

Trowse with Newton Neighbourhood Plan 2019-2038



Regulation 15 Version

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1 Section 1: Introduction

1. The parish of Trowse with Newton (referred to as Trowse throughout this document) is situated to the southeast of the City of Norwich, and contains the village of Trowse, as well as outlying parts of the Whitlingham and Bixley. The parish has been recorded as 'Trowse with Newton' since at least 1881, although the reference to Newton is unclear. The parish boundaries were reduced in 1935, when 19 acres were transferred to the parish of Thorpe next Norwich, and currently has an area of almost 450 hectares.
2. There are various historic buildings, the most notable being the Grade I St Andrew's Church. An important part of the village's history is its connection to the Colman family. The village was developed during the latter part of the nineteenth century where a model village of workers' terraced cottages and associated social and community facilities was provided by the Colman family. The village is still dominated by these terraces, mainly around the Common. The historic core and part of the setting of the village is now a large Conservation Area. The village is set on the lower part of the eastern slope of the Yare Valley. There are two important open spaces at Trowse Common, which contributes to the setting of the terraces on White Horse Lane, and secondly the area north-west of Whitlingham Lane which lies in the Broads Authority area, separating the village from the commercial uses to the north, and Norwich City itself.
3. Between the main part of the village and the city boundary is the former May Gurney site which, together with the Deal Ground on the city side of the boundary, has planning permission for major redevelopment. At present this is for 670 homes (12/00875/O) over five phases, but there are long term plans that the development within the East Norwich masterplan will provide around 3,600 new homes and 4,000 new jobs as part of the East Norwich Regeneration; adding an additional 3,000 homes to the current permission for the area¹. Further housing development is being delivered on White Horse Lane, within the village.
4. To the west, the parish is bordered by the River Yare, across which sits the City of Norwich, and the very southern tip of the parish contains the A146/A47 junction. The bypass has diverted traffic away from the village, which despite its close proximity to Norwich remains quiet. The parish also encompasses the large area of Whitlingham Country Park, which contains two broads and is derived largely from the remains of Crown Point Park and mineral extraction.
5. Trowse has a good range of social and community facilities such as a primary school, public houses, a restaurant, though lacking a shop currently, the village has very good access to other services in Norwich as well as local employment, including along Europa Way. Further detail on this can be found in the Community Facilities and Transport section.

¹ [East Norwich regeneration: Project overview | Norwich City Council](#)

2 Section 2: Neighbourhood Planning

2.1 Overview of Neighbourhood Planning and Planning Context

6. Neighbourhood planning was introduced by the Localism Act 2011. Neighbourhood Planning legislation came into effect in April 2012 and gives communities the power to agree a Neighbourhood Development Plan. It is an important and powerful tool that gives local bodies such as Parish Councils statutory powers to develop a shared vision and shape how their community develops and changes.
7. Trowse is located within South Norfolk. The strategic context for planning is defined through the Joint Core Strategy (JCS) for Broadland, Norwich and South Norfolk (2014), the South Norfolk Local Plan (2015) and the Local Plan for the Broads adopted in May 2019. In 2024 it is expected that the emerging Greater Norwich Local Plan (GNLP) will be adopted. When adopted, the GNLP will supersede the current JCS and the Site Allocations Plans in each of the three districts, except for the smaller villages in South Norfolk, with allocations for these being addressed through a new South Norfolk Village Clusters Housing Allocations Local Plan. The GNLP will also be used in conjunction with adopted Area Action Plans, such as for Long Stratton, the existing Development Management Plan for South Norfolk and Neighbourhood Plans, such as that for Trowse once 'made'.
8. The Neighbourhood Plan will be a document that sets out planning policies which, together with the Local Plans, carry significant weight in determining planning applications. It is a community document, developed by local people who know and love the area and village. The Neighbourhood Plan has to support the delivery of strategic policies contained in the Local Plans, including that for the Broads Authority. These include the amount of new development, and the distribution of that development across the district. The Neighbourhood Plan cannot promote less development than that set out in the Local Plans.
9. In the emerging GNLP, Trowse is included as a fringe parish for Norwich. This reflects the role that it will play in meeting housing and other development needs for Norwich. In the GNLP, no new housing allocations are being proposed in Trowse village over and above the existing commitments off White Horse Lane and the former May Gurney site. The May Gurney site is part of the East Norwich Regeneration Area (ENRA). East Norwich consists of brownfield regeneration sites by the rivers Wensum and Yare at Carrow Works, the Deal Ground and the Utilities Site. Although mainly outside of the parish, the Deal Ground part includes the former May Gurney site in Trowse, and this will accommodate housing development. Proximity of the ENRA will have a significant impact on Trowse, including potential traffic challenges and improved links to Whitlingham Country Park. The Broads Local Plan has a specific policy for Whitlingham Country Park (Policy WH1) which focuses on continuing to manage and provide recreation and quiet employment.

10. The Local Plan for the Broads does not allocate any housing growth within Trowse. There are separate policies in national and local plans allowing for affordable housing exception schemes, whereby new homes can be provided for local communities for rent or sale below market values.
11. The Neighbourhood Plan can include ‘non-strategic policies’, such as the mix of housing if any comes forward, design principles for new development, conserving and enhancing the natural and historic environment, protecting Local Green Spaces from development, and setting out other development management policies. Importantly, the Neighbourhood Plan must contribute to the achievement of sustainable development as described in the National Planning Policy Framework (NPPF).
12. **Once a neighbourhood plan has been brought into force it becomes part of the statutory development plan for the parish and will be used by the district council and Broads Authority in deciding all planning applications in the parish.**

2.2 Process of Developing this Neighbourhood Plan

13. The parish area shown in **Figure 1** was designated as a Neighbourhood Plan Area in November 2019.
14. A broad range of evidence has been reviewed to determine issues and develop policies for the plan. This includes evidence from the Census 2011 and 2021, housing data, a review of environmental designations and historical records. Further assessment to gather new evidence has also been undertaken, including an assessment of key views, all supported by consultation activities with the community.



Figure 2-Neighbourhood Plan Process

2.3 Consultation with Residents

15. Trowse Neighbourhood Plan has been developed by residents of the parish on behalf of the wider community. A working group, comprising a mix of residents and parish councillors, has overseen the process throughout on behalf of the Parish Council as the qualifying body. Engaging the wider community in the Neighbourhood Plan's development has been a key focus.
16. In Autumn 2020 an initial consultation with residents on key planning related issues was undertaken. This early engagement helped the working group to formulate a Regulation 14 pre-submission draft, which was formerly consulted upon December 2022 to February 2023.
17. A full account of consultation activities, the key points and how these were considered by the working group will be provided in the Consultation Statement which will accompany the Neighbourhood Plan once it is submitted to the local planning authorities.

3 Section 3: Vision and Objectives

18. A vision and objectives have been developed for the Neighbourhood Plan based on feedback received through consultation with the community in 2020. Each of the objectives aims to support delivery of the vision.

3.1 Vision

Trowse is a special place which, over the years, has built on its heritage as a 19th century model village. The distinctive nature and character of our village will be preserved, combining heritage and tradition with modern facilities, in order to meet the various needs of residents and visitors, contribute to a high quality of life, and provide opportunity and choice.

This will be achieved in ways that make effective use of natural resources, protect, and enhance the environment, promote social inclusion, support local businesses, and ensure good and safe access within the village and to the surrounding area.

3.2 Objectives

- a) Maintain the strong village identity and its separation from Norwich.
 - b) Safeguard the peacefulness, open spaces, views, and rural feel of the parish.
 - c) Protect and celebrate the rich wildlife and landscape, particularly of the Broads.
 - d) Support physically active recreational opportunities around Whitlingham.
 - e) Enhance sustainable access within Trowse, into Norwich and to Whitlingham Country Park.
 - f) Improve community facilities and services in the village.
 - g) Influence a mix of housing that meets local needs.
 - h) Ensure the design of future development is forward-looking but with due regard to the existing built environment, especially in the conservation area.
 - i) Preserve and where possible enhance the integrity, character, and appearance of the historic environment of the parish.
 - j) Reduce the level of traffic and impact it has on the village.
 - k) Reduce the impact of flooding and ensure surface water flood risk is not worsened through new development.
 - l) Create and maintain a safer community and reduce crime and disorder.
19. Responding to climate change is a central part of the neighbourhood plan, as can be seen in the following policy areas:
- **Policy 2** requires new homes to be designed to high standards of sustainability. This will reduce energy consumption which should reduce CO₂ emissions.

- **Policies 4 and 5** promote the protection of the natural environment and natural features such as trees, as well as the planting of new trees, hedges and habitats. Increased vegetation should not only have a cooling effect on air temperature, but will absorb CO₂ emissions.
- **Policy 7** focuses on management of surface water, which will need to take account of the increase in severe weather storm events due to climate change.
- **Policy 11** encourages the use of sustainable transport such as walking. This should reduce some car journeys which in turn will reduce CO₂ emissions.

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4 Section 4: Housing

This section on **housing** and the policies it contains aims to deliver the following neighbourhood plan objectives for Trowse:

Objective G: Influence a mix of housing that meets local needs

Objective H: Ensure the design of future development is forward-looking but with due regard to the existing built environment, especially in the conservation area.

Objective J: Reduce the level of traffic and impact it has on the village.

Objective I: Create and maintain a safer community and reduce crime and disorder.

4.1 Housing Type and Mix

20. The total resident population of Trowse was 880 according to the 2021 Census, almost double then what it was in 2001 and an increase of 18 people since 2011. This population is continuing to increase as homes are built off White Horse Lane and, in a few years, are likely to be built at the former May Gurney site. There may also be small windfall developments - the emerging GNLP does support small windfall sites outside of the settlement boundary, of up to five new dwellings over the plan period.
21. National policy and policy in the Local Plans support a mix of housing to meet local needs. A Neighbourhood Plan can influence the size and type of new homes that will be built in the future. Looking at the size of dwellings in Trowse, there was a relatively low proportion of one and two bedroomed homes in the 2011 and 2021 census, and a high proportion of three and four+ bedroomed homes. The lack of smaller sized homes, and the high value of property in the parish, suggests it could be more difficult than elsewhere for people wanting to buy their first home.
22. The development off White Horse Lane will deliver more housing including a relatively high proportion of smaller homes (1 and 2 bedroom), which is likely to re-balance the housing profile towards small dwellings. It will also, however, maintain the relatively high proportion of larger homes in Trowse. The proportion of three-bedroom homes in Trowse will reduce as a result of the Norfolk Homes development, to just below one-third. The latest Strategic Housing Market Assessment is the Greater Norwich Local Housing Needs Assessment (2021²) covering Norwich, Broadland, and South Norfolk. For South Norfolk, the overall need for affordable housing and market housing was identified in Figure 54 of the assessment. This showed that the greatest need in the district was for 3-bedroom houses followed by 2 bedrooms (affordable and market). For affordable housing and particularly social rent the need for 1-bedroom flats is

² Greater Norwich Local Housing Needs Assessment (2021). Source: [B22.3 Greater Norwich LHNA.pdf \(gnlp.org.uk\)](#)

higher than market housing. For South Norfolk as a whole, there is a need for 81% market housing and 19% affordable housing.

Figure 54 Overall need for Affordable Housing (including households aspiring to home ownership) and Market Housing by property size for South Norfolk (Source: ORS Housing Model. Note: Figures may not sum due to rounding)

SOUTH NORFOLK		Affordable Housing			Total Affordable Housing	Total Market Housing	Total
		Households Unable to Afford		Aspiring to Home Ownership			
		Social rent	Affordable Rent				
Flat	1 bedroom	264	27	65	356	202	559
	2+ bedrooms	78	36	31	146	256	401
House	1-2 bedrooms	662	303	203	1,167	1,432	2,599
	3 bedrooms	682	407	326	1,415	7,843	9,258
	4 bedrooms	119	55	59	232	3,176	3,408
	5+ bedrooms	28	13	16	57	859	916
DWELLINGS		1,833	841	700	3,374	13,767	17,141
C2 Dwellings		-	-	-	-	319	319
LHN		1,833	841	700	3,374	14,086	17,460
LHN per year		92	42	35	169	704	873
% of total LHN		10%	5%	4%	19%	81%	100%

Figure 3- South Norfolk Housing Need for Affordable Housing and Market Housing (Greater Norwich LHNA, 2021)

23. Almost a third of existing homes in the 2011 Census were rented (mainly private rent) and this remained similar in the 2021 Census results (33.3%). The number of dwellings for rent will increase with the affordable housing for rent being delivered as part of the development off White Horse Lane. With the good provision of privately rented housing, and the forthcoming provision of affordable housing for rent, especially smaller dwellings, as part of the White Horse Lane development, this perhaps just leaves a need for more modest sized three-bedroomed dwellings.
24. It should be noted that the provision of affordable housing at White Horse Lane should be sufficient for the medium term locally. Many were for affordable rent, but others will provide affordable routes to home ownership. The overall policy approach for affordable housing is covered in both national and local plan policies.
25. Consultation with the community to develop the Neighbourhood Plan indicates particular support for family homes and homes to help people get on the housing ladder. In terms of size, two and three bedroomed homes were the most popular. Bearing in mind the provision of smaller homes off White Horse Lane, and the provision of affordable homes, this feedback from the community again points towards an outstanding need for medium sized (three-bedroomed) family homes.
26. The evidence to be provided on local housing need for the mix of open market housing should be proportionate to the size of the development. This is to avoid the requirement being too onerous for smaller development proposals. Local housing need refers to the parish/Neighbourhood Plan area. The method as to how this is assessed

will be the applicant's decision, but as a minimum it should include the latest demographic and housing data and recent housing completions.

27. The approach for **Policy 1** focuses on the neighbourhood area having a minimum of 50% new homes with 3 bedrooms. The Strategic Housing Needs Assessment (2021) shows throughout that a large number of households in South Norfolk need a house of a medium size (3 bedrooms). This includes those aspiring to get on the housing ladder via market housing or affordable home ownership routes. The minimum requirement for 50% of new homes to be medium sized will increase the current proportion of such homes within the community. However, it is recognised that with some proposals, such as building conversions and self-build, it may not be possible to achieve the minimum requirement of 50% being medium sized homes.

Policy 1: Housing Type & Mix

All housing proposals will need to provide a mix of housing types and sizes, and these should aim to reflect the parish's need using the best available and proportionate evidence. Except for developments comprising just a single dwelling, this should include a minimum of 50% medium sized three-bedroomed homes, unless evidence is provided either showing a lower number is justified or the scheme is made unviable. The requirement for 50% of dwellings should be rounded up to the nearest whole number (see examples in the table below).

Size of development	Minimum requirement for three bedroomed homes
1 dwelling	N/A
2 dwellings	1
3 dwellings	2
4 dwellings	2
5 dwellings	3

These requirements apply to the whole proposal, and so open-market and affordable housing combined.

4.2 Design

28. Design is another key area where the Neighbourhood Plan can have influence. Design will be important for any new development in Trowse, especially bearing in mind the Conservation Area and the existing generally high quality of development. Design covers not just appearance but how a place functions and feels, and so can be very broad in scope. The Government is raising the importance of good design with the development of national design guides, and encourages neighbourhood plans to have design policies. The NPPF requires plans to have design policies that have community support and that pick up the defining characteristics and historic character of the area,

but also encourages innovative design with high levels of sustainability. There are wide-ranging design policies in the JCS, South Norfolk Local Plan and the Local Plan for the Broads. There is also South Norfolk's own detailed Design Codes in its 2012 Place Making Guide, with examples from Trowse. The Trowse Conservation Area Appraisal contains a lot of detail about design. In addition, the Broads Authority are producing their own design guide and consulted on this in late 2022.

29. During consultations, people have been very supportive of having a local policy and design guides that reflect Trowse's identity, but they are also supportive of well-judged contemporary design, especially if it results in high levels of sustainability. AECOM was commissioned in 2022 to undertake a design codes and guidance document to support the neighbourhood plan. Trowse has been identified in the guidance as having a number of different character areas (**Figure 4**) including:

- **TC- Trowse Common**
- **UT- Upper Trowse**
- **MM- Millgate Meadow**
- **NN- New Newton**
- **TM- Trowse Magna**
- **RV- River Valley**
- **PCF- Parkland, Countryside, and Farmland**
- **TB- The Broads**

30. A large proportion of the parish is covered by character area PCF and any new development here is likely to be limited due to being open countryside, parkland, and farmland. The design codes are focused around the character areas where development is most likely to occur including: **NN- New Newton, MM- Millgate Meadow, TC- Trowse Common and UT- Upper Trowse.**

31. **NN - New Newton**- Located to the northeast of the village, New Newton is the site of the former police accommodation built in 1968, comprising of medium to large semi-detached and detached properties. The combination of generous front gardens with minimal boundary treatments creates an open and semi-urban character to the area surrounded by a treed horizon of Trowse Woods and thick vegetated boundary of the meadows to the south. Access to the wider village is gained via Whitlingham Lane or a footpath leading past The White Horse pub.

32. **MM - Millgate Meadow** is a recent (still partially under construction) mock Georgian development comprising of a mix of housing types, local green spaces, and Trowse Primary School. The site is located on the southern edge of the village outside the TNCA adjacent to the A146 fly-over.

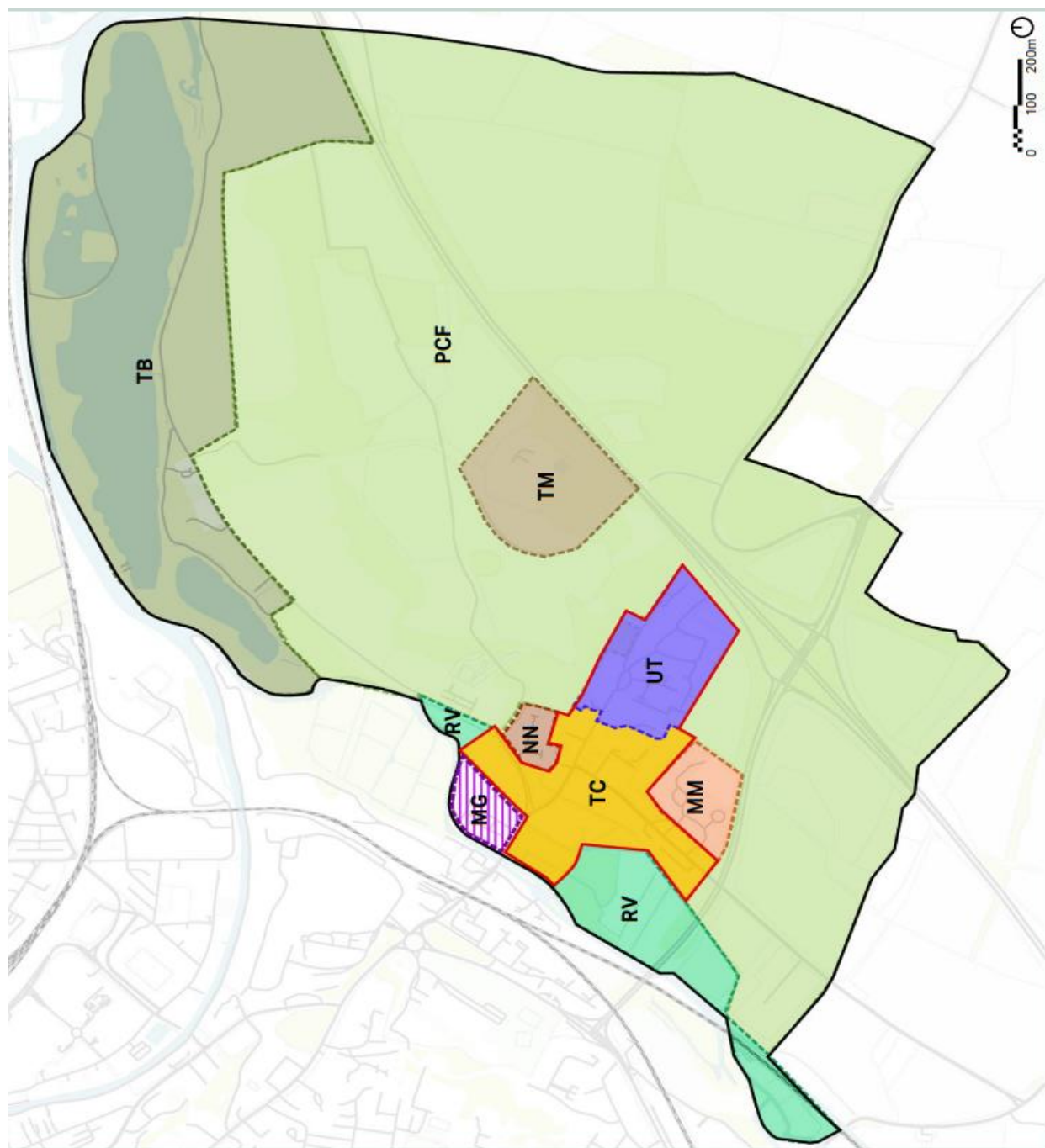


Figure 4-Local Character Areas and three different sites

33. General place making codes for NN and MM are:

- **Enclosure:** New Newton has larger gardens and green space of up to 1:6 ratio. Millgate Meadow has a stronger sense of enclosure of 1:3 ratio, whilst more open medium-density residential development.
- **Views:** Respect existing landmark views of St Andrews Church & maintain a visual gap across the floodplain of the River Yare.
- **Land use/mix:** Residential and community facilities/green spaces.
- **Typology:** Mainly two storey dwellings of detached, semi-detached and terraces.
- **Roofs:** A combination of hipped and pitched roofs with a consistent angle of pitch should be maintained throughout new development.
- **Open Space:** Existing open space should be utilised.
- **Street Typologies:** A range of street typologies such as Tertiary roads, Lanes and Mews street are appropriate, depending on the scale of development. Landscape buffer planting should be used when forming the development edge to integrate the built form into the surrounding countryside.
- **Parking Typologies:** on-plot and on-plot with garages is the most appropriate parking type here to avoid excess street clutter.
- **Materials:** Local materials such as red brick, slate, knapped flint, pale coloured render, and painted walls. Good examples seen along Mustard Way and pictures shown in **Figure 5**.

