Rackheath Neighbourhood Plan
Consultation Statement
December 2016

To accompany Version 2: Neighbourhood Plan submission draft for examination
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of policies – (b) Further engagement with young people on specific policies, Rackheath Primary School (4 July 2016).

- APPENDIX 18: Community engagement stage 3: Development of policies – (b) Further engagement with young people on specific policies, Year 8 Geography lesson at Broadland High School (18 July 2016)

- APPENDIX 19: Mock master planning exercise

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- APPENDIX 23: Community engagement stage 4: The Draft Plan – Press release and article for Pre-submission consultation

- APPENDIX 24: Consultation Response Form for pre-submission draft of the Neighbourhood Plan (2 sided). Also available online as a PDF and Survey Monkey online survey (same content)

- APPENDIX 25: Log of comments and responses to Pre-submission Consultation, November 2016

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1. Introduction

Background and consultation requirements

Rackheath Neighbourhood Plan is a community-led document for guiding the future development of the parish. It is the first of its kind for Rackheath and a part of the Government’s current approach to planning. It has been undertaken with extensive community engagement, consultation and communication.

The Consultation Statement is designed to meet the requirements set out in the Neighbourhood Planning (General) Regulations 2012 for Consultation Statements. This document sets out the consultation process employed in the production of the Rackheath Neighbourhood Plan. It also demonstrates how the requirements of Regulation 14 and 15 of the Neighbourhood Planning (General) Regulations 2012 have been satisfied.

The Steering Group have endeavoured to ensure that the Neighbourhood Plan reflects the desires of the local community and key stakeholders, which have been engaged with from the outset of developing the Plan.

Part 5, Section 15(2) of the Regulations sets out that a Consultation Statement should:

- contain details of the persons and bodies who were consulted about the proposed neighbourhood development plan;
- explain how they were consulted;
- summarise the main issues and concerns raised by the persons consulted; and
- describe how these issues and concerns have been considered and, where relevant, addressed in the proposed Neighbourhood Plan.

Designation as a Neighbourhood Area

Rackheath Parish Council made an application for the designation as a Neighbourhood Area on 1 December 2014. The six-week consultation period started on 5 January 2015 (see Appendix 1 and 2). The area was approved at 14 April 2015 Broadland Council Cabinet meeting.
In January 2016 the Rackheath Neighbourhood Plan Steering Group agreed a Communication and Community Engagement Plan. It was agreed engagement needed to be effective from the beginning of the process and would result in a well-informed plan and a sense of local ownership. The aim of the Communication and Community Engagement Plan was to inform and involve the Rackheath community throughout the process. Communication is dealt with in section 3 of this report.

There are four clear stages in which residents of Rackheath and key stakeholders have been engaged:

- Stage 1: Introducing the Neighbourhood Plan
- Stage 2: Development of ideas
- Stage 3: Development of policies
- Stage 4: The draft plan

This section gives an outline of each stage. Full details of the purpose, date and locations, consultees, publicity, preparation, event details, follow up and outcomes can be found in the appendices. The names of individual respondents have been removed.

The recruitment of a Steering Group

On 18 May 2015 Rackheath Parish Council agreed that a Steering Group of interested residents should be formed to guide and produce a Neighbourhood Plan. The Steering Group was recruited at the Annual Parish Meeting on 27 May when Rackheath residents were asked to come forward if they were interested in being part of the Steering Group.

On 22 June 2015 the Neighbourhood Plan Steering Group was formed and held their first meeting that included a range of residents from the parish (Appendix 3), including some Parish Councillors. The Steering Group developed a Terms of Reference (Appendix 4) and a detailed project plan for the production of the Neighbourhood Plan. All Steering Group members completed a Declaration of Interest form.

Stage 1: Introducing the Neighbourhood Plan

Events were held on Saturday 14th March 2015 at the Village Hall, Saturday 28th June 2014 at Holy Trinity Church, Sunday, 29 June 2014 and Sunday, 5 July 2015 at Rackheath Live, to explore the support for undertaking a Neighbourhood Plan and identifying key issues (Appendix 5 and 6). From these events, the Neighbourhood Plan started in earnest and the Vision, Aims and Objectives of the Plan were drafted.
Stage 2: Development of ideas

To test the Vision, Aims and Objectives of the Plan and to develop initial policy ideas, the following were undertaken:

a. February/March 2016 ‘consultation conversation’ meetings with a range of interest groups to discuss the aims and objectives of the Plan and to gather ideas for policy (Appendix 7, 8 and 9). The following were visited:
   • Bombers Preschool committee (18 January 2016)
   • Holy Trinity Church Rackheath Parochial Church Council (3 February 2016)
   • Plymouth Brethren (18 February 2016)
   • Rackheath Cricket Club (8 March 2016)
   • Rackheath Parish Council (22 February 2016)
   • Rackheath Players (16 March 2016)
   • Rackheath Village Hall Management Committee (1 February 2016)
   • Rackheath Young at Heart Group (22 March 2016)
   • Rackheath Youth Club (2 February 2016)

b. Drop in session for Rackheath businesses, held on 2 March 2016 in the B-24 cafe on the Rackheath Industrial Estate (Appendix 10, 11 and 12). Attendees were invited to put flags into a map and answer three questions. The questions were also available to answer online.

c. Email correspondence with key stakeholders (Appendix 13).

Stage 3: Development of policies

To test the emerging policy ideas and gather further detail the following were undertaken:

a. Three public workshops for residents and businesses to drop in to comment on policy ideas for the Neighbourhood Plan. These were held on Saturday morning, 9 April at Trinity Church, Monday evening 11 April at the Village Hall, and Wednesday lunchtime, 13 April 2016 in the B-24 cafe on the Rackheath Industrial Estate. 145 people attended the events and a further 73 people responded to the same material online (Appendix 14 and 16). Flyers promoting the events and the online consultation were delivered to every household (Appendix 15).

b. Further engagement with young people on specific policies – Rackheath Primary School, Years 5 and 6 (Appendix 17) and Broadland High School, Year 8 Geography lesson (Appendix 18).

c. The Steering Group also undertook a mock- masterplanning exercise (Appendix 19) and did three visits to other new large housing developments (Appendix 20).

Stage 4: The Draft Plan

The draft Neighbourhood Plan is shared with residents through the formal pre-submission six-week consultation, running from Friday, 14 October to Friday, 25 November 2016 (Appendix 21).
An exhibition of this draft Neighbourhood Plan took place on Saturday, 15 October, 10am-1pm at Rackheath Village Hall; Monday, 17 October, 5pm-8pm at Holy Trinity Church, Rackheath, Thursday, 20 October, 12noon-2pm at B-24, on Rackheath Industrial Estate. This was shared with the initial public exhibition for the North Rackheath Masterplan (Appendix 22, 23 and 24).

Hard copies of the plan were put in a number of community locations and an electronic copy placed on the Neighbourhood Plan website. Amendments to the Plan were made prior to submission to Broadland District Council (Appendix 25 and 26).

Consultation on the Scoping Report for the Sustainability Appraisal

The Scoping Report for the Sustainability Appraisal was submitted to Broadland Council on 24 February 2016 and sent to statutory agencies for comment. Responses were received from the Environment Agency, Norfolk County Council, Natural England and Historic England. The Scoping Report was amended and a new version ‘Sustainability Appraisal Scoping Report (amended version following consultation) May 2016’ was issued. A log of the changes made to the Scoping Report can be found in the appendix to the report. The amended version was available to read at the pre-submission exhibitions alongside the Sustainability Appraisal.
3. Communication approach

Good communication has been key to residents and businesses feeling informed and involved in the production of the Rackheath Neighbourhood Plan.

Central to the Neighbourhood Plan process, was the project website, www.rackheathintothefuture.com. The website was updated during each phase in the development of the Neighbourhood Plan. It contained a news-feed, all Steering Group papers, notes of meetings, all Neighbourhood Plan documents, amendments to the Plan and contact information. It linked to other websites and social media.

To spread news of the emerging Neighbourhood Plan, the Steering Group used:

- The Neighbourhood Plan website (www.rackheathintothefuture.co.uk)
- The Parish Council website (www.rackheathparishcouncil.norfolkparishes.gov.uk)
- Email listings (a database of businesses and residents was generated through the development of the Neighbourhood Plan)
- Flyers delivered to every house for the April workshops (stage 2) and the October exhibitions (stage 4). The latter was shared with the North Rackheath masterplan team.
- Event posters to go on noticeboards, in shop windows and in community locations
- Rackheath Parish Council newsletter articles
- Rackheath Life (parish magazine) articles
- Rackheath Primary School newsletter
- Bombers pre-school newsletter
- Press release for Eastern Daily Press (Appendix 22)
- Facebook
  - ‘Rackheath Community’ page
  - ‘Rackheath Parish Council’ page
  - ‘Rackheath Into the Future’ page
- Video prior to the pre-submission consultation exhibitions (posted on Facebook).

Prior to the Referendum, the Steering Group intend to write a short summary of the Neighbourhood Plan to be distributed to residents and businesses. A short video about the Neighbourhood Plan will also be filmed to post on Facebook.
4. Conclusion

The programme of community engagement and communications carried out during the production of the Rackheath Neighbourhood Plan was extensive and varied. It reached a wide range of the local population and provided opportunities for many parts of the local community and businesses to input and comment on the emerging policies.

Full details of community engagement results can be found at: http://www.rackheathplan.co.uk/consult

The comments received throughout and specifically in response to the consultation on ‘Version 1: pre-submission draft of the Rackheath Neighbourhood Plan’ have been addressed, in so far as they are practical, and in conformity with the National Planning Policy Framework and the Joint Core Strategy.
Dear Mr Squires,

**Rackheath Parish Council: Application for designation as a Neighbourhood Area**

I am writing to you to apply for a designated Neighbourhood Area for Rackheath and to confirm that Rackheath Parish Council has resolved to apply to Broadland District Council to prepare a Neighbourhood Plan and is seeking approval for an area application.

The Parish Council voted in favour of applying to prepare a Neighbourhood Plans at its meeting of 20 April 2015. The Parish Council is making the application on the basis that it is the relevant body for the purpose of section 61G of the Town and Country Planning Act 1990.

I enclose an indicative plan which illustrates the proposed Neighbourhood area for your consideration. The proposed Neighbourhood Area shown relates to the Parish of Rackheath within Broadland district.

The extent of the possible Neighbourhood Plan has been considered by the Parish Council at their meeting of 20 April 2015 and the Council resolved to submit the proposed Neighbourhood Area enclosed, on the basis that it follows the parish boundary and will be inclusive of all residential, employment and community development associated with the Parish of Rackheath.

We are in the process of developing the Neighbourhood Plan Steering Group.

I would be grateful if you could confirm receipt of the area application and when you expect to commence your publicity so that we can begin to publicise the potential Neighbourhood Plan and process locally.

Yours Sincerely

Diana Dring
Parish Clerk and Responsible Financial Officer

Attached: Map of proposed Rackheath Neighbourhood Area
APPENDIX 2: Map of proposed Rackheath Neighbourhood Area
APPENDIX 3: Neighbourhood Plan Steering Group members

- Nicola Curle – Rackheath resident and Commercial Property solicitor.
- Sandy Dutton – Rackheath resident and Priest in Charge to the Rackheath and Salhouse Benefice.
- Brian Gardner – Rackheath resident, Parish Councillor, Chair of Parks and Leisure Committee, local business (Vice-chair of Steering Group).
- Jenny Howard – Rackheath resident, Secretary to Rackheath Players and Rackheath Village Hall Trustee.
- Tony Howard – Rackheath resident, Rackheath Village Hall Trustee (Treasurer of Steering Group).
- Pippa Nurse – Rackheath resident, Youth Club and local business.
- Julie Playford – Rackheath resident and Parish Councillor (Chair of Steering Group).
- Julia Turner – Rackheath resident, Parish Councillor and Pub landlady.
- Emma Whymark – Rackheath resident and Chair of Parish Council.
- Fran Whymark – Rackheath resident, Parish and District Councillor.
- Diana Dring – Rackheath Parish Clerk (Secretary of Steering Group).
- Rachel Leggett – Principal independent consultant for the Neighbourhood Plan.
- Emma Harrison – Independent consultant for the Sustainability Appraisal.


Purpose

The main purpose of the Steering Group is to prepare a Neighbourhood Plan for the parish, on behalf of the Parish Council, in line with the requirements of the Neighbourhood Planning (General) Regulations 2012, which sets out policies and proposals that seek to address the community’s aspirations for the area.

In undertaking this role, the Steering Group will:

- Ensure that Neighbourhood Planning legislation, as set out in the Neighbourhood Planning (England) Regulations 2012, are followed in the preparation and submission of the Neighbourhood Plan.
- Set out a project timetable, featuring key milestones, and a budget for preparing the Neighbourhood Plan.
- Seek appropriate funding to meet the costs of developing the plan.
- Plan, manage and monitor expenditure incurred in the preparation of the planned report back to the Parish Council on these matters.
• Report regularly to the Parish Council on progress with the preparation of the Neighbourhood Plan and make recommendations on any proposed content of the Plan.

• Seek to gather the views of the whole community, including residents, groups, businesses, landowners etc., in order to inform the development of the Neighbourhood Plan.

• Liaise with Broadland District Council and other relevant authorities and organisations in order to make the plan as effective as possible and to ensure that it remains in conformity with local, national and European planning legislation.

• Be responsible for the analysis of evidence gathered from the community and elsewhere, development of local policies, and the production of the Neighbourhood Plan.

Membership

The Steering Group will include up to 12 members, including representatives of the Parish Council and any interested members of the community, as approved by the Parish Council.

At the first meeting the committee will elect a chairperson, a vice-chair and a treasurer. The Parish Council has agreed that the Clerk, Diana Dring will provide administrative/secretarial support.

All members of the Steering Group must declare any personal interest that may be perceived as being relevant to any decisions or recommendations made by the group. This may include membership of an organisation, ownership or interest in land or a business or indeed any other matter likely to be relevant to the work undertaken by the Steering Group.

Meetings

The Steering Group shall meet every month, or as may be required. Notice of Steering Group meetings shall be given to its members, by email or post, at least five working days in advance of the meeting date. Notices must include details of the matters to be discussed.

Decisions on operational matters (relating to the process of preparing the Plan) shall be determined by a majority of votes of the Steering Group members present and voting. In the case of an equal number of votes, the chairperson shall have a casting vote.

Decisions on matters relating to proposed content of the Plan shall be made by the full Parish Council, following consideration of recommendations made by the Steering Group.
The Steering Group may decide the quorum necessary to conduct business – with a minimum of five members. The secretary shall circulate minutes to members of the Steering Group not more than 14 days after each meeting.

**Working Groups**

The Steering Group may appoint such working groups as it considers necessary, to carry out functions specified by the Steering Group. Each working group should have a nominated chair but this person does not have to be a member of the Steering Group.

Working groups do not have the power to authorise expenditure on behalf of the Steering Group.

**Finance**

The treasurer shall keep a clear record of expenditure, where necessary, supported by receipted invoices. Members of the Steering Group, or a working group, may claim back an expenditure that was necessarily incurred during the process of producing the Neighbourhood Plan. This could include postage, stationery, telephone calls, travel costs, childcare costs etc. The procedure for claiming and rates for these expenses shall be drawn up by the treasurer and agreed by the Steering Group.

The treasurer will report back to the Steering Group on planned and actual expenditure for the project and liaise with the Parish Clerk to set up a petty cash system and enable cash withdrawals and payment of invoices to be made, as required.

**Changes to the Terms of Reference**

These Terms of Reference may be altered and additional clauses added by agreement, shown by majority votes, of the Steering Group.

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**APPENDIX 5: Community engagement stage 1: Introducing the Neighbourhood Plan – initial events**

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<thead>
<tr>
<th>Community engagement stage 1: Introducing the Neighbourhood Plan – initial events</th>
<th>Purpose</th>
<th>What</th>
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<tr>
<td></td>
<td>• Explore support for undertaking a Neighbourhood Plan</td>
<td>Prioritising issues</td>
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<td>• Identify key issues to inform the Vision, Aims and Objectives of the Plan</td>
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<td>Who</td>
<td>Whole community invite</td>
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| Where and when | • Saturday 28th June 2014, Holy Trinity Church  
|               | • Sunday, 29 June 2014, Rackheath Live  
|               | • Saturday 14th March 2015, Village Hall  
|               | • Sunday, 5 July 2015, Rackheath Live |

| Findings | Full details of community engagement results can be found at:  
|          | http://www.rackheathplan.co.uk/consult  

Summary:  
The following issues arose on Saturday 28th June 2014 and Saturday 14th March 2015  
What Rackheath needs:  
- 2 parking spaces per property, not cars all over the road  
- No alleyways or cut throughs  
- Better drainage at the top of Salhouse Road  
- Policy height on boundary walks and fences  
- Housing needs gardens for children to play in or an area for them to play outside  
- Fill adequate spaces with 20/30 houses – not take over swathes of agricultural land for thousands  

Housing  
- More housing needed but let’s be realistic to the number needed  
- Infrastructure needs to be in place as village expands  
- Yes to more controlled housing  
- Lack of available workers on the industrial estate – people drive from Yarmouth  
- What are the timescales for the future of major developments before 2026?  
- Agreed that some housing is necessary but too many would put increased strain on services i.e. school, doctors etc.  
- Social housing to go to Rackheath residents first before bringing others in to the community  
- Will a population increase mean an increase in crime in the village?  
- Does not agree with the proposed 10,000 new homes in rural area  
- Ditto above - too much strain on schools, doctors etc.  
- ‘Apparently the farmland was downgraded to suit the developments??  

