into the landscape in the process of time.
Built Environment	Surroundings, which are generally built up in character. The collection of buildings, spaces and links between them, which form such an area.
Central Norfolk Strategic Housing Market Assessment (SHMA)	Provides details, evidence and identifies the development needs across the area and Local Authority boundaries for Norfolk.
Character	A term relating to Conservation Areas or Listed Buildings, but also to the appearance of any rural or urban location in terms of its landscape or the layout of streets and open spaces, often giving places their own distinct identity.
Climate Change	Long-term changes in temperature, precipitation, wind and all other aspects of the Earth's climate. Often as a result of human activity and fossil fuel consumption.
Community	(As used in this context) All of those living and working in the Parish of Spixworth. This includes the general public, Town Council, businesses, community groups, voluntary organisations, developers, statutory agencies, etc....
Community Facilities	Services available to provide for health and wellbeing, social, educational, spiritual, recreational, leisure and cultural needs of the community. This includes village halls, post offices, doctors and dentists' surgeries, recycling facilities, libraries and places of worship.
Community Infrastructure Levy (CIL)	A tariff-based charge paid by developers and collected by local authorities to pay for infrastructure, (eg. roads, education, etc...). The amount charged is set locally, so varies according to local land values, and works in conjunction with fewer section 106 obligations being paid by the developer. Broadland District Council has been operating a CIL charging schedule since 2014.
Conservation Area	An area of special architectural or historic interest, designated under the Planning (Listed Buildings & Conservation Areas) Act 1990, whose character and appearance it is desirable to preserve and enhance. There are special rules on some development in conservation areas.
County Wildlife Site (CWS)	A site of important nature conservation value within a County context but which is not protected under the Wildlife and Countryside Act.
Curtilage	The area of land, usually enclosed, immediately surrounding a home.
Development	Defined in planning law as "the carrying out of building, engineering, mining or other operations in, on, over, or under land, or the making of a material change of use of any building or land" (see also Permitted Development) and includes both residential and commercial development.
Development Management	The process whereby a Local Planning Authority manages, shapes, and considers the merits of a planning application and whether it should be given permission with regard to the Development Plan.
Development Plan (DP)	This includes adopted Local Plans, and Neighbourhood Plans, and is defined in section 38 of the Planning and Compulsory Purchase Act 2004.
Development Plan	Development Plan Documents: These are planning documents forming part of the local development

Term	Description
Documents (DPD)	framework and which have the status of being part of the development plan. In order to acquire this status, they will be subject to independent scrutiny through a public examination. Certain documents within the local development framework must be DPDs, for example Core Strategy, Site Specific Allocations of land and Area Action Plans where produced. There must also be an adopted Proposals Map, which will be varied as successive DPDs are adopted.
Dwelling	A self-contained building or part of a building used as a residential accommodation. A dwelling may be a house, bungalow, flat, maisonette or converted farm building.
Examination	An independent examiner will be appointed to test the Spixworth Neighbourhood Plan against the Basic Conditions, as set out in the Neighbourhood Planning (General) Regulations 2012. If the examiner agrees that the Plan meets the Basic Conditions it may then proceed to a referendum.
Exception sites (rural)	Small sites used for affordable housing in perpetuity where sites would not normally be used for housing. Rural exception sites seek to address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection. Small numbers of market homes may be allowed at the local authority's discretion, for example where essential to enable the delivery of affordable units without grant funding.
Excluded Development	<p>As defined in the Localism Act 2011 - The following development is excluded development for the purposes of section 61J :-</p> <ul style="list-style-type: none"> a) development that consists of a county matter within paragraph 1(1)(a) to (h) of Schedule 1, b) development that consists of the carrying out of any operation, or class of operation, prescribed under paragraph 1(j) of that Schedule (waste development) but that does not consist of development of a prescribed description, c) development that falls within Annex 1 to Council Directive 85/337/EEC on the assessment of the effects of certain public and private projects on the environment (as amended from time to time), d) development that consists (whether wholly or partly) of a nationally significant infrastructure project (within the meaning of the Planning Act 2008), e) prescribed development or development of a prescribed description, and f) development in a prescribed area or an area of a prescribed description.
Flood Risk	<p>Zone 2 (Medium Probability): Land having between a 1 in 100 and 1 in 1,000 annual probability of river flooding; or Land having between a 1 in 200 and 1 in 1,000 annual probability of sea flooding.</p> <p>Zone 3a (High Probability): Land having a 1 in 100 or greater annual probability of river flooding; or Land having a 1 in 200 or greater annual probability of sea flooding.</p>