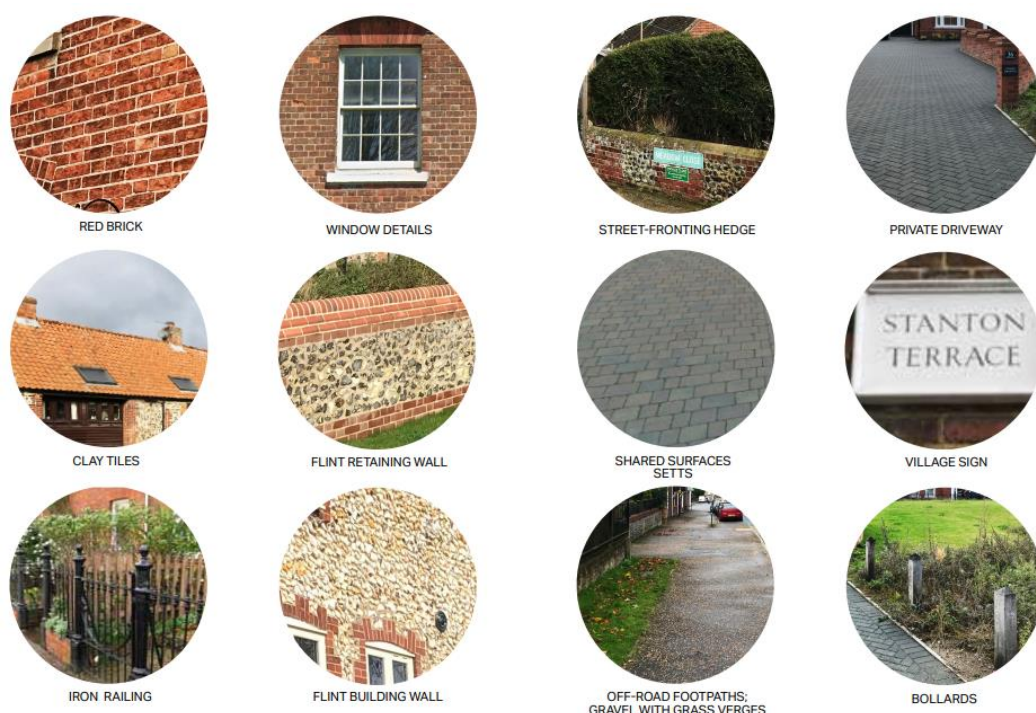


Figure 5- Local building materials shown in Design Code DC.5 (AECOM, 2022)

34. Trowse with Newton Conservation Area (TNCA) contains the two-character areas TC- Trowse Common and UT- Upper Trowse (**figure 6**). As stated in the Design Codes

Document (2022) Trowse Common covers the historic core of the village with the Common being the main focal point of the character area. The contrast of the open landscape of the Common and meadows beyond with the urban townscape of Russell Terrace, Chapel Place, and Stanton Terrace creates a unique sense of place to the village. The medieval Grade I Listed St. Andrew's Church provides a historic landmark feature within the character area and marks the northern arrival point of the village.

35. Upper Trowse covers the eastern section of TNCA located on rising landform around the Grade II Listed Crown Point Traven. The northern area of Upper Trowse includes the 'model village' built by the Colman family circa 1890. It contains a row of Blockhill cottages that comprise 12 Georgian-style terraces set back behind long front gardens sloping up from the road. In contrast, the more recent Hopkins Homes development includes a mix of detached, semi-detached terraced houses with a range of street typologies and green spaces which complement the wider village setting.

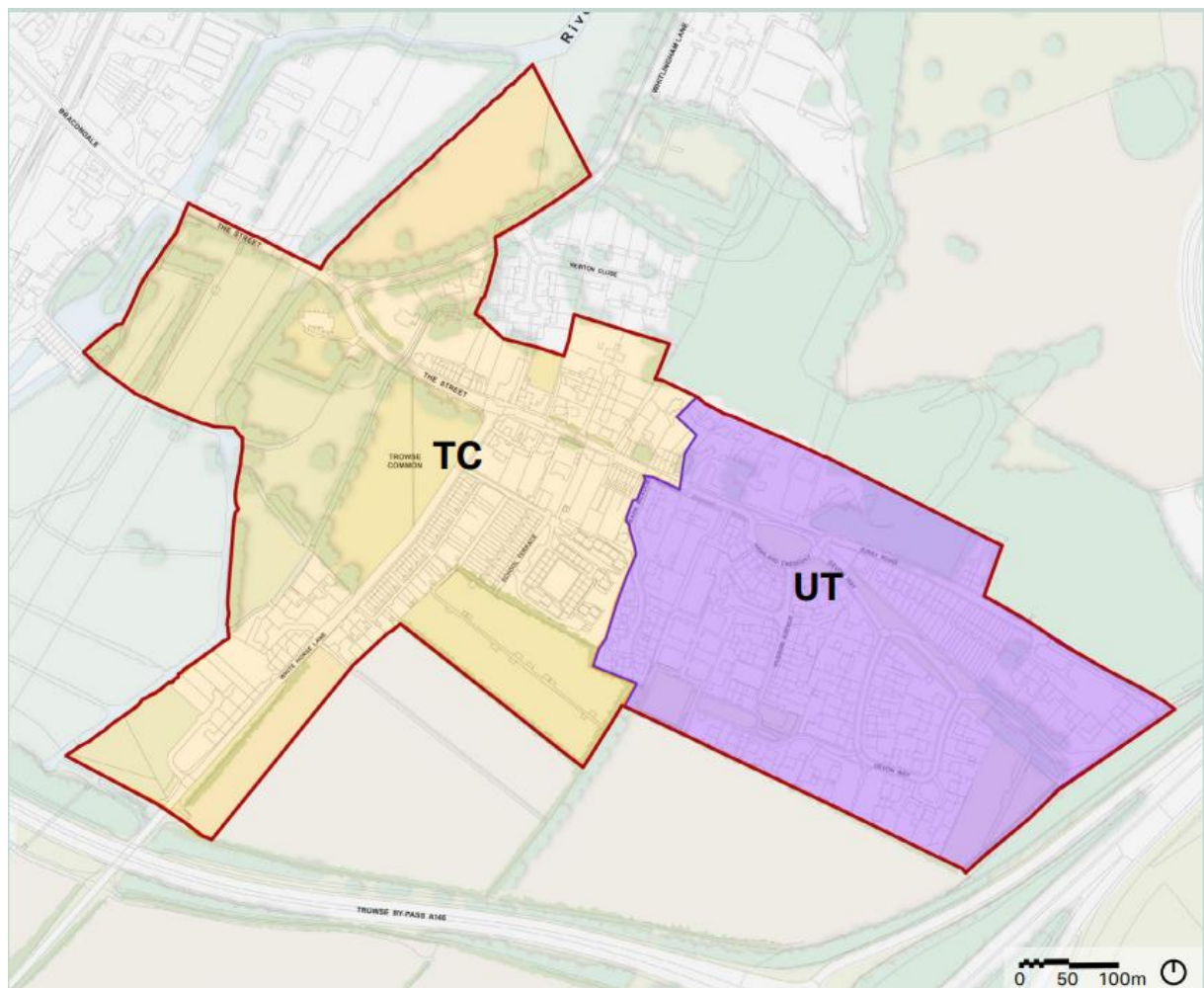


Figure 6- Trowse Common (TC) and Upper Trowse (UT) Character Areas

36. Some of the general design codes for TC and UT are:

- **Land use:** A range of existing uses e.g. commercial, amenity and residential are present within both character areas of TNCA. Future development should reflect

this mix. Only smaller scale extensions or refurbishments are likely to be appropriate within Trowse Common character area. Upper Trowse presents more potential opportunities for minor infill development.

- **Building scale and form:** Typologies should be mainly two-storey detached, semi-detached houses and scattered terraced houses to allow for diverse housing mix. Trowse Common existing enclosure ratio of 1:2 to 1:4 should be maintained. Upper Trowse character area also displays a range of enclosure ratios but 1:3 to 1:4 is typical and should be maintained. Building lines should be continuous along the road with minor variations in set-back to create a defined yet animated streetscape. Typical front garden treatments found within Trowse Common character area, such as low brick or flint walls and hedgerows along The Street or metal railings along White Horse Lane should be replicated in both character areas.
- **Placemaking:** Strong sense of enclosure with some properties. Where the landform rises towards the southeast from the northwest boundary and the Rive Yare buildings should be lower to avoid unnecessary overlooking. Development should protect landmark views.
- **Access and movement:** The Street and White Horse Lane should act as the main transport corridor route of both Trowse Common and Upper Trowse character areas with the TNCA. Pedestrian footpaths should be at least 2m, ideally with a green verge or tree planting, protecting the rural style approach to Trowse. Preferred parking is on plot or courtyard.
- **Green and blue infrastructure:** Future development should retain and promote the use of local green spaces, woodlands, and meadows such as the Common, Trowse Church Meadow, Trowse Meadow, Everett's Meadows, Trowse Churchyard, the Allotments, and Trowse Woods. Improvement of the existing footpath connection to the River Yare should be included as part of new development proposals. Hard materials used within the existing public realm of Trowse Common are functional but generally low quality comprised mainly of tarmac and pre-cast kerbs. Upper Trowse uses a range of higher quality materials such as pre-cast concrete block paving and natural stone in key focal areas. New infill development within the TNCA should use similar high-quality materials.
- **Materials and details:** Hipped and pitched roofs with tiles and slates, predominantly two storeys, a variety of local traditional materials such as red brick and knapped flint. Boundary treatments are low brick, flint walls, hedgerows, and metal railings. Orientation are buildings facing the street with open spaces or shared courtyards.



Figure 56: School Terrace



Figure 57: The Old Hall



Figure 58: White Horse pub



Figure 59: Stone Cottages



Figure 60: The Barns



Figure 61: Manor House

Figure 7- Typical housing materials (AECOM, 2022)

37. Trowse's house-type profile is not typical, with there being a high proportion of small terraced properties which make up over 40% of the housing stock. This stems from Trowse's history as the first 'model village' in the UK, with accommodation originally for workers of Colman's factory. At Trowse the Colmans built terraced houses for their workers and semi-detached ones for their foremen. In 1870 the former village school and Congregational Chapel were built and houses for pensioners in the Dell followed in 1890. There is a large Conservation Area covering much of the main settlement area, initially designated in 1978 and extended in 2010. The Conservation Area is covered in more detail in **Section 9: Heritage**.

38. Design of the May Gurney site is covered in **Section 5** and **Policy 3**.

Policy 2: Design

All new development within Trowse must demonstrate high-quality design. Design which fails to have regard to local context and does not preserve, complement, or enhance the character and quality of its immediate area will not be acceptable. Proposals should therefore be of an appropriate density, height, variety, scale, and layout to the immediate area unless it can be clearly demonstrated that the proposed development would not harm local character.

All development, including extensions and conversions, which are outside of the Broads Authority Area should be consistent with the Trowse and Newton

Neighbourhood Plan Design Guidance and Codes (2022³) in general, and specifically as they apply to the following distinct character areas:

- **NN- New Newton**
- **MM- Millgate Meadow**
- **TC- Trowse Common**
- **UT- Upper Trowse**

The Design Codes and the Checklist set out in **Appendix B** will be used to help assess all planning applications to determine their acceptability. The following design considerations from the Design Codes are especially important to the area:

- a) Proposed development in Trowse Common should reflect the alignment of existing residential roads and for Upper Trowse existing perimeter block arrangements retained.
- b) Building heights should pay attention to Design Code **DC.4** and predominantly be two storeys or lower in the character areas. However, Upper Trowse CA has potential for some taller landmark and gateway buildings as long as they don't exceed three storeys.
- c) Building lines and boundary treatments must consider Design Code **DC4.3** and respect typical features in the specific character areas including low brick or flint walls, hedgerows, specimen trees, metal railings or open frontage such as on Newton Close.
- d) For all types of building scale and form including household extensions, plot infills, corner buildings and building proportions particular reference should be considered to Design Code **DC.4**.
- e) Rooflines of new or replacement development must respect typical uses in the specific character areas including hipped and pitched roofs with the opportunity for feature gable ends on landmark properties where appropriate.
- f) Building materials and architectural detailing must pay attention to Design Code **DC.5** and should ensure that local materials are used such as red brick, knapped flint, pale/pastel coloured render and pantile or slate roofs.
- g) Front and back gardens should be well vegetated and follow the sizes set out in the character areas.
- h) Buildings should have active frontages to increase natural surveillance and face south where possible to improve natural light gain.
- i) Additional tree planting should be incorporated as part of street design in future developments to help improve biodiversity and visual amenity.
- j) Parking design should incorporate the design guidance given under Design Code **DC2.3** and must be appropriate to the set character areas such as on-plot parking. On street parking should be discouraged in new development particularly in the TNCA.

³ The Trowse and Newton Neighbourhood Plan Design Guidance and Codes Document does not apply to the Broads Authority Area.

- k) Landmarks including St Andrews Church and the views of it should be protected.
- l) Where appropriate obvious and unambiguous features should be designed in new development to promote sensitive orientation and help create wayfinding in the parish (**DC.3.3**)

Development within or adjacent to the Conservation Area must be sympathetic in scale, type, and design to the existing traditional character, reflecting the prevalence of cottages and detail set out in the Design Codes.

All developments should strive for high levels of sustainable design. Design Codes **DC1.4** and **DC.6** should be considered and incorporated where possible. Doing so will be considered as delivering a significant benefit. Buildings of innovative and contemporary design are also welcomed, as long as they enhance their setting.

Any new development in the Broads area must be designed to the highest standard, which is fitting with the area's equivalence of National Park status.

The tenure of homes (whether affordable housing or open market) should not be revealed through the external appearance including architecture, landscape, access, car parking, waste storage or other design features.

New development should be designed and laid out to promote sensitive orientation and navigation, through appropriate uses of vistas and memorable features which will complement and not clutter the public realm.

All new developments should conform to the 'Secured by Design' principles and the Neighbourhood Plan will support development proposals aimed at improving community safety⁴.

39. There are a number of properties within Trowse which have Article 4 directions in place. This includes parts of Kirby Road, Highland Crescent, The Street, White Horse Lane, and Dell Loke. This means there are certain restrictions in place for front and side elevations where visible on the street which property owners will need to be aware of such as:

- a) alterations to the dwelling including chimney stacks, replacement windows, doors, roofs, rooflights and solar equipment;
- b) erection, construction, or improvement to boundary treatments such as gates, fences, and walls; and
- c) The painting of the exterior of an elevation of a dwelling house.

⁴ Secured by Design aims to achieve a good standard of security for buildings and the immediate environment. It attempts to deter criminal and anti-social behaviour within developments by introducing appropriate design features that enable Natural Surveillance and create a sense of ownership and responsibility for every part of the development- [Secured By Design - Secured By Design](#) and [Secured By Design - Design Guides](#)

40. Further information can be found on the District Council website: [Article 4 directions: South Norfolk – Broadland and South Norfolk \(southnorfolkandbroadland.gov.uk\)](https://www.southnorfolkandbroadland.gov.uk) and the areas are located in **Figure 8**.

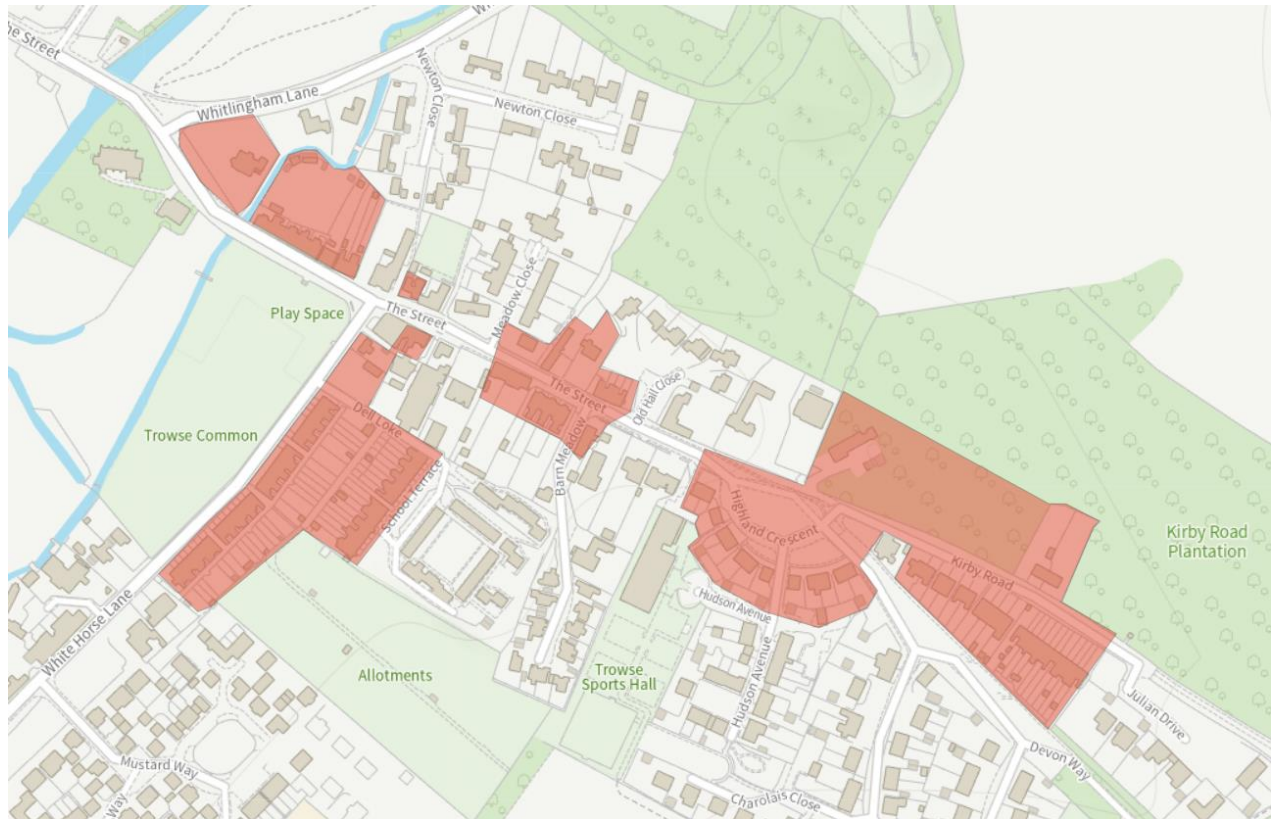


Figure 8- Areas in Trowse with Article 4 Direction Restrictions (South Norfolk District Council⁵)

41. The NPPF requires a positive approach to be taken to promoting sustainability in the delivery of new homes. **Policy 2** will complement the Government’s “Future Homes Standard” where updates to the Building Regulations including Schedule 1 (Part L- Conservation of fuel and power) which came into force in June 2022 (with a transitional period for some). These changes are to support the transitional phase of delivering “a meaningful reduction in carbon emissions” and ensure all parts of the industry are ready to meet the Future Homes Standards from 2025. The amendments will require all new build homes to have a reduction of 31% in CO₂ emissions compared to current standards supporting the use of low carbon heating and high levels of energy efficiency.

⁵South Norfolk District Council. Article 4 Directions Areas Layer. Source: [Website - Article 4 Directions - Planning Pages \(arcgis.com\)](https://www.southnorfolkandbroadland.gov.uk)

5 Section 5: Development of the former May Gurney Site

This section on the development of the **former May Gurney site** and the policy it contains aims to deliver the following neighbourhood plan objectives for Trowse:

Objective A: Maintain the strong village identity and its separation from Norwich.

Objective B: Safeguard the peacefulness, open spaces, views, and rural feel of the parish.

Objective C: Protect and celebrate the rich wildlife and landscape, particularly the Broads.

Objective G: Influence a mix of housing that meets local needs.

Objective H: Ensure the design of future development is forward-looking but with due regard to the existing built environment, especially in the conservation area.

Objective I: Preserve and where possible enhance the integrity, character, and appearance of the historic environment of the parish.

Objective J: Reduce the level of traffic and impact it has on the village.

42. Outside the centre of the village is a large brownfield site, known as the May Gurney site, which currently has outline planning permission for 60-80 new homes. The site is linked to three other sites which border the city of Norwich but are landlocked by the rivers Yare and Wensum and the Norwich to London railway lines. The site is allocated as one of the main strategic sites within the East Norwich Regeneration Area (ENRA), comprising three other sites in addition to May Gurney, these being: Carrow Works, the Deal Ground and Utilities Sites, see **Figure 9**.
43. At present the May Gurney site is the main access route into the wider site. This means that any traffic generated by the new developments (including the Utilities Ground which is within the Norwich City boundary, with permission for 590 homes – a total of 1270 homes and associated commercial activity) has to enter and leave via an upgraded works turning inside the Trowse boundary off The Street, a key approach to Trowse from Norwich. Consultation demonstrates that residents are really concerned about the impact this additional traffic generated through development of the East Norwich Regeneration Area will have on the character of Trowse. They are not in support of this being the main entrance to the development, though at present recognise that no other alternative exists.
44. The site is the former headquarters of May Gurney. They were a major national civil engineering and highways contractor who started from a shed in Trowse in 1912, outgrowing its Norfolk HQ exactly 100 years later in 2012 when it merged with Costain and moved to Surrey. The surviving buildings onsite were May Gurney's main office buildings, but they actually pre-date the business. They were previously a pub, post office and shops serving the community of Trowse Millgate and built around 1886.

45. The Street, which becomes Bracondale over the border was the main walking and driving route from Trowse to Carrow Works and Norwich. The settlements of Trowse, Trowse Millgate and Carrow were linked along this route, each with their own identity and style, though naturally connected. It is only since the 1970s that border changes separated Trowse from Trowse Millgate, Carrow and Bracondale.



Figure 9: East Norwich Regeneration Area (Masterplan Part 1, November 2021)

46. The May Gurney site is in a particularly sensitive location. It is immediately adjacent to the Broads Authority Executive Area, and it forms part of the setting for the Grade I listed St Andrew's Church, as well as the Trowse and Trowse Millgate Conservation Areas, which border the site. Additionally, locally listed, within this Neighbourhood Plan, are the former May Gurney offices which are a dominant feature along The Street and date back to the 1880s when the Bracondale bridge was built to cross the railway line, replacing a level crossing. At this time the marshes at Trowse were important grazing ground for cattle from all over the country which were brought to Trowse and the surrounding meadows to be fattened before sending by rail to Smithfield market in London from Trowse Station or up to Norwich Cattle Market in the lee of Norwich castle, up Bracondale and along King Street and Ber Street. In the 1800s, and prior to May Gurney the land here was pasture for agricultural uses.