Open Space and Community facilities  
- Range of answers, no overall consensus  

Business opportunities  
- Range of answers, no overall consensus  

Younger people  
- Range of answers, generally more things to do and affordable housing  

Allotments  
- General support for allotments  

What do you like about Rackheath and would like to strengthen or retain?
Range of answers, strong support for remaining as a village and not an extension of Norwich

What do you dislike about Rackheath and would like to change?
Range of answers, no overall consensus

What do you consider your Parish should be like in 2026?
- Still a village but with better community facilities
- A joined up village with improved amenities
- Still a residential village
- Still plenty of green areas with a range of properties & a slightly larger industrial estate
- Still a rural village, with more first time buyer housing for youth buyers and plenty of green space
- Small scale developments with infrastructure
- Still a residential village but with small-scale development. No more industrial areas

The following points were marked as ‘high priority’ at Sunday, 5 July 2015, Rackheath Live
- Density control
- Traffic management/speed limits
- Surface drainage measures
- Crime prevention policy
- Improved bus service
- Rail station or halt
- Cycle paths between villages
- Cycle paths into Norwich
- Footpaths linking communities
- Woodland walks
- Dog friendly areas
- Additional dog waste bins
- Community transport for the elderly
- Additional school places
- New schools
- Health Centre/walk in clinic
- Doctors surgery
- Dentist
- Leisure centre
- Sports park/flood lit MUGA
- Swimming pool
- Daycare/clubs for elderly
- Modernised village hall
- Tea/coffee
- Improved mobile coverage
- Fresh produce
- Farm shop
- Permanent youth club
- Apprenticeships
Follow on work
Draft a vision, aims for the Neighbourhood Plan, key themes and objectives based on the results of the consultation.

APPENDIX 6: Flyer/poster for initial events

What would you like to see in our village?

Whether we like it or not........
New housing developments ARE coming.

The good news is that a team of volunteer residents have formed a group to write a neighbourhood plan which will try to get the best results for Rackheath.
## APPENDIX 7: Community engagement stage 2: Development of ideas – consultation conversations

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<td>• To check objectives</td>
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<td>• Begin generating detail for the Neighbourhood Plan policies</td>
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| Who | Rackheath interest groups and stakeholders. The aim was not to speak to every group in the village but to get a cross section of views, build relationships and understanding of the Neighbourhood Plan. |

| What | 1 hour conversations with various interest groups and stakeholders, at their meetings. Conducted by working group members. Two working group members per conversation – a questioner and a note taker. |

| Where | Various, mostly at location of groups, attending their meetings |

| When | January to March 2016 |

<table>
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<td>• Briefing meeting with Steering Group</td>
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<tr>
<td>• Set of questions to select from, depending on the group you are meeting. E.g. meeting with the Rackheath Village Hall group, discussion on village amenities and community issues as a starting point</td>
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<td>• Copies of draft objectives</td>
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<tr>
<td>• Map of the village</td>
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<td>• Outline of what the Neighbourhood Plan is with contact information</td>
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| Findings | Full details of community engagement results can be found at: http://www.rackheathplan.co.uk/consult |

### Summary

**Meeting with Bombers Preschool committee (18 January 2016)**
- Need for open spaces, crossing places on roads, speed restrictions on the roads, wide unrestricted pavements for buggies and children on bikes/scooters
- Play equipment and spaces for children of all ages
- Youth club type building
- Need to bring two halves of the village together
- Cycle paths round the village and into the city

**Meeting with Holy Trinity Church Rackheath Parochial Church Council (3 February 2016)**
- Rackheath joining up with Norwich and Wroxham
- Lack of infrastructure, community buildings, drainage, lots of existing flooding in the community. Flooding needs to be actively addressed at all stages of planning
- Houses being built with no extra schools in place for the children.
- New primary school needed
- New health centre needed
- A library service could be incorporated into other services
Traffic problems, need for traffic calming
Need for greater public transport
Good walking and cycling needed

Meeting with Plymouth Brethren (18 February 2016)
Good walking routes very important in new developments and existing village
Preserve church, Rackheath Hall (house), playing fields, sports facilities
New Rackheath railways station would be good
Industrial estate entrance causes traffic flow issues
Health centre, community hub, village green, history (USAF base)
Desire for large family homes for meeting in
Looking for land for a new worship hall

Meeting with Rackheath Cricket Club (8 March 2016)
Aspiration is to have a proper pitch with a club house and preferably parking. They envisaged that a proper club house would enable them to integrate more with the community as it could be used by the community for other functions.
Sharing a space with footballers is not possible

Meeting with Rackheath Parish Council (22 February 2016)
Need for adaptable housing
Want to maintain a village feel
Need green spaces, walk and cycle ways
A centre with facilities, local shops, friendly meeting points, a hub, a pub in centre
Character of Rackheath - old runway, additional walk ways, a museum for USAF, Newman Woods, social history, an archive to be set-up in the Cabin, an historic trail, war memorial, control tower. Current landmarks – Jubilee park, pavilion, pubs, village hall, church
Housing needed - small social housing, part rent, enable people to get onto property ladder, one/two bedrooms, helps down sizing, private, sheltered, helps those who want to stay in village to stay, or come to live in village – for young and old, smaller properties, shortage of 4/5 bedroom properties

Meeting with Rackheath Players (16 March 2016)
Boundary trees and green areas
New roads, no consensus on street lighting
Village/town centre focal point for services needed
Cycling and walking needed
Welcome booklet
New church?
Market Rackheath for families, care homes and assisted living

Meeting with Rackheath Village Hall Management Committee (1 February 2016)
Need facilities to assist/help integration
| An enhanced village should have activities for a wide age group, more participation, welcome pack |
| Value the village hall and car park, playing fields (Stracey and Jubilee) |
| Not another Dussindale approach to housing |
| Airfield, old church and footpaths are important to maintain |
| New community improvements – bus service, drainage, facilities for young people, the hub youth club opportunities |
| Burial ground |
| Consensus that Rackheath is safe |

**Meeting with Rackheath Young at Heart Group (22 March)**

- Old Rackheath needs to join with new
- Ideas for new Rackheath – increased police, town square, cycle ways, increased security fencing around industrial area, no street lights at village hall end of village, sufficient parking, no overlooking of housing, yes to train halt in Rackheath

**Meeting with Rackheath Youth Club (2 February 2016)**

- Friendly community
- Would like more activities to do

**Follow on work**

Revise the draft vision, aims for the Neighbourhood Plan and objectives. Start to develop a set of policy ideas
The Rackheath Neighbourhood Plan will be a community-led document for guiding the future development of the parish. It will be about the use and development of land over the next 20 years. If successful at referendum, it will become part of the statutory development plan for the area.

We have undertaken some consultation with the community. To get the content right for Rackheath, it is important that we check the aims, vision and objectives, and explore in more detail the emerging policy ideas.

Thank you for your help.

Rackheath Neighbourhood Plan steering group

For more information contact
Rachel Leggett, Independent consultant, 07947 615335, rackheathplan@gmail.com
Diana Dring, Rackheath Parish Clerk, 01603 758249, clerk@rackheathparishcouncil.org.uk

Draft AIMS

By undertaking a Neighbourhood Plan, the community of Rackheath aims to:

- Give a voice to residents to shape development, in terms of location, scale and style.
- Develop policies that will
  - Enable the community to grow whilst retaining the village feel and community spirit.
  - Integrate the new Rackheath development with the existing village.
  - Manage the impact of additional vehicles through Rackheath.
  - Enhance Rackheath’s community and businesses.
  - Set priorities for developer contributions and other funds.

Draft VISION

By 2036 Rackheath will be a small attractive town with a village feel, developed in a way that is sensitive to its rural location and heritage. It will have a strong and vibrant resident community and thriving local businesses. There will be an excellent range of services and facilities with good connections within Rackheath and between other settlements. It will be a place where people want to live, work and contribute, now and for future generations.
Draft OBJECTIVES

COMMUNITY
1. To enable friendly, co-operative and helpful behaviour in neighbourhoods.
2. To enable social inclusion, good community engagement and a sense of community identity.
3. To provide opportunities for cultural, leisure, community, sport and other activities, for all ages.
4. To ensure people feel safe in their community.

ENVIRONMENT AND LANDSCAPE
1. To protect the environment, by minimising flooding and pollution on land, in water and in the air.
2. To protect and improve bio-diversity (e.g. wildlife habitats), whilst facilitating access to the countryside.
3. To respect the history and heritage of Rackheath.
4. To create a high quality and green public realm.

HOUSING AND THE BUILT ENVIRONMENT
1. To provide user-friendly, accessible public and green spaces with facilities for all.
2. To provide sufficient diversity of affordable and adaptable high quality housing within a balanced housing market.
3. To provide appropriate size, scale, density, design and layout, including mixed-use developments, which complement the character of Rackheath.

TRANSPORT AND ACCESS
1. To enable transport facilities, including public transport, that helps people travel within and between communities and reduce dependence on cars.
2. To create facilities to encourage safe local walkways, cycleways and bridleways.
3. To provide an appropriate level of parking for residential and business development.
4. To provide widely available and effective telecommunications and internet access.

BUSINESS AND EMPLOYMENT
1. To provide sufficient land and buildings to support local economic development.
2. To encourage a strong business community with links into the wider economy.
3. To create an economically viable and attractive town centre.

SERVICES
1. To ensure sufficient provision of educational and training facilities, including early years childcare.
2. To ensure sufficient provision of accessible local health care and social services.
3. To enable a good range of affordable public, community, voluntary and private services (e.g. fresh food, commercial, utilities, information and advice) which are accessible to the whole community.
APPENDIX 9: Business card given out to groups and at consultation events to promote the website

APPENDIX 10: Community engagement stage 2: Development of ideas – (b) drop in session for Rackheath businesses

<table>
<thead>
<tr>
<th>Community engagement stage 2: Development of ideas – (b) drop in session for Rackheath businesses</th>
</tr>
</thead>
</table>
| **Purpose** | • To check objectives  
• Begin generating detail for the Neighbourhood Plan policies |
| **Who** | Rackheath businesses |
| **What** | Drop in session for 1 hour.  
Online survey |
| **Where** | B-24 Business Lounge, Rackheath Industrial Estate  
Also Survey Monkey online survey (same content as event) |
| **When** | 2 March 2016, 12noon-1pm  
Online survey open for 3 weeks |
| **Preparation** | • Develop a database of businesses in Rackheath  
• Advertise the drop-in session |
| **Follow up** | • Notes put onto the website  
• Analysis of the notes – themes emerging |
| **Findings** | Full details of community engagement results can be found at:  
http://www.rackheathplan.co.uk/consult  
Summary of the notes written on post-it notes at the event and online:  
**What works well for you locally as a business in Rackheath?**  
  o Fibre optic broadband  
  o Just on outskirts of Norwich it save people having to park in city and a good base to travel all around  
  o Having a local post office  
  o Proximity to Norwich and the Broads and located in Country |
setting (for now).
- Quick access to City Centre.
- Friendly local area with most of our customers from Rackheath or close by
- Access to the Surrounding areas, southern bypass.
- We are within close travelling distance of most of our employees
- The estate is well formed with good people and good business links
- Being close to the city but far enough out of the chaos. Good local contacts. Community
- Location. A47 improvements
- Good working relationships with other business on the Industrial Estate
- Locality – close to the city without restrictions. I.e. traffic, parking etc. Could do with better transport

**Rackheath is set to grow into a town. What would enable your business to develop further?**
- Better road communications - bring on the NDR!
- Feeling secure in knowing that the area is covered by good policing and fire response.
- To serve more local people from company's and people
- Printer perhaps? High quality digital printing and bigger stationery supplier.
- Continuous fibre optic connection from Exchange to property (part overhead standard cables)
- Bus stop to be resurrected outside our business again (we loose business as no public transport)
- Pathways and cycleway to village amenities
- Slower speed restrictions to enable guests to enter and exit our site safely
- Better Broadband. Make sure that it still has a community feel with opportunity for small businesses to rent shops/offices at a reasonable cost within the town so keeping residents spending their money locally.
- Faster and more reliable internet, Cable to premises. Businesses require cable or Fibre to the premises. Not just to the Box. To see more small industrial units and offices which require air source heat pumps/ air conditioning.
- The NDR for better access to the main road system and the airport
- Local schools, nursery etc. Shopping centre
- Better internet services
- Secondary access route onto the estate
- More robust communications plan – when BT went down 3 out of 4 mobile networks collapsed under the pressure
- More industrial land for units
- To provide connectivity to residents and businesses in the area
- Maintain security to rear of industrial estate when housing built
- Costs Council tax = reduction. May be for 1st year start up. Would encourage business to area.

**What could be improved for employees in Rackheath?**
- Street lighting on the industrial estate.
- Getting rid of all the parked cars and lorries on both sides of Wendover road. Eventually there will be a bad accident. Using the excuse that parked vehicles slow traffic down is exactly that - an EXCUSE for doing nothing. Traffic does NOT slow down and some drivers simply play 'chicken' when it comes to going down what is often a single track road in various places.
- More buses
- Costa coffee shop!
- Cycleway and footpath to village and Norwich
- Bus stop outside our business again
- Good footpaths and cycle routes so cars not always needed to get to work. Improved and expanded trading/industrial estate with better and more welcoming access road so more businesses move to Rackheath along side housing.
- Starter Houses for the Younger people who want to work and live in Rackheath. Better Quality Shops and community sports facilities.
- Better public transport links
- Safe cycle path from Norwich
- Sports facilities
- Public transport links – we have great opportunities for young people but often they can’t get here due to public transport
- Transport – no busses to estate
- Improved fitness opportunities
- Transport for employees
- Cheap social housing so people can live and work close by
- Better public transport for apprentices, e.g. buses arriving before 7am
- Access from Industrial Park to Salhouse. Rail station via proposed estate
- Cycle ways and footpaths from Industrial Estate to Salhouse Rail station
- Space between Industrial Estate and housing
- More parking – industrial estate and residential
- On/off industrial estate issue

| Follow on work | Revise the draft vision, aims for the Neighbourhood Plan and objectives. Start to develop a set of policy ideas |
Calling all Rackheath businesses: Rackheath Neighbourhood Plan

A group of residents, commissioned by the Parish Council, are undertaking a Neighbourhood Plan for Rackheath. This is a community-led document for guiding the future development of the parish. It will be about the use and development of land over the next 20 years. If successful at referendum, it will become part of the statutory development plan for the area.

We are aiming to have a REFERENDUM on the plan in early 2017. If you are over 18 you will be able to vote on whether you agree with the plan.

Work to date
- Funding secured
- Steering group set up
- Initial consultation
- Conversations with local groups
- Draft Aims, Vision and Objectives
- Draft policy ideas

Next steps
- Check conformity with other strategic plans
- Develop policies
- Draft the Neighbourhood Plan
- Produce a Sustainability Appraisal and other supporting documents
- Independent examination
- Referendum

March 2016

Rackheath are at this stage of the Neighbourhood Plan, consulting on draft policy ideas.
APPENDIX 13: Community engagement stage 2: Development of ideas – (c) Email correspondence with key stakeholders

The following stakeholders sent emails through the development of ideas for the Neighbourhood Plan

- **Plymouth Brethren (4 March 2016)** – reiterating the desire for a further place of worship. This was incorporated into COM2: New community facilities (but not explicitly identified by name).
- **Wroxham Football Club (29 February 2016)** – expressing an interest in having a new 3G football pitch in Rackheath for Wroxham Football Club. This was incorporated into COM6: New sports facilities (but not explicitly identified by name).

For confidentiality purposes, full emails are not on the Rackheath Neighbourhood Plan website, but available on request.