Term	Description
	Zone 3b (The Functional Floodplain): This zone comprises land where water has to flow or be stored in times of flood.
Green Corridors	Avenues for wildlife movement, often along streams, rivers, hedgerows or other natural features, which connect green spaces together.
Green Infrastructure (including Green Space)	Comprises green spaces and interconnecting green corridors in urban areas, the countryside in and around towns and rural settlements, and in the wide countryside. It includes natural green spaces colonised by plants and animals and dominated by natural processes and man-made green spaces such as areas used for outdoor sport and recreation including public and private open spaces, allotments, urban parks and designed historic landscapes as well as their many interconnections (footpaths, cycleways and waterways).
Greenfield Land	Land, which has not previously been built on, including land in use for agriculture or forestry and land in built up areas used for outdoor sport and recreation (including public and private open space and allotments). Does not include residential garden land.
General Conformity	All planning policy documents must align with the expectations of the National Planning Policy Framework. This is known as general conformity.
Heritage Asset	A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. It includes designated heritage assets and assets identified by the local planning authority (including local listing).
Historic Environment	All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.
Housing Needs Survey	Used to identify the local housing needs, current and predicted, for the Parish.
Infrastructure	The network of services to which it is usual for most buildings or activities to be connected. It includes physical services serving the particular development (e.g. gas, electricity and water supply, telephones, sewerage, etc...) and also includes networks of roads, public transport routes, footpaths etc.
Joint Core Strategy (JCS)	This strategy sets out the key elements of the planning framework for Broadland, Norwich and South Norfolk Councils. It comprises a long-term spatial vision and strategic objectives for the area, a spatial strategy, core policies and a monitoring and implementation framework. A Development Plan document, and one with which all other Development Plan documents must conform.
Listed Building	A building of special architectural or historic interest. Listed buildings are graded I, II or II* with grade I being the highest. Listing includes the interior as well as the exterior of the building, and any buildings or permanent structures. English Heritage is responsible for designating buildings for listing in England. Alteration, demolition or extension of such a Listed Building requires special consent.
Local Development Framework (LDF)	The old-style portfolio or folder of Development Plan Documents and Area Action Plans which collectively set out the Spatial Planning Strategy for a Local Planning Authority area. Local Plans have now replaced the Local Development Framework.

Term	Description
Local Plan	The plan for the future development of the local area, drawn up by the Local Planning Authority in consultation with the community. In law this is described as the Development Plan documents adopted under the Planning and Compulsory Purchase Act 2004. Current Core Strategies or other Planning Policies, which under the regulations would be considered to be Development Plan documents, form part of the Local Plan. The term includes old policies, which have been saved under the 2004 Act.
(The) Localism Act 2011	An Act of Parliament that became law in April 2012. The Act introduces a new right for local people to draw up 'Neighbourhood Development Plans' for their local area.
Material Consideration	A matter that should be taken into account in deciding a planning application or on an appeal against a planning decision.
Mixed Use (or Mixed Use Development)	Provision of a mix of complementary uses, such as residential, community and leisure uses, on a site or within a particular area.
National Planning Policy Framework (NPPF)	First published in March 2012 and revised in July 2018, the document consolidated Government guidance on how the land-use planning system should work in England. It must be taken into account in the preparation of local and neighbourhood plans and is a material consideration in planning decision.
National Planning Practice Guidance (PPG)	The national PPG is online guidance that should be read in conjunction with the NPPF.
Nationally Significant Infrastructure Project (NSIP)	The administrative and legal process set-up by Central Government for determining planning applications to major infrastructure schemes, like roads, ports, and power stations.
Neighbourhood Plan	Introduced by the Localism Act 2011, also referred to as a Neighbourhood Development Plan. The purpose of the Neighbourhood Plan is to give local people greater ownership of the plans and policies that affect their area. It is a legal planning document against which planning applications in the Parish will be determined.
Open Space	All space of public value, including public landscaped areas, playing fields, parks and play areas. Not just land, but also areas of water such as rivers, canals, lakes and reservoirs, which can offer opportunities for sport and recreation or can also act as a visual amenity and a haven for wildlife.
Permitted Development	Certain categories of minor development as specified in the General Permitted Development Order, which can be carried out without having to first obtain specific planning permission. This may include specified building guidelines or change of use.
Planning Condition	A condition imposed on a grant of planning permission (in accordance with the Town and Country Planning Act 1990) or a condition included in a Local Development Order or Neighbourhood Development Order.
Planning Obligation	A legally enforceable obligation entered into under section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal.
Protected Species	Plants and animal species afforded protection under certain Acts of Law and Regulations.
Ramsar Site	Area identified under the internationally agreed Convention on Wetlands of International Importance (signed at