47. The adjoining Trowse Millgate was, on one side of the road, a milling community serving the Colman's mustard factory on the Carrow site, and on the other side the newly built (1887 & 1909) pumping stations were instrumental in cleaning the water for Norwich. The two sides have been separated by a bridge since around 1880. The Conservation Area Appraisal⁶ notes that the character and appearance of Trowse Millgate is significantly different from the settlement found either side of it. Much of the area is dominated by 19th century buildings associated with the railway and the sewage works, but there are some earlier houses associated with the mill and agricultural activity in the area including the landowners house and the miller's house. In 2003, a number of derelict buildings in Trowse Millgate were rebuilt adding a development of approximately 40 houses to the existing community, restoring the mill, corn warehouse and mustard mill with new builds recreating the old. This is an approach that could be used on the May Gurney site, tucked away and screened from the main road.
48. The May Gurney site is bounded by the river Yare on the west side and the river Tas and Trowse meadow on the east. To the north, it leads to the Deal Ground and south it faces the road into Trowse (The Street) from Norwich and cattle-grazing meadows. Both Trowse Meadow and the Yare Valley meadow are current grazing land for cows. There are fantastic views out across the river and adjacent water meadows. These are important locations for wildlife but also mean that the site is low lying and at risk from flooding. Whilst this setting, and the wildlife habitat it contains, should be protected and enhanced through development, it is also an opportunity to create a particularly attractive and appropriate design that adds to the area rather than detracts.

5.1 Development of the May Gurney site

49. Development of the May Gurney site is considered both an opportunity and a threat to Trowse residents. The opportunity is to create a model village for the 21st century – an exemplar of contemporary village living with highly sustainable homes, a bio-diverse environment and permeability for pedestrians and cyclists, with flood protection and wildlife habitats prioritised and connections to Norwich enhanced. The threat is a conurbation with Norwich, an infill of city-style housing creeping from the city boundaries into the parish of Trowse and South Norfolk. A further threat is that the development of adjoining sites creates a continuous urban sprawl from the Carrow/Riverside area of Norwich into Trowse.
48. Currently, despite being a brownfield site and formerly the headquarters of civil engineers May Gurney, the vista between Trowse and the city is low, clear and distant, with city buildings appearing far away. The interface with The Street, the main road into Trowse, through Trowse Millgate from the city ring road is key approach and essential to the rural village feel and should be protected.

⁶ Norwich City Council, March 2008 -

https://www.norwich.gov.uk/download/downloads/id/3018/trowse_millgate_conservation_area_appraisal.pdf

49. The May Gurney site is part of the ENRA, which consists of three more brownfield sites – Carrow Works, the Deal Ground and the Utilities Site. Emerging policy GNLP0360/3053/R10 of the Greater Norwich Local Plan (GNLP) sets out that the ENRA is allocated for residential led mixed use development including housing, community, education and leisure facilities, employment and retail, local greenspace, biodiversity areas and recreational open space. It is expected to deliver in the region of 3,600 new homes and 4,000 jobs. This policy does not set any specific requirements in relation to development of the May Gurney site. However, Policy 7.1 of the GNLP requires regeneration to be guided by an area wide masterplan supplementary planning document. This supplementary planning document is currently in development, with public consultation stages still to take place. It therefore, at this point in time has no status as a planning document, and there remains an opportunity for the Trowse Neighbourhood Plan to influence design of the site.
50. The site and the Deal Ground together are also subject to outline planning permission for a development of up to 670 homes, a local centre comprising commercial uses, a restaurant/dining quarter and public house, demolition of buildings on the May Gurney site, access bridge over the River Yare, new access road, car parking, landscape, and biodiversity measures. There is also an application currently pending consideration, which provides a framework masterplan for the area. Future design of the site will need to be mindful of the outline permission already granted and the quantum of development that needs to be delivered across both May Gurney and the Deal Ground.
51. Neighbourhood Plans are encouraged to develop local design codes for their area and are a key opportunity for the community to input and influence future development. **Policy 3** sets design principles for the May Gurney site which reflect its sensitive location at the edge of Trowse village, immediately adjacent the Broads and two conservation areas. They are principles supported and identified by the community as part of developing this plan.

5.2 Design Principles for the May Gurney Site

52. It is important that development on the site is sympathetic to the surrounding area and not designed in isolation, to ensure Trowse does not become disjointed parcels of development but retains a sense of cohesion and unity. Part of this is ensuring that the materials and architectural detail used contributes to the rural character and links back to the model village ethos of high-quality design and craftsmanship and cohesion.
53. The most sensitive area to develop is the settlement edge, at the interface between developed and rural environments. Any development here should typically be of a lesser density and a low-profile (preferably single storey and set back, screened by trees) than the rest of the settlement area to achieve a soft and graduated transition into the rural landscape.
54. It is accepted that the Deal Ground development will have its own character, and this is beyond the scope of this Neighbourhood Plan. However, the former May Gurney site should retain strong links with and be sympathetic to the character of Trowse village

and Trowse Millgate, as a set of linked countryside settlements, as they would have grown organically before industrial uses. This is particularly important for parts of the site adjacent the river as there are key views across the river from Trowse and it is immediately adjacent to the Broads Authority Executive Area. The Broads and its setting are also protected in national policy. By adopting an approach for the May Gurney site as having a rural pastoral style, as it would have done in past centuries and as is typical for buildings on the outskirts of Trowse village, would lead to low level buildings, horizontal barn shapes and material choices of red brick, flint, wood, pantiles and slate with low level hipped roofs, especially on the river, see **Figure 10**.



Figure 10: Key Design Features

55. The emerging Stage 2 Masterplan and draft Supplementary Planning Document for East Norwich, considered by South Norfolk's Regulation and Planning Policy Committee in December 2022, identifies the May Gurney site to be of a higher sensitivity than other areas. This is in relation to heritage assets, but also the Broads context. The assessment work identifies that building height in the area could potentially be 1-4 storeys. This is out of alignment with the existing heights of buildings in Trowse village. Ideally, they should taper down from the heights of the main part of the village as the village should be regarded as the centre of the development with the edges tapering to the waterways and meadows. Heights could build up again on the Deal Ground site as it approaches the built-up area of the city around Kerrison Road and the Carrow/Norwich City Football Club development.

56. The street pattern should be lane-like rather than urban streets, terraces, or estate-type cul de sacs. There should be no blocks or flat-style accommodation although low-level bungalow accommodation would be appropriate or small homes with the rhythm and building styles of almshouses, suitable for starter homes and retirement for older people.

Policy 3: May Gurney Site

Overall design principles

The development must have high quality design which preserves and respects the natural character of the area. There should be cohesion with both Trowse village and Trowse Millgate. The design should be responsive to its river location, the character of Trowse and the immediately adjacent Broads Authority Executive Area. The setting of the Broads should be protected, and opportunities should be taken to enhance the countryside landscape setting.

As much as possible, design choices should enhance the identity of the May Gurney site and incorporate values that have persisted in Trowse since the 19th century. Trowse is now a thriving village with a distinctive character as a model village built from good quality materials using high standards of craftsmanship. Development of the May Gurney site should reflect this principle for a model of 21st century sustainable living.

To protect the setting of the Broads, the edge of the development should be of a lesser density and lower than the rest of the site to achieve a soft and graduated transition into the rural landscape. Building lines should be back from the river frontages to enhance the tapered effect and reduce visual impact on the surrounding ancient meadows and pasture-land.

Viewed from the rivers and meadows, the development should have an agricultural style. Buildings should be low level, horizontal barn shapes and material choices of red brick, flint, wood, pantiles, and slate with low level hipped roofs, especially on the river, Trowse meadow and road frontages.

Along The Street, buildings on the frontage of the site should continue the 1880s precedent set by buildings that were formerly the Royal Oak pub and post office. The former May Gurney offices should be retained and enhanced through their conversion to create a positive frontage to the development from The Street, screening the new builds behind.

Green infrastructure

Views towards the water meadows beyond Trowse Common and towards Whitlingham Country Park should be protected. A green corridor as a north-south link connecting these two areas visually and physically is encouraged.

A new area of green open space should be introduced along the river edge. This will create a buffer zone along the river and provide protection to new development against

flooding whilst preserving the water run-off of the site. This should include new wetland habitats.

Natural boundary treatments are encouraged. The use of panel fencing, metal or concrete walls for publicly visible boundaries should be avoided. This is especially important as the site transitions into the wider countryside.

Wherever possible streets should be tree lined with the right tree in the right place, with those trees recently felled replaced and incorporated into the design. This is to maximise visual appeal and recreational value of the development and create a more rural character in conformity with this part of Trowse.

Transport links

Cycle parking should be located at the entrance to the site, linking with the National Cycle Network Route 1, where it passes through Trowse from Bracondale before continuing along Whitlingham Lane. This should be sited in locations that benefit from natural surveillance and should not impede pedestrian mobility or kerbside activities.

A pedestrian/cycle bridge should be provided across the River Yare connecting the former May Gurney site to the Deal Ground to ensure the site is permeable for active transport modes.

Car parking should be carefully designed and incorporated within the development to avoid car dominance of the street-scene. This should be combined with landscaping, including trees, bushes, flowerbeds, and hedgerows to provide screening between pedestrians and parked cars. Permeable paving should be used to improve aesthetics and allow the area to have a flexible use, not just for car parking, and create greater resilience to flooding.

6 Section 6: Natural Environment

This section on the **natural environment** and the policies it contains aims to deliver the following neighbourhood plan objectives for Trowse:

Objective B: Safeguard the peacefulness, open spaces, views and rural feel of the parish.

Objective C: Protect and celebrate the rich wildlife and landscape, particularly the Broads.

Objective K: Reduce the impact of flooding and ensure surface water flood risk is not worsened through new development.

6.1 Protecting the Natural Environment

57. Trowse is a particularly special place environmentally; a green oasis on the edge of the City of Norwich. Whitlingham Country Park, which encompasses the Great and Little Broads, Whitlingham Woods, the Picnic Meadow, Trowse Meadow and Trowse Woods, covers a substantial area of the parish. The Country Park was designated a Local Nature Reserve (LNR) by the Broads Authority in 2009. There are three County Wildlife Sites (CWS) which overlap, as highlighted in **Figure 13**.

58. Whitlingham Country Park has an important role in conservation and biodiversity of the Yare Valley overall, providing connectivity to other habitats which support Broadland wildlife of varying levels whilst also offering green space to local people, visitors and schools for education and recreation. Certain parts of the park are promoted for use by the public; other more sensitive areas are restricted so that wildlife can remain undisturbed. Within one part of the country park a converted barn is now a café, there is a campsite and an outdoor education centre.

59. Whitlingham Country Park is also important historically, being part of the larger Crown Point Park, which is a Grade II Registered Park and Garden⁷. It includes the ruins of Trowse Newton Hall (once a monk's manor house), ancient chalk workings and evidence of Palaeolithic and Neolithic flint-knapping. As stated on Norfolk Heritage Explorer, *"Trowse Newton Hall, and the lands associated, are thought to be the Newton Hall and Newton settlement referred to in the parish name 'Trowse with Newton'. During the medieval period it was the country seat of the Priors of Norwich, and it is known that Edward III lodged here. After the dissolution the site became a retirement home for the deans of Norwich, until it was converted to use as a farm.*

The present remains date to around 1450, though they suffered destruction during the food riots of 1766 and were later deliberately ruined in 1890. The surviving features are the north wall, with a large window with some perpendicular style tracery, as well as

⁷ Crown Point- Grade II Registered Park and Garden - [CROWN POINT, Trowse with Newton - 1001480 | Historic England](#)

*some of the east wall and part of the west wall. A slight part of the south wall, including a perpendicular style doorway, also remains. A considerable distance to the south, there is a separate gateway*⁸. In 1988 a planning agreement was made between Norfolk County Council and the Crown Point Estate for the extraction of gravel from the site and it was decided to develop it into the Broads and park. Whitlingham Little Broad was opened to the public in 1997 and the Great Broad in 2004.

60. Parts of the parish contain Priority Habitats, which are habitats and species of principal importance in England; England alone includes 56 habitats and 946 species which are listed as priority for public bodies, landowners, and relevant bodies to consider for biodiversity conservation⁹. The predominant type of priority habitat in the neighbourhood area is deciduous woodland, but there is also a strip of coastal and floodplain grazing marsh which runs along Whitlingham Broads. Not all of these will be protected under national designation, though they can be sensitive to development and should be considered when growth is being planned to avoid negative impacts.
61. Lastly, there are many trees, hedgerows and even people's gardens which are important for wildlife and help to support ecological connectivity through the parish.
62. Development of the East Norwich Regeneration Area (ENRA) will deliver approximately 3,600 new homes and 4,000 jobs within a short distance of these wildlife rich areas of Trowse. The development will likely have a significant recreational impact on the parish, and in particular, the number of visitors to Whitlingham Country Park.
63. Legislation and the NPPF (Chapter 15) afford considerable support for protecting and enhancing key landscapes and areas of value in terms of biodiversity. This includes the need for biodiversity net gains in developments, including through green infrastructure networks. The NPPF is currently being updated as part of the Levelling Up Bill. There is local support for mapping ecological assets and networks in Trowse Neighbourhood Plan, including for enhancement and creation. There is also strong community support for the protection of existing green open spaces and creation of new ones.
64. The Environment Act 2021 sets the requirement for mandatory biodiversity net gain (BNG) of at least 10% on development proposals. This requirement is law and is set from November 2023 onwards for major development and April 2024 for minor sites. There will be three ways to deliver BNG: onsite within the red line; off-site locally with biodiversity enhanced in conjunction with nearby landowners; or through statutory credits. The requirement for BNG is in addition to following the usual mitigation hierarchy to avoid, mitigate or compensate for biodiversity losses. Some developers are already designing net gain into their development projects and, as set out above, the NPPF encourages the net gain approach. However, the requirement to measure this or meet a particular level of BNG is not yet mandatory nationally or within the South Norfolk and Broads Authority area.

⁸ [Ruins-of-Trowse-Newton-Hall - Norfolk Heritage Explorer](#)

⁹ [Habitats and species of principal importance in England - GOV.UK \(www.gov.uk\)](#)

65. JCS Policy 1 supports habitat conservation and creation, as well as open green spaces. Policy DM 1.4 in the South Norfolk Local Plan and DM13 of the Broads Local Plan reflect the NPPF in terms of conservation and enhancement of the natural environment, including ecological gains. The Broads Authority also have a Biodiversity Enhancements Guide¹⁰ to help planning applications in this area. Policy DM 4.4 in the 2016 South Norfolk Local Plan protects nature conservation designated sites, as well as having a requirement for positive ecological gain from development and support for the creation of Green Infrastructure Networks. The emerging GNLP, Policy 4 on Environmental Protection and Enhancement, requires that development delivers BNG and demonstrates the gain is a significant enhancement, at least 10% on the existing situation. Additionally, it identifies green infrastructure corridors, including one which passes through Trowse.
66. As stated in the Greater Norwich GI Study (2020) *“the allocation at the May Gurney Site sits within the junction of the key strategic GI corridors directly adjacent to Wherryman’s Way and Boudicca Way Trails. It sits adjacent to the River Wensum which forms one of these GI corridors. GNLP0360 Land at the Deal Ground is also adjacent to the River Yare which forms another strategic GI corridor. Local Nature Reserves lie to the east at Trowse and Whitlingham Country Park. Other areas of greenspace exist close by. The sites are directly linked to the Norwich core cycle network and National Cycle Network route 1 is also directly adjacent. As such the sites are well connected to existing GI. The River Wensum and River Yare are GI priorities within GNLP and opportunities should be developed to increase access to and along both rivers. Development of suitable crossings should also be investigated to enhance access to existing and new GI.”* The neighbourhood plan adds further detail to this GI strategic corridor.
67. Natural England has recently launched a green infrastructure tool to help areas become greener and allow individuals to have good access to quality green and blue spaces within 15 minutes of their home. The tool is aimed at planners and developers to help make a significant contribution to nature recovery and embed nature and connectivity to rich habitats into new developments¹¹.
68. Natural England states that plans and policies should ensure green infrastructure is a central objective for new development and regeneration¹². The idea of creating green corridors is similar to developing a greenway, however with a focus on creating better connectivity for biodiversity and enhancing the movement of wildlife linked to existing spaces. Green corridors are predominantly linear routes that provide a wide range of characteristics including conservation emphasis¹³.
48. Trowse Neighbourhood Plan introduces green corridors within the parish that are linked to wider ecological networks and existing green spaces, trees, hedgerow

¹⁰ [Broads Authority biodiversity enhancements \(broads-authority.gov.uk\)](https://broads-authority.gov.uk/biodiversity-enhancements)

¹¹ [Natural England unveils new Green Infrastructure Framework - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/news/natural-england-unveils-new-green-infrastructure-framework)

¹² [GreenInfrastructurePrinciples.pdf \(naturalengland.org.uk\)](https://naturalengland.org.uk/greeninfrastructureprinciples.pdf)

¹³ Davies, C. MacFarlane, R. McGloin, C. Roe, M. (No Date). Green Infrastructure Planning Guide. Version 1.1.

Source: [Microsoft Word - GREEN INFRASTRUCTURE V1.1 CM 080506.doc \(greeninfrastructurenw.co.uk\)](https://greeninfrastructurenw.co.uk/greeninfrastructurenw.co.uk)

margins, water bodies, priority habitat networks and wildlife sites. Green corridors will be a focus for landowners and community groups to increase biodiversity and connectivity, for example, by planting more trees and hedges, by allowing grassland areas to grow wilder, and by installing features like bird and bat boxes. These should also be a target for BNG where developers in Trowse need to deliver improvement offsite.

49. The green corridors in **Figure 11** have been identified using mapping systems to make informed judgements on ecological connectivity, using data from Natural England, Norfolk County Council and Norfolk Biodiversity Information Service (NBIS), according to the following principles:
- The location of sites which are designated for their wildlife importance, including Whitlingham Country Park, Trowse Woods and Trowse Meadow (**Figure 12**);
 - Between these designated sites, to enable high quality core habitats to be connected by corridors of habitat (**Figure 13**);
 - In other locations where habitats such as woodland and hedges can be connected and augmented (see **Figure 14**);
 - Areas identified as National Habitat Enhancement Zone 2, where opportunities to support habitat creation and enhance ecological corridors should be explored (see **Figure 15**); and
 - There is a link with the strategic green infrastructure corridors identified in the emerging GNLP.
50. The corridors identified should be seen as indicative, rather than precise. For example, certain corridor functions may be limited like across the A47 meaning airborne species may only be affected. However, these are still important to include. A Local Nature Recovery Strategy is being prepared by the responsible authorities. This will feed into the National Nature Recovery Strategy and focus on priorities for nature recovery, mapped areas of the most valuable existing areas of nature and specific proposals for creating and improving habitat for nature and wider environmental goals¹⁴. Once this local strategy is available it should be considered by applicants.
51. Protecting and enhancing habitat for wildlife is hugely important to Trowse's residents. 92% of respondents to a survey felt that development should improve areas for wildlife, including creating new areas. The approach to **Policy 4** is to ensure that applicants and development management officers are actively using the most up to date national metrics set by Natural England to demonstrate an improvement in BNG. 25% BNG would be considered a favourable contribution to the area.
52. Green corridors benefit wildlife and people. Mammal species such as hedgehogs and bats, many species of birds including barn owls and yellow-hammers, and numerous insect and plant species require continuous habitat features to thrive. Some wildlife species have reduced in abundance because of habitat destruction and fragmentation,

¹⁴¹⁴ [Local nature recovery strategy statutory guidance \(publishing.service.gov.uk\)](https://publishing.service.gov.uk)

particularly with recent development, and green corridors will go some way to reduce this impact in Trowse.

53. In addition to wildlife benefits, there would also be benefits for residents and visitors in Trowse. Spending time close to nature is good for mental and physical wellbeing, and these green corridors would increase the opportunity for people to do this, either through recreation on publicly accessible land or through assisting with conservation activities. There is also evidence that green corridors can help an area adapt to and manage the risks of climate change, including flood risk by intercepting and slowing run-off in high rainfall events.

Policy 4: Biodiversity and Green Corridors

The special importance of the area for wildlife will be safeguarded and habitats enhanced through positive action as part of the development process. All new or replacement buildings will need to demonstrate at least a 10% net gain in biodiversity, which should be achieved in the following ways:

- a) Delivery onsite unless it can be demonstrated that this is not feasible;
- b) Offsite measurable gain should be delivered on adjacent land or within the parish, with a focus on the identified green corridors (**Figure 11**) where possible in conjunction with local landowners or in accordance with the Local Nature Recovery Strategy.
- c) Contribute towards enhancing, restoring or maintaining existing green infrastructure (such as nature rich sites or corridors to those sites);
- d) Wherever possible extending priority habitats (**Figure 13**), to reduce the loss of these valued habitats through fragmentation;
- e) Use of species of flora and fauna should reflect the character of the area which are of known value to wildlife.

The management, enhancement and creation of wildlife habitats within the green corridors identified in **Figure 11** as a key priority. They will be a focal point for local conservation to create a more joined up Green Infrastructure Network and where possible increased public access, helping people to experience wildlife first-hand.

Development proposals should respond positively to the identified green corridors. Proposals for new development within or adjacent to a green corridor should deliver measurable net gains in biodiversity in accordance with national or local policy requirements or deliver qualitative improvement to the corridor relating to the quality of habitat or its ability to facilitate movement of fauna or flora.

Proposals in the vicinity of green corridors should maintain, and where practicable enhance, the function of the corridor and demonstrate how they will mitigate any unacceptable harm to wildlife in the corridor concerned.

Through effective layout and design, development should recognise the location of existing green and blue infrastructure and support appropriate uses and functions; e.g. through following biodiversity toolkits and incorporating swift or bat boxes into the

design¹⁵, ensuring SuDS are being beneficial to wildlife and mitigating flooding and slowing down run off in high rainfall events¹⁶. Opportunities for new pond creation would be looked on favourably in applications.

Proposals that deliver a significant BNG, of 10% to 25%, will be looked upon favourably in the planning balance. Applications will need to demonstrate BNG as part of the planning application process using accepted national metrics and, where appropriate, BNG may be secured by condition.

An Arboricultural Impact Assessment should be submitted where trees/hedges are affected onsite, prepared in accordance with the BS 5837 and, where appropriate, the Hedgerow Regulations 1997. Any loss of trees or hedgerow should be replaced with adequate replacement provision, using species of greater value¹⁷, and ensure local ecological connectivity is maintained. Developers should ensure sufficient space is available onsite for this unless exceptional circumstances can be demonstrated.