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APPENDIX 14: Community engagement stage 3: Development of policies – (a)
Three public workshops for residents and businesses

<table>
<thead>
<tr>
<th>Community engagement stage 3: Development of policies – (a) Three public workshops for residents and businesses</th>
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<tbody>
<tr>
<td><strong>Purpose</strong></td>
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<td><strong>Date and locations</strong></td>
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<td><strong>Consultees</strong></td>
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<td><strong>Publicity</strong></td>
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| Preparation | • Steering Group briefing paper and meeting.  
|             | • Consultation materials.  
| Event details | Drop-in workshops with refreshments  
|             | • Introductory boards – what is a Neighbourhood Plan, Aims and Vision, Rackheath development  
|             | • Who’s here today board – gender, age, how would you describe yourself, and how did you hear about today?  
|             | • Set of draft policy ideas on display – sticky dots to indicate whether people agreed or disagreed and a column to ask for comments on post-it notes.  
|             | • Housing and Built Environment table and sheet to collect ideas for a character assessment, including local character, local views, areas with similar land use, pedestrian and cycle connections, green spaces, design for new developments.  
|             | • Notebooks to record additional ideas.  
|             | • Children’s table with colouring and bricks.  
| Findings | Full details of community engagement results can be found at: [http://www.rackheathplan.co.uk/consult](http://www.rackheathplan.co.uk/consult)  
|           | The majority of the policy ideas were agreed with further detail to refine the ideas  
|           | Objective and policies ideas to move forward with:  
|           | o **Draft Objective 1:** To provide user-friendly, accessible public and green spaces with facilities for all.  
|           |   o HOU1: Provision of a new community woodland.  
|           |   o HOU2: Provision of community green spaces in new developments, including a central green space.  
|           | o **Draft Objective 2:** To provide sufficient diversity of affordable and adaptable high quality housing within a balanced housing market.  
|           |   o HOU4: Provision of a diverse mix of housing, including starter homes, affordable housing, social housing, supported housing.  
|           |   o HOU5: Provision of housing that is suitable for adaptation (lifetime homes standards) for elderly or expanding families.  
|           |   o HOU6: Provision of family homes with gardens that are in proportion to the size and type of properties.  
|           | o **Draft objective 3:** To provide appropriate size, scale, density, design and layout, including mixed-use developments, which complement the character of Rackheath  
|           |   o HOU7: Where possible developments should be laid out in a way that is simple to navigate and has good connectivity.  
|           |   o HOU8: New developments should seek to maintain a village feel. Height and size should respect the adjacent properties.  
|           |   o HOU9: Street lighting should be kept to a minimum across the
parish.
  o HOU10: Provision of landmark features within development areas.
  o **Draft objective 1:** To enable friendly, co-operative and helpful behaviour in neighbourhoods.
    o COM1: Physical links should be made between the new developments and existing Rackheath
    o COM2: Provision of a new community building will be supported.
    o COM3: Support provision of new places of worship.
  o **Draft objective 2:** To enable social inclusion, good community engagement, feeling safe and a sense of community identity.
    o COM4: Social spaces should be designed into new developments that enable social interaction.
    o COM5: Development of a new village centre/core.
    o COM6: Maintain low crime levels across the parish.
  o **Draft objective 3:** To provide opportunities for cultural, leisure, community, sport and other activities, for all ages.
    o COM7: Support the extension of current community facilities – village hall, Stracey Playing Fields, with good access to existing and new developments
    o COM8: Support provision of new sports facilities.
    o COM9: Support provision of new children’s play areas.
    o COM10: Support provision of facilities for young people, near other community provision.
    o COM11: Land should be set aside for the provision of allotments
  o **Draft Objective 1:** To protect the environment, by minimising flooding and pollution on land, in water and in the air.
    o ENV1: Development should not cause or contribute to flooding or drainage issues, appropriate measures must be in place.
  o **Draft objective 2:** To protect and improve biodiversity (e.g. wildlife habitats), whilst facilitating access to the countryside.
    o ENV3: Protection of existing tree belts.
    o ENV4: Provision of new footpaths through wooded areas, to facilitate access and link existing tree belts.
    o ENV5: Planting of trees and shrubs in new developments to retain a rural feel and biodiversity.
    o ENV6: Protection of Newman Woods, designated as a Local Green Space.
  o **Draft objective 3:** To respect the history and heritage of Rackheath.
    o ENV7: Locally important historic assets should be protected from loss or significant harm. Provision of a heritage trail.
    o ENV8: Protect views across the parish, which are of particular importance.
  o **Draft objective 4:** To create a high quality and green public realm.
- **ENV9**: Enhanced gateways/approaches to Rackheath through the provision of signage, tree, shrub and flower planting.
- **ENV10**: New developments should be built with a quality street scene, enabled through soft site boundaries, using trees and native hedgerows and provision of space for wheelie bins.

**Draft Objective 1:** To enable transport facilities, including public transport, that help people travel within and between communities and reduce dependence on cars.
- **TRA1**: Road infrastructure to enable bus services. Provision of new bus stops within developments and key areas of employment/visitors.
- **TRA2**: Layout of development should enable easy access to the Salhouse train station, or support the provision of a train station within Rackheath with cycle and pedestrian access, where possible.

**Draft Objective 2:** To create facilities to encourage safe local walkways, cycle ways and bridleways.
- **TRA3**: Provision of further footpaths, new cycle-ways and bridleways to access the countryside, generate links within and to other villages.
- **TRA4**: Improved road infrastructure
- **TRA5**: New access to main roads from the Industrial Estate, to avoid heavy goods vehicles coming through the village.

**Draft Objective 3:** To provide an appropriate level of parking for residential and business development.
- **TRA6**: New developments should provide off-road parking for residents and visitors.
- **TRA7**: Off-road parking provision that can be used by the existing school, new schools, community facilities, amenities and shops.

**Draft Objective 4:** To provide widely available and effective telecommunications and internet access.
- **TRA8**: Facilities to support the delivery of efficient and effective broadband and mobile connectivity throughout the parish.

**Draft Objective 1:** To provide sufficient land and buildings to support local economic development.
- **BUS2**: Provision of a second access point onto the Rackheath Industrial Estate.

**Draft Objective 2:** To encourage a strong business community with links into the wider economy.
- **BUS3**: Access from the Industrial Estate onto the NDR, with sufficient road widths for industrial vehicles.
- **BUS4**: Separation between the current Industrial Estate, new industrial units and residential dwellings, created through buffers.

**Draft Objective 3:** To create an economically viable and attractive
centre.
- **Draft Objective 1:** To ensure sufficient provision of educational and training facilities, including early years childcare.
  - SER1: Provision of new schools keeping pace with new development, linked with sports, leisure and community facilities.
  - SER2: Preschool provision will be supported and encouraged.
- **Draft Objective 2:** To ensure sufficient provision of accessible local health care and social services.
  - SER3: Provision of a centrally located medical centre.

Follow on work
- Refine ideas based on consultation and form a set of policies for pre-submission draft of the Neighbourhood Plan.

**APPENDIX 15: Flyer for the three policy workshops sent to all households (2 sides)**

COMMUNITY OPINION NEEDED

**Your Rackheath Neighbourhood Plan**

Drop in to comment on ideas for your community’s planning document. All welcome.

10am-1pm, Saturday 9 April @ Trinity Church
5pm-8pm, Monday 11 April @ Village Hall
12noon-2pm, Wednesday 13 April @ B-24 cafe

www.rackheathintothefuture.co.uk

The Neighbourhood Plan can't stop development, but it can influence the provision of housing, community facilities, the environment, businesses, services and transport access by developing local planning policy.

Approximate numbers
- GT16: 3000 homes, mixed development
- GT17: 79-95 homes
- GT18: 300 homes
- GT19: 149 homes

What do you think Rackheath should be like in 20 years time?

Drop in with all the family to one of the workshops (overleaf) and comment on ideas for the Plan with a cuppa. Or comment online: www.rackheathplan.com/consult
APPENDIX 16: Display material for the three policy workshops

APPENDIX 17: Community engagement stage 3: Development of policies – (b) Further engagement with young people on specific policies, Rackheath Primary School (4 July 2016).

Below is a summary of the notes taken. Full details of community engagement results can be found at: http://www.rackheathplan.co.uk/consult

Ideas fed into detail of policy development and projects that appear in the appendices of the Neighbourhood Plan.

<table>
<thead>
<tr>
<th>Year 5</th>
<th>Year 6</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes: 18</td>
<td>Yes: 14</td>
</tr>
<tr>
<td>Comments:</td>
<td>Comments:</td>
</tr>
<tr>
<td>• It would be easier to get to school</td>
<td>• For friendship groups, helpful</td>
</tr>
<tr>
<td>• Only 1 school in Rackheath</td>
<td>• No travelling</td>
</tr>
<tr>
<td>• Sprowston already has a school</td>
<td>• Can be independent</td>
</tr>
<tr>
<td>Good to have a choice of schools</td>
<td>Easier with siblings</td>
</tr>
<tr>
<td>----------------------------------</td>
<td>---------------------</td>
</tr>
<tr>
<td>No: 6</td>
<td>No buses needed</td>
</tr>
<tr>
<td>• Too many things together</td>
<td>No: 17</td>
</tr>
<tr>
<td>• Encourage too many people to move to Rackheath</td>
<td>• Too much going on, not so much green space</td>
</tr>
<tr>
<td></td>
<td>• Friendship groups would suffer if split schools</td>
</tr>
</tbody>
</table>

**Play areas: should there be...**

<table>
<thead>
<tr>
<th>Year 5</th>
<th>Year 6</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lots of little play areas: 4</td>
<td>Lots of little play areas: 2</td>
</tr>
<tr>
<td>Or 1 or 2 big ones: 18</td>
<td>Or 1 or 2 big ones: 26</td>
</tr>
<tr>
<td>Both: 7</td>
<td>Both: 7</td>
</tr>
<tr>
<td>Comments:</td>
<td>Comments:</td>
</tr>
<tr>
<td>Could be too crowded</td>
<td>More equipment</td>
</tr>
<tr>
<td></td>
<td>Combine younger with older</td>
</tr>
</tbody>
</table>

**What sports facilities would you like in Rackheath?**

<table>
<thead>
<tr>
<th>Year 5</th>
<th>Year 6</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tennis courts</td>
<td>Tennis courts</td>
</tr>
<tr>
<td>Football pitches – concrete, AstroTurf</td>
<td>Football – 3G and Astroturf</td>
</tr>
<tr>
<td>Swimming pool</td>
<td>Go karting</td>
</tr>
<tr>
<td>Rugby pitches</td>
<td>Rugby</td>
</tr>
<tr>
<td>Golf course</td>
<td>Gymnastics</td>
</tr>
<tr>
<td>Go Karting</td>
<td>Swimming</td>
</tr>
<tr>
<td>Trampoline centre</td>
<td>Motorbikes</td>
</tr>
<tr>
<td>Mini motor croft</td>
<td>Trampolining</td>
</tr>
<tr>
<td>Basketball court</td>
<td>Cycle paths</td>
</tr>
<tr>
<td>Horse-riding</td>
<td>Hockey</td>
</tr>
<tr>
<td>Climbing</td>
<td>Scuba diving centre</td>
</tr>
<tr>
<td>Cricket</td>
<td>Tennis</td>
</tr>
<tr>
<td>Gym</td>
<td>Golf</td>
</tr>
<tr>
<td>Paintball</td>
<td>Ice skating</td>
</tr>
<tr>
<td>Hockey</td>
<td>Dodge ball</td>
</tr>
<tr>
<td>Roller-skating</td>
<td>Squash</td>
</tr>
<tr>
<td>Ice rink</td>
<td>Fishing lake</td>
</tr>
<tr>
<td>Fishing lake</td>
<td></td>
</tr>
</tbody>
</table>
• Introductions – Rachel, Brian and Fran
• Introduction to Town Planning and Neighbourhood Planning
• Map of the Broads area – where do you live? Where is Rackheath?
• How old will you be in 20 years time and what will you be doing?
• Introduction to Rackheath and housing growth

What is the difference between a and village and a town?
• More houses
• Bigger buildings
• More things to do, attractions
• Food outlets
• Better transport
• More Pokémon!

What do you think would make a really great town?
• Stuff for children and adults to do
• Lots of houses
• Pokéstops
• Health facilities – chemist, GP
• Gym
• Park
• Cinema
• Amusement arcade
• Peppa Pig Land
• Transport – train, more bus stops
• More shops, clothes and shopping mall
• Toilets
• More bins
• Police station
• Beach
• Village hall
• Food outlets
• Gravity – trampoline park
• Sport – football pitch, swimming pool, changing rooms, 4G
• Commercial buildings

In what ways could you keep a rural village feel in a town?
• Smaller
• Wildlife
• Woods and trees
• Woodland walks
• Attract birds
• Water fountain
• Bigger woods, tree belts
• Less houses and more fields
• History
• Meeting place

What makes you feel safe or not safe in an area?
• Lots of people around
• I feel safe when there’s lots of people around
• To have lots of people by you at all times
• Friendly people around, shops near by, credit on my phone
• When its small and you know lots of people
• When people are friendly and the area is nice and small
• Not safe – bad phone signal, lonely not many people walking around
• My mummy, police stations, Pokémon, food, more lights around the area
• Police station, more lights
• Police stations, fire stations, hospital, lighting, peoples house lights, if people can see you from their house they can see you clearer if people show their face
• Police station, ambulance station, fire station, more lights, if people can see you from houses
• Police, Pokémon
• Not safe – bad driving, burglars, bears. Safe – burglar alarms
• Safe – no entry areas, chill areas for freedom, see cares, straight roads, secure houses, gates, tall fences, alarms, street lights. Not safe – bad drivers, swerving, dark alleyways, drugs, kills, sharp corners, bends, burglars, houses robbed, bad behaviour, smoking, pollution, facilities, animals, running out deer
• No safe – gangsters, drugs, burglars, sharp bends
• Police, street lights, fire alarm
• Fast cars, drubs police, Xbox, Pokémon, street lights
• Unsafe – drugs, fast cars, my Xbox, dogs, fire alarm. Safe – police
• When there is a storm and the TV goes off
• Not safe, not friendly people near by. When the TV is not on because something is going to happen. When it is quiet.
• Well near my house there is houses and then when you get near this field there is no houses by just incase like people pull over then talk you or something!
• When you are walking somewhere and there is no cars and no people. Nowhere to go in when you feel like you are being followed like shops

What should a large village centre be like? What should it contain?
• 4G
• A big area like a park in the middle and shops and houses around it
• A place to eat
• A shopping centre (mall)
• Arcade
• Arcades
• ASDA x2
• AstroTurf
• AstroTurf pitch
• Attractions for adults and children – parks
• Beauty shops x2
• Better connection
• Better Wi-Fi
• Big shopping places (ASDA, Tesco and Sainsbury’s)
• Buildings, houses, offices
• Burgers
• Bus shelter
• Bus stops x2
• Buses x2
• Busy
• Car parks
• Chapelfield
• Church x2
• Clubs
• Fast food x4
• Fitness centre
• Fitness facilities
• Florist
• Food
• Food outlet
• Food shopping places (Tesco, ASDA)
• Food store
• Food places
• Football clubs
• Football pitch
• Free Wi-Fi in some places
• Games places
• Health facilities
• It should contain more subways
• KFC x2
• Lakes, walks around
• Lots of houses
• Lots of shops
• Lots of shops and things to do
• Mall x2
• McDonalds
• More B&Bs
• More bins for litter
• More churches
• More food shops
• More maps
• More shops
• More subways
• More Wi-Fi x2
• Nandos
• Park X8
• Pet store
• Petrol Station

The facilities you would like
• Pizza hut x2
• Places to eat
• Places to go
• Pokestops x2
• Primary School
• Public toilet x3
• School x4
• Schools – high and primary x2
• Shopping centre x2
• Shops x7
• Should contain takeaways – more
• Signal better
• Something historic in the centre
• Sport – football pitches, 4G, tennis courts etc
• Sports centre

What do young people of your age want to do? And what facilities in an area would help you do that?

• A chicken nugget stand
• A fast food place
• A florist
• A football pitch
• A gym
• A hair salon x2
• A school
• Always have credit on your phone
• Amusement arcades – theme parks
• An AstroTurf football pitch
• Another park
• Astroturf
• Bar
• Basketball court
• Benches to chill out
• Bike hire
• Buildings
• Catch Pokémon
• Cinema – film shops
• Clothes shops
• Cricket pitch
• Cycle tracks – paths, field paths
• Drinks
• Field
• Fields
• Fitness – gym, working out places
• Fitness centre
• Food places – McDonalds, KFC, Pizza Hut x5
• Football club
• Football pitch
• Football pitch
• Footy
• Guides
• Gym x5
• Health
• Homework
• McDonalds
• More car and boot sales
• More events
• More fast food places
• More fast food places such as subway, McDonalds, KFC, Papa John
• More festivals
• More parks
• More supermarkets
• Morrisons
• Sports pitches (football and cricket)
• Subway
• Supermarket x3
• Swimming pool x2
• Take away
• Tesco
• Toilet facilities
• Train stations
• Transport
• Transportation – buses, cars, trains etc
• Video game shops
• Village Hall x6
• We need Wi-Fi!
• Wi-Fi x5
• you go
• Work places
• Open spaces, chill out places
• Park x7
• Parking areas
• Parking lot x2
• Places to hang out
• Play areas x3
• Play parks – walking
• Play Pokémon Go
• Poke gym
• Pokémon stops x4
• Primary School
• Pubs x5
• Read
• School
• Schools – education
• Sealife centre x2
• Shops – supermarkets, sweeties
• Shops (e.g. Primark, Superdrug, Books, Mac, Adidas, Nike)
• Slides
• Sport centre
• Sporting activities – football etc
• Sports centre
• Sports facility
• Swimming pool x2
• Swings
• Tesco express
• Theme park
• Trampoline Park (Gravity, High Altitude)
• Water park
• Wi-Fi because I won’t be so scared of going out by myself
• Wi-Fi hotspots

• Wi-Fi outside
• Wood
APPENDIX 19: Mock master planning exercise

Mock masterplanning exercise at 25 July 2016 Steering Group meeting, to determine the spatial implications of the draft Neighbourhood Plan policies, in particular the ‘centrally located’ policies.