Term	Description
	Ramsar in Iran), focusing on the ecological importance of wetlands generally.
Referendum	(As used in this context) A local referendum, organised by Broadland District Council, where residents of the Parish of Spixworth (who are on the electoral register) will be asked to vote on the Neighbourhood Plan.
Renewable Energy	In its widest definition, energy generated from sources, which are infinite or can be replenished. Includes solar power, wind energy, power generated from waste, biomass etc.
Section 106 Agreement (S106)	A legal agreement under section 106 (or S106) of the 1990 Town & Country Planning Act. Section 106 agreements are legal agreements between a planning authority and a developer, or undertakings offered unilaterally by a developer, that ensure that certain extra works related to a development are undertaken.
Section 278 Agreement (S278)	Section 278 (or S278) is a section of the Highways Act 1980 that allows developers to enter into a legal agreement with the Highways Authority to make alterations or improvements to a public highway, as part of a planning application.
Sequential Approach / Sequential Test	A planning principle that seeks to identify, allocate or develop certain types or locations of land before the consideration of others. For example, ensuring land with no flood risk is developed before land with flood risk.
Settlement Boundary	A line that is drawn on a plan around a settlement, which reflects its built form, it is a policy tool reflecting the area where a set of plan policies are to be applied. In general, there is a presumption in favour of development within the settlement boundary. Any land and buildings outside of the boundary line are usually considered to be open countryside where development would be regulated through other policies of the Development Plan.
Site Allocations DPD	Identifies or allocates areas of land for specific types of development (eg. housing, employment, community facilities, etc.) Linked to the requirements of the Joint Core Strategy. It also includes the definition of development boundaries or settlement boundaries.
Site of Special Scientific Interest (SSSI)	Sites of Special Scientific Interest (SSSIs) are protected by law to conserve their wildlife or geology. Identified by Natural England as requiring protection from damaging development on account of its flora, fauna, geological and/or physiological features.
Special Area of Conservation (SAC).	Special Areas of Conservation are defined in the European Union's Habitats Directive (92/43/EEC), also known as the Directive on the Conservation of Natural Habitats and Wild Fauna and Flora. They are defined to protect the 220 habitats and approximately 1,000 species listed in Annex I and II of the Directive, which are considered to be of European interest following criteria given in the Directive.
Special Protection Area (SPA)	Special Protection Areas are strictly protected sites in accordance with Article 4 of the EC Birds Directive, which came into force in April 1979. They are classified for rare and vulnerable birds (listed on Appendix I of the Directive), and for regularly occurring migratory species.
Stakeholder	(As used in this context) Any individual or organisation that has an interest in development matters relating to part or all of the Parish of Spixworth.
Statutory Body	A government-appointed body set up to give advice and be consulted for comment upon development plans and planning applications affecting matters of public interest. Examples of statutory bodies include: Environment

Term	Description
	Agency, Health & Safety Executive, Historic England, Natural England and Sport England.
Strategic Environmental Assessment (SEA)	A procedure (set out in the Environmental Assessment of Plans and Programmes Regulations 2004) which requires the formal environmental assessment of certain plans and programmes which are likely to have significant effects on the environment.
Supplementary Planning Document (SPD)	A document, which is intended to expand on policies, set out in a Development Plan Document or provides additional detail. For example: Parking Standards, Affordable Housing, Design Guides, Area development brief etc. SPDs are not statutory requirements and do not form part of the Development Plan.
Sustainable Development	Meeting people's needs now, socially, environmentally and economically, without jeopardising the needs of future generations. There are three dimensions to sustainable development as seen in paragraph 7 of the NPPF: economic- contributing to a strong, competitive economy; social-supporting strong, vibrant and healthy communities and environmental-contributing to protecting and enhancing the natural, built and historic environment.
Sustainability Appraisal (SA)	Sustainability Appraisal: Appraises policies to ensure they reflect sustainable development objectives (social, environmental and economic factors). Required by the Act to be undertaken for all local development documents. They ensure compliance with EU and UK legislation requiring Strategic Environmental Assessment.
Sustainable Drainage Systems (SuDS)	Efficient drainage systems which seek to minimise wastage of water, including the use of appropriate ground cover to enable maximum penetration of clean water run-off into the ground and, where appropriate, recycling grey water within the development. Designed to minimise the impact of development on the natural water environment.
Traffic Impact Assessment (TIA)	An assessment of the effects upon the surrounding area by traffic as a result of a development, such as increased traffic flows that may require highway improvements.
Travel Plan	A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through action and is articulated in a document that is regularly reviewed.
Tree Preservation Order (TPO)	A mechanism for securing the preservation of single or groups of trees of acknowledged amenity value. A tree subject to an order may not normally be topped, lopped or felled without the consent of the Local Planning Authority.
Windfall Sites	Sites that have not been specifically identified as available in the Local Plan process. They normally comprise previously developed sites that have unexpectedly become available