All developments requiring planning permission must avoid the use of artificial lighting as much as possible, including lighting only where it is absolutely essential for health and safety reasons. Warm amber lighting should be used to reduce impacts on wildlife. Where lighting cannot be avoided altogether then it must be designed to avoid light spill onto roosts, foraging habitat, and commuting routes.

¹⁵ [Biodiversity Toolkit: Increasing Biodiversity in Urban Green Spaces \(shgroup.org.uk\)](https://shgroup.org.uk/biodiversity-toolkit-increasing-biodiversity-in-urban-green-spaces/), UK Centre for Ecology & Hydrology. 2021. Biodiversity Toolkit for Housing Providers. Source: [PDF Biodiversity Toolkit for Housing Providers \(researchgate.net\)](https://researchgate.net/publication/351111111_Biodiversity_Toolkit_for_Housing_Providers)

¹⁶ [sustainable-drainage-systems.pdf \(rspb.org.uk\)](https://rspb.org.uk/sustainable-drainage-systems.pdf)

¹⁷ Greater value would be determined through an ecology assessment or use of Defra's metric.

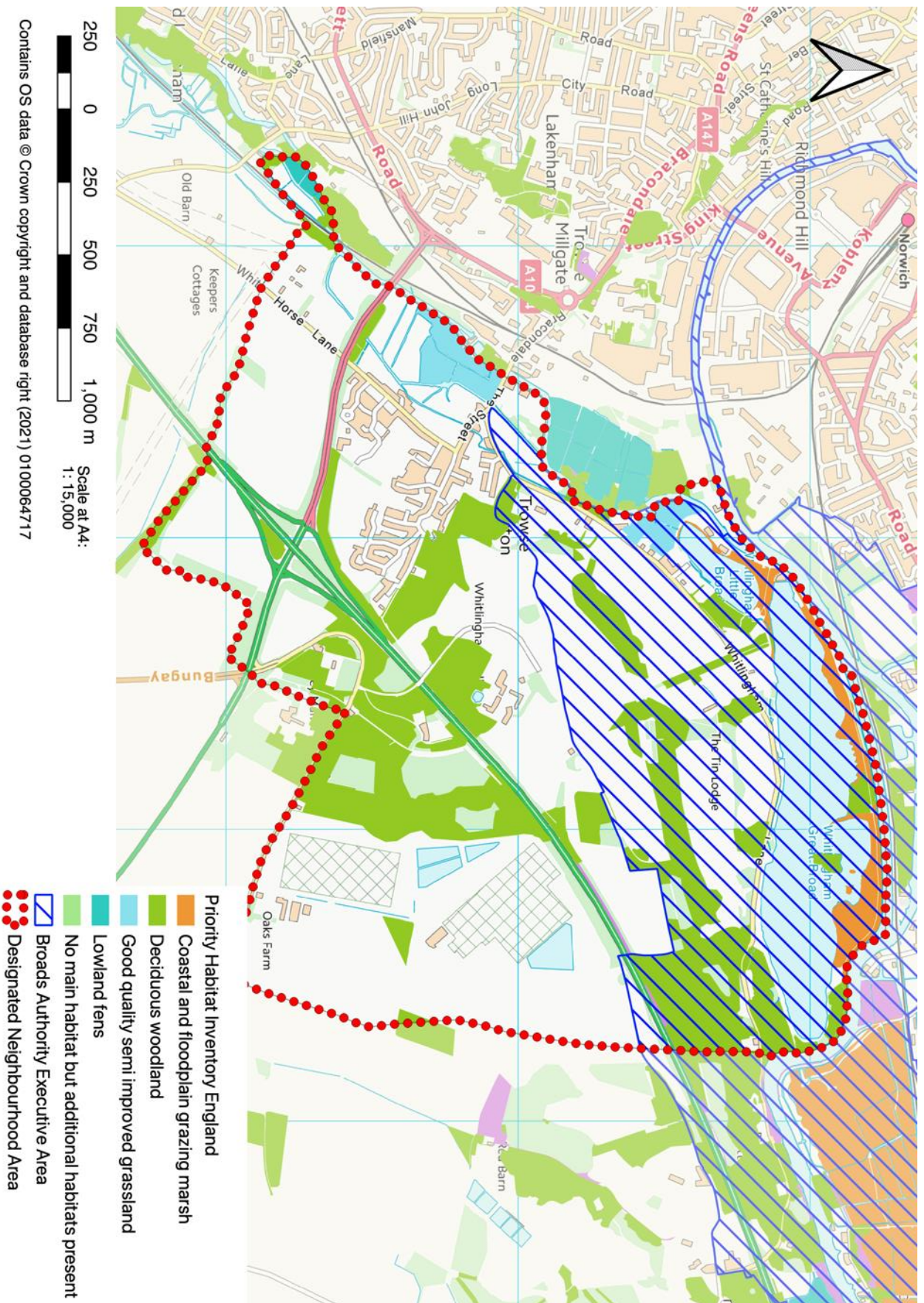


Figure 13: Priority Habitat within the Parish

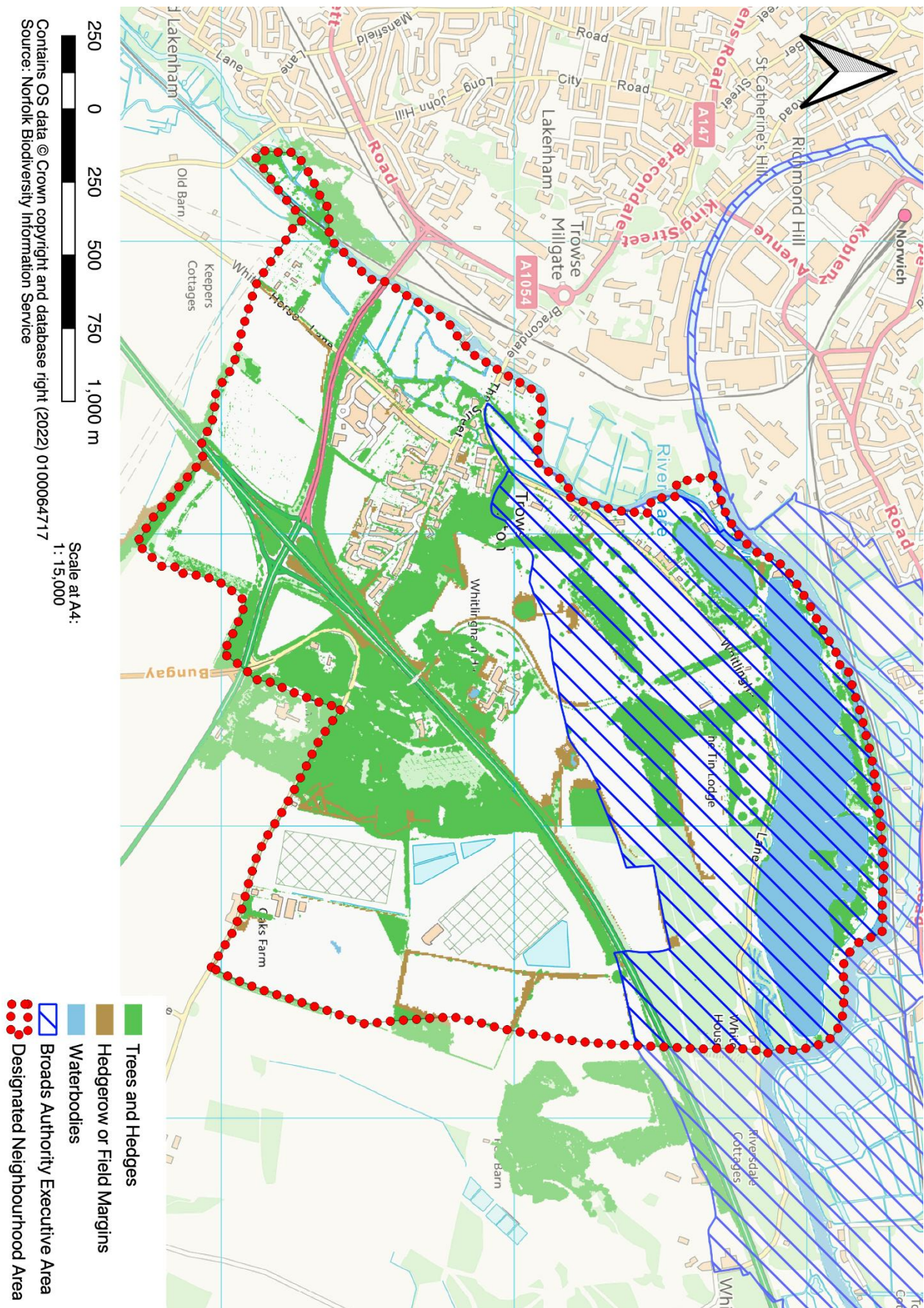


Figure 14: Trees, Hedgerow & Waterbodies within the Parish

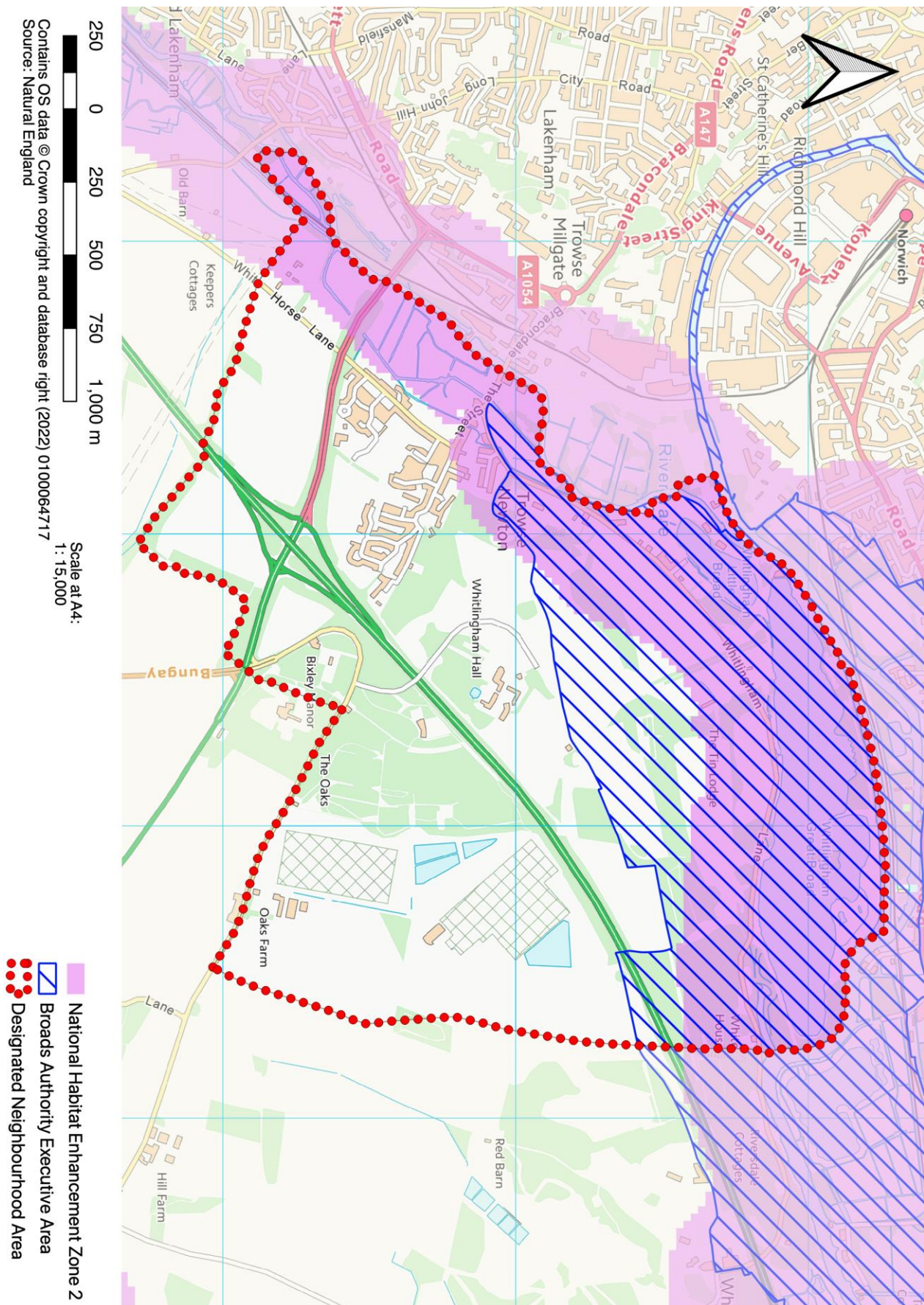


Figure 15: National Habitat Enhancement Zone

Community Action 1: Local Action to Encourage Wildlife

The Parish Council will work with the local community to encourage action to enhance wildlife in gardens. This may include activities to encourage insect friendly planting, use of bird feeders, bird and bat boxes, making the most of compost and encouraging wild patches.

The Parish Council will work with local landowners to improve habitat for wildlife within the green corridors.

A biodiversity audit will be conducted in the neighbourhood plan area to have a baseline against which to measure gains.

6.2 Local Green Space

54. The NPPF sets out that specific areas of land that are demonstrably special to the local community may be protected against development through designation as Local Green Spaces. These are often found within the built-up area and contribute to the character of a settlement. They can vary in size, shape, location, ownership, and use.

55. The designation should only be used where the Local Green Space is:

- In reasonably close proximity to the community it serves;
- Demonstrably special to the community and holds a particular local significance, for example because of its beauty, historic significance, recreational value, tranquillity or richness of wildlife; and
- Local in character and is not an extensive tract of land.

56. A robust process has been followed to determine which green spaces within Trowse should be designated:

- a) Initial ideas were suggested by residents as part of consultation activities, with residents also asked to provide reasons as to why these were special.
- b) These green spaces were reviewed to consider at a glance whether they would meet the national criteria for designation. Some suggestions therefore, such as highway verge or public footpaths, had to be removed at this stage.
- c) A site visit was undertaken by the working group and further evidence gathered on each of the remaining green spaces.
- d) Landowners were contacted to make them aware that their land was being considered for local green space designation and to invite them to make representations.
- e) A final decision was made by the working group as to which green spaces to designate.

57. This Neighbourhood Plan designates **seven** Local Green Spaces for protection. These are identified in **Figure 6**. They are important not only for the wildlife they support, but provide significant quality of life benefits to residents, for example through encouraging recreation. Justification for each Local Green Space is found in **Appendix C** and the supporting document **Trowse Local Green Spaces Assessment**. It should be

noted that Blockhill allotments is underlain by sand and gravel resource, should an appropriate application be submitted for built development on this Local Green Space, Policy CS16 of the Minerals and Waste Local Development Framework will apply.

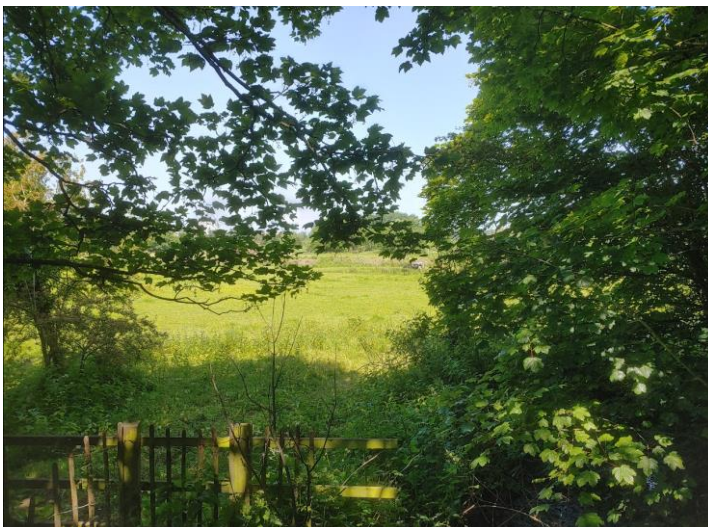
- Trowse Common



- Trowse Church Meadow



- Trowse Meadow



- Trowse Church and Churchyard



- Trowse Cemetery



- Blockhill allotments and Dell allotments



Policy 5: Local Green Space

The following areas are designated as Local Green Space for special protection:

1. Trowse Common
2. Trowse Church Meadow
3. Trowse Meadow
4. Trowse Church and Churchyard
5. Trowse Cemetery on Whitlingham Lane
6. Blockhill allotments
7. Dell allotments

These will be protected from inappropriate development in accordance with Green Belt Policy, except for the following deviations:

New buildings are inappropriate development, with the only exceptions to this:

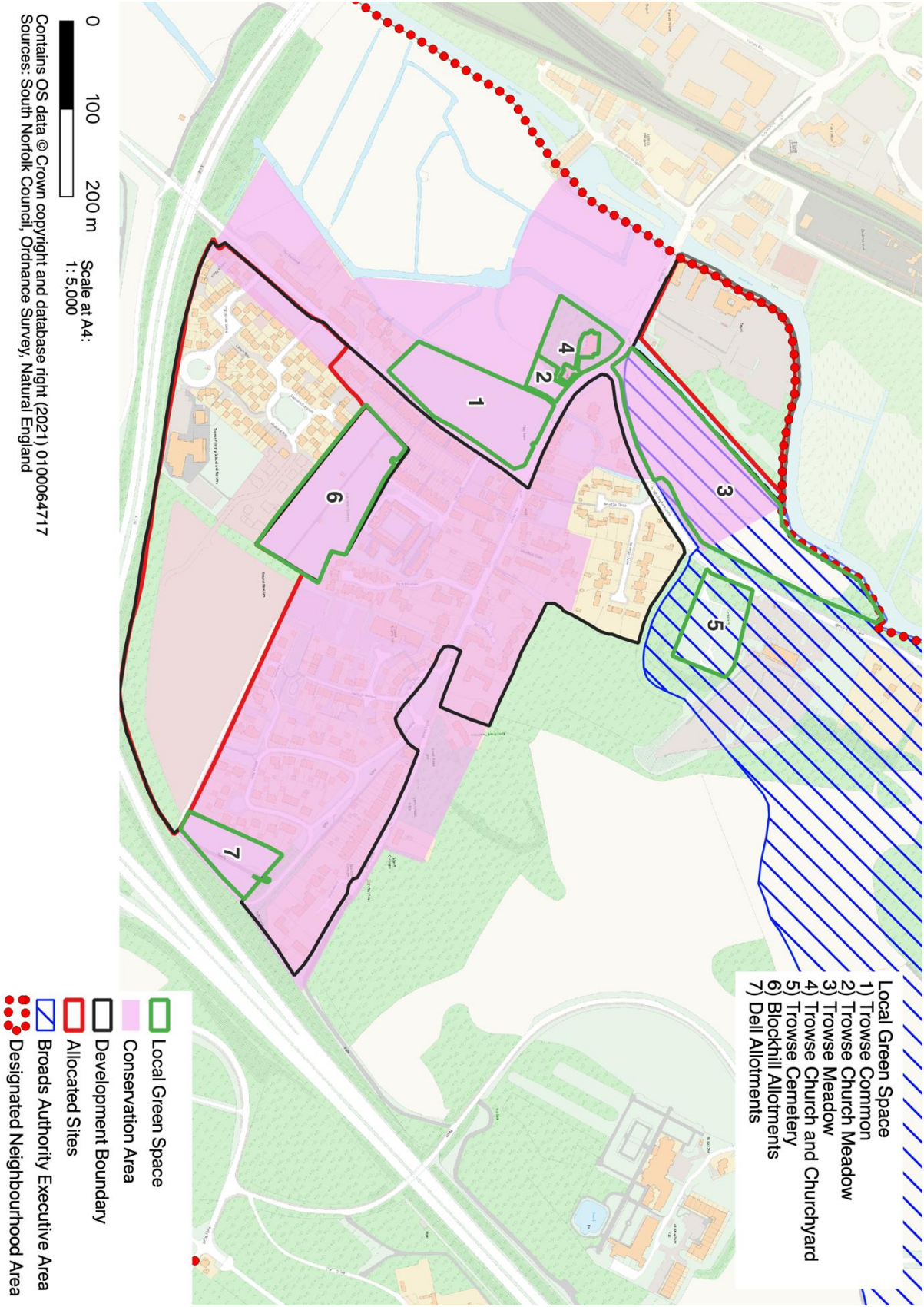
- a) Buildings for forestry or agriculture where the Local Green Space is used for commercial woodland or farmland;
- b) The provision of appropriate facilities in connection with the existing use of land where the facilities preserve the openness of the Local Green Space and do not conflict with the reasons for designation that make it special to the community, such as for recreation or ecology;
- c) The extension or alteration of a building if it does not impact on the openness or the reasons for designation that make Local Green Space special to the community; or
- d) The replacement of a building provided the new building is in the same use and not materially larger than the one it replaces.