APPENDIX 20: Visits to other new large housing estates

Notes below influenced the writing of the Rackheath Neighbourhood Plan policies:

• 11 August 2016: Queens Hill, Costessey, Norwich
  o Lack of private front gardens
  o Above 2 storey housing feels very urban
  o Play areas surrounded by housing encourages playing and overlooking
  o Shrubs soften the environment
  o Good pavement widths
  o Green spaces not well kept, could have used some of it for off-road parking
  o Defined public and private spaces, but confusion as to who owns it
  o Little front garden space
  o No fluid design in housing, no theme, disparate, not connected
  o No theme through street furniture and architecture, e.g. lamp posts
  o Feels cheap
  o Main roads not big enough for passing vehicles
  o Some alley ways not well lit and no natural surveillance
  o Lack of signage to woodland walks and access to the countryside
  o Surrounded by mature trees, but not linked or brought into the development
  o No shops, would need to get into your car
  o Only one road into the estate

• 25 August 2016: Round House Park, Cringleford
  o Bike racks
  o Mature trees throughout the site
  o Development broken up by different types of cladding
  o Good mix of type and tenure
  o Fences rather than soft planting
  o Drop off places for cars outside school
  o Attractive brick-weave paving for side roads
o No shops, no centre
o Density didn’t feel too tight – no feeling of houses being on top of one another
o Multiple access points into the estate
o Balconies add greenery to estate
o Liked Oriole Drive – rural village feel with mature trees and grass verges instead of front gardens

• 15 September 2016: Bufferfly Mill, Horsford
  o Lots of cul-de-sacs that felt like dead-ends
  o Fences to mark the edge of the estate, felt urban and unfriendly
  o No reflection or access to the surrounding countryside/agricultural land
  o Play area on the edge of the estate
  o Only one road into the estate, too narrow for large commercial vehicles to safely pass another oncoming vehicle
  o Green central area of little interest
  o Poorly integrated and disproportionately high flatted accommodation felt out of place in a village development

• 15 September 2016: Pine Close, Horsford
  o Felt like a development of 2 halves
  o High quality of housing
  o Good mix of type and tenure
  o Good used green space in the middle of the estate, but potential for improvement
  o Good access to the surrounding countryside
  o Good use of existing mature trees which surrounded the estate

APPENDIX 21: Community engagement stage 4: The Draft Plan – pre-submission consultation

<table>
<thead>
<tr>
<th>Community engagement stage 4: The Draft Plan – pre-submission consultation</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Purpose</strong></td>
</tr>
<tr>
<td><strong>Who</strong></td>
</tr>
</tbody>
</table>
| **What** | • Exhibition display of policies in the draft Neighbourhood Plan and Sustainability Appraisal (held jointly with the North Rackheath Masterplan public exhibition)  
  o Saturday, 15 October, 10am-1pm at the Village Hall  
    ▪ 41 attendees  
  o Monday, 17 October, 5pm-8pm at Holy Trinity Church  
    ▪ 38 attendees  
  o Thursday, 20 October, 12noon-2pm at B24 Café, Rackheath Industrial Estate  
    ▪ 24 attendees  
  • Copies of draft Neighbourhood Plan, Sustainability Appraisal and |
Consultation Response Form in key community locations
  o B24 Café, Rackheath Industrial Estate
  o Bombers preschool
  o Corner shop
  o Fish and chip shop
  o Green Man pub
  o Hair dressers
  o Holy Trinity Church, Rackheath
  o Pharmacy
  o Plymouth Brethren Meeting Hall
  o Post Office
  o Rackheath Primary School
  o Rackheath Village Hall
  o Sole and Heel pub
  o Stone Hill café
  o The Pavilion
• Online consultation response form (survey monkey)
• Emails sent inviting a consultation response
  o Statutory Consultees
    ▪ Anglian Water Services Ltd
    ▪ British Telecommunications plc.
    ▪ Broadland District Council
    ▪ Environment Agency
    ▪ Highways England
    ▪ Historic England
    ▪ Homes & Communities Agency
    ▪ Hutchison 3G UK Limited
    ▪ Mobile Operators Association
    ▪ National Grid DPM Consultants
    ▪ Natural England
    ▪ Network Rail
    ▪ Norfolk Biodiversity Partnership
    ▪ Norfolk Constabulary
    ▪ Norfolk Constabulary - Estates Department (HQ)
    ▪ Norfolk County Council
    ▪ Norfolk Geodiversity Partnership
    ▪ Norfolk Landscape Archaeology
    ▪ Norfolk Police Authority
    ▪ Norfolk Rivers Internal Drainage Board
    ▪ Norfolk Wildlife Trust
    ▪ North Norfolk Clinical Commissioning Group
    ▪ Norwich Clinical Commissioning Group
    ▪ Norwich International Airport Ltd.
    ▪ Npower Limited
    ▪ NTL UK
    ▪ O2 (UK) Limited
    ▪ Orange PCS Limited
- South Norfolk Council
- T-Mobile UK Limited
- UK Power Networks
- Vodafone Limited

○ Neighbouring Parish Councils
  - Salhouse Parish Council
  - Sprowston Town Council
  - Plumstead Parish Council (with Thorpe End)
  - Spixworth Parish Council
  - Wroxham Parish Council

○ Developers/landowners
  - Barratts
  - Newbury
  - Norfolk Homes
  - La Ronde Wright
  - Building Partnerships

○ Rackheath businesses
  - Finlex International Limited
  - A1 Linacre
  - Abbey Pets
  - Acclaim Handling Limited
  - Action Community Enterprises Cic
  - Allsheds
  - Amanda Wade Limited
  - Ames Air Conditioning Limited
  - Anglian Bakery And Catering Suppliers Limited
  - Angling Direct Limited
  - Apex Signs & Engraving Limited
  - Archive-Vault Limited
  - Att Limited
  - Basic Packaging Limited
  - Bathroom Warehouse
  - Bluebird Care Services Limited
  - Bluespace Limited
  - Brass Age Limited
  - Broadland Towbar & Trailer Centre
  - C.J. Safety Limited
  - Canary Express Taxis And Couriers Limited
  - Catered 4 Limited
  - Cavalier Mailing (Uk) Limited
  - Chrysler Jeep Specialist Ltd
  - Cj Ringwood Controls Limited
  - Classic Car Restoration
  - Colleague Software Limited
  - Condor Cases Limited
  - Corbyn Lloyd Bespoke
  - Creative Image Management Limited
<table>
<thead>
<tr>
<th>Company Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crosskills (P.E.) Limited</td>
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<tr>
<td>D J Newson Optical Limited</td>
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<tr>
<td>Dan Wright Vehicle Services Limited</td>
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<td>Danger Uk Limited</td>
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<tr>
<td>Dave Barkshire Motorcycles</td>
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<tr>
<td>Delta Fire Limited</td>
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<td>Dem Motor &amp; Motorcaravan Repairs</td>
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<td>Desire Marketing Ltd</td>
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<td>Direct Catering Limited</td>
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<td>Dreams</td>
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<td>Drivereward Ltd.</td>
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<td>Eacr Service Centre Ltd</td>
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<td>East Anglian Tinting</td>
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<td>Eastern Counties Scaffolding Services Ltd</td>
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<tr>
<td>Ece Oil &amp; Gas Limited</td>
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<tr>
<td>Ellice Lydia Limited</td>
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<tr>
<td>Emkay Plastics Limited</td>
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<td>Ems Limited</td>
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<td>Etp Card Processing Ltd</td>
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<td>Etronic (UK) Limited</td>
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<td>Express Calibration Ltd</td>
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<td>Express Lamps Ltd</td>
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<tr>
<td>Fda Packaging Machinery</td>
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<td>Fiesta Centre</td>
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<tr>
<td>Glow Grp Limited</td>
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<td>Greenacre Office Equipment</td>
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<tr>
<td>Hancaw Fabrications Limited</td>
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<td>Hornbeam Accountancy Services Ltd</td>
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<td>Innershed</td>
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<td>Irrigation Services Uk Limited</td>
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<td>J.H.D Interiors Limited</td>
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<td>Jj Payne Services Ltd</td>
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<tr>
<td>John Woodhouse Joinery Ltd</td>
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<td>Jtec Fabrications Ltd</td>
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<td>Jump 4 Joy Limited</td>
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<tr>
<td>Ladies And Shooting Limited</td>
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<tr>
<td>Lear Industries Limited</td>
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<tr>
<td>Light Haven Ltd</td>
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<tr>
<td>Lightfoot Catering Ltd</td>
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<tr>
<td>Lisa Angel Limited</td>
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<tr>
<td>Loftbridge Holdings Limited</td>
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<tr>
<td>Louise Hair &amp; Beauty</td>
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<tr>
<td>M &amp; M Flooring Specialists Limited</td>
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<tr>
<td>M G Mecca Limited</td>
</tr>
<tr>
<td>M&amp;G Leisure Services Norfolk Limited</td>
</tr>
</tbody>
</table>
- Manor Barn House
- Mastercote Uk Ltd
- Med-Contour East Anglia Ltd
- Meridian Computer Systems Limited
- Meridian Interiors Limited
- Milltech Holdings Limited
- N E Engineering Ltd
- N.V.C.S. Ltd.
- Nationwide Scaffolding Services Limited
- Norfolkbroads.Com Ltd
- Nurture Digital Ltd
- Office Furniture Scene Limited
- Olympic Welding Limited
- Parasol Blinds Limited
- Polyprint Mailing Films Limited
- Poolside Lodges
- Power Tool Services Limited
- Premier Marble Limited
- Psh Environmental Ltd.
- Pts Power Tool Services Limited
- Pursuit Software Limited
- Quentor Limited
- R G Benns Roofing Co. Limited
- R.A. Howarth (Engineering) Limited
- Rackheath Bombers
- Rackheath Community Trust
- Rackheath Paving & Fencing
- Rawr Foods Limited
- Retail Knowledge (Media) Ltd
- Ringwoods Limited
- S I Drilling Cable Percussion Limited
- Sarah Heffer Accountancy Ltd
- Scan Coin Packaging Limited
- Seaglaze Marine Windows Limited
- Simply Soaps
- South East Coffee Company Limited
- Spice Lounge (Norwich) Ltd
- Star Paving Services Limited
- Steel Masters (Norwich) Ltd
- Steelmasters Limited
- Stratstan Limited
- Strike Research Limited
- Submotion Productions
- Sunflex Uk
- Swift Aircraft Limited
- Swift Rewinds
- Target Storage Services Limited
- Tax Solutions (East Anglia) Limited
- Tdr Vending Services
- The Creative Nut Limited
- The Fresh Air Company
- The Green Man
- The Norfolk Clinic Ltd.
- The Office Furniture Company Limited
- The Sole & Heel
- Tilia Business Park Limited
- Top Joint Music Ltd
- Track Electronics
- Treecare Consultants
- Typharm Limited
- United Welding Supplies Limited
- Val-U-Computers
- Vancebuild Limited
- Watersavers Limited
- Wolseley Uk Limited
  - Community groups
    - Rackheath Village Hall
    - Holy Trinity Church Rackheath Parochial Church Council
    - Rackheath Bombers
    - Rackheath Youth Club
    - Rackheath Women’s Institute
    - Rackheath Playing Field Bowls Club
    - Racecourse Quilters
    - Plymouth Brethren
    - Rackheath Cricket Club
    - Rackheath Primary School
    - Rackheath Primary School Board of Governors
    - Friends of Rackheath School
  - Interested individuals (x74)

| Preparation   | - Briefing meeting with Steering Group
|               | - Develop materials and printing
| Follow up     | - Input all results and comments into spread sheet. Steering Group considered whether a change is required to polices in accordance with the consultation results. |
APPENDIX 22: Flyer/poster for the pre-submission consultation exhibitions (2 sides, shared with North Rackheath Masterplan public exhibition), delivered to all households and put up around the village

APPENDIX 23: Community engagement stage 4: The Draft Plan – Press release and article for Pre-submission consultation (Eastern Daily Press, 10 October 2017)

PRESS RELEASE

Plan by Rackheath residents

In response to the planned housing growth, Rackheath residents have drafted their own plan for the future. After 15 months of hard work, Rackheath’s draft Neighbourhood Plan is now ready for formal consultation for 6 weeks from Friday 14 October 2016. There are three exhibitions of the Plan being held. Residents are encouraged to drop by for a cup of tea and to read the Plan and comment (agree or disagree) on its contents.

- Saturday 15 October, 10am-1pm at the Village Hall
- Monday 17 October, 12noon-2pm at Holy Trinity Church
- Thursday 20 October, 12noon-2pm at B-24 café, Rackheath Industrial Estate

To comment online: www.rackheathintothefuture.co.uk

*Please note: the Neighbourhood Plan is being produced by Rackheath Parish Council and is independent of the North Rackheath scheme.

www.northrackheath.co.uk
The Rackheath Neighbourhood Plan is a community-led document for guiding the future development of the parish. It is about the use and development of land over the next 20 years, lasting until 2027. Julie Playford, Steering Group Chairman and Parish Councillor said, “We would like to see a good turnout to these events – we have been talking to local people, community groups and businesses about what should go in the Neighbourhood Plan for over a year and we need them to tell us if we’ve got it right before it goes for final examination. We know a lot of people don’t want the housing in Rackheath but we have got to face reality and deal with it the best way we can.” The Plan contains policies on housing, drainage, tree belts, local character, green space, community facilities, business development, a new local centre, school and medical provision, public transport, cycleways and parking.

Commissioned by the Parish Council, the draft Plan was put together by a group of local residents through consultation with the community and businesses in Rackheath. Emma Whymark, Parish Council Chairman said, “The Parish Council fully supports the Neighbourhood Plan and it is important that it reflects what people want as far as is possible. We are a positive and forward thinking Council and strive to get the best for the village and this plan identifies important policies and projects for the future of Rackheath”.

To view the plan go to: www.rackheathintothefuture.co.uk, or find it in many community locations within Rackheath.

Separate from the Neighbourhood Plan, Broadland District Council, Barratt Homes and Building Partnerships are producing a Masterplan for a significant part of Rackheath’s new development. This will be the subject of a separate, staffed exhibition at the Neighbourhood Plan events. For more details, please visit www.northrackheath.co.uk.

NOTE TO EDITOR
It would be great to have a reporter come along to one of the events on Saturday or Monday.

For more information, contact: Rachel Leggett, Neighbourhood Plan consultant rackheathplan@gmail.com 07947 615335
Draft **Rackheath Neighbourhood Plan**

**Version 1: for pre-submission consultation**

**CONSULTATION RESPONSE FORM**

Consultation period: Friday 14 October to Friday 25 November 2016.

The Rackheath Neighbourhood Plan is a community-led document for guiding the future development of the parish. It is the first of its kind for Rackheath and a part of the Government’s current approach to planning. Please use this form to comment on the draft Neighbourhood Plan so we can make amendments before submitting it for examination.

PLEASE NOTE: Your comments will be published anonymously in the Neighbourhood Plan consultation statement document.

<table>
<thead>
<tr>
<th>Name</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Email or postal address</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Housing and the Built Environment policies</th>
<th>Do you agree with the policies?</th>
</tr>
</thead>
<tbody>
<tr>
<td>☐ Agree ☐ Mostly agree ☐ Mostly disagree ☐ Disagree</td>
<td>Comments</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Environment and Landscape policies</th>
<th>Do you agree with the policies?</th>
</tr>
</thead>
<tbody>
<tr>
<td>☐ Agree ☐ Mostly agree ☐ Mostly disagree ☐ Disagree</td>
<td>Comments</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Community policies</th>
<th>Do you agree with the policies?</th>
</tr>
</thead>
<tbody>
<tr>
<td>☐ Agree ☐ Mostly agree ☐ Mostly disagree ☐ Disagree</td>
<td>Comments</td>
</tr>
<tr>
<td>Business and Employment policies</td>
<td>Do you agree with the policies?</td>
</tr>
<tr>
<td>---------------------------------</td>
<td>--------------------------------</td>
</tr>
<tr>
<td></td>
<td>☐ Agree  ☐ Mostly agree  ☐ Mostly disagree  ☐ Disagree</td>
</tr>
<tr>
<td></td>
<td>Comments</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Services policies</th>
<th>Do you agree with the policies?</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>☐ Agree  ☐ Mostly agree  ☐ Mostly disagree  ☐ Disagree</td>
</tr>
<tr>
<td></td>
<td>Comments</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Transport and Access policies</th>
<th>Do you agree with the policies?</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>☐ Agree  ☐ Mostly agree  ☐ Mostly disagree  ☐ Disagree</td>
</tr>
<tr>
<td></td>
<td>Comments</td>
</tr>
</tbody>
</table>

| Overall, do you | | |
|-----------------|------------------|
| Agree with the Neighbourhood Plan | Disagree with the Neighbourhood Plan |

Any further comments about the Neighbourhood Plan

<table>
<thead>
<tr>
<th>Sustainability Appraisal</th>
<th>Do you agree with the Sustainability Appraisal?</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>☐ Agree  ☐ Mostly agree  ☐ Mostly disagree  ☐ Disagree</td>
</tr>
<tr>
<td></td>
<td>Comments</td>
</tr>
</tbody>
</table>

Please send your completed response by 25 November to: Diana Dring (Parish Clerk), Church Farm House, Church Lane, Barford, Norwich, NR9 4AY, or put through the letter box of the Community Hub (next to Trinity Church).
APPENDIX 25: Log of comments and responses to Pre-submission Consultation, November 2016

<table>
<thead>
<tr>
<th>Summary of Policies</th>
<th>Agree</th>
<th>Mostly agree</th>
<th>Mostly disagree</th>
<th>Disagree</th>
</tr>
</thead>
<tbody>
<tr>
<td>Housing and the Built Environment</td>
<td>33</td>
<td>29</td>
<td>7</td>
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<tr>
<td>Environment and Landscape</td>
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<td>33</td>
<td>4</td>
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<tr>
<td>Community</td>
<td>29</td>
<td>33</td>
<td>4</td>
<td>1</td>
</tr>
<tr>
<td>Business and Employment</td>
<td>34</td>
<td>27</td>
<td>1</td>
<td>3</td>
</tr>
<tr>
<td>Services</td>
<td>34</td>
<td>25</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>Transport and Access</td>
<td>33</td>
<td>27</td>
<td>3</td>
<td>1</td>
</tr>
<tr>
<td>Overall, do you agree/disagree with the Neighbourhood Plan</td>
<td></td>
<td>62</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>Sustainability Appraisal</td>
<td>26</td>
<td>27</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>TOTAL</td>
<td></td>
<td>485</td>
<td>31</td>
<td></td>
</tr>
</tbody>
</table>

Comments made by Consultees with Steering Group responses to comments

Green cell indicates no change required. Red cell indicates a suggested change.