15 Document List

1. A Green Future: Our 25 Year Plan to Improve the Environment, DEFFRA, (January 2018)
2. At a Glance: a Checklist for Developing Dementia Friendly Communities (Viewpoint No.25, Housing LIN, 2012)
3. Building for Life 12, as a sign of a good place to live: 2015
4. Central Norfolk Strategic Housing Market Assessment: 2012 (Update 2017)
5. Development Control Policies DPD (August 2015)
6. Flood Investigation Report Flooding in Spixworth in June-July 2014 & June 2017 Report Reference: FIR014 (November 2017)
7. Joint Core Strategy for Broadland, Norwich and South Norfolk (Adopted March 2011, amendments adopted January 2014)
8. Landscape Character Assessment SPD (September 2013)
9. National Planning Policy Framework (NPPF)
10. Norfolk County Council Strategic Flood Risk Assessment (SFRA) 2017
11. Norfolk Local Flood Risk Management Strategy (March 2015)
12. Place shaping: a guide to undertaking development in Broadland SPD (November 2012)
13. Self-Build / Custom-Build Housing in Broadland (December 2013)
14. Site Allocations DPD (May 2016)
15. Spixworth Neighbourhood Plan Emerging Policy Statement Discussion Document (April 2018)
16. Spixworth Neighbourhood Plan Sustainability Appraisal Scoping Final Report (February 2019)
17. Spixworth Neighbourhood Plan Sustainability Appraisal Report (April 2019)
18. What do you think of your new home? Broadland Survey Report (September 2017)

Appendix 1:

Pre-Submission Consultation Response Form Spixworth Neighbourhood Plan



Please return your completed form by **5pm Friday 5th July 2019**
To: Spixworth Parish Council, Council Office, Village Hall, Crostwick Lane,
Spixworth, Norwich. NR10 3NQ
or email neighbourhoodplan@spixworth-pc.org.uk

Name:

Address:

Email Address:

Infrastructure & Transport Policies

Policy	Agree with the policy?	Please state clearly and fully any comments or concerns below, if necessary, please attach additional pages. Please state what change(s) would help to resolve your concerns.
1	Yes/ No	
2	Yes/ No	
3	Yes/ No	

Environmental & Landscape Policies

Policy	Agree with the policy?	Please state clearly and fully any comments or concerns below, if necessary, please attach additional pages. Please state what change(s) would help to resolve your concerns.
4	Yes/ No	
5	Yes/ No	

Community Facilities Policy

Policy	Agree with the policy?	Please state clearly and fully any comments or concerns below, if necessary, please attach additional pages. Please state what change(s) would help to resolve your concerns.
6	Yes/ No	

Design & Housing Policies

Policy	Agree with the policy?	Please state clearly and fully any comments or concerns below, if necessary, please attach additional pages. Please state what change(s) would help to resolve your concerns.
7	Yes/ No	

8	Yes/ No	
9	Yes/ No	
10	Yes/ No	

Local Economy Policies		
Policy	Agree with the policy?	Please state clearly and fully any comments or concerns below, if necessary, please attach additional pages. Please state what change(s) would help to resolve your concerns.
11	Yes/ No	
12	Yes/ No	

Overall, do you agree with the Neighbourhood Plan ?	Yes/ No	In your view are there any omissions from the draft Plan? (Please specify and, if necessary, please attach additional pages)
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Do you agree with the Sustainability Appraisal ?	Yes/ No	Add any comments below, if necessary, please attach additional pages.
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Thank you for your comments

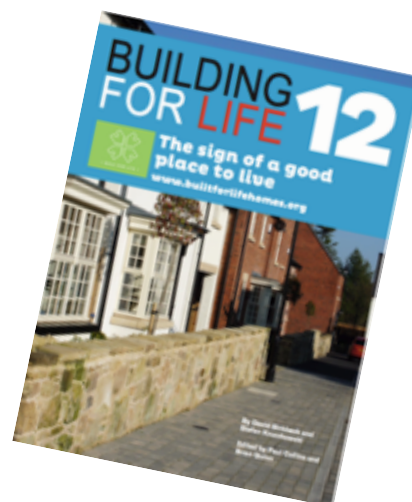
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Appendix 2: Building for Life 12

The SNP expects developers to use Building for Life 12, as a sign of a good place to live.