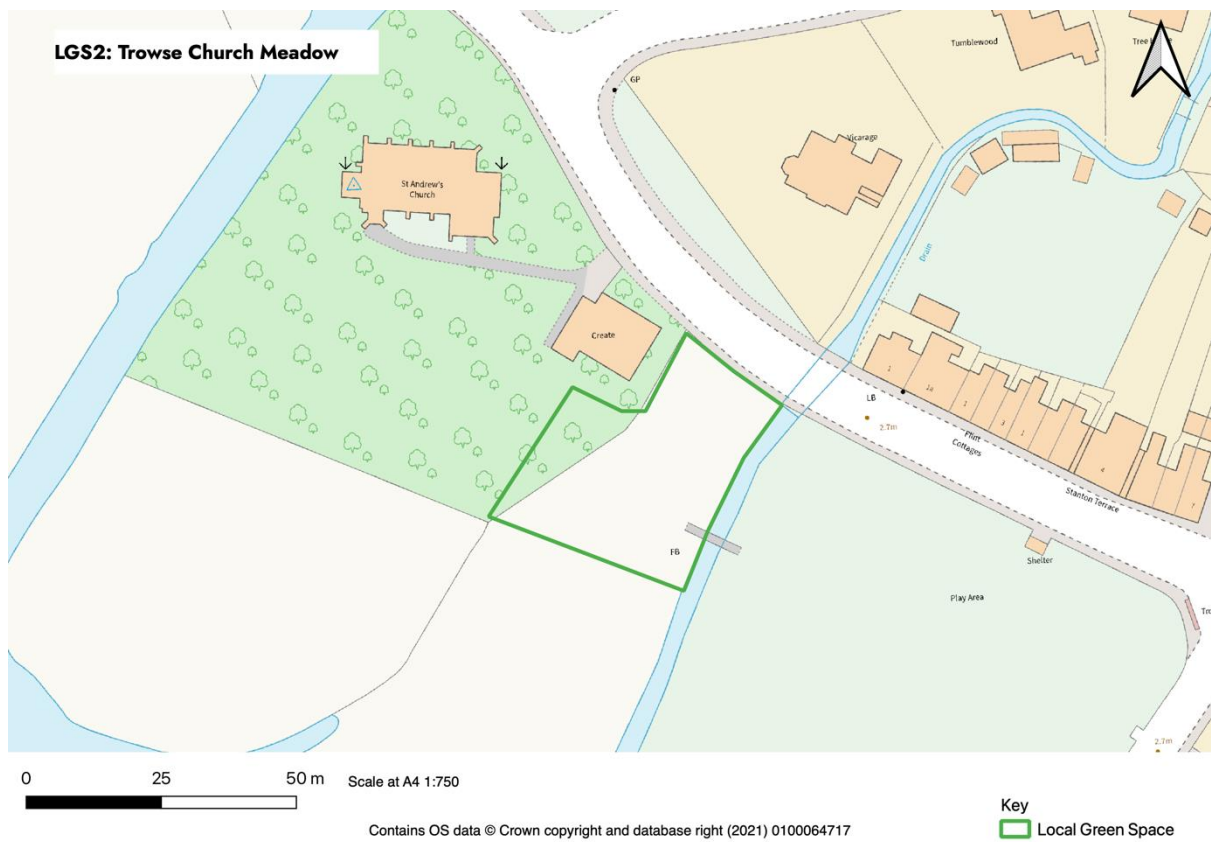
Other appropriate development includes:

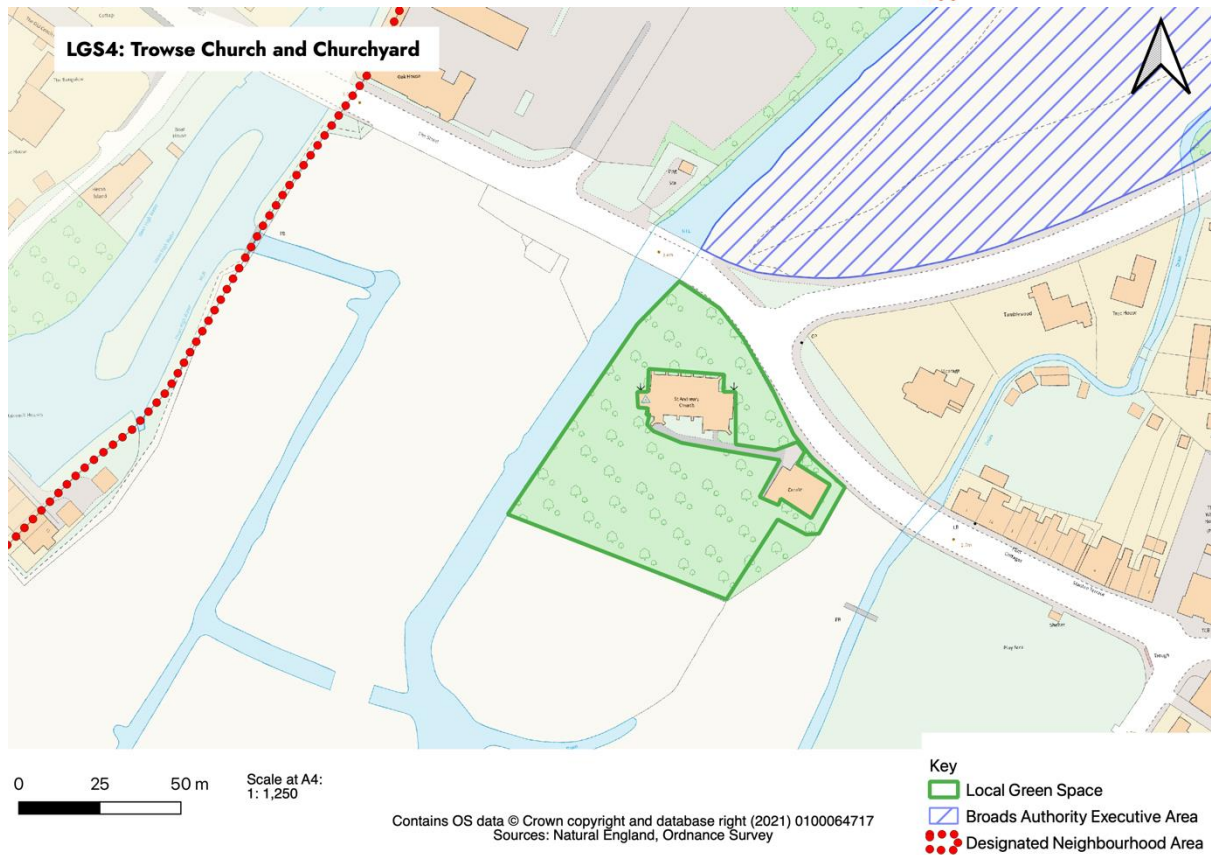
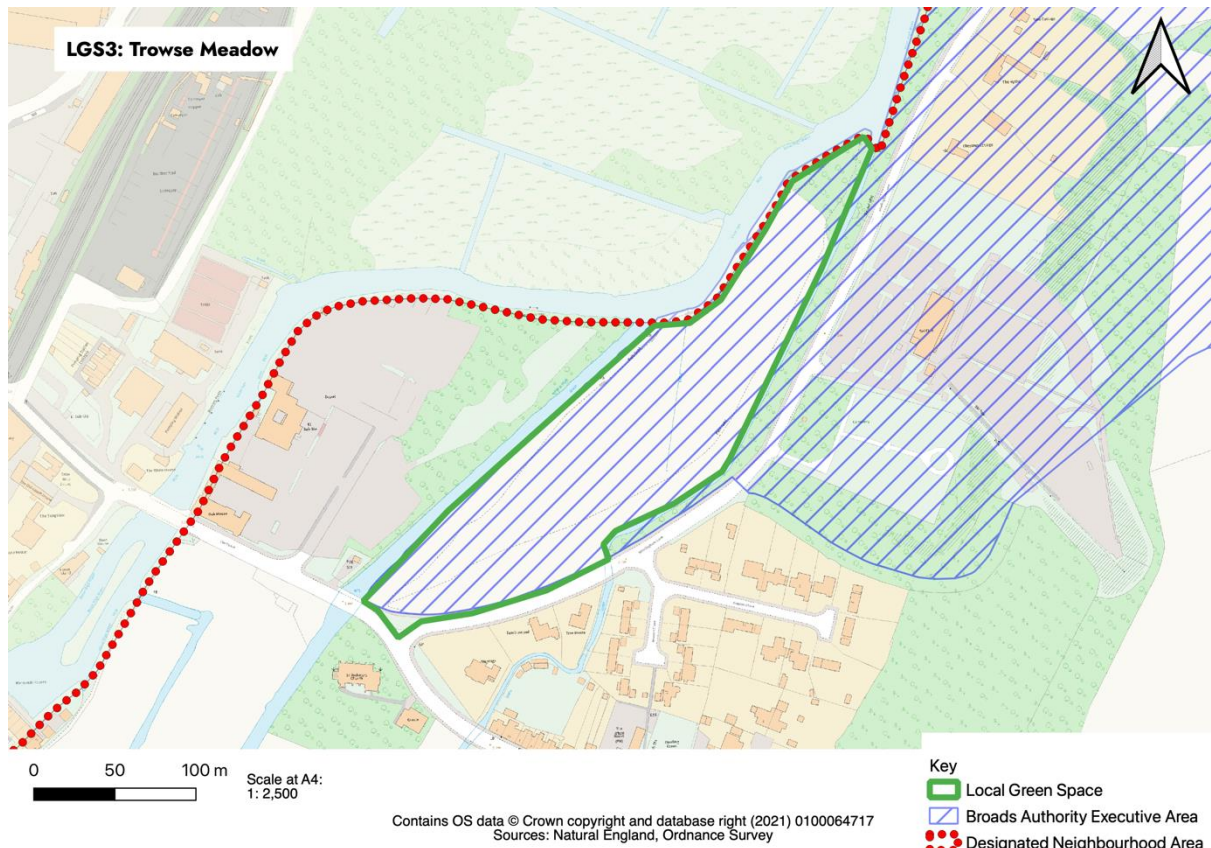
- a) Engineering operations that are temporary, small-scale and result in full restoration;
- b) The re-use of buildings provided that the buildings are of permanent and substantial construction; or
- c) Material changes in the use of land where it would not undermine the reasons for designation that make it special to the community.

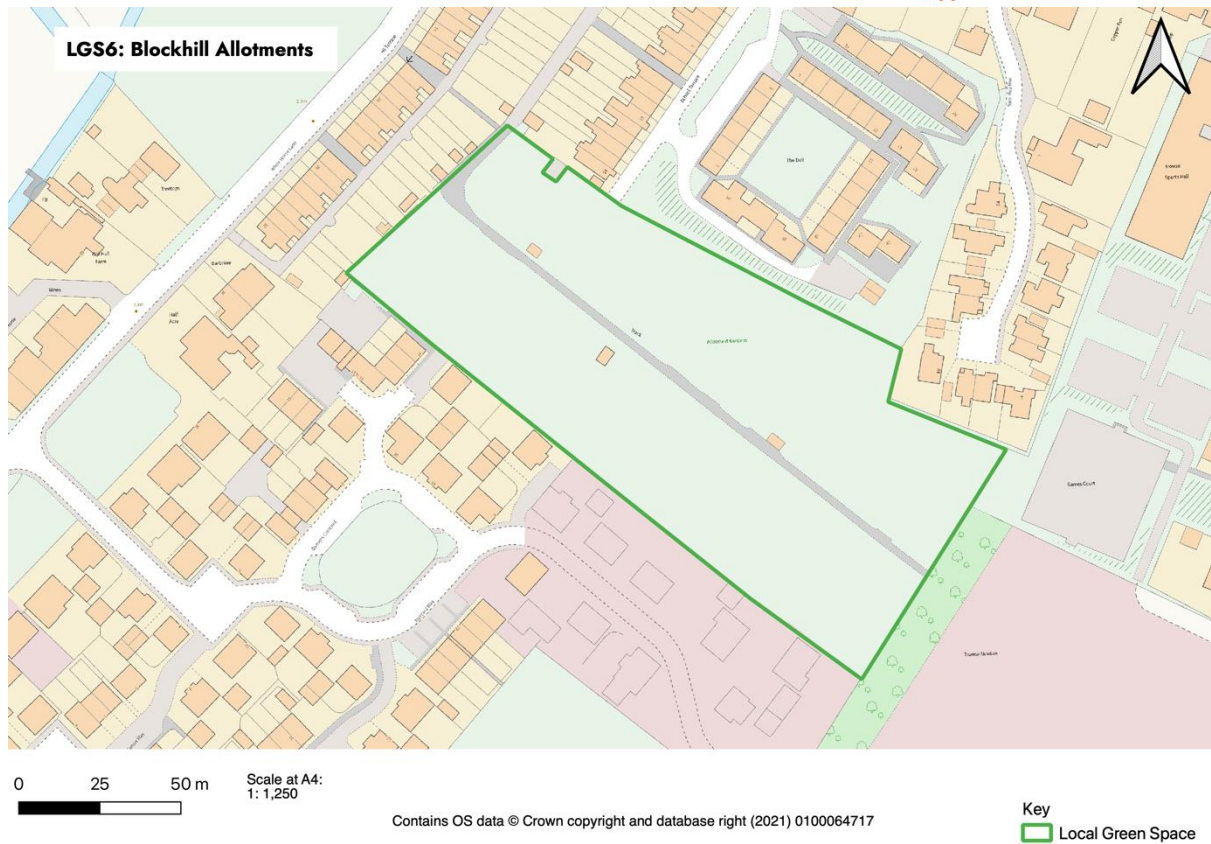
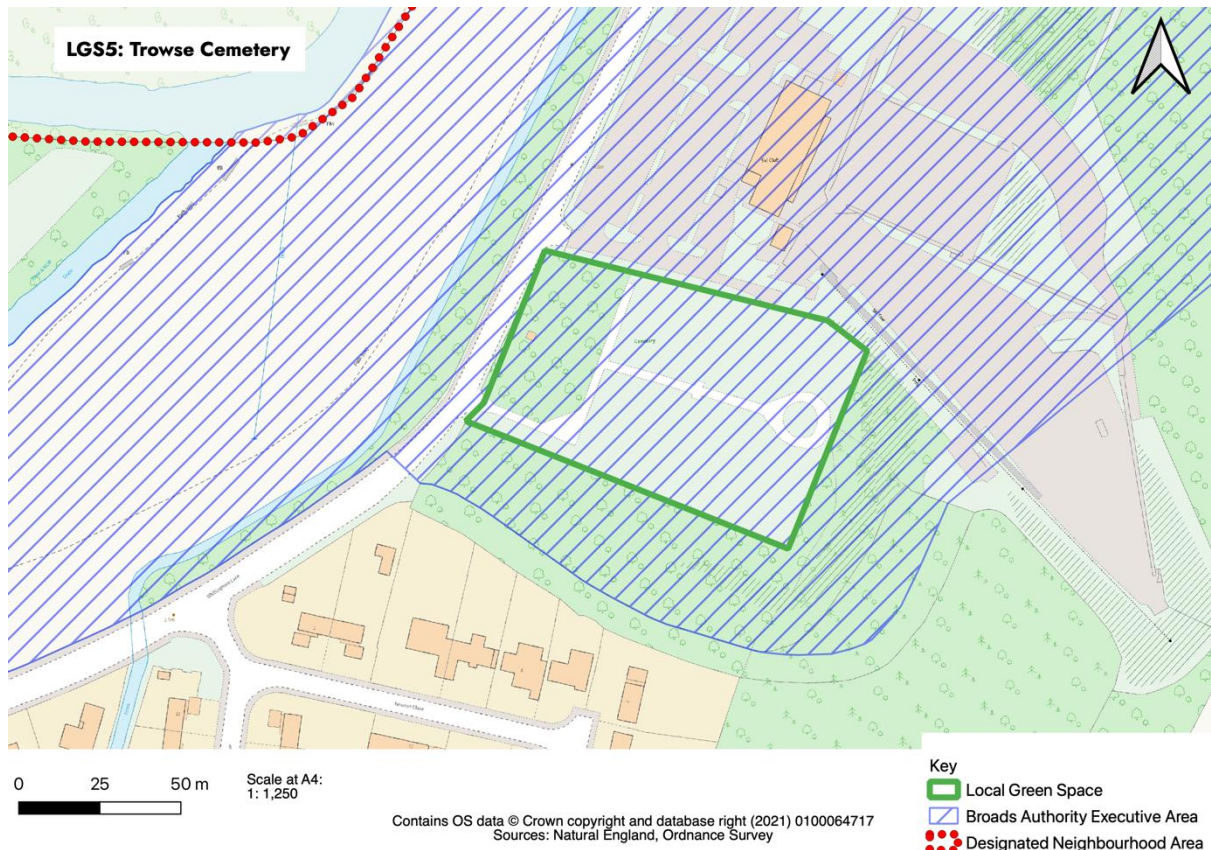
Proposals that are on land adjacent to Local Green Space are required to set out how any impacts on the special qualities of the green space, as identified by its reason for designation, will be mitigated.

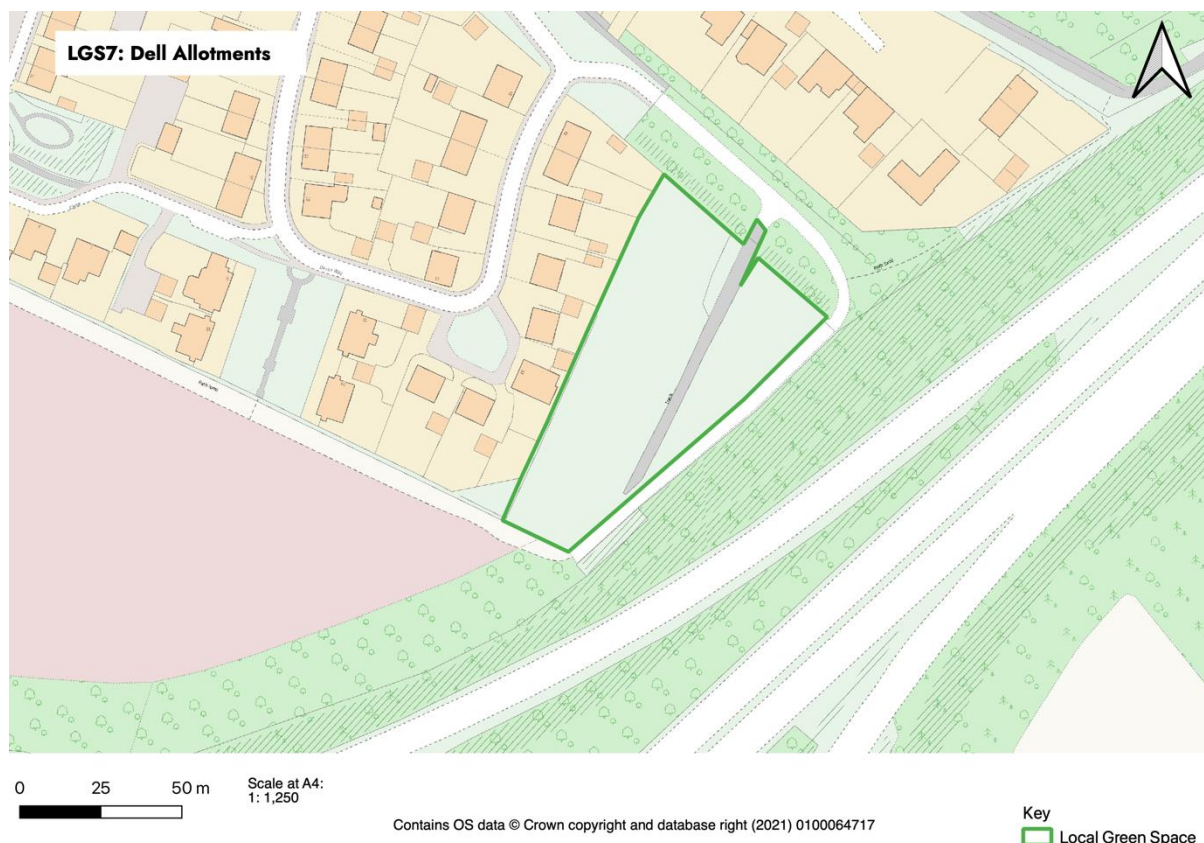
Figure 16: Local Green Space Designations











6.3 Landscape Setting

58. Trowse's landscape is distinct in its remoteness and solitude, despite its proximity to Norwich and the presence of the A47 southern bypass which dissects the area. Important areas of open space such as Whitlingham Country Park and The Common within the village centre create a sense of openness. A large percentage of the landscape falls within the Broads Authority Executive Area which has the equivalent status of a National Park. The Broads as a whole is protected for its natural beauty and national significance and is known for its unique landscape both visually and historically. Within the designated neighbourhood area, the Broads identifies Whitlingham Lane and Country Park as its own character area due to features including important open space and parkland features, the ruins of the Trowse Newton Hall and the edge of the city feel to the area. The expansive meadows in Trowse, which flood at times of high rainfall, also create a green buffer between the village and edge of the city development. Part of Trowse's distinctiveness, which has been preserved from development, also stems from its history as a model village – this is covered in more detail in **Section 9: Heritage**.
59. There is significant support locally for the village of Trowse retaining its unique identity, as a quiet model village on the edge of Norwich. To achieve this, it is believed that the village should remain distinct and physically separated from the built-up area of Norwich. 89% of respondents to a neighbourhood plan survey supported the identification of a strategic gap to avoid coalescence with Norwich. It is understood

that the former May Gurney site will be developed, and indeed it has planning permission already, as well as being included as part of the larger East Norwich Regeneration Area (ENRA). This development will visibly narrow the gap and through additional traffic pressure, could impact on Trowse's peaceful and distinctive character. Although remaining land between this area and Trowse Millgate on the opposite side of the road, is largely water meadows and within the floodplain, there remains potential for non-residential development, for example solar panels. **Policy 6** seeks to retain the visual separation that will remain by not permitting development that detracts from this.

Policy 6: Strategic Gap

An area of separation between Trowse village and the built-up area of Norwich, as defined in **Figure 16**, will be maintained. Development that detracts from the open countryside and character of this area or reduces the visual separation will not be permitted.