<table>
<thead>
<tr>
<th>Respondent</th>
<th>Comment</th>
<th>Steering Group response to comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Non-policy content</td>
<td></td>
<td></td>
</tr>
<tr>
<td>North Rackheath</td>
<td>Policy GT18 Only part of the requirements for GT18 are referred to. On the final bullet point, reference should be made to the need for an agreed masterplan and reference should also be added to an appropriate noise assessment being required. This will reflect the requirements of the GT18 policy.</td>
<td>No change. Page 7 refers to the GT AAP. This is only a summary list.</td>
</tr>
<tr>
<td>North Rackheath</td>
<td>Paragraph 1 Reference should be to Manor Farm not Manor Farms (typographical error).</td>
<td>Typo change</td>
</tr>
<tr>
<td>North Rackheath</td>
<td>Objective 1 &amp; 2 It is not clear how the objectives relating to housing and the built environment will be measured in policy</td>
<td>The objectives will be measured through the</td>
</tr>
</tbody>
</table>
| North Rackheath | Objective 6  
There is reference to ‘green public realm’ in the Objective. There is no definition in the Plan of what constitutes ‘green public realm’. A definition should be provided, or alternatively a different term should be used to provide clarity behind the intention. | Add in definition |
|------------------|-------------------------------------------------|------------------|
| North Rackheath | Figure 13  
Figure 13 provides a centrally located area (covered in a number of policies). The thinking behind the centrally located area is driven by a desire to integrate new and existing residents. The accompanying text confirms the desire to have a connected community delivered in part by shared services. This is supported by the Board. The text clarifies that the central location is likely to be, but not limited to the area. This causes some confusion in planning terms. It is considered that the centrally located designation needs to extend northwards to Muck Lane, which will provide a more central focus when considering GT16 as a whole. Accepting the flexibility in the text, there may be a conflict with the final masterplan which is looking at a number of policy requirements and constraints to determine appropriate locations for development. | No change.  
The area still gives the Masterplanners scope for deciding where the centre is, but the priority through the Neighbourhood Plan is to ensure new services are accessible and connect to existing Rackheath, other new developments to the south and GT16. |

<table>
<thead>
<tr>
<th>Housing and the Built Environment</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Response form 2</td>
<td>Proximity of new housing to commercial premises. No parking on existing ind est.</td>
<td>Sentence to be added into BUS supporting text to highlight the issue</td>
</tr>
</tbody>
</table>
| Response form 16 | I would like to see large(ish) front gardens on any houses that front onto an existing main road. i.e. GLW, GLE, Salhouse Road, to retain a rural feel and not seem to ‘towny’. No 3 storey townhouses, or 3 storey and flats | Change HOU3, bullet point 2 to say ‘Some generous private front gardens, particularly on main thorough fares (main routes through new developments and Green Lane East and West, and Salhouse Road)’  
HOU2 refers to heights of buildings |
<p>| Response form 17 | Ideal until we get swamped with local traffic due to vast increased housing. Everyone needs somewhere to live, but there is a word is not too much. (?) | Supportive comment |</p>
<table>
<thead>
<tr>
<th>Response form 19</th>
<th>Affordable homes/social housing should be defined to include social housing for rent. I would also like to see some development on BIMBY model.</th>
<th>Covered in HOU1, this should not be defined by the Neighbourhood Plan</th>
</tr>
</thead>
<tbody>
<tr>
<td>Response form 21</td>
<td>Very good plan can't see any difficulties</td>
<td>Supportive comment</td>
</tr>
<tr>
<td>Response form 24</td>
<td>New dwellings should match scale and character of existing village</td>
<td>Covered in HOU2</td>
</tr>
<tr>
<td>Response form 35</td>
<td>I agree particularly with the objective that homes should be no more than 2 storeys and include bungalows</td>
<td>Supportive comment</td>
</tr>
<tr>
<td>Response form 37</td>
<td>Keen to see mix of housing to suit variety of economic situations</td>
<td>Supportive comment</td>
</tr>
<tr>
<td>Response form 47</td>
<td>Agree HOU3</td>
<td>Supportive comment</td>
</tr>
<tr>
<td>Response form 49</td>
<td>Village expansion is unavoidable but 3500 new homes seems ‘over the top’ and Rackheath will no longer be a village</td>
<td>Beyond the scope of the Plan</td>
</tr>
<tr>
<td>Response form 51</td>
<td>A development of half the size would be better so as not to dominate the existing village</td>
<td>Beyond the scope of the Plan</td>
</tr>
<tr>
<td>Response form 53</td>
<td>Too wide, such a variety is not in keeping with a village</td>
<td>HOU2 is in conformity with the Local Plan.</td>
</tr>
<tr>
<td>Response form 54</td>
<td>HOU2 and HOU3 are the most important to me as I believe it is important to retain a rural feel</td>
<td>Supportive comment</td>
</tr>
<tr>
<td>Response form 61</td>
<td>Social housing!</td>
<td>Supportive comment</td>
</tr>
<tr>
<td>Response form 65</td>
<td>Insufficient space for business. Business space limited and insufficient for housing volume.</td>
<td>Addressed in BUS1 and GT AAP</td>
</tr>
<tr>
<td>Online form 1</td>
<td>Having seen a lot of new developments around Norwich in the interest of the people that will live in these homes the developer needs to ensure that the roads are wide enough and that sufficient car-parking is provided for residents rather than cramming as many houses as they can into the smallest space possible.</td>
<td>Addressed in TRA2, 3, 4 and 5</td>
</tr>
<tr>
<td></td>
<td>Rword TRA4 paragraph 3 last sentence change to: ‘vehicles should be able to pass freely to enable a two way flow of traffic’</td>
<td></td>
</tr>
</tbody>
</table>
| Online form 5   | Frontages along the main roads of developments should be set back from the road to give a sense of space and induce privacy for those residents. | As above: Change HOU3, bullet point 2 to say ‘Some generous private front gardens, particularly on main thorough fares (main routes through new developments and
| North Rackheath | HOU2 | Paragraph two of HOU 2 relates to density and massing. New residential development is expected to reflect the scale and character of existing development. It is accepted that this Policy relates to the whole Plan area and not just the GT16 allocation. However, it is important to recognise that Policy GT16 has a specific objective of securing an additional 3,000 homes and a number of other uses. The site also carries a number of constraints. It is suggested that reference to two storey houses and bungalows is too prescriptive and that should be deleted. The final sentence in paragraph 2 needs to be edited, in any event, by adding an ‘are’ before the word ‘two’. The opening sentence of this paragraph should be amended to reflect the varying densities and massing later in policy. There is also a conflict between cul-de-sacs and effective connections. The former of which is by nature stopped up and not an effective connection. | HOU2 is not restricting heights of buildings. Typo to be changed. Higher than 2 storey housing is felt to be too urban, and does not reflect the vision of the NP. Concern that ENV6 will not be realised if heights exceed 2 storey. Add in sentence to end of 2nd paragraph: ‘Lower height dwellings will enable ENV6 to be achieved. This should be demonstrated at a masterplan stage’. Reword last paragraph: ‘Where possible main routes through developments should be laid out to create efficient vehicle, cycle and pedestrian connections. Any residential cul-de-sacs should still incorporate pedestrian and cycle connectivity through the developments’. |
| North Rackheath | HOU3 | It is not appropriate to suggest that all new housing development should provide secure cycle storage and it is suggested that this should be deleted. It is | HOU3: change ‘safe and secure’ to ‘cycle parking’ |
acknowledged that secure cycle storage would be appropriate at schools and some employment premises and this is supported by the Board.

<table>
<thead>
<tr>
<th>Environment and Landscape</th>
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</thead>
<tbody>
<tr>
<td><strong>Response form 2</strong></td>
</tr>
<tr>
<td><strong>Response form 13</strong></td>
</tr>
<tr>
<td><strong>Response form 17</strong></td>
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<tr>
<td><strong>Response form 19</strong></td>
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<tr>
<td><strong>Response form 21</strong></td>
</tr>
<tr>
<td><strong>Response form 24</strong></td>
</tr>
<tr>
<td><strong>Response form 25</strong></td>
</tr>
<tr>
<td><strong>Response form 33</strong></td>
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<tr>
<td><strong>Response form 34</strong></td>
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<tr>
<td><strong>Response form 35</strong></td>
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<tr>
<td><strong>Response form 36</strong></td>
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<tr>
<td>Response form 43</td>
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<tr>
<td>Response form 47</td>
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<tr>
<td>Response form 49</td>
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<tr>
<td>Response form 54</td>
</tr>
<tr>
<td>Response form 58</td>
</tr>
<tr>
<td>Response form 61</td>
</tr>
<tr>
<td>Response form 65</td>
</tr>
<tr>
<td>Online form 1</td>
</tr>
<tr>
<td>Anglian Water</td>
</tr>
</tbody>
</table>
water management hierarchy outlined in Part h of the Building Regulations with disposal to a surface water sewer seen as a last resort. As the sewerage undertaker we welcome a policy which requires foul drainage solutions. However, this policy could be strengthened in regards to foul drainage if a requirement for a plan or strategy was included in the policy. Example text below:

*New development must provide a foul drainage strategy at the planning application stage which will be implemented prior to occupation.*

<table>
<thead>
<tr>
<th>Broadland Council</th>
<th>ENV7</th>
<th>We feel that little justification is given in the supporting text for the identified Local Green spaces, other than a reference to Newman Woods as being identified as important in consultation with the community. This implies that the others were not identified as being important by the community. There is little evidence that the criteria, as set out in NPPF Paragraph 77, have been applied and, in particular, that ‘the green area is demonstrably special to a local community and holds a particular local significance.’ In addition to the above criterion, the other tests of being ‘in reasonably close proximity to the community it serves’ and being ‘local in character and not an extensive tract of land’ would not seem to have been met in the case of Rackheath Park. In addition, the green spaces are noted on Fig. 22 but the boundaries are not defined. The annotation for Newman Woods is incorrect, being shown on March Covert, another woodland area.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Norfolk County Council</td>
<td>Objective 4 and Policy ENV3: To protect and improve biodiversity and Tree-belts and Wildlife Habitats. We support the objective and policy. The Green Infrastructure Strategy for the AAP of the NEGT identifies the important local green infrastructure corridors (i.e. ecological connectivity – based on considerable data), and we would recommend that the plan reflects these identified GI corridors. Should you have any queries with the above comments please call or email David White on 01603 222058 or email <a href="mailto:david.white.etd@norfolk.gov.uk">david.white.etd@norfolk.gov.uk</a></td>
<td>Add into supporting text: The Green Infrastructure Strategy for the GT AAP identifies the important local green infrastructure corridors (i.e. ecological connectivity – based on considerable data).</td>
</tr>
<tr>
<td>Environment Agency</td>
<td>Water Quality</td>
<td>The Neighbourhood Plan does not propose housing development. This is an issue for the developers.</td>
</tr>
</tbody>
</table>
existing wastewater treatment works and sewerage network should therefore be considered. Water companies hold information and data to help with this. LPAs should work with water companies and us to understand the impact increased development would have on the receiving water environment, and the practicalities of water companies providing necessary upgrades. The Water Framework Directive (WFD) through the River Basin Management Plan (RBMPs) sets out the environmental objectives which will need to be met for surface and ground water bodies in order to comply with the requirements of the Directive.

<table>
<thead>
<tr>
<th>Environment Agency</th>
<th>Water Resources</th>
</tr>
</thead>
<tbody>
<tr>
<td>Our records show that the Rackheath area is over abstracted for surface water resulting in low summer flows. Further development will place additional pressure on water availability. You should consider the capacity and quality of water supply systems and any impact development may have on the environment, including understanding the supply and demand patterns now and in the future across the LPA area. Projected water availability should take account of the impact of a changing climate. Water companies hold information and data to help with this. The emerging Plan and major developments must identify and plan for the required levels of water efficiency and water supply infrastructure to support growth, taking into account costs and timings/phasing of development. Water Cycle Studies and Infrastructure Delivery Plans can help with understanding of what is needed and are therefore an important part of the evidence base.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Environment Agency</th>
<th>Sustainable Drainage Systems</th>
</tr>
</thead>
<tbody>
<tr>
<td>We welcome the proposal to incorporate sustainable drainage systems (SuDS) into the proposed developments in Rackheath. SuDS are an approach to managing surface water run-off which seeks to mimic natural drainage systems and retain water on or near the site as opposed to traditional drainage approaches which involve piping water off site as quickly as possible. SuDS involve a range of techniques including soakaways, infiltration trenches, permeable...</td>
<td></td>
</tr>
</tbody>
</table>

ENV1, add sentence at end of paragraph 1: ‘With regard to foul drainage there is insufficient capacity at Whitlingham waste water treatment work. With regard to water supply the Rackheath areas is over abstracted at the time of writing. Plans to address this should be part of outline planning applications.’ Also add footnote to reference Environment Agency comment.

Referenced above.

Add in footnote to policy with further explanation from Environment Agency.

Add into supporting text before ENV1: The Environment Agency welcome the proposal to incorporate sustainable drainage systems (SuDS) into the proposed
pavements, grassed swales, ponds and wetlands. SuDS offer significant advantages over conventional piped drainage systems in reducing flood risk by attenuating the rate and quantity of surface water run-off from a site, promoting groundwater recharge, and improving water quality and amenity including habitat creation. In brief, our general requirements with regards to SuDS are:
1. Infiltration SuDS such as soakaways, unsealed porous pavement systems or infiltration basins shall only be used where it can be demonstrated that they will not pose a risk to the water environment.
2. Infiltration SuDS have the potential to provide a pathway for pollutants and must not be constructed in contaminated ground. They would only be acceptable if a phased site investigation showed the presence of no significant contamination.
3. Only clean water from roofs can be directly discharged to any soakaway or watercourse. Systems for the discharge of surface water from associated hard-standing, roads and impermeable vehicle parking areas shall incorporate appropriate pollution prevention measures and a suitable number of SuDS treatment train components appropriate to the environmental sensitivity of the receiving waters.
4. The maximum acceptable depth for infiltration SuDS is 2.0 m below ground level, with a minimum of 1.2 m clearance between the base of infiltration SuDS and peak seasonal groundwater levels.
5. Deep bore and other deep soakaway systems are not appropriate in areas where groundwater constitutes a significant resource (that is where aquifer yield may support or already supports abstraction). If deep soakaways are proposed you should contact us, as an environmental permit maybe needed.
SuDS design should also consider the sensitivity of the receiving waterbody and provide sufficient treatment steps to ensure water quality is protected.
Please also refer to the SuDS Manual (CIRIA C753, 2015), the Susdrain website (http://www.susdrain.org/) and the draft National Standards for SuDS (Defra, 2015) for more information.

<table>
<thead>
<tr>
<th>Environment Agency</th>
<th>Biodiversity</th>
</tr>
</thead>
<tbody>
<tr>
<td>We welcome objective ENV 3 of the neighbourhood plan which commits to protecting the existing tree</td>
<td>Supportive comments</td>
</tr>
</tbody>
</table>

SuDS are an approach to managing surface water run-off which seeks to mimic natural drainage systems and retain water on or near the site as opposed to traditional drainage approaches which involve piping water off site as quickly as possible. SuDS involve a range of techniques including soakaways, infiltration trenches, permeable pavements, grassed swales, ponds and wetlands. SuDS offer significant advantages over conventional piped drainage systems in reducing flood risk by attenuating the rate and quantity of surface water run-off from a site, promoting groundwater recharge, and improving water quality and amenity including habitat creation.

ENV1: change ‘surface water drainage ponds’ to ‘Sustainable Drainage Systems’
belts within the development sites and supports the creation and restoration of habitats. Further opportunities should be sought to improve the environment as the proposed development is brought forward.

Landscaping proposals should demonstrate that thought has been given to maximising potential ecological enhancement. Paragraph 9 of the NPPF sets out that planning should seek positive improvements and includes an aim to move from a net loss of biodiversity to achieving net gains for nature in line with the Natural Environment White Paper (2011). In determining planning applications Local Authorities are asked to conserve and enhance biodiversity and encourage opportunities to incorporate biodiversity in and around developments (para.118). This presents an opportunity to provide multi-functional benefits - providing open space for residents, sustainable transport links, wildlife/ecological value, climate change resilience, improved water quality and flood risk management.

Green Infrastructure, defined as a network of new and existing multi-functional green space and features, such as ecological corridors or other appropriate planting, should therefore be considered as part of the development. Such measures can provide the range of benefits outlined above, including for example providing shade to the built environment to reduce overheating, and intercepting rainfall and reducing flood risk. But there is evidence that the inclusion of such features can also provide further economic benefits, such as encouraging inward investment, increasing property values and increasing visitor spending in an area. More information on this, and Green Infrastructure in general, is available on the Natural England web pages: www.naturalengland.org.uk/ourwork/planningdevelopment/greeninfrastructure/default.aspx

Incorporating green and/or brown roofs and walls can be a particularly effective measure. They provide valuable urban habitats, increased energy efficiency of buildings and attenuation of rain water. Research from the journal ‘Environmental Science and Technology’ claims that green walls deliver cleaner air at street level where most people are exposed to the highest pollution. They can also add to an attractive street scene if designed well – a good example of this is the Transport for London Green Wall near Blackfriars station.

Please note that the view expressed in this letter by us are a response to the proposed Neighbourhood
Development Plan only and does not represent our final view in relation to any future planning or permit applications that may come forward. We reserve the right to change our position in relation to any such application. Please contact me on the details below should you have any questions or would wish to contact any of our specialist advisors. Please continue to keep us advised on the progress of the plan.