This will drive good design and enable Developers to demonstrate the quality of their schemes, through full and thorough assessment. Development in Spixworth should be exemplary and should ideally secure 12 out of 12 'Greens'.



It will be necessary to be guided by the Local Planning Authority, the Planning Department at Broadland Council to ensure appropriate professional design support, will review developers' submissions in respect of Building for Life 12 to ensure scores are a true reflection of scheme quality.

- 1** Connections: Does the scheme integrate into surroundings by reinforcing existing connections & creating new ones, while also respecting existing buildings & land uses around the development site?
- 2** Facilities & Services: Does the development provide (or is close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs & cafes?
- 3** Public Transport: Does the scheme have good access to public transport to help reduce car dependency?
- 4** Meeting Local Housing Requirements: Does the development have a mix of housing types & tenures that suit local requirements?
- 5** Character: Does the scheme create a place with locally inspired or otherwise distinctive character?
- 6** Working with the site & its context: Does the scheme take advantage of topography, landscape features (including water courses), wildlife habitats, existing buildings, site orientation & microclimates?
- 7** Creating well-defined streets & spaces: Are buildings designed & positioned with landscaping to define & enhance streets & spaces & are buildings designed to turn street corners well?
- 8** Easy to find your way around: Is the scheme designed to make it easy to find your way around?
- 9** Streets for all: Are streets designed in a way that encourage low vehicle speeds & allow them to function as social spaces?
- 10** Car Parking: Is resident & visitor parking sufficient and well-integrated so that it does not dominate the street?
- 11** Public & private spaces: Will public & private spaces be clearly defined & designed to be attractive, well managed & safe?
- 12** External storage & amenity: Is there adequate external storage for bins & recycling as well as vehicles & cycles?

If you would like this document in large print or any
another
format please contact
Parish Clerk, Spixworth Parish Council,
spc.clerk@spixworth-pc.org.uk
or
telephone 01603 890 290

Spixworth Neighbourhood Plan

Spixworth Parish Council
Council Office, Village Hall, Crostwick Lane,
Spixworth, Norwich. NR10 3NQ

Email: spc.clerk@spixworth-pc.org.uk

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Appendix 1:

Pre-Submission Consultation Response Form Spixworth Neighbourhood Plan



Please return your completed form by **5pm Friday 5th July 2019**
To: Spixworth Parish Council, Council Office, Village Hall, Crostwick Lane,
Spixworth, Norwich. NR10 3NQ
or email neighbourhoodplan@spixworth-pc.org.uk

Name:

Address:

Email Address:

Infrastructure & Transport Policies

Policy	Agree with the policy?	Please state clearly and fully any comments or concerns below, if necessary, please attach additional pages. Please state what change(s) would help to resolve your concerns.
1	Yes/ No	
2	Yes/ No	
3	Yes/ No	

Environmental & Landscape Policies

Policy	Agree with the policy?	Please state clearly and fully any comments or concerns below, if necessary, please attach additional pages. Please state what change(s) would help to resolve your concerns.
4	Yes/ No	
5	Yes/ No	

Community Facilities Policy

Policy	Agree with the policy?	Please state clearly and fully any comments or concerns below, if necessary, please attach additional pages. Please state what change(s) would help to resolve your concerns.
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12	Yes/ No	

Overall, do you agree with the Neighbourhood Plan ?	Yes/ No	In your view are there any omissions from the draft Plan? (Please specify and, if necessary, please attach additional pages)
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Do you agree with the Sustainability Appraisal ?	Yes/ No	Add any comments below, if necessary, please attach additional pages.
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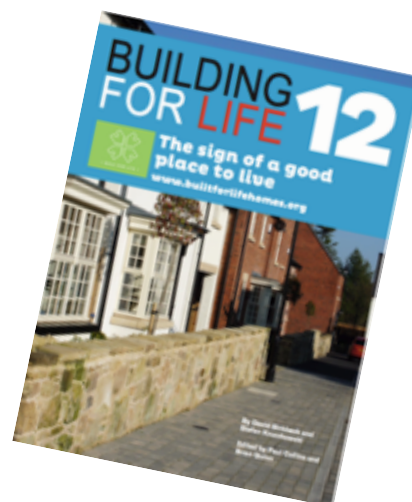
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