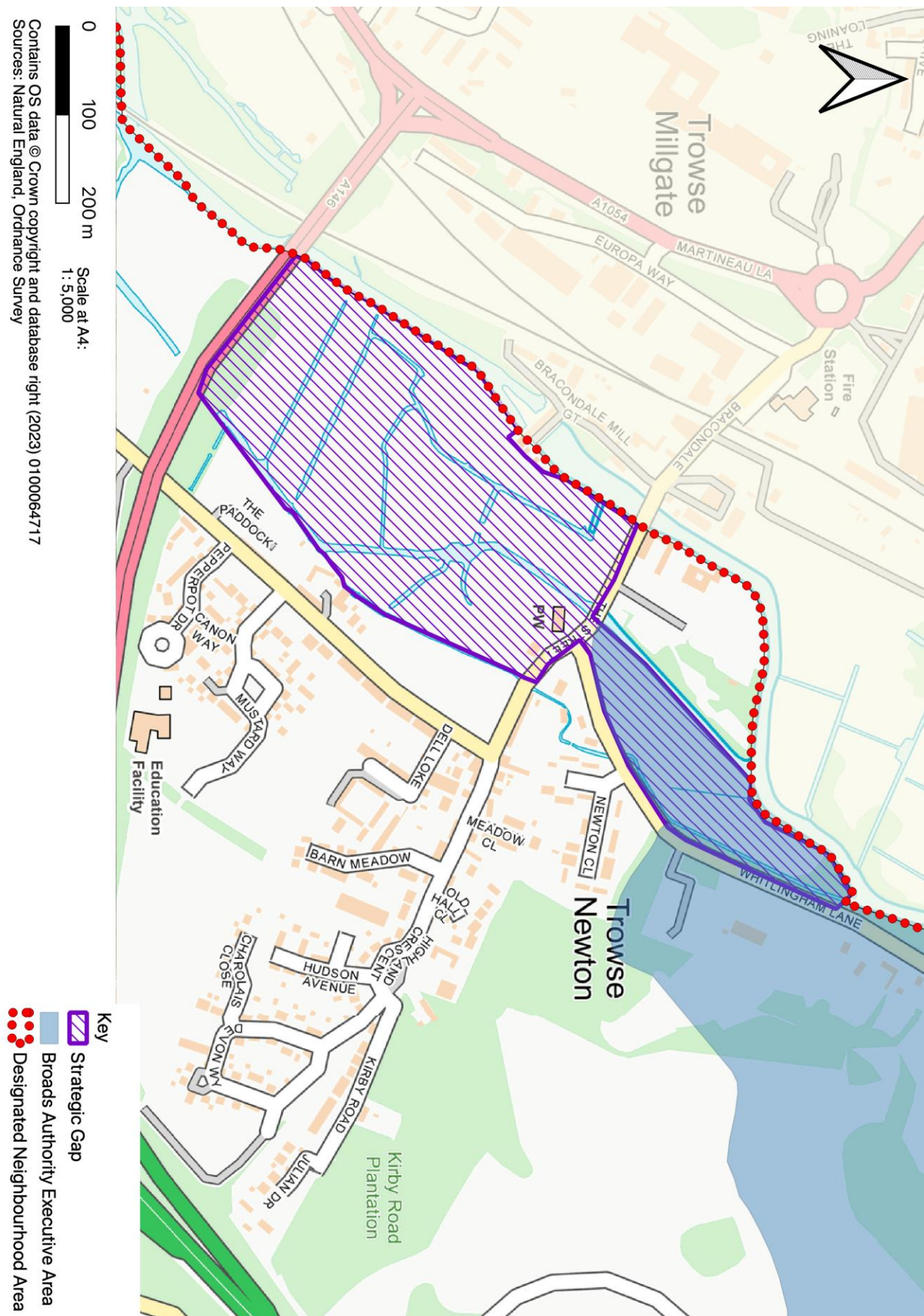


Figure 17: Strategic Gap

6.4 Key Views

60. The NPPF indicates that planning policies and decisions should protect and enhance valued landscapes, recognising the intrinsic character and beauty of the countryside. There are some specific views and vistas within the Trowse Neighbourhood Plan area that are of particular importance to the local community.
 61. Suggestions for important views were gathered during the first consultation exercise in 2020. These were reviewed by the Neighbourhood Plan working group. Some of the special views identified by residents are within the Conservation Area. It is noted that these will already have some protection.
 62. Overall, Trowse Neighbourhood Plan seeks to protect six public views for future enjoyment which are described below and identified on **Figure 18**. The intention is not to stop development within these views, but to ensure that their distinct character is retained. Within the views afforded protection through **Policy 7** development that is overly intrusive or prominent will not be supported. Any proposals within these views will need to demonstrate that they are sited, designed and of a scale that does not significantly harm them.
- **View 1: View of Russell Terrace from across the common-** The heart of the village. Surrounded by Colmans built houses and other iconic landmarks. The area is registered Common Land and within the Conservation Area. It is possible to see the old school, which is a listed building. The school moved in October 2020, with the old building owned by Norfolk County Council.



- **View 2: View into the centre of Trowse from the village sign-** A vista that has changed very little over the years. St Andrew's church has an important 13th century chancel, built between 1282-1283 under Master Nicholas. The west tower dates to the 14th century, the nave to the 15th century, and a north aisle was added in 1901 during restorations of 1899-1905 by Boardman. The building itself is of flint with ashlar dressings, and has a nave roof of lead and a thatched chancel. This is a clear access point to the village from the city.



- **View 3: View of Trowse Church Meadow up towards the bypass-** Excellent view of the historic centre of the village with interesting flora and fauna. It is a permitted walk for recreational value which crosses from the Common and Church Meadow towards Trowse Bypass.



- **View 4- View from the Dell Allotments towards County Hall:** An excellent view from the top of the allotments to the southern end of the city. This view shows the contrast between Trowse and nearby Norwich. The allotments have recently been updated by the Parish Council with an improved layout. This area is regularly referred to as ‘the beating heart of the village’. It is a haven for wildlife.



- **View 5: View down into the village from Crown Point Tavern-** This is the view that people see as they come into the village from Trowse Woods and Whitlingham Hall, or if they’ve just been to the Crown Point Tavern. The view narrows down the road towards the church in the distance. You can see County Hall on the horizon. It is within the Trowse Conservation Area and has excellent wildlife opportunities.



- **View 6: View across Trowse Meadow.** A peaceful and tranquil setting looking across the water and grazing meadow. The meadow is a hive for wildlife and the river runs along both sides of the meadow where often you can see birds including Kingfishers. The meadow is regularly grazed by cows as it has been for centuries when cattle raising was a major part of Trowse culture. It is acknowledged that the more distant views within View 6 are likely to be affected by the redevelopment of the May Gurney site.



Policy 7: Protection of Important Local Views

Design Code **DC1.3** sets out the importance of maintaining and safeguarding the settlements' distinctive identity. The views identified in **Figure 18** are important public local views in the Trowse neighbourhood area.

- 1) View of Russell Terrace from across the common
- 2) View into the centre of Trowse from the village sign
- 3) View of Trowse Church Meadow up towards the bypass
- 4) View from the Dell Allotments towards County Hall
- 5) View down into the village from Crown Point Tavern
- 6) View across Trowse Meadow

Development proposals that would adversely affect these key views will not be supported.

Proposals are expected to demonstrate that they are sited and designed to be of a form and scale that avoids or mitigates any harm to the key views.

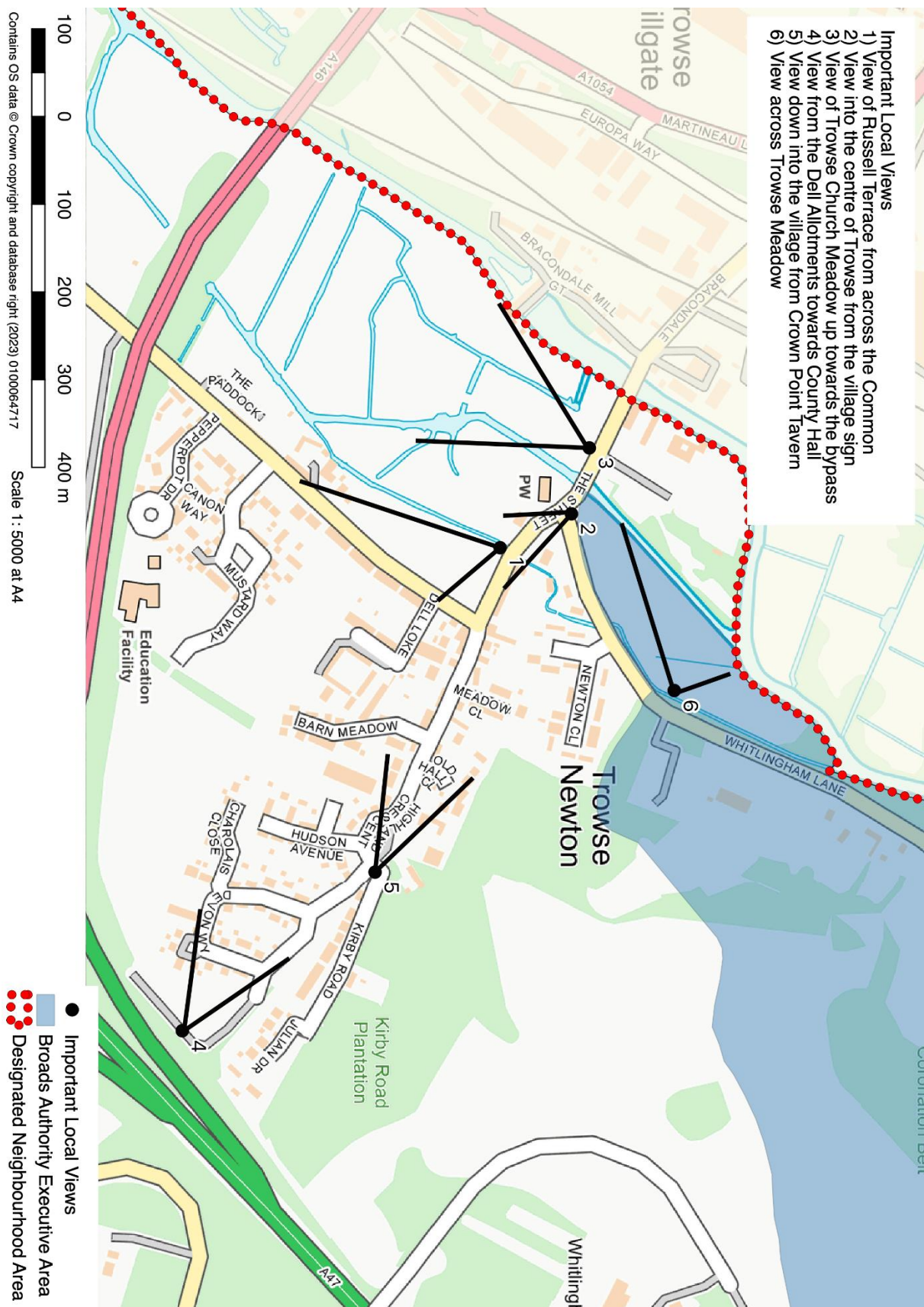


Figure 18: Important Local Views

6.5 Flood and Water Management

63. Flooding can cause serious damage and have significant impacts for homeowners, including raised insurance premiums. By thinking about flood risk early, it may be possible to avoid it, manage it more efficiently or in a way that adds value to the natural environment and biodiversity. The area surrounding the River Yare falls into Flood Zones 2 and 3. This means there is a 1 in 100 or greater annual probability of river flooding (Zone 3) or probability of 1 in 1,000 of flooding (Zone 2). As shown in **Figure 19** the extent of flooding from rivers and the sea are at a higher risk along the River Yare or near the Whitlingham Little Broad and Whitlingham Great Broad.

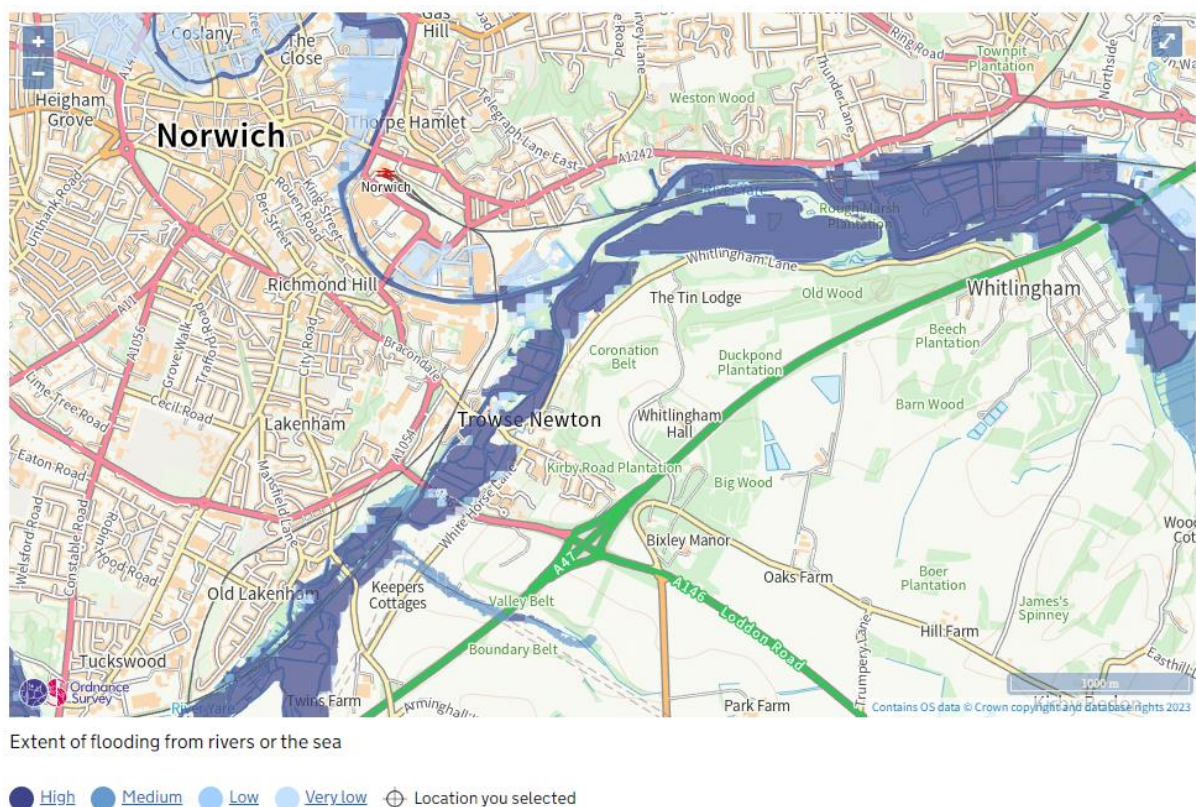


Figure 19- Extent of flooding from rivers or the sea (Source: Environment Agency, 2023)¹⁸

64. Surface water flooding is a general term which covers flooding from runoff of rainwater from impermeable surfaces, groundwater in areas where water has percolated into the soil on high ground and emerges into lower areas, and flooding from small streams, drainage ditches, drains or sewers¹⁹. According to Environment Agency datasets, there are areas of localised surface water flooding (ponding) and surface water flow paths present within the parish. **Figure 20** shows that the highest risk of surface water flooding in the neighbourhood area is along Whitlingham Lane and for some properties and their gardens particularly those near to the Trowse Common along The Street, Devon Way, and Kirby Road. Any new development will be

¹⁸ [Learn more about this area's flood risk - GOV.UK \(check-long-term-flood-risk.service.gov.uk\)](https://check-long-term-flood-risk.service.gov.uk/)

¹⁹ [Surface Water Management Plans - Norfolk County Council](#)

expected to manage its own surface water on site, ideally using Sustainable Drainage Systems (SuDS), as well as improve existing flood risk levels.



Figure 20- Extent of flooding from surface water (Source: Environment Agency, 2023)²⁰

65. According to Lead Local Flood Authority (LLFA) datasets extending from 2011 to present day, there is one record of internal flooding and no records of external/anecdotal flooding in the parish. The LLFA note that all external flood events are deemed anecdotal and have not been subject to an investigation by the LLFA²¹. However, there are parts of the parish which do regularly flood, such as the Common, which is part of Flood Zones 2 and 3.
66. Strategic policy in the NPPF and local plans seeks to minimise development in areas at risk from flooding, and reduce the risk of flooding associated with development, both on the development site and elsewhere. There is also a requirement that major developments incorporate SuDS. Policy DM4.2 Sustainable Drainage and Water Management of South Norfolk Council's Development Management Policies Document states that sustainable drainage measures should be applied to all new development (unless exceptional circumstances apply). Paragraph 4.10 of the document states '*The requirements to maximise water use efficiency and to incorporate sustainable drainage systems apply to all development proposals.*' Paragraph 4.15 also states '*the*

²⁰ [Learn more about this area's flood risk - GOV.UK \(check-long-term-flood-risk.service.gov.uk\)](https://check-long-term-flood-risk.service.gov.uk)

²¹ Information was shared by the LLFA at Regulation 14.

requirement for incorporation of sustainable drainage applies to small scale development too and certain permitted development’.

67. Approaches to manage surface water that take account of water quantity, quality, biodiversity, and amenity are collectively known as SuDS. Traditionally piped drainage networks convey water much more quickly than natural processes. Flooding can occur when housing and other development such as paving increases the volume and speed of run-off. SuDS seek to manage rainfall in a way similar to natural processes, by using the landscape to control the flow and volume of surface water, prevent or reduce pollution downstream of development, and promote recharging of groundwater. Natural vegetation, including trees, in SuDS helps attenuate flows, traps silts and pollutants and promotes infiltration.
68. Trowse Neighbourhood Plan aims to strengthen the recognition of local flood issues and ensure these are adequately considered in future planning proposals. The plan also seeks to ensure SuDS are incorporated as both an effective way of reducing runoff rates and delivering wider biodiversity, water and public amenity benefits.
69. **Policy 8** focuses on maximising the use of natural SuDS features which manage flood risk but also provide benefits such as enhancing public open space, contributing to the character of an area, and providing wildlife habitat. SuDS schemes that consist of underground concrete boxes to store rainwater, although recognised to reduce flood risk by releasing rainwater more slowly, will not deliver the additional benefits.
70. Trowse Neighbourhood Plan requires that any future development or redevelopment proposals show there is no increased risk of flooding from an existing flood source, and mitigation measures are implemented to address surface water arising within the development site.
71. The Lead Local Flood Authority (LLFA) provides guidance for developers regarding surface water flood risk and drainage for proposed developments²². As required by the LLFA, with regard to surface water flooding the expectation is that development will:
 - A. Not increase flood risk to the site or wider area from fluvial, surface water, groundwater, sewers or artificial sources;
 - B. Have a neutral or positive impact on surface water drainage;
 - C. Demonstrate engagement with relevant agencies and seek to incorporate appropriate mitigation measures to manage flood risk and reduce surface water run-off from the development to the wider area such as:
 - Inclusion of appropriate measures to address any identified risk of flooding in the following order of priority – assess, avoid, manage and mitigate flood risk.
 - Where appropriate undertake sequential and/or exception tests.
 - Locate only compatible development in areas at risk of flooding, considering the proposed vulnerability of land use.
 - Inclusion of appropriate allowances for climate change.

²² [Information for developers - Norfolk County Council](#)

- Inclusion of SuDS with an appropriate discharge location.
- Priority use of source control SuDS such as permeable surfaces, rainwater harvesting and storage, or green roofs and walls.
- Mitigate against the creation of additional impermeable surfaces, attenuation of greenfield (or for redevelopment sites close to being regarded as greenfield) surface water runoff rates and runoff volumes within the development site boundary.
- Provide clear maintenance and management proposals of structures within the development, including SuDS elements, riparian ownership of ordinary watercourses or culverts, and their associated funding mechanisms.

72. The plan area falls partially within the Internal Drainage District (IDD) of the Norfolk Rivers Internal Drainage Board (IDB), and therefore the Board's Byelaws apply. The principal function of the IDB is to provide flood protection and maintain certain watercourses. The IDB will comment on planning for all major developments, of 10 or more properties, that are likely to discharge surface water into a watercourse within the IDD.

Policy 8: Surface Water Management

Development proposals must be designed to manage flood risk effectively and not increase, and wherever possible reduce, the overall level of flood risk both to the site and elsewhere. Proposals specifically to improve surface water drainage, such as works to reinstate an effective drainage scheme, are encouraged.

Any new development or significant alteration of an existing building within the Neighbourhood Plan area should be accompanied by a proportionate assessment which gives adequate and appropriate consideration to all sources of flooding and proposed surface water drainage.

Any major development coming forward in the Neighbourhood Plan area should request a surface water connection.

All proposals should incorporate Sustainable Drainage Systems (SuDS) that are appropriate to the scale and nature of the development and designed to be an integral part of the green infrastructure. SuDS should be designed for the benefit of wildlife unless adequate justification is provided as to why they cannot be. Design Code **DC.6** gives further emphasis on this. These may include:

- Attenuation ponds;
- Planting;
- Introduction of permeable driveways or parking areas;
- Rainwater harvesting and storage features;
- Green roofs;
- Amphibian friendly drainage²³ and wildlife friendly kerbs.

²³ <https://www.arguk.org/get-involved/projects-surveys/saving-amphibians-in-drains>

To mitigate against the creation of additional impermeable surfaces, there should be attenuation of greenfield (or for redevelopment sites as close to greenfield as possible) surface water runoff rates and runoff volumes within the development site boundary. These measures will be required unless the developer can demonstrate that it is not practicable or feasible within the constraints or configuration of the site.

Community Action 2: Maintenance of Watercourses

The Parish Council will work with the relevant stakeholders including the Internal Drainage Board, riparian owners, and agencies such as the Environment Agency and Lead Local Flood Authority²⁴, to ensure that watercourses are properly maintained with a view to ensuring that they continue to play their role in the management of water and flood risk.

²⁴ It is understood that the Lead Local Flood Authority have powers to enforce maintenance on ordinary watercourses that are not within Environment Agency or IDB areas, but they do not have any responsibility for maintenance of the EA and IDB watercourses. This is the responsibility of riparian owners. Where there is evidence that a lack of maintenance is causing flooding that meets LLFA impact thresholds, the LLFA will seek to resolve the situation by means of negotiation with the person responsible. Where this is unsuccessful, the LLFA will consider taking enforcement action in line with Annex 2 of the Norfolk Council Compliance and Enforcement Policy.

7 Section 7: Community Infrastructure

This section on the **community infrastructure** and the policies it contains aims to deliver the following neighbourhood plan objectives for Trowse:

Objective D: Support physically active recreational opportunities around Whitlingham.

Objective F: Improve community services and facilities in the village.

73. Residents value the good access they have to local services, and it is important that these are retained. The proportion of people working from home was quite high in the 2011 census, and this is likely to have increased following the Covid-19 pandemic. The planned housing growth could help with local services by keeping them viable. The NPPF and local plans support the protection of existing village services and facilities and the delivery of new ones to maintain the vitality of rural communities.
74. Some key services and facilities used by residents are located outside of the parish. This includes local healthcare services such as the GP. 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, support police infrastructure, healthcare etc.) through either the payment of the Infrastructure Levy, planning obligations (via a S106 agreement/S278 agreement), or use of planning condition(s). Policies in this section will help to identify the priorities for such improvements. Trowse Parish Council supports the Integrated Care Service in ensuring suitable provision of healthcare services for the residents of Trowse.

7.1 Community Facilities

75. Trowse has a range of community facilities including two pubs, restaurant, former YMCA sportshall, primary school, café at Whitlingham Broad, boatyard, outdoor activity centre, campsite, ski centre, bowling green, church, church hall, and the Manor Rooms. These help to support the day to day needs of residents and promote social integration.
76. Community consultation identified that there is significant support for a new or more widely used community centre in Trowse. There may be an opportunity to make better use of the sports hall owned by the Arminghall Estate, commonly known locally as the YMCA building, turning this into a community hub. A community use for this building would be strongly supported.
77. Policy DM3.16 of the South Norfolk Local Plan and SP16 and DM44 of the Local Plan for the Broads resist development proposals that would lead to the loss of community facilities. Focus is on maintaining opportunities for similar uses or facilities to continue. Loss will only be accepted where it is established that there is no reasonable prospect of future use because of a lack of need, demand, or future viability.