**North Rackheath**

<table>
<thead>
<tr>
<th>ENV1</th>
<th>ENV2</th>
<th>ENV3</th>
<th>ENV4</th>
<th>ENV5</th>
</tr>
</thead>
<tbody>
<tr>
<td>This policy relates to drainage. There should be an acknowledgement that permeable areas should be based on Sustainable Urban Drainage Systems (SUDS) and not a blanket requirement of permeable areas everywhere.</td>
<td>The policy requires buildings to be broadly orientated to the south to support solar gain. This may be achievable in isolated and smaller developments. However, in the case of GT16, it is not possible for 3,000 homes and 25Ha of commercial development to face south. This Policy should be reworded to reflect that fact and the words ‘orientating buildings broadly to the south’ could be deleted with diluting the intent of the Policy.</td>
<td>The tree belts should have phased replacement plans to improve them in the future.</td>
<td>Reference to tree lined routes on main routes should be deleted as it is unlikely to be feasible because of land take with SUDS.</td>
<td>It is likely that the masterplan will not need to utilise the old airway runway and turning circle. These features are represented in tree lines and it is suggested that bullet point 1 is deleted to avoid conflict or clarification of ‘definition’ is provided.</td>
</tr>
</tbody>
</table>

**North Rackheath**

<p>| ENV1: change last sentence to: ‘Permeable materials should...’ Move ‘where appropriate’ to the end of the sentence to incorporate everything in the paragraph. | ENV2: policy amended as above | ENV3: beyond the remit of the Neighbourhood Plan | ENV4: last sentence of 1st paragraph, change to ‘Suitable tree landscaping should be incorporated into the design of all access routes in developments’ | ENV5: bullet (a) change to ‘The old airfield runway (identified and defined by the tree belt), and the Turning Circle. Important to keep |</p>
<table>
<thead>
<tr>
<th>North Rackheath</th>
<th>ENV6</th>
<th>The turning circle.</th>
</tr>
</thead>
<tbody>
<tr>
<td>There is reference to ‘rural feel’ throughout the policies. Given the level of housing and other development proposed it is difficult to see how the masterplan will achieve that. There should be some qualification in the plan about what constitutes ‘rural feel’ (appreciating there is reference in policies to varying densities). Reference was made to ‘rural feel’ at the recent Masterplan Workshop. This was defined by a member of the Neighbourhood Plan Team as ‘the ability to retain a level of greenness and see the countryside from within the settlement’. This, or similar, description should be added to the supporting text to explain what is meant by ‘rural feel’. It is proposed to protect a view from Stone Hill. This will have an impact on the masterplan layout for GT16 and the ability to deliver the housing numbers. It currently states that certain types of development will not be supported. This is considered prejudicial to the participative masterplanning process.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ENV7</td>
<td>ENV7 does not restrict green space to the north of GT16, however, it does require that an amount of green space is located within the central location to integrate the existing and new housing.</td>
<td></td>
</tr>
<tr>
<td>North Rackheath</td>
<td>ENV7</td>
<td>ENV7 does not restrict green space to the north of GT16, however, it does require that an amount of green space is located within the central location to integrate the existing and new housing.</td>
</tr>
<tr>
<td>This policy contains reference to land uses linking together to a centrally located area. There is also reference to GT16 and the policy states that the GT16 allocation should have a large green space which is centrally located within the settlement. Notwithstanding the comments on Figure 13 and the ‘centrally located area’, this is at odds with Policy GT16 in the Growth Triangle Area Action Plan that requires the large green space at the north of the allocation. There will be a conflict between the two policies if ENV7 is not amended. There is reference to it being centrally located in the settlement and reference to Figure 22. This reference should be Figure 13?</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Historic England</th>
<th>Historic England is pleased to note that Objective 5 seeks to 'to respect the history and heritage of Rackheath. The accompanying background information to Objective 5 provides a good baseline information confirming the designated heritage assets but also noting the importance of non-designated assets which make an important contribution to the local distinctiveness of the area and locally important archaeology. Figure 20 plots these local heritage assets on a map; we would suggest that the designated heritage assets are also added to Figure 20.</th>
</tr>
</thead>
<tbody>
<tr>
<td>ACTION: find out what the existing designated heritage assets</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Historic England</th>
<th>Historic England welcomes the inclusion of Policy ENV5: Local landscape character and historical development, which in part seeks to protect Local</th>
</tr>
</thead>
<tbody>
<tr>
<td>As above.</td>
<td></td>
</tr>
<tr>
<td>Add (i) to the list,</td>
<td></td>
</tr>
</tbody>
</table>
Heritage Assets from loss or significant harm, and you may wish to caveat this section to allow for new entries if further interesting historic buildings, structures or remains are found. This policy could be considerably strengthened by also including designated heritage assets both in terms of their fabric and setting. This will assist in ensuring that both designated and non-designated heritage assets can be enjoyed by future generations of the area and make sure it is in line with national planning policy. The inclusion of Policy ENV 6 into the Neighbourhood Plan is also to be welcomed.

<table>
<thead>
<tr>
<th>Community</th>
<th>Response form 1</th>
<th>Cricket ground. Not sure about where it is proposed to site the allotments. Surely we can do better than that.</th>
<th>No change. The Neighbourhood Plan has not undertaken enough detailed assessment of sites to make a site allocation for a cricket pitch. COM6 identifies a cricket pitch amongst other sports facilities.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Response form 2</td>
<td>More involved with local owners on the industrial estate</td>
<td>No change, unclear</td>
<td></td>
</tr>
<tr>
<td>Response form 17</td>
<td>Country getting too industrialised. Soon we’ll end up mass of concrete</td>
<td>Opinion</td>
<td></td>
</tr>
<tr>
<td>Response form 19</td>
<td>Again as above to ensure delivery on these policies a stronger emphasis needs to be placed on how it will be a condition of expansion rather than what feels like a nice to have commitment</td>
<td>COM and SER policies are there to try and ensure this</td>
<td></td>
</tr>
<tr>
<td>Response form 21</td>
<td>Very good</td>
<td>Supporting statement</td>
<td></td>
</tr>
<tr>
<td>Response form 23</td>
<td>Don’t forget the older residents up near village hall</td>
<td>Central location attempts to connect the existing community</td>
<td></td>
</tr>
<tr>
<td>Response form 24</td>
<td>Essential to have community buildings, conservation (?) and sports to support the housing</td>
<td>Supporting statement</td>
<td></td>
</tr>
<tr>
<td>Response form 36</td>
<td>Cricket ground</td>
<td>Supporting statement</td>
<td></td>
</tr>
<tr>
<td>Response form 44</td>
<td>Provision of allotments really good idea</td>
<td>Supporting statement</td>
<td></td>
</tr>
<tr>
<td>Response form 47</td>
<td>Agree new sports facilities within GT16</td>
<td>Supporting statement</td>
<td></td>
</tr>
<tr>
<td>Response form 49</td>
<td>Totally agree – how about a full blown gym facility – encourage ‘fitness’ companies to the area thus creating local jobs</td>
<td>Beyond the remit of the Neighbourhood Plan</td>
<td></td>
</tr>
<tr>
<td>Response form 61</td>
<td>Improve use of Salhouse Station</td>
<td>Supporting statement</td>
<td></td>
</tr>
<tr>
<td>-----------------</td>
<td>---------------------------------</td>
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<td></td>
</tr>
<tr>
<td>Response form 66</td>
<td>We consider that provision should be made for the construction of new places of worship for dedicated use by faith groups as need arises</td>
<td>COM2 enables for the provision of a community hub building, which could accommodate a place of worship if required.</td>
<td></td>
</tr>
<tr>
<td>Broadland Council</td>
<td>COM4 We would suggest that the sentence “Developers should be encouraged” is changed to “Developers will be encouraged”.</td>
<td>COM4: second sentence change ‘should’ to ‘will’</td>
<td></td>
</tr>
<tr>
<td>Email from Wroxham Football Club</td>
<td>Community Policies - rather than just mentioning Rackheath Cricket Club, who are no more associated with the existing community than we are, perhaps to include some reference and to amplify the opportunities for other existing organisations such as Wroxham Football Club who are seeking to relocate and who have engaged in the consultation. This would certainly help with any proposals we come forward with.</td>
<td>Rackheath Cricket Club is not identified within the Neighbourhood Plan. COM6 provides for a range of sports facilities, including football and cricket</td>
<td></td>
</tr>
<tr>
<td>North Rackheath</td>
<td>COM2 The policy states that a new community hub building should be located at the southern end of GT16 and centrally located (see comments above on central location). The masterplanning exercise will ultimately dictate the positioning of development having taken into account the land take requirements in Policy GT16 and the site constraints. The Board is happy for reference to be made to the community hub within GT16 but considers that reference to a specific location in the final sentence of the policy should be deleted.</td>
<td>The central location is a broad area and links the existing housing to new housing. Any new community hub should be easily accessible by all Rackheath residents by foot/cycle.</td>
<td></td>
</tr>
<tr>
<td>North Rackheath</td>
<td>COM3 Water features will attract birds and a likely objection from Norwich Airport so these should be avoided. Reference to ‘water features’ in the final sentence should be deleted.</td>
<td>COM3: add in sentence ‘Note, any water feature must not impact on the Norwich Airport flight path’.</td>
<td></td>
</tr>
<tr>
<td>North Rackheath</td>
<td>COM4 This requirement is supported.</td>
<td>Supporting statement</td>
<td></td>
</tr>
</tbody>
</table>
| North Rackheath | COM7 | North Rackheath
|----------------|------| There is reference to allotments at specific locations in this policy. The specific locations will be delivered by the refreshed GT16 masterplan. The support for the provision of allotments should be retained. The specific locations should be deleted.
| BUS1: add in ‘Major development’ at the beginning of sentence. At the end of the sentence, change to ‘but are not restricted to these areas’. |

### Business and Employment

<p>| Response form 3 | Business premises need adequate parking for staff, customer, delivery etc. See parking on Wendover Road at present its dangerous and needs sorting! | BUS1: add sentence at end of 1st paragraph ‘It will also be necessary to provide adequate off-road parking’. |
| Response form 4 | It is essential that the ind estate has a 2nd entrance/exit | Supporting comment |
| Response form 13 | Look at smaller units or start up office space | No change. No evidence through consultation |
| Response form 24 | BUS1 agree access to industrial estate must be via A1151. BUSes3 must have shops, business (?) with development | Supporting comment. Market forces will determine this |
| Response form 29 | Discourage more local businesses and development of industrial estate in future | No change. Not supported by consultation and contradicts GT AAP |
| Response form 35 | There are some really good objectives here. Totally agree | Supporting comment |
| Response form 47 | Agree second access to Ind Estate direct from A1151. Agree maintain current commercial premises on Salhouse Road and Vera Road | Supporting comment |
| Response form 49 | Realistically I do not see Rackheath attracting more businesses – the infrastructure does not exist and at present I do not see this being proposed in the plan – so far at lease | Not in conformity with GT AAP |
| Response form 53 | Why do we need new retail units, this is not typical of a village, this is what you find in a town/suburb like Sproston. Rows of shops attract trouble | BUS3: remove ‘parade’ |
| Response form 54 | But I feel that business will do what business wants | Statement, no change |
| Response form 63 | New and expanding businesses – BUS2: should connect. Another entrance/exit a must! | Supporting comment |
| Response form 65 | Insufficient space for industry. | Not in conformity with GT AAP |
| Online form 1 | I do wonder who you are looking to attract to generate the employment for this amount of housing? | Opinion |
| Anglian | BUS1: New and expanding businesses | Addressed in |</p>
<table>
<thead>
<tr>
<th><strong>Water</strong></th>
<th>This policy supports the expansion of existing businesses and the creation of new business space; it is worth noting that there may be a need for improvements to the existing foul network to enable development of these sites. Anglian Water will comment further on any planning applications in this area.</th>
<th>revised wording for ENV1 (see above)</th>
</tr>
</thead>
</table>
| **Anglian Water** | BUS3: Local centre with a rural village feel
A new village centre is being promoted with a range of possible uses.
Please note that there may be a need for improvements to the existing foul network to enable the development of this site dependant upon the range of uses proposed. Anglian Water will comment further on any planning applications for this site having regard to any information provided by the applicant. | Addressed in revised wording for ENV1 (see above) |
| **Broadland Council** | BUS1
We feel there is a lack of clarity over what is meant by ‘heavy or polluting industry’ and why such uses may not be allowed. This requires clarification.
It is also felt that the sentence ‘new businesses should fit within a rural village feel’ is contradictory and somewhat difficult to interpret/enforce given that there is already an industrial estate alongside a residential area.
As regards the statement, ‘A second access point onto the current Rackheath Industrial Estate is required’, the Neighbourhood Plan does not evidence why this is required (other than through consultation) or how its provision is likely to be achieved. | BUS1: change to ‘heavy or polluting industry (such as incineration, chemical treatment, hazardous waste, landfill and potentially contaminative land uses) are not supported by the resident community.
Supporting text: add in sentence about support for a second access point, by businesses currently using the Rackheath Industrial estate and residents due to the gas explosions |
| **Broadland Council** | BUS2
It is felt that little justification is given to explain why B1 uses cannot be located next to residential uses. We would suggest the following new wording, or similar
‘An appropriate buffer should be provided between residential and non B1 employment uses.* This could be provided through amenity space, tree belts (see ENV3) or allotments, as appropriate.’ Footnote for the asterisk, as follows: **B1 uses are office, research & | Do not agree, no change. |
<table>
<thead>
<tr>
<th>Broadland Council</th>
<th>BUS4</th>
<th>There is little justification given for why change of use of individual retail premises should be resisted. This should be further evidenced and justified or alternatively should be removed.</th>
<th>Do not agree, no change.</th>
</tr>
</thead>
<tbody>
<tr>
<td>North Rackheath</td>
<td>BUS1</td>
<td>There is reference in the policy to “Heavy or Polluting Industries” not being supported. There is no definition of what comprises heavy or polluting industry. This should be redefined and should refer to the uses set out in policy GT16. There is reference to a second point of access to the Industrial Estate. Work on the masterplan, to date, suggests that the second point of access should be an emergency access only. It is acknowledged that there was broad support for a second access to the Industrial Estate at the recent Workshop. However, the Board would wish to see the policy amended or a more neutral stance adopted on the access.</td>
<td>BUS1 change address above. Second access point supported by local community and businesses. At end of 2nd paragraph, ‘Good design should mitigate impact of industrial traffic and HGVs in residential areas.’</td>
</tr>
<tr>
<td>North Rackheath</td>
<td>BUS2</td>
<td>The policy states that housing cannot be located adjacent to industrial uses. Consideration should be given in the policy to other employment forming an appropriate buffer, given the potential space restrictions in the GT16 allocation.</td>
<td>Current wording supported by consultation.</td>
</tr>
<tr>
<td>North Rackheath</td>
<td>BUS3</td>
<td>The main retail area may be at Wroxham Rd. and the existing Salhouse Rd. and linked to centrally located designation. This policy, along with others focusses on the central location, and, in combination with the other requirements is placing a great deal of focus on the central location which will impact on the deliverability of certain components. See comments above. Use of the term ‘parade’ suggests a specific layout. This should be deleted and left to the refreshed masterplan.</td>
<td>BUS3: parade removed (above). The central location is not all of the retail allocation.</td>
</tr>
</tbody>
</table>

**Services**

<p>| Response form 1 | Essential that we get the necessary schools and health care facilities built in good time. That is crucial. | Supporting comment |
| Response form 13 | Start more local village teams | Outside the remit of the Neighbourhood Plan |
| Response form 17 | Objective 13 – sufficient funding VITAL! | Supporting comment |
| Response form 19 | I agree that there should be provision of school + medical facilities and that development plans must include these prior to approval | Supporting comment |
| Response form 28 | Should make use of the railway line | Supporting comment |</p>
<table>
<thead>
<tr>
<th>Response form 33</th>
<th>All local children should be able to attend local school</th>
<th>Supporting comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Response form 37</td>
<td>We must have adequate schools. Pavements and bridleways. I need to have disabled access, wheelchair and motorised buggies</td>
<td>Supporting comment</td>
</tr>
<tr>
<td>Response form 41</td>
<td>Very important to make GP services readily available.</td>
<td>Supporting comment</td>
</tr>
<tr>
<td>Response form 43</td>
<td>New development must include high speed Broadband and good mobile coverage for the entire Parish</td>
<td>Supporting comment</td>
</tr>
<tr>
<td>Response form 47</td>
<td>Strongly agree SER1 and SER2</td>
<td>Supporting comment</td>
</tr>
<tr>
<td>Response form 49</td>
<td>Services are crucial and sufficient planning needed to ensure correct services are no interrupted and (?) upon</td>
<td>Supporting comment</td>
</tr>
<tr>
<td>Response form 53</td>
<td>Agree but cannot see it happening. Where will the funding for all those schools and doctors come from when considering the state of the country as a whole?</td>
<td>Addressed within policy and within individual developments</td>
</tr>
<tr>
<td>Response form 54</td>
<td>Vital that these services keep pace with developments</td>
<td>Supporting comment</td>
</tr>
<tr>
<td>Online form 5</td>
<td>Any pre-school type provision should be considered in relation to primary school provision. Ideally both sharing the same site so that those transitioning directly from one to the other, can do so seamlessly.</td>
<td>Do not want to restrict appropriate locations and provisions</td>
</tr>
<tr>
<td>Anglian Water</td>
<td>SER1: Preschool and school provision The development of schools may create a need for improvements to the existing foul network. Anglian Water will comment further on any planning applications and work closely with developers. Anglian Water supports the phasing of large development sites; this enables provisions to be made in an effective and timely manor.</td>
<td>Addressed in ENV1</td>
</tr>
<tr>
<td>Email from Wroxham Football Club</td>
<td>Services Policies – Perhaps to include something to say that improvements to the provisions of broadband facilities in the community infrastructure may allow scope for telemedicine trials with the medical centres alongside any future building proposals. I’m sure you gathered from the lady who was represent NHS/Community Care at the North Rackheath Workshop, that this is something being considered in future strategy, so why not mention it?</td>
<td>Beyond the remit of the Neighbourhood Plan, not a land use issue</td>
</tr>
<tr>
<td>Norfolk County Council</td>
<td>Infrastructure Delivery Under the heading 6.5 Services or elsewhere in the Plan – it is felt that there ought to be a Policy on infrastructure delivery indicating that: Housing and other development will be expected to contribute towards improving local services and infrastructure (such as transport, education; library provision, fire hydrant provision, open space etc.) through either the payment of a Community</td>
<td>Put sentence in supporting text: Housing and other development will be expected to contribute towards improving local services and infrastructure (such</td>
</tr>
</tbody>
</table>
Infrastructure Levy (CIL); planning obligations (via a s106 agreement / s278 agreement); or use of a planning condition/s. The emerging plan should make it clear in the supporting text that new or improved infrastructure will generally be funded/delivered through CIL and/or S106/s278 agreements (including use of planning conditions) having regard to the Greater Norwich Growth Board (GNGB) and the Greater Norwich Infrastructure Plan (GNIP). Should you have any queries with the above comments please call or email Laura Waters on 01603 638038 or email laura.waters@norfolk.gov.uk.