78. Recent growth, including the development off White Horse Lane, and relocation of the school, has changed the layout of the village. Nonetheless, the area around the Common and White Horse pub remains the natural centre of the village with the main concentration of services and facilities. This area is a focal point for local residents and also visitors to the village to some extent. The services and facilities in this area provide valuable social and community benefits and are essential for reducing the need to travel. It is important that the village centre continues to fulfil this function and local improvements should be encouraged to help retain its vitality and viability.
79. An important factor raised in the AECOM Design Guidance (2022) regards legibility and wayfinding for key services. A legible and well signposted place is easier for people to understand as they can orient themselves using landmarks and visual clues in the townscape, and connects the community. A familiar and recognisable environment is easier for people to find their way around. Obvious and unambiguous features should be designed in new development including ones which may come forward for community use and become landmark features in the future.

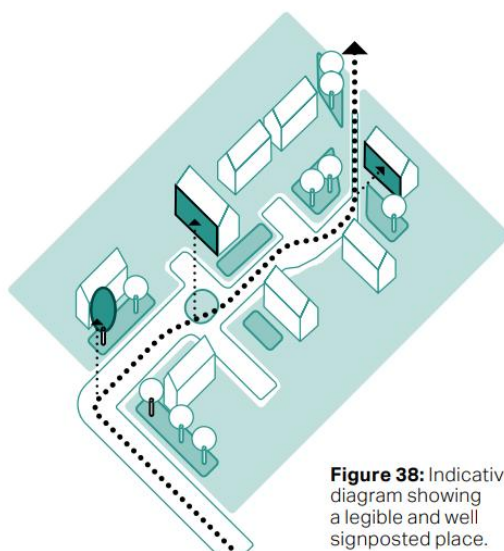


Figure 38: Indicative diagram showing a legible and well signposted place.

Figure 21- Indicative diagram showing a legible and well signposted place (AECOM, 2022)

80. Where new development results in land or buildings being available for community uses this will be supported. To ensure the most appropriate community use is identified, the Parish Council is keen to engage local residents in proposals. Broadening the scope of existing community assets will also be supported.

Policy 9: Community Facilities

The following are identified as important community services and facilities that should be protected under DM3.16 of the South Norfolk Local Plan and Policy SP16 of the Broads Authority Local Plan:

- Village shop or general store
- Crown Point Tavern public house
- The White Horse public house

- River Green Restaurant
- Manor Rooms
- Trowse Sports Hall
- St Andrew's Church and Copper Dot/Church Hall
- Whitlingham Café
- Norfolk Snow Sports Club

Proposals that provide community facilities, including a community centre or meeting space, village shop, flexible workspace, health and wellbeing hub, and other community infrastructure will be supported in principle. Any meeting space or community centre provision will need to have sufficient parking so that there is no adverse pressure on neighbouring residents.

Where development proposals result in land or buildings being offered for future community use, the Parish Council will consult with the community in order to establish the most appropriate uses for that land or buildings. Proposals that would enable the wider community use of existing buildings will be supported. A proposal that enables wider community use of the sports hall off Hudson Avenue will be strongly supported.

Design Codes **DC.3- Community and Public Space** should be considered when development can have an influence or provide opportunities for the community and public space (including community facilities, play space and wayfinding). Access to open spaces such as the Common and Trowse Woods should have clearer signage and be improved, whilst links to existing amenity assets within the village such as the allotments, Trowse Sports Hall and Trowse Primary school should be enhanced.

7.2 Sport and Leisure

81. Whereas the village centre is a focus for day-to-day community facilities and recreation for children and families, Whitlingham Lane provides for active recreation and leisure opportunities. Whitlingham Country Park and the Broad are a particular draw for visitors. This was especially experienced during lockdown, which saw a significant increase in the number of people visiting the area. The Country Park is popular for walking, but also provides an outdoor activity centre, café, campsite, picnic area and a range of more informal activities, such as exercise classes. Boating and canoeing is an important activity in this area, and there remains an active boatyard near to Whitlingham Broad. The Ski Centre, which is located nearer to the village end of Whitlingham Lane, is also a draw, and the lane itself is part of the National Cycle Network. Villagers and other residents from Norwich regularly run along Whitlingham Lane and into the Country Park. Such facilities enable residents and visitors to experience, enjoy and explore the environment in an active manner, which has significant social and health benefits.
82. Most visitors travel to the Country Park by car, parking either in one of the pay and display car parks or on Whitlingham Lane, which can become congested with parked

cars. Locally, people are more likely to cycle or walk, and we would like to promote greater use of active travel (see **Section 8: Transport**).

83. Whitlingham Lane falls almost exclusively within the Broads Authority Executive Area, covered by policies in the local plan for the Broads. Policies SP12 and DM29 support the provision of sustainable tourism attractions and related infrastructure, whilst policy SP11 sets out that limited redevelopment of boatyards and other waterside employment or commercial sites will be permitted. Whitlingham Country Park is covered specifically through policy WHI1. This supports development of buildings and facilities for sustainable recreation, leisure and visitor uses that contribute towards health and wellbeing, do not have adverse impacts on the landscape, biodiversity or safety and improve visitor experience.
84. The Greater Norwich Physical Activity & Sport Strategy (PASS) 2022-2027²⁵ sets out key objectives which support the need for enhancing peoples mental and physical wellbeing, active lifestyles, spaces for people to use facilities including streets, waterways, and open spaces to have healthy streets at the heart of placemaking. The strategy was accepted by the Greater Norwich Growth Board in October 2022 and will help inform decisions around sport and physical activity infrastructure for relevant areas.
85. **Policy 10** focuses on supporting the expansion of active recreation and leisure activities along Whitlingham Lane up to the Country Park. It does not apply to holiday accommodation.

Policy 10: Sport and Leisure Facilities

Proposals for the expansion of, and the provision of new, active recreation and leisure facilities, along Whitlingham Lane will be supported where they are of a suitable scale and type for the proposed location.

²⁵ [Greater Norwich Physical Activity and Sport Strategy » Greater Norwich Growth Board](#)

8 Section 8: Transport

This section on **transport**, and the policies it contains, aims to deliver the following neighbourhood plan objectives for Trowse:

Objective E: Enhance sustainable access within Trowse, into Norwich, Whitlingham Country Park, and the rural hinterland.

Objective J: Reduce the level of traffic and impact it has on the village.

86. The NPPF and Local Plans support the promotion of sustainable transport such as walking and cycling, which not only helps people get from A to B but does so in a way that improves health and reduces emissions. Trowse has reasonable access to a range of services and facilities, some local within the village itself such as the primary school and play area on the Common, but many more within walking distance in Norwich. There are also outdoor recreational facilities along Whitlingham Lane and at the country park, as described in **Section 7**.
87. Trowse faces several significant transport challenges:
- **Parking:** the village is often overrun by parked cars competing for a parking space due to:
 - a) Lack of offroad parking for existing residential housing such as terraced properties
 - b) Visitors
 - c) County Hall staff
 - d) Football supporters. This affects the village approximately 40 times a year from Norwich City home games and concerts.
 - **Road safety:** parents have voiced major concerns over road safety on routes to school, and speeding cars and HGVs create dangerous conditions through the village. A recent village online conversation initiated over 150 comments voicing support for school road safety improvements.
 - **Traffic volumes and through traffic:** an average of 240 vehicles per day drive through Trowse when the bus gate is in operation, between 8am and 9.30am, many to avoid queues on the ring road (A146, A1054).
88. Residents are concerned that these issues will worsen in the future. The post-Covid reopening of the economy has attracted many more visitors to the village, with Whitlingham Country Park creating a strong pull. Trowse is growing, with still 80 more homes to be built on the White Horse Lane site and the East Norwich Regeneration Area (ENRA) expected to provide around 3,600 new homes and 4,000 jobs. This will contribute substantially to increased volumes of traffic with associated adverse impacts on residential amenity, congestion, road safety and air quality.
89. Walking and cycling are already quite popular modes of transport in Trowse, including for commuting. Looking at the infrastructure for sustainable transport, however, there are a number of issues which, if addressed, suggest that more people could be encouraged to travel sustainably. The availability of bus stops is reasonable, but there

is only one shelter, and they do not have raised kerbs to help those with mobility difficulties get on and off the bus. Norfolk County Council have prepared Local Cycling and Walking Infrastructure Plans (LCWIPS) including one for Greater Norwich (GNLCWIP, 2022²⁶). This sets out priority schemes to improve sustainable transport measures and movement around the local area. There are a couple of medium/long term routes which could connect Trowse with the city centre via Bracondale and the bus station. These would enable access to the designated growth areas at the ENRA and improve safety for cyclists.

90. The parish itself is well served by footways for pedestrians. Although Norwich is close, walking into Norwich via Bracondale/Queens Road is tricky at the signalised King Street junction. The potential improved cycling and walking links to Norwich as part of the ENRA, including from Whitlingham Broad via a new bridge, should improve access into parts of the city including the rail station area.
91. Trowse has the potential to be an exemplar village for cycling both for residents and visitors. It is located on National Cycle Network 1 which passes through Trowse from Bracondale and goes along Whitlingham Lane to the Broads, and there is a population of 100,000 living within a cyclable distance. However, conditions are currently dangerous in a number of places for cyclists, particularly younger children, and dedicated connectivity to neighbouring locations, such as the City Centre and Rail Station is poor. Recent consultation has identified most support for improving the route to the City Centre and along Whitlingham Lane.
92. A new cycle network has been identified as part of this Neighbourhood Plan. This identifies routes which are the priority for future funding and development. See **Figure 22**.

²⁶ [Greater Norwich Local Cycling and Walking Infrastructure Plan Main Report March 2022 \(norfolk.gov.uk\)](#)

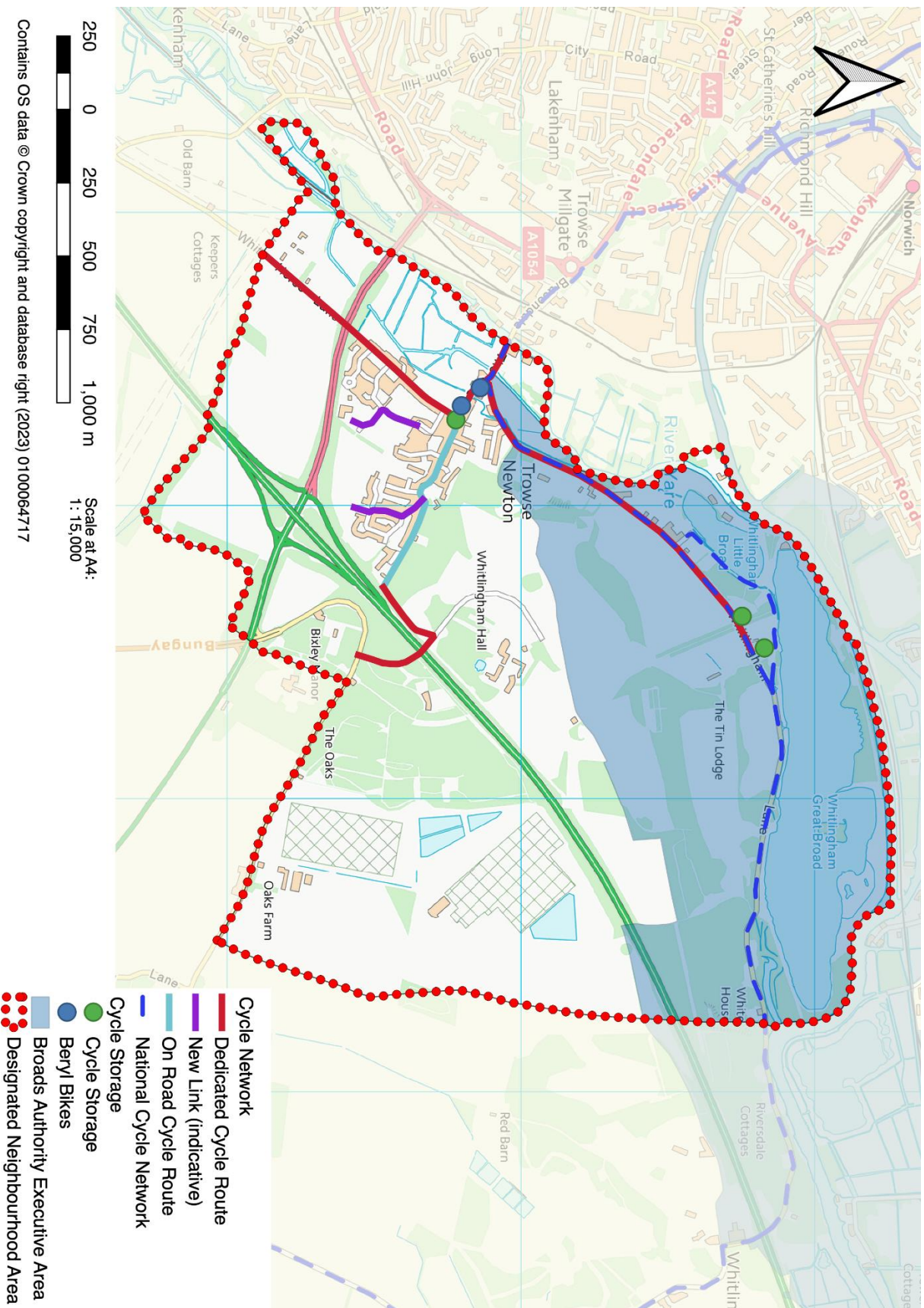


Figure 22- Cycling Network

93. Accessing the frequent bus service into Norwich at County Hall is difficult because of the lack of pedestrian crossing facilities, but the planned housing growth could encourage the bus company to divert more services through the village. Despite concerns about traffic, there is strong support in the community for improved bus services.

Policy 11: Sustainable Transport

Developments must demonstrate safe and convenient access links to facilities and services for pedestrians, cyclists, and public transport users. This should include both local and wider facilities, such as those in Norwich. Signage should be used to help promote existing and newly proposed routes and for all ages and abilities to find their way to the primary school, play areas and bus stops. Design Codes **DC.2** and **DC.3** should be considered here.

Development should provide new or enhanced facilities as well as improving the physical condition of existing facilities. Proposals for new built development, excluding household extensions, will need to demonstrate how cycling, walking, and wheeling will be promoted, particularly with regard to safety and the use and improvement of the cycle network shown in **Figure 22**.

Opportunities to promote and enhance the use of public transport, such as improved waiting facilities, will need to be taken.

94. Developers can contribute towards sustainable transport, for example by providing infrastructure. Contributions and improvements must be proportionate and related to the development.

Community Action 3: Bus Services

The Parish Council will work with local bus operators to enhance the provision of local bus services through the village and encourage opportunities to improve waiting facilities with relevant stakeholders. Should additional services be secured the parish will encourage patronage locally to secure their future sustainability.

95. Whitlingham Broads and the country park have numerous informal walks, and these are very well used and appreciated by residents and visitors. Off road access into the countryside using formal Rights of Way, however, is relatively poor and there is strong local support for additional Rights of Way.

Community Action 4: Footpaths

The Parish Council and community will work with local landowners and Norfolk County Council to expand the Public Rights of Way network for recreational walking.

96. Footpath improvements will need to have regard to any prevailing Public Rights of Way Improvement Plan of Norfolk County Council, as well as the Broads Integrated Access Strategy.

8.1 Vehicular Traffic

97. Data on traffic through the village, and feedback from the public survey, indicates a desire to reduce the amount of traffic flowing through the village and reduce its impacts. This includes unsuitable traffic such as HGVs, speeding and poor air quality. There is also a need to protect Trowse from traffic associated with development of the ENRA, which will be accessed through the former May Gurney site in Trowse.
98. Although the Trowse bypass and the A146 Outer Ring Road take most of the traffic out of Trowse, some drivers do rat-run along White Horse Lane. The increasing popularity of the Country Park also means that there has been an increase in traffic from Carrow and along Whitlingham Lane. Policy WH11 in the Broads Local Plan aims to promote recreational use of the Country Park, which could further increase traffic through the parish. The larger new primary school and planned housing development, will also increase traffic within the village, especially at peak times. The village's main roads, principally The Street, Whitlingham Lane, White Horse Lane, and Bracondale are subject to either a 30mph limit or a 20mph speed limit. However, there are many incidences of speeding above these speed limits and there is an argument for 20mph throughout the village.
99. The amount of HGV traffic through the village is a concern, and especially from a safety perspective when HGVs drive through the village along White Horse Lane during school drop off or pick up times.
100. Improving safety for children accessing the new primary school on White Horse Lane is a key priority. The new school is larger than the previous, having capacity for single year classes instead of mixed year. Trowse is an outstanding school. Its expansion has broadened its catchment, which means many children now travel in from elsewhere, sometimes as far as Poringland. At school opening and closing times White Horse Lane becomes particularly congested. This is exacerbated by the narrowness of the road and levels of on-street parking for those living in Russell Terrace. There are limited opportunities for children to safely cross the road.
101. Highway safety and the general functioning of the road network is extensively covered by higher level policies within the Local Plans and NPPF. These, for example, set out that new developments are required not to have an unacceptable adverse impact on highway safety. NPPF paras 108 and 109 cover highway safety and the operational efficiency of the roads generally. Furthermore, SNLP Policy DM 3.12 generally reflects the NPPF.

Policy 12: Traffic Volumes and Speed

Where appropriate, new development should take steps to reduce the number of vehicles travelling through the village and reinforce compliance with the speed limit,

especially at the village gateways (see Community Action 5). Development proposals that deliver such measures to encourage reduced vehicle speeds will be treated as achieving significant community benefit.

A Construction Management Plan is required for all major new development to demonstrate how traffic travelling through the village will be minimised during the construction phase.

Community Action 5: Traffic Management

The Parish Council will work with Norfolk County Council as the Highway Authority to introduce the following measures that seek to reduce the volume or impact of vehicular traffic in Trowse:

- Strengthening the existing bus gate restrictions, including enforcement.
- Identifying longer term solutions to reduce levels of through traffic.
- Identifying a weight limit through the village at school opening/closing times.
- Preventing construction vehicles from using Trowse as an access route for the new East Norwich development.
- Improving traffic management along White Horse Lane, including determining the feasibility of creating a safe crossing point for children accessing the new school.
- Village gateway schemes to alert drivers to speed limit changes and the village environment.
- Support and encourage speed restrictions.
- A community speedwatch initiative.

8.2 Car Parking

102. Car Parking is a key issue in Trowse. This is partly caused by visitors to the Country Park, County Hall staff and football fans, but made worse by the number of terraced houses with no off-street parking. This has led to unplanned on-street parking, with consequences for the flow of traffic and safety, especially with regard to pedestrians and cyclists, and inconvenience for local residents.

103. As set out in the Design Guidance and Codes Document (2022) parking areas are a necessity of modern development. However, they do not need to be unsightly or dominate views towards the house. Parking provision should be undertaken as an exercise of placemaking. Design Code DC2.3 offers solutions which proposals within Trowse should consider when designing on street, on plot or courtyard parking.

104. The parking typologies under the character areas set out in the Design Codes considers that on-plot parking including garages is the most appropriate parking type to avoid excess street clutter in most character areas. It is suggested in the Upper Trowse character area courtyard parking may be appropriate for smaller infill development. In order to reduce the visual impact of parked cars, on-street parking as the only means of parking should be avoided in future development wherever possible particularly within the Conservation Area.

105. Future car parking will be managed in Trowse by prioritising existing parking for residents and encouraging visitors to park outside of the village. However, it is noted that some visitors and businesses will need to have visitor parking close to these premises to suit different needs such as disabled parking. A residential parking scheme is being considered and a new car park has been built at County Hall. These actions will help to address some of the current issues, but there is also strong community support for new development not to exacerbate on-street parking problems, which means adequate parking must be provided for new homes.
106. **Policy 13** allows for managed on-street parking as well as off-street as part of new developments. This is to allow for new terraced housing, which is a key feature of the village.
107. Vehicle use itself can also be made more sustainable. There is considerable local support for the provision of electric vehicle charging points around the parish.

Policy 13: Residential parking standards

Proposals must consider all appropriate points made under Design Code DC.2.3 Parking, the character areas design codes and Section 10 - Car Parking of the Design Guidance and Codes Checklist in Appendix B.

All parking areas and driveways should be designed to improve impervious surfaces such as permeable paving and are encouraged to provide opportunities for electric vehicle charging points.

Car parking design should be combined with landscaping to minimise the presence of vehicles.

For all new residential developments, the following minimum vehicle parking standards shall apply:

- 1 bed dwelling, 1 car parking space
- 2 bed dwelling, 2 car parking spaces
- 3+ bed dwelling, 3 car parking spaces

Where this standard cannot be met because of design or viability constraints, and where there is a potential for on-street parking to occur because of the needs of visitors, streets will need to be designed to safely accommodate some on-street parking, which may include parking facilities such as laybys.

Proposals must demonstrate that the risk of informal on street parking that could hinder the free flow of traffic, especially on cycle routes, has been minimised.

Proposals by existing householders to create additional off-road car parking spaces, where a planning consent is required, will be supported as long as it is not to the detriment of the environment or flood risk.

Community Action 6: Off Street Parking

The Parish Council will further consider an off-street parking solution once resident controlled parking zones come into operation.

Community Action 7: Electric Vehicle Charging Points

The Parish Council will work with providers to encourage the provision of electric vehicle charging points in public places within the parish.

9 Section 9: Heritage



Figure 23- St Andrews Church

108. Trowse has a strong identity and history as set out in the Trowse with Newton Conservation Area Character Appraisal and Management Plan (2012): *“the earliest surviving reference to the village is from the Saxon period, when Bishop Stigard owned the whole of Newton and part of Trowse. In 1205 the lands were handed over to the Cathedral Priory of Norwich, a Norman foundation. The Priors built Trowse Newton Hall as their country retreat and it is recorded that in 1335 King Edward 111 and Queen Phillipa lodged there. After the Dissolution of the Monasteries the hall was used by the Priors’ successors, the Deans of Norwich Cathedral, until about 1850 when it became a farmhouse. Later it fell into disrepair and was finally demolished by Sir Robert Harvey, who built Crown Point House. The remains of the hall may still be seen beside Whitlingham Lane. Sir Robert Harvey had founded Crown Bank in Norwich (until recently its building was part of Anglia Television). But in 1871 the bank failed and Sir Robert committed suicide. In 1872 Messrs. J. and J. Colman bought Crown Point Estate”*.
109. Trowse was one of the first ‘model’ villages, developed in the 19th century around the milling community of Trowse Millgate. A ‘model village’ is one that was intended to be a model of good practice for factory owners, the industrialists who were employing agricultural workers in their new and growing factories. In Trowse the intention was to provide good quality housing and attractive amenities such as the present village school and congregational chapel (built in 1870) and the village green to factory workers at Colman’s factory.