| North Rackheath | SER1 | This policy should be directly linked to the Education Authority’s requirements. | SER1 does not contradict the Education Authority |
| North Rackheath | SER2 | This policy should be directly linked to the NHS policy and requirements. | SER2 does not contradict NHS policies |

**Transport and Access**

<p>| Response form 1 | Need plenty of walkways and cycle ways | Supporting comment |
| Response form 3 | Parking! | Supporting comment |
| Response form 4 | Please see above. 2\text{nd} entrance is essential for all. The traffic at commuting hours can be horrific. | Supporting comment |
| Response form 13 | Access to new station. Also linking of cycle paths into Norwich-Wroxham | Supporting comment |
| Response form 17 | The speed limits VITAL (restrict to 20 mph). No cars for those unstable or with previous severe restrictions. | Beyond the remit of the Neighbourhood Plan. |
| Response | TRA1 needs to be strengthened regarding access to | TRA1: remove |</p>
<table>
<thead>
<tr>
<th>Form No.</th>
<th>Comment</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>20</td>
<td>Salhouse Station – ‘where possible’ needs to be emphasized that it will be a requirement?</td>
<td>‘where possible’ from last sentence</td>
</tr>
<tr>
<td>21</td>
<td>Could do with public transport. Now sooner than later</td>
<td>Beyond the remit of the Neighbourhood Plan</td>
</tr>
<tr>
<td>23</td>
<td>We need a good bus route with all these new houses</td>
<td>Beyond the remit of the Neighbourhood Plan</td>
</tr>
<tr>
<td>24</td>
<td>TRA1 need suitable transport provision esp cycle way. TRA3 def should be more that 1 route in/out of development. Need to improve Salhouse Station</td>
<td>Supporting comments Salhouse Station is outside the parish boundary</td>
</tr>
<tr>
<td>25</td>
<td>The top end of Green Lane West is forgotten as regards transport for the elderly. This needs attention</td>
<td>Beyond the remit of the Neighbourhood Plan</td>
</tr>
<tr>
<td>26</td>
<td>Frequency and rail stops</td>
<td>Beyond the remit of the Neighbourhood Plan</td>
</tr>
<tr>
<td>29</td>
<td>No train/public transport</td>
<td>Beyond the remit of the Neighbourhood Plan</td>
</tr>
<tr>
<td>33</td>
<td>Ensure roads are wide enough to allow on street parking in developments</td>
<td>Supporting comment</td>
</tr>
<tr>
<td>34</td>
<td>How do we guarantee public transport needs are met?</td>
<td>Beyond the remit of the Neighbourhood Plan</td>
</tr>
<tr>
<td>35</td>
<td>In particular about improvements to public transport links BEFORE development. Secondly agree re TRA2. I would like to see a safe cycle/foot path linking Rackheath to (1) Salhouse and (2) Norwich.</td>
<td>Supporting comment</td>
</tr>
<tr>
<td>36</td>
<td>Needs early planning and made usable early on in the planning</td>
<td>Supporting comment</td>
</tr>
<tr>
<td>37</td>
<td>Very keen to see provision for public transport, rail in particular</td>
<td>Supporting comment</td>
</tr>
<tr>
<td>39</td>
<td>Cycle route!</td>
<td>Supporting comment</td>
</tr>
<tr>
<td>40</td>
<td>I would love to see plans to connect Rackheath with Norwich cycle routes</td>
<td>Supporting comment</td>
</tr>
<tr>
<td>41</td>
<td>Station will need adequate parking esp as land next to it sold off. Public areas also very important</td>
<td>Outside of the Parish boundary</td>
</tr>
<tr>
<td>43</td>
<td>The proposals should not be detrimental to private car usage. Some have no option for public transport</td>
<td>Supporting comment</td>
</tr>
<tr>
<td>44</td>
<td>Pavements should also accommodate mobility scooters – some houses will require parking space for work vehicles/vans. They can take more room than cars</td>
<td>Supporting comment</td>
</tr>
<tr>
<td>47</td>
<td>Agree TRA1 re easier access to Salhouse Station. May be a further Rackheath Station near the Salhouse Road level crossing?</td>
<td>Outside of the Parish boundary</td>
</tr>
<tr>
<td>Response form 49</td>
<td>With 3500 new homes there will be a substantial impact on roads so to suggest (sustainability appraisal) the effect will be minimal is totally unrealistic</td>
<td>Comment refers to scale of development on the sustainability appraisal of the Neighbourhood Plan</td>
</tr>
<tr>
<td>------------------</td>
<td>--------------------------------------------------------------------------------</td>
<td>----------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Response form 50</td>
<td>Rail stop access closer than Salhouse for Rackheath residents</td>
<td>Already in supporting text</td>
</tr>
<tr>
<td>Response form 51</td>
<td>Cycle routes through to Sprowston across the NDR by bridge would be welcome</td>
<td>Addressed through NDR and rapid bus transit route</td>
</tr>
<tr>
<td>Response form 59</td>
<td>Need more buses and routes</td>
<td>Supporting comment</td>
</tr>
<tr>
<td>Response form 65</td>
<td>Rackheath Industrial Estate needs a bus service. Our employees have no access to public transport.</td>
<td>Beyond remit of the Neighbourhood Plan</td>
</tr>
<tr>
<td>Broadland Council</td>
<td>TRA1 It is not reasonable to expect all infrastructure to be in place at the start of a development. Infrastructure should be coordinated with the progression of the development and it is felt the wording of the policy should reflect this.</td>
<td>TRA1 states that the infrastructure should be in first</td>
</tr>
<tr>
<td>Norfolk County Council</td>
<td>Policy TRA2: Pedestrian, cycle and bridleway. We support the policy. There should be a reference to the “Broadland Way”, a proposed strategic off-carriageway cycle and pedestrian route, which will pass through the North East Norwich Growth Triangle (NEGT), linking east Norwich with the Northern Broads at Wroxham. This is included in the Green Infrastructure Strategy within the Area Action Plan (AAP). Sections of this route are being delivered now as part of the NDR mitigation, including a section underneath the NDR adjacent to the railway line. As part of the NDR works, there will also be a pedestrian bridge crossing the NDR near Newman Woods/Newman Road.</td>
<td>Add into supporting text: ‘Broadland Way’ is a proposed strategic off-carriageway cycle and pedestrian route, which will pass through the North East Norwich Growth Triangle, linking east Norwich with the Northern Broads at Wroxham. This is included in the Green Infrastructure Strategy within the GT AAP. Sections of this route are being delivered at the time of writing as part of the NDR mitigation, including a section underneath the NDR adjacent to the railway line. As part</td>
</tr>
</tbody>
</table>
70 of the NDR works, there will also be a pedestrian bridge crossing the NDR near Newman Woods/Newman Road.

North Rackheath

TRA1
The policy makes provision for ‘easy access’ to Salhouse Station. “Easy access to Salhouse Station by road” has the potential to encourage in-commuting from the surrounding area and rat running to get to the station. Reference to ‘easy access’ should be deleted.

TRA2
Adoptable standard requirements will need to be followed for pedestrian, cycleways and bridleways. This should be referred to in the policy.

TRA1: remove ‘road’
TRA2: if it is a standard, then it does not go into the Neighbourhood Plan

North Rackheath

TRA4
The proposed car parking policy is broadly consistent (although slightly higher for 1 and 3 bed units) in terms of off street parking spaces per residential unit, in the context of BDC adopted SPG on MAXIMUM car parking for new developments which suggests on average 1.6 cars per household with the following Maxima for residential dwellings (BDC also indicate that dwellings within 200m of a bus stop with 15 minute service frequency can have a lower level of provision than those which are less accessible). The policy should be amended to be consistent:

<table>
<thead>
<tr>
<th>Bedrooms</th>
<th>BDC adopted Parking Guidance</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>1.5 spaces per dwelling on average</td>
</tr>
<tr>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>3</td>
<td>2</td>
</tr>
<tr>
<td>4</td>
<td>3-4</td>
</tr>
</tbody>
</table>

Due to the rural location and the proximity of the NDR, there is likely to be high car ownership within Rackheath

Overall, do you agree/disagree with the Neighbourhood Plan

<table>
<thead>
<tr>
<th>Response form 10</th>
<th>Hopefully provision for a medical centre/doctors etc. will be provided.</th>
<th>Supporting comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Response form 12</td>
<td>More traffic calming measures agreed on access routes i.e. Green Lane West</td>
<td>Not supported by consultation</td>
</tr>
<tr>
<td>Response form 15</td>
<td>But not with the idea of so much change!</td>
<td>Not in conformity with the GT AAP</td>
</tr>
<tr>
<td>Response form 19</td>
<td>I agree with the principles contained in the local plan and that expansion of the village is needed. We need to ensure though that the policies are not diluted to</td>
<td>Supporting comment</td>
</tr>
<tr>
<td>Response form</td>
<td>Comment</td>
<td></td>
</tr>
<tr>
<td>---------------</td>
<td>---------</td>
<td></td>
</tr>
<tr>
<td>24</td>
<td>Keep up the good work</td>
<td></td>
</tr>
<tr>
<td>27</td>
<td>NEED schools/doctors/traffic control to industrial estate when building starts not after finished</td>
<td></td>
</tr>
<tr>
<td>30</td>
<td>Disagree due to all plans being requested and nothing set prior to build</td>
<td></td>
</tr>
<tr>
<td>44</td>
<td>No mention of increased policing – at the moment Rackheath has low rate of crime – a bigger area will possibly need more police presence</td>
<td></td>
</tr>
<tr>
<td>47</td>
<td>Largely in agreement</td>
<td></td>
</tr>
<tr>
<td>49</td>
<td>Fantastic job!</td>
<td></td>
</tr>
<tr>
<td>50</td>
<td>A hospital must be included in this plan to care for approx. 16,000 people increase in population in this area</td>
<td></td>
</tr>
<tr>
<td>52</td>
<td>Collection and drop off allocation for school children in the form of a marshaled layby. Parking spaced per no of bedrooms need to be detailed. Single driveways for 2 cars leads to on street parking</td>
<td></td>
</tr>
<tr>
<td>53</td>
<td>Neither. It does not feel like a neighbourhood plan more like a sprawling suburb/town plan. There are some sound valid policies but overall it misses in some areas</td>
<td></td>
</tr>
<tr>
<td>57</td>
<td>The ‘Neighbourhood Plan’ needs to be planned by the neighbourhood. Plant lots of trees and hedges. More front gardens</td>
<td></td>
</tr>
<tr>
<td>59</td>
<td>We need to keep more green links. How long will the work be carried out on the new roads as noise at night is an issue?</td>
<td></td>
</tr>
<tr>
<td>60</td>
<td>Great work!</td>
<td></td>
</tr>
<tr>
<td>62</td>
<td>I would like to see a retirement village on this development</td>
<td></td>
</tr>
</tbody>
</table>

**Supporting comment**

- Beyond the remit of the Neighbourhood Plan. Addressed through COM4. Also GT AAP identifies need for police beat station
- Not in conformity with the GT AAP
- No change required
- Addressed in HOU1
- Outside the remit of the Neighbourhood Plan

**Online form**

- In the main I feel that a very good job has been done, but your powers are limited to effect what the existing community actually wants.
- It’s great
- An excellent document that in principal allays some of my anxieties about the impending development and changes within my community. It feels like somewhere I would like to continue living! Thank you for you all your hardwork.
<p>| <strong>Online form 7</strong> | <strong>Thank you for providing us with the opportunity to comment on the draft Rackheath Neighbourhood Plan. This is a considerably detailed document and several of the policies contained within the plan represent a duplication of existing policies within adopted local plan documents including the BDC Development Management DPD and the Growth Triangle Action Area Plan. Our overall comment at this stage therefore is that we would query the need for the neighbourhood plan to contain so many detailed and prescriptive policies some of which conflict with policies within adopted development plan documents e.g. the recommended parking provision for new residential development within the draft neighbourhood plan (Policy TRA4) conflicts with the adopted NCC parking standards (2007).</strong> | <strong>Due to the rural location and the proximity of the NDR, there is likely to be high car ownership within Rackheath</strong> |
| <strong>National Grid</strong> | <strong>An assessment has been carried out with respect to National Grid’s electricity and gas transmission apparatus which includes high voltage electricity assets and high pressure gas pipelines and also National Grid Gas Distribution’s Intermediate / High Pressure apparatus. National Grid has identified the following high pressure Gas Transmission pipeline as falling within the Neighbourhood area boundary: FM05 - Bacton to Yelverton National Grid has identified the following high pressure Gas Distribution pipeline as falling within the Neighbourhood area boundary: 94700 Thorpe St Andrews – Rackheath – IP Pipeline Gas Distribution – Low / Medium Pressure Whilst there is no implications for National Grid Gas Distribution’s Intermediate / High Pressure apparatus, there may however be Low Pressure (LP) / Medium Pressure (MP) Gas Distribution pipes present within proposed development sites. If further information is required in relation to the Gas Distribution network please contact <a href="mailto:plantprotection@nationalgrid.com">plantprotection@nationalgrid.com</a></strong> | <strong>Addressed at a Planning Application stage, not within the Neighbourhood Plan</strong> |
| <strong>Norfolk County Council</strong> | <strong>The County Council welcomes the opportunity to comment on the emerging Rackheath Neighbourhood Plan (RNP) and supports the Objectives on page 3. In particular the County Council supports reference in the Objectives to the integration of the New Rackheath development with the existing village, developing and improving community facilities such as education; and the support given to sustainable transport and enhanced public transport.</strong> | <strong>Supporting comment</strong> |
| <strong>Spixworth Parish Councillor</strong> | <strong>Having read through the document it looks quite good, with a lot of preferred ideas regarding maintaining the community feel, housing density and car parking.</strong> | <strong>Opinion</strong> |</p>
<table>
<thead>
<tr>
<th>Response Form</th>
<th>Comment or Opinion</th>
</tr>
</thead>
<tbody>
<tr>
<td>17</td>
<td>No comment</td>
</tr>
<tr>
<td>19</td>
<td>In particular I support the development of additional sports facilities</td>
</tr>
<tr>
<td>41</td>
<td>Quite a long winded document. Plan it as though you are living there!</td>
</tr>
<tr>
<td>42</td>
<td>Too lengthy to comment/complete above</td>
</tr>
<tr>
<td>43</td>
<td>Not had a chance to review</td>
</tr>
<tr>
<td>50</td>
<td>See comments under transport</td>
</tr>
<tr>
<td>53</td>
<td>Didn’t have time to read</td>
</tr>
<tr>
<td>66</td>
<td>In connection with our comments under ‘Community Policies’ we refer you to our email to Rachel Leggett and Brian Gardner dated 4th March 2016, following the helpful meeting we had with them on 18th February 2016.</td>
</tr>
</tbody>
</table>

**Sustainability Appraisal**

- **Natural England**: Sustainability Appraisal - Monitoring Indicators
  - In our response to Broadland District Council’s consultation on the draft Sustainability Appraisal Scoping Report for the Rackheath Neighbourhood Plan, we welcomed the inclusion of the “number of planning permissions likely to have an impact on the environment” as an indicator of the effects of SA Objective ENV4, for the reasons outlined in our response letter dated 24 March 2016. (I attach a copy of our letter for reference). This indicator was included in the Rackheath Neighbourhood Plan Sustainability Appraisal Scoping Report, dated May 2016.
  - However, it now appears to have been dropped from the Sustainability Appraisal Report, dated October 2016, which is currently out to consultation. As set out in Planning Practice Guidance, planning authorities should monitor the significant environmental effects of implementing their current local plans. This should

- **COM2**: Enables for the provision of a community hub building, which could accommodate a place of worship if required.
include indicators for monitoring the effects of a plan on biodiversity (NPPF para 117). We strongly recommend that this indicator is re-instated. The sole remaining indicator listed in the table under 4.1 on page 13 to “Look at changes in the conditions of SSSIs, CWS and natural/semi–natural habitats” appears to be driven by factors such as lack of appropriate land management, or related to pollution or water quality, which are mainly outside of the planning system. They are thus likely to be of little value in monitoring the performance of the Plan. It is important that any monitoring indicators relate to the effects of the plan itself, not wider changes. We recommend that the list of indicators is re-visited and revised so that all major effects of the plan on the environment can be monitored.

| Historic England | Historic England have no comments to make with regard to the Rackheath Neighbourhood Plan Sustainability Appraisal but please see comments above re Policy ENV 5, given that the Draft SA mentions both Heritage assets and Local Heritage Assets on Page 19. | No change |

| Other comments | | |

| Natural England | Habitats Regulations Assessment Where a neighbourhood plan could potentially affect a European protected site, it will be necessary to screen the plan in relation to the Conservation of Habitats and Species Regulations (2010), as amended (the ‘Habitats Regulations’). One of the basic conditions that will be tested at Examination is whether the making of the plan is compatible with European obligations and this includes requirements relating to the Habitats Directive, which is transposed into the Habitats Regulations. In accordance with Schedule 2 of The Neighbourhood Planning (General) Regulations 2012, a neighbourhood plan cannot be made if the likelihood of significant effects on any European Site, either alone (or in combination with other plans and projects) cannot be ruled out. Therefore, measures may need to be incorporated into the neighbourhood plan to ensure that any likely significant effects are avoided in order to secure compliance with the Regulations. A screening exercise should be undertaken if there is any doubt about the possible effects of the plan on European protected sites. Alternatively, if it is considered that a neighbourhood plan is in conformity with any Habitat Regulations Assessments (HRA) produced by the local authority in relation to its higher spatial plan documents, then this should be evaluated and explained within the | Habitat regulation screening report required |
neighbourhood plan. For Broadland District Council’s Site Allocations Development Plan Document (DPD), the HRA identified that green infrastructure mitigation is required to address the impacts of development in Broadland (including in Rackheath), through increased recreational pressure, on international sites including Broadland sites. This potential impact should be referenced and the need for the neighbourhood plan to deliver green infrastructure mitigation, in accordance with the DPD, to ensure that development will not have an adverse effect on the integrity of these international sites. Your authority is advised that a HRA will need to be undertaken in accordance with the Habitats Directive to assess whether the Plan is likely to have a significant effect on European sites. Alternatively, if it is considered that a neighbourhood plan is in conformity with any Habitat Regulations Assessments (HRA) produced by the local authority in relation to its higher spatial plan documents, then this should be evaluated and explained within the neighbourhood plan.

APPENDIX 26: Log of changes to the Rackheath Neighbourhood Plan between pre-submission consultation and submission, December 2016

Blue text indicates a change to the wording.

- Front cover changed to submission version
- Page 4: added in Accompanying documents
- Page 4: updated ‘What happens next?’
- Page 12: updated ‘Stage 4: The Draft Plan’
- General: add in more photographs, correct typos, amend inconsistency of wording

### Housing and the Built Environment

<table>
<thead>
<tr>
<th>Policies in pre-submission version</th>
<th>New wording</th>
<th>Where the change idea came from</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>HOU2: Character, density and massing</strong></td>
<td><strong>HOU2: Character, density and massing</strong></td>
<td>North Rackheath</td>
</tr>
<tr>
<td>New development should maintain a green and rural village feel. In accordance with JCS policy 2, proposals for all forms of new</td>
<td>New development should maintain a green and rural village feel. In accordance with JCS policy 2, proposals for all forms of new</td>
<td></td>
</tr>
</tbody>
</table>
development must plan positively for the achievement of high quality and inclusive design; at the same time demonstrating they have sought to conserve local distinctiveness and the aesthetic qualities of a village environment. There should be connected and coherent themes through developments, whilst simultaneously strengthening local identity.

Density and massing should vary, with some higher densities around local shops and transport routes, to provide the full range of house types that are needed. New residential dwellings are expected to respect the scale and character of existing development in Rackheath, which are two storey houses and bungalows.

Where possible main routes through the developments should be laid out to create efficient connections, with some residential cul-de-sacs.

<table>
<thead>
<tr>
<th>HOU3: High quality public realm</th>
</tr>
</thead>
<tbody>
<tr>
<td>All new development will be expected to deliver the very highest quality in public realm design which fits with a rural village feel, including the following:</td>
</tr>
<tr>
<td>• Safe and secure storage for bicycles.</td>
</tr>
<tr>
<td>• Some generous private front gardens.</td>
</tr>
<tr>
<td>• Appropriate high quality boundary edging, with a preference for walls rather than fences.</td>
</tr>
<tr>
<td>• High quality street furniture</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Resident comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>North Rackheath</td>
</tr>
</tbody>
</table>
and lighting where this is necessary.

Pedestrian routes should remain open and uncluttered in order to retain a sense of pride in the area. Where there is no provision for direct access to the rear of a new dwelling other than through the dwelling itself, a suitable waste store must be incorporated at the front of the dwelling so that wheelie bins for household refuse and recycling are discreetly located to ensure the quality of the public realm is not undermined.

boundary edging, with a preference for walls rather than fences.

- High quality street furniture and lighting where this is necessary.

Pedestrian routes should remain open and uncluttered in order to retain a sense of pride in the area. Where there is no provision for direct access to the rear of a new dwelling other than through the dwelling itself, a suitable waste store must be incorporated at the front of the dwelling so that wheelie bins for household refuse and recycling are discreetly located to ensure the quality of the public realm is not undermined.

Environment and Landscape

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<thead>
<tr>
<th>Policies in pre-submission version</th>
<th>New wording</th>
<th>Where the change idea came from</th>
</tr>
</thead>
<tbody>
<tr>
<td>ENV1 supporting text</td>
<td>The Environment Agency welcome the proposal to incorporate sustainable drainage systems (SuDS) into the proposed developments in Rackheath. SuDS are an approach to managing surface water run-off which seeks to mimic natural drainage systems and retain water on or near the site as opposed to traditional drainage approaches which involve piping water off site as quickly as possible. SuDS involve a range of techniques including soakaways, infiltration trenches, permeable pavements, grassed swales, ponds and wetlands. SuDS offer significant advantages over conventional piped drainage systems in reducing flood risk by attenuating the rate and quantity of surface water run-off from a site, promoting groundwater recharge, and</td>
<td>Environment Agency</td>
</tr>
<tr>
<td>ENV1: Drainage</td>
<td></td>
<td></td>
</tr>
<tr>
<td>----------------</td>
<td></td>
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<tr>
<td>Reflecting the Local Plan, all developments should take advantage of modern drainage methods to prevent and where necessary alleviate localised flooding. Future development must not cause or contribute to the problem of flooding or drainage issues, or water pollution. Identified localised flooding areas include (figure 16), but are not limited to:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>a. Green Lane West, in front of the old school house site.</td>
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<td>f. Green Lane East, just before railway line crossing.</td>
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<td></td>
</tr>
<tr>
<td>g. Vera Close.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>h. Salhouse Road, cul-de-sac before the railway line.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>i. Muck Lane, at various points along the road, particularly at dips.</td>
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<tr>
<td>Surface water drainage ponds associated with any planned development should appear natural and be able to be colonised by the local fauna and flora whilst still maintaining their design purpose.</td>
<td></td>
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<tr>
<td>Permeable materials must be used on freestanding areas, such as Sustainable Drainage Systems associated with any planned development should appear natural and be able to be colonised by the local fauna and flora whilst still</td>
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<tr>
<td>parking bays, vehicle laybys, and where appropriate, new play areas.</td>
</tr>
<tr>
<td>ENV3 supporting text</td>
</tr>
<tr>
<td>ENV4: Trees and soft site boundaries</td>
</tr>
</tbody>
</table>
to retain the rural feel, improve biodiversity, extend amenity value and soak up rainwater. Main routes through developments should be tree lined.

Site boundary edges and entrances should be soft, using trees and native hedgerows where adjacent to the countryside, giving a rural edge.

**ENV5: Local landscape character and historical development**

All developments will be required to demonstrate how landscape character, historical development and features of local significance (as identified in Broadland District Council’s Landscape Character Assessment) have been considered and have been used to influence the development’s layout and design.

Proposals requiring consent which affect Local Heritage Assets (as identified below) must demonstrate how they protect or enhance the heritage asset. The renovation or alteration of buildings or structures listed below should be designed sensitively, and with careful regard to the heritage asset’s historical and architectural interest and setting.

The following locally important Local Heritage Assets (figure 20) should be protected from loss or significant harm:

- a. The definition of old airfield runway, and the Turning Circle.
- b. The Old Scout Hut (Colonel Showers).
- c. All Saints Church.
- d. Sole and Heel public house, an art deco building.
- e. The Green Man public house.
- f. Village sign.
- g. Memorial Gates at Holy

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<td>Historic England</td>
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</tr>
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<td>f. Village sign.</td>
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</tbody>
</table>
Trinity Church.

h. USAAF War Memorial on the Rackheath Industrial Estate.

g. Memorial Gates at Holy Trinity Church.

h. USAAF War Memorial on the Rackheath Industrial Estate.

Add to supporting text: Any further historic buildings, structure or remains identified following the adoption of the Neighbourhood Plan should be considered at the time.

| ENV7 supporting text | Expand supporting text to justify the protection of all the listed Local Green Spaces. | Broadland Council |

**Community**

<table>
<thead>
<tr>
<th>Policies in pre-submission version</th>
<th>New wording</th>
<th>Where the change idea came from</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>COM2: New community facilities</strong></td>
<td><strong>COM2: New community facilities</strong></td>
<td>Online form 1</td>
</tr>
<tr>
<td>The Neighbourhood Plan supports the provision of further community infrastructure, providing focal points and encouraging a strong sense of community identity.</td>
<td>The Neighbourhood Plan supports the provision of further community infrastructure, providing focal points and encouraging a strong sense of community identity.</td>
<td></td>
</tr>
<tr>
<td>A new community hub building, which complements and enhances existing provision will be supported. This should be located at the southern end of the GT16 development, centrally located for the settlement of Rackheath, near a school.</td>
<td>A new community hub building, which complements and enhances existing provision will be supported. This should be located at the southern end of the GT16 development, centrally located for the settlement of Rackheath, near a school. A location should be identified in the North Rackheath masterplan. Such a facility should be built as early as possible.</td>
<td></td>
</tr>
<tr>
<td><strong>COM3: Social spaces, play spaces and parks</strong></td>
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<td>North Rackheath</td>
</tr>
<tr>
<td>All developments are expected to include new landscaped play areas and parks. Rackheath seeks to have a small number of large play areas or parks, as well as pocket play areas throughout developments.</td>
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<td></td>
</tr>
</tbody>
</table>
Larger play and park provision should have sufficient parking, and where possible, be located near community buildings. All play areas and parks should have good road access, be near family housing and benefit from natural surveillance. In addition to the provision of play equipment for children of all ages, facilities must be provided for teenagers and adults.

Major developments will be expected to provide enhanced facilities, including children’s play areas, water features, covered areas for sitting and stopping, nature conservation and sports.

Major developments will be expected to provide enhanced facilities, including children’s play areas, water features, covered areas for sitting and stopping, nature conservation and sports. Any water feature must not impact on the Norwich Airport flight path.

<table>
<thead>
<tr>
<th>COM4: Community safety</th>
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<th>Broadland</th>
</tr>
</thead>
<tbody>
<tr>
<td>New developments should be designed with good natural surveillance, active frontage, permeable routes and buildings that face onto the public realm and open spaces/play areas. Developers should be encouraged to meet the requirements of ‘Secured by Design’[^1] to minimise the likelihood and fear of crime.</td>
<td>New developments should be designed with good natural surveillance, active frontage, permeable routes and buildings that face onto the public realm and open spaces/play areas. Developers will be encouraged to meet the requirements of ‘Secured by Design’[^2] to minimise the likelihood and fear of crime.</td>
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<th>COM7: Allotments</th>
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<th>North Rackheath</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential developers should make appropriate provision for allotments. Proposals for allotments that are near the industrial estate, alongside the Northern Distributor Road, gas pipeline or the railway line, or provide a buffer for residential development, will be supported.</td>
<td><strong>Major developments</strong> should make appropriate provision for allotments. Proposals for allotments that are near the industrial estate, alongside the Northern Distributor Road, gas pipeline or the railway line, or provide a buffer for residential development, will particularly be supported.</td>
<td></td>
</tr>
</tbody>
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## Business and Employment

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</thead>
<tbody>
<tr>
<td><strong>BUS1 supporting text</strong></td>
<td>Add in sentence about support for a second access point, by businesses currently using the Rackheath Industrial estate and residents due to the gas explosions</td>
<td>Broadland Council</td>
</tr>
</tbody>
</table>

**BUS1: New and expanding businesses**

The Neighbourhood Plan supports the provision of land for light industry and offices, which enable local employment and/or training and apprenticeships. Heavy or polluting industry will not be supported. The development of new businesses should fit within a rural village feel and be located within easy access of public transport provision and/or main link roads.

A second access point onto the current Rackheath Industrial Estate is required. Further expansion of the Rackheath Industrial Estate should not be permitted without this. This should not be through a residential area, and ideally will link directly onto the A1151.

**BUS1: New and expanding businesses**

The Neighbourhood Plan supports the provision of land for light industry and offices, which enable local employment and/or training and apprenticeships. Any new or expanding business must to provide adequate off-road parking.

Proposals for heavy or polluting industry (such as incineration, chemical treatment, hazardous waste, landfill and potentially contaminative land uses) will not be supported. The development of new businesses should fit within a rural village feel and be located within easy access of public transport provision and/or main link roads.

A second access point onto the current Rackheath Industrial Estate is required. Further expansion of the Rackheath Industrial Estate should not be permitted without this. This should not be through a residential area, and ideally will link directly onto the A1151. **Industrial traffic movements should be designed to lead away from residential areas towards the most direct route onto the NDR.**

**Supporting text: add further justification for no having heavy or polluting industry.**

<table>
<thead>
<tr>
<th>BUS3: Local Centre with a rural</th>
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<th>Response</th>
</tr>
</thead>
</table>
village feel

Within GT16, the Plan supports the creation of a new Local Centre with a rural village feel, which is mixed-use (homes, shops and businesses), located along main movement routes and within walking distance of homes. This should be centrally located (see figure 13), as a parade of small retail units. Proposals with living space above these units should be supported.

village feel

Within GT16, the Plan supports the creation of a new Local Centre with a rural village feel, which is mixed-use (homes, shops and businesses), located along main movement routes and within walking distance of homes. This should be centrally located (see figure 13), as a parade of small retail units. Proposals with living space above these units should be supported.

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<tbody>
<tr>
<td>Services supporting text</td>
<td>Housing and other development will be expected to contribute towards improving local services and infrastructure (such as transport, education; library provision, fire hydrant provision, open space etc.) through either the payment of a Community Infrastructure Levy (CIL); planning obligations (via a s106 agreement / s278 agreement); or use of a planning condition/s. New or improved infrastructure will generally be funded/delivered through CIL and/or S106/s278 agreements (including use of planning conditions) having regard to the Greater Norwich Growth Board (GNGB) and the Greater Norwich Infrastructure Plan (GNIP).</td>
<td>Norfolk County Council</td>
<td></td>
</tr>
<tr>
<td>SER2: Primary Health Care</td>
<td>The Neighbourhood Plan expects additional provision of local primary health care facilities is made to meet the growing local community needs. For GT16, a new centrally located medical facility with associated car parking will be encouraged. Easy</td>
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access by pedestrians and close proximity to public transport will be a requirement for any new premises. A location should be identified in the North Rackheath Masterplan. Such a facility should be built as early as possible.

### Transport and Access

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<td><strong>Transport</strong> supporting text</td>
<td>‘Broadland Way’ is a proposed strategic off-carriageway cycle and pedestrian route, which will pass through the North East Norwich Growth Triangle, linking east Norwich with the Northern Broads at Wroxham. This is included in the Green Infrastructure Strategy within the GT AAP. Sections of this route are being delivered at the time of writing as part of the NDR mitigation, including a section underneath the NDR adjacent to the railway line. As part of the NDR works, there will also be a pedestrian bridge crossing the NDR near Newman Woods/Newman Road.</td>
<td>Norfolk County Council</td>
</tr>
<tr>
<td><strong>TRA1: Public transport</strong></td>
<td>To enable public transport provision, infrastructure (roads to accommodate buses, lay-bys and bus stops) should be in place at the start of any new development. Road infrastructure should be developed to enable bus provision to key services and employment areas. Main roads through developments should be designed to accommodate the use of public transport routes and facilitate the free flow of traffic.</td>
<td>Response form 20 North Rackheath</td>
</tr>
<tr>
<td>The layout of new development</td>
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*Note: The layout of new development is included in the Green Infrastructure Strategy within the GT AAP. Sections of this route are being delivered at the time of writing as part of the NDR mitigation, including a section underneath the NDR adjacent to the railway line. As part of the NDR works, there will also be a pedestrian bridge crossing the NDR near Newman Woods/Newman Road.*
should make provision for easy access to Salhouse station by road, footpath, cycle way and bus service. Where possible, new access points to Salhouse station should be provided by the developer.

TRA4: Residential car parking for new developments

Adequate and suitable off street parking should be provided on all new developments in order to minimise obstruction of the highway in the interests of the safety of all road users, including cyclists and pedestrians.

Parking areas should be designed to minimise the visual impact of the car on the street scene and on the amenity of residents. Where feasible and practical, in new developments car parking should be provided for each new dwelling based on the standards in the table below:

<table>
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<th>Bedrooms</th>
<th>Minimum number of car parking to be provided</th>
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<td>3</td>
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Additionally, in recognition that on-street parking could occur, streets should be designed to safely accommodate unallocated on-street parking. The level of provision should be such that indiscriminate parking and the obstruction of footways and carriageways are avoided. This should be determined on a site-by-site basis.

Where parking is provided in the form of garaging, carports or any

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Additionally, in recognition that on-street parking could occur, streets should be designed to safely accommodate unallocated on-street parking. The level of provision should be such that indiscriminate parking and the obstruction of footways and carriageways are avoided. Vehicles should be able to pass freely to enable a two-way flow of traffic.

Where parking is provided in the
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<th>other type of enclosed area it should be capable of accommodating a range of modern vehicles.</th>
<th>form of garaging, carports or any other type of enclosed area it should be capable of accommodating a range of modern vehicles.</th>
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