110. Often religious non-conformist families were at the root of model villages – eg Quakers in Bournville (the Cadbury family). In the case of Trowse, it was the Colman family in the late 1800s, famous for mustard and, later, mint sauce and other food products. They had started making mustard at Stoke Holy Cross Mill but the coming of the railways to Norwich and their need for a larger supply of labour had caused them to move to Carrow in 1856. The Colman family also owned the land around, and in tandem with the geographical features (the river and marshes) have maintained a distinction between the city of Norwich and the village of Trowse. The first cottages in Trowse were built with distinctive red brick and originally had front doors painted in the Colman's signature mustard yellow colour, some of which are still painted in the same colour by current residents.
111. To mark the contribution of Colman family to the unique character of village of Trowse, the village was designated as a Conservation Area in 1978. This includes:
- Properties on both sides of the Street from St. Andrew's Church and Whitlingham Lane to Crown Point public house;
 - Blockhill Cottages and the frontage on the north side of Kirby Road as far as Stone Cottages;
 - The Common and properties on both sides of White Horse Lane to a little beyond the converted farm buildings;
 - Dell Loke, School Terrace and the Dell, together with land to the south (allotments) and to the east (Barn Meadow);
 - The meadows northwest of Whitlingham Lane, which fall within the Broads Authority and west of the Common, stretching to the stream which bypasses Trowse Mill;
 - The meadows between this stream and the river Yare itself (Trowse with Newton Conservation Area Character Appraisal and Management Plan (2012)).



Crown Point Villas



Blockhill Cottages



Russell Terrace



Figure 24- Pictures of properties in the TNCA Source: Trowse with Newton Conservation Area Character Appraisal and Management Plan (2012)

112. There are a number of listed buildings including five of special architectural or historic interest and non-designated heritage assets. This includes landmarks such as Grade I Listed St. Andrew's Church, Grade II Listed Crown Point Tavern, and the Colman built properties. **Figure 25** provides pictures of some of the listed buildings within the parish.

The Old Primary School



Old Hall Farmhouse



Church of St Andrew



Boundary wall and gateway to Whitlingham Hospital



Ruins of Newton Hall



Whitlingham Hospital Services & Hospital Blocks



Trowse Old Hall



Crown Point Tavern



Figure 25- Listed Buildings within the Parish

113. The Government's Planning Practice Guidance recognises that there are buildings, monuments, sites, places, areas, or landscapes identified as having a degree of significance meriting consideration in planning decisions, but which are not formally designated heritage assets. In some areas local authorities keep a local list of non-designated heritage assets, incorporating those identified by Neighbourhood Plans. Paragraph 197 of the National Planning Policy Framework determines that the effect of an application on the significance of a non-designated heritage asset should be considered in determining the application.

114. Non-designated heritage assets should be identified against a clear set of consistent criteria. A comprehensive review by the working group of designated heritage assets, the Conservation Area appraisal and the Historic Environment Record was undertaken prior to considering whether there were other assets of heritage value worth identifying in the neighbourhood plan. It was determined that historic assets within the Conservation Area already have an identified value and level of protection that comes with this, so a list of important buildings and historic features outside of this was identified. Local knowledge and the Historic Environment Record was used to find out more about their history. These were subsequently assessed in accordance with Historic England's guidance on Local Heritage Listing, using the commonly applied selection criteria. Those determined to have historic significance are identified as non-designated heritage assets in this Neighbourhood Plan and they will receive protection in accordance with **Policy 14: Non-Designated Heritage Assets**.

115. The following assets are identified as non-designated heritage assets and are shown in **Figure 26**.

- A. Flint Barn, Whitlingham Country Park:** This is a good example of a well-restored flint barn which is now used as a café for the Country Park. It is well-proportioned with flint and brick walls and pantiled roof, restored barn doors and windows. It has group value as part of the overall Country Park.



- B. Estate Cottages, Whitlingham Lane:** These date to the late 19th/early 20th century. With their distinctive style the estate cottages are a key characteristic of the area. They are part of the Crown Point Estate, which is linked to the Colman heritage of the village.



- C. Old Police Houses, Newton Close:** Built in 1968 these are the only police houses in Trowse, on land given to the force by the Colman family. They are of their time and in that respect are unlike many other houses in the village. As Trowse was a working village for the Colman factory, almost all of the village housing was from the late 1800s/early 1900s. The Police Houses, typically large and detached, are very modern in comparison with the older housing in the village.



- D. Former May Gurney Offices, Bracondale:** These date to the 1880s and are well proportioned Victorian buildings that align with the roadway of Bracondale. They are a key part of the approach to the village and the transition from the city into the more rural village. The buildings are on the site of the former pub, post office, houses and shops that lined the original highway from Bracondale to Trowse, many of which were demolished when the railway bridge was built.



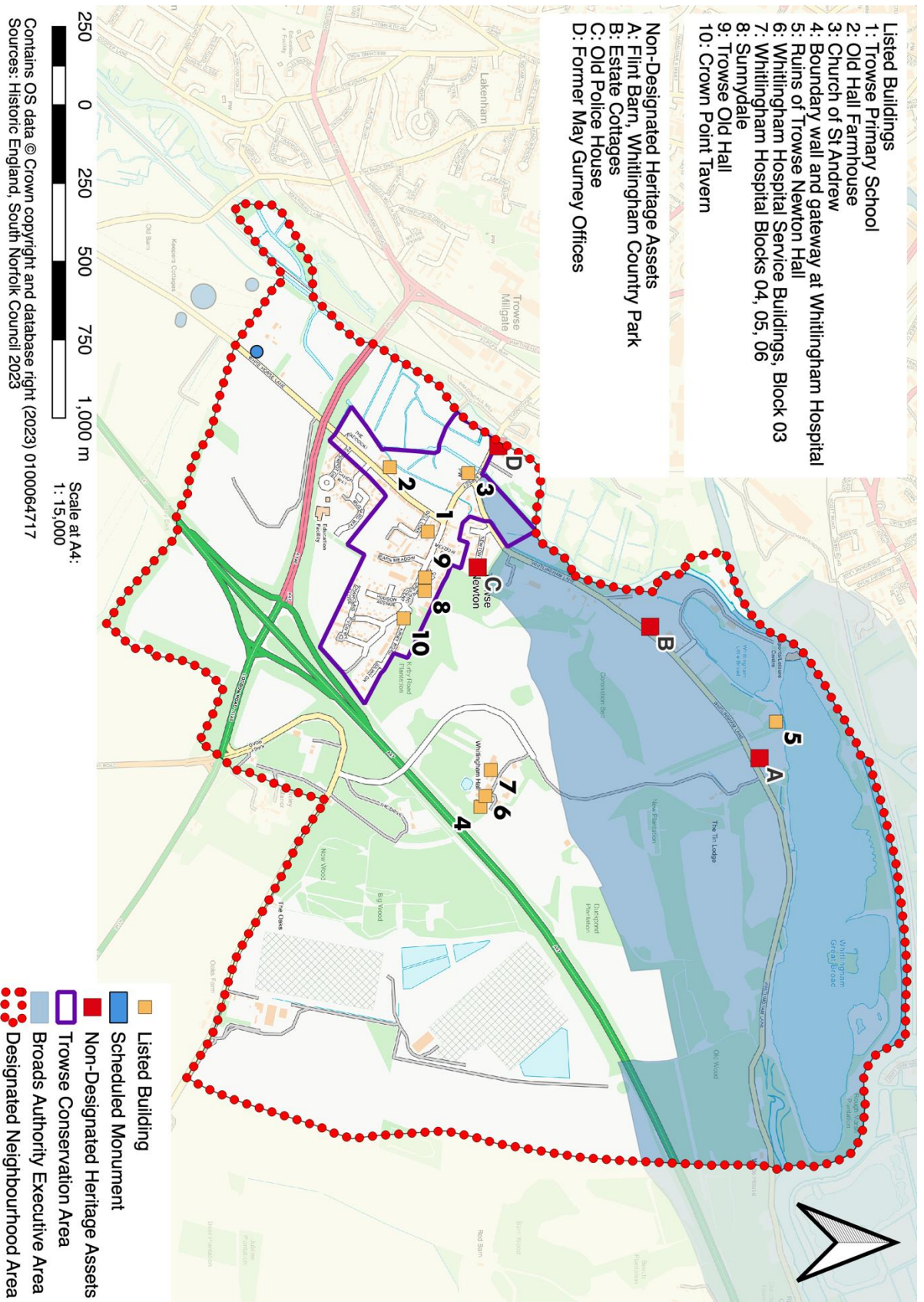


Figure 26- Heritage Assets (Sources Historic England and South Norfolk Council, 2021)

Policy 14: Non-Designated Heritage Assets

The character, integrity and appearance of existing designated and non-designated historic assets will be protected and where possible enhanced. Example diagram given in Design Codes DC.1.

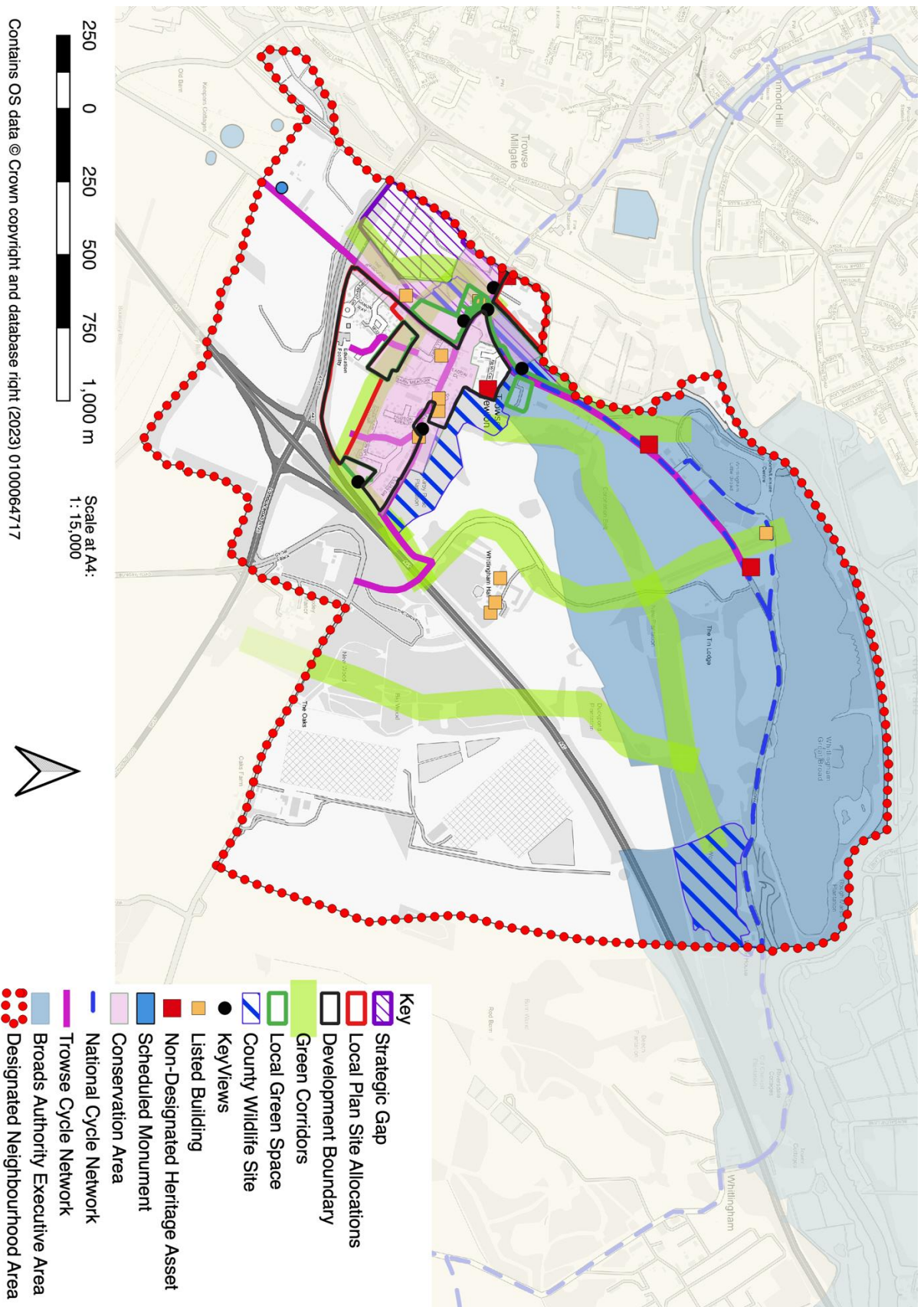
The non-designated heritage assets identified in **Figure 24** have considerable local significance. Development proposals should avoid harm, seek the reuse and retention of non-designated heritage assets, and have regard to their character, important features, setting and relationship with surrounding buildings or uses. Any development proposals that affect these assets or their setting will need to demonstrate that they do not harm, or have minimised harm, to the significance of the asset, and should make clear the public benefits that the proposal would deliver so that any harm to the asset's significance or setting can be weighed against the benefits.

Any planning application for works to a non-designated heritage asset will need to be supported by a Heritage Statement. This will describe the significance of the asset, the works being proposed and why, and how the significance of the asset will be affected by those proposals, along with any mitigation measures.

Proposals that are adjacent to non-designated assets should demonstrate that consideration has been given to preserving:

- a) The heritage asset and its distinctive historic features;
- b) The positive elements of its setting that contribute to the asset's historic significance; and
- c) The contribution that the asset and its setting makes to the character of the local area.

Appendix A: Policies Map



Appendix B: Design Checklist Questions from the AECOM Design Guidance & Codes Document (2022)

Planning applications must comply with all that are applicable and provide as much detail as possible about the application and to show how the proposal has had due regard to the Trowse and Newton Design Guidance & Codes Document (2022).

Set out below is the checklist provided by AECOM in the Design Guidance. All questions have been broken down under headings. Answer all which are relevant either by providing with the application a form similar to below with a column box of the answers or within another appropriate written document.

General design guidelines for new development

- Does the development integrate with existing paths, streets, circulation networks and patterns of activity?
- Does it reinforce or enhance the established settlement character of streets, greens, and other spaces?
- Does it harmonise and enhance existing settlement in terms of physical form, architecture and land use?
- Will it relate well to local topography and landscape features, including prominent ridge lines and long-distance views?
- Does it reflect, respect, and reinforce local architecture and historic distinctiveness?
- Does it retain and incorporate important existing features into the development?
- Will it respect surrounding buildings in terms of scale, height, form and massing?
- Does it adopt contextually appropriate materials and details?
- Can it provide adequate open space for the development in terms of both quantity and quality?
- Does it incorporate necessary services and drainage infrastructure without causing unacceptable harm to retained features?
- Will it ensure all components, e.g., buildings, landscapes, access routes, parking and open space are well related to each other?
- Will it positively integrate energy efficient technologies?
- Does it make sufficient provision for sustainable waste management (including facilities for kerbside collection, waste separation, and minimisation where appropriate) without adverse impact on the street scene, the local landscape or the amenities of neighbours?
- Will it ensure that places are designed with management, maintenance and the upkeep of utilities in mind?
- Does it seek to implement passive environmental design principles by, firstly, considering how the site layout can optimise beneficial solar gain and reduce energy demands (e.g., insulation), before specification of energy efficient building services and finally inc

Street grid and layout:

1. Does it favour accessibility and connectivity? If not, why?

2. Do the new points of access and street layout have regard for all users of the development; in particular pedestrians, cyclists, and those with disabilities?
3. What are the essential characteristics of the existing street pattern; are these reflected in the proposal?
4. How will the new design or extension integrate with the existing street arrangement?
5. Are the new points of access appropriate in terms of patterns of movement?
6. Do the points of access conform to the statutory technical requirements?

Household extensions

7. Does the proposed design respect the character of the area and the immediate neighbourhood, and does it have an adverse impact on neighbouring properties in relation to privacy, overbearing or overshadowing impact?
8. Is the roof form of the extension appropriate to the original dwelling (considering angle of pitch)?
9. Do the proposed materials match those of the existing dwelling?
10. In case of side extensions, does it retain important gaps within the street scene and avoid a 'terracing effect'?
11. Are there any proposed dormer roof extensions set within the roof slope?
12. Does the proposed extension respond to the existing pattern of window and door openings?
13. Is the side extension set back from the front of the house?
14. Does the extension offer the opportunity to retrofit energy efficiency measures to the existing building?
15. Can any materials be re-used on site to reduce waste and embodied carbon?

Buildings layout and grouping

16. What are the typical groupings of buildings?
17. How have the existing groupings been reflected in the proposal?
18. Are proposed groups of buildings offering variety and texture to the townscape?
19. What effect would the proposal have on the streetscape?
20. Does the proposal maintain the character of dwelling clusters stemming from the main road?
21. Does the proposal overlook any adjacent properties or gardens? How is this mitigated?
22. Subject to topography and the clustering of existing buildings, are new buildings oriented to incorporate passive solar design principles?
23. If any of the buildings were to be heated by an individual air source heat pump (ASHP), is there space to site it within the property boundary without infringing on noise and visual requirements?
24. Can buildings with complementary energy profiles be clustered together such that a communal low carbon energy source could be used to supply multiple buildings that might require energy at different times of day or night to reduce peak loads? And/or can waste heat from one building be extracted to provide cooling to that building as well as heat to another building?

Gateway and access features

25. What is the arrival point, how is it designed?
26. Does the proposal maintain or enhance the existing gaps between settlements?
27. Does the proposal affect or change the setting of a listed building or listed landscape?
 - a. Is the landscaping to be hard or soft?

Building line and boundary treatment

28. What are the characteristics of the building line?

29. How has the building line been respected in the proposals?
30. Has the appropriateness of the boundary treatments been considered in the context of the site?

Building heights and roofline:

31. What are the characteristics of the roofline?
32. Have the proposals paid careful attention to height, form, massing and scale?
33. If a higher-than-average building(s) is proposed, what would be the reason for making the development higher?
34. Will the roof structure be capable of supporting a photovoltaic or solar thermal array either now or in the future?
35. Will the inclusion of roof mounted renewable technologies be an issue from a visual or planning perspective? If so, can they be screened from view, being careful not to cause over shading?

Building materials & surface treatment

36. What is the distinctive material in the area?
37. Does the proposed material harmonise with the local materials?
38. Does the proposal use high-quality materials?
39. Have the details of the windows, doors, eaves and roof details been addressed in the context of the overall design?
40. Does the new proposed materials respect or enhance the existing area or adversely change its character?
41. Are recycled materials, or those with high recycled content proposed?
42. Has the embodied carbon of the materials been considered and are there options which can reduce the embodied carbon of the design? For example, wood structures and concrete alternatives.
43. Can the proposed materials be locally and/or responsibly sourced? E.g. FSC timber, or certified under BES 6001, ISO 14001 Environmental Management Systems?

Car parking

44. What parking solutions have been considered?
45. Are the car spaces located and arranged in a way that is not dominant or detrimental to the sense of place?
46. Has planting been considered to soften the presence of cars?
47. Does the proposed car parking compromise the amenity of adjoining properties?
48. Have the needs of wheelchair users been considered?
49. Can electric vehicle charging points be provided?
50. Can secure cycle storage be provided at an individual building level or through a central/communal facility where appropriate?
51. If covered car ports or cycle storage is included, can it incorporate roof mounted photovoltaic panels or a biodiverse roof in its design?

Architectural details and design

52. If the proposal is within a conservation area, how are the characteristics reflected in the design?
53. Does the proposal harmonise with the adjacent properties? This means that it follows the height massing and general proportions of adjacent buildings and how it takes cues from materials and other physical characteristics.
54. Does the proposal maintain or enhance the existing landscape features?
55. Has the local architectural character and precedent been demonstrated
56. in the proposals?
57. If the proposal is a contemporary design, are the details and materials of

58. a sufficiently high enough quality and does it relate specifically to the architectural characteristics and scale of the site?
59. Is it possible to incorporate passive environmental design features such
60. as larger roof overhangs, deeper window reveals and/or external louvres/shutters to provide shading in hotter months?
61. Can the building designs utilise thermal mass to minimise heat transfer
62. and provide free cooling?
63. Can any external structures such as balconies be fixed to the outside of
64. the building, as opposed to cantilevering through the building fabric to reduce thermal bridge?

Appendix C: LGS Policy Consistency with Green Belt Policy

1. This Neighbourhood Plan designates **7** Local Green Spaces (LGS) for protection across the plan area, these are identified in **Figure 16**. They are important not only for the wildlife they support, but provide significant quality of life benefits to residents, for example through encouraging recreation.
2. Many of these contribute to the distinctiveness of their local community, making it an attractive place to live. Justification for each of the Local Green Spaces is found in **Trowse: Local Green Space Evidence Document**.
3. The LGS policy is important, as is the precise wording. Paragraph 103 of the National Planning Policy Framework sets out that, *“Policies for managing development within a Local Green Space should be consistent with those for Green Belts.”*
4. This at least implies that LGS designations require a policy for managing development, rather than just a list of those designations. This seems likely as:
 - First, it refers to LGS ‘policy’ for managing development. Policy should set out how decisions should be made when determining a planning application. A list of LGSs does not do this as it does not guide the decision maker, simply informing them of which sites are LGSs.
 - Second, Para 103 implies that LGS policy is a separate entity to national green belt policy.
 - Third, development affecting a LGS cannot be determined using green belt policy; green belt policy applies only to green belt, not to LGSs. An attempt to use green belt policy is likely to be unlawful and challengeable.
5. Regarding *Lochailort Investments Limited v. Mendip District Council and Norton St Philip Parish Council*, [2020] EWCA Civ 1259, this found that LGS policy need to be consistent with Green Belt policy and that any departure needs to be explained in a reasoned way. According to that judgement, *“The ordinary meaning of “consistent” is “agreeing or according in substance or form; congruous, compatible”. What this means, in my judgment, is that national planning policy provides that policies for managing land within an LGS should be substantially the same as policies for managing development within the Green Belt.”*
6. The neighbourhood plan needs to have ‘due regard’ to this requirement. ‘Due regard’ does not mean LGS policy has to conform to the requirement in every respect, but any departure will nevertheless need to be fully justified and explained. The judgements support this, explaining that, *“provided the departure from the NPPF is explained, there*

may be divergence between LGS policies in a neighbourhood plan and national Green Belt policy.”

It is therefore necessary to assess green belt policy in the NPPF to identify its features and requirements.

7. National Green Belt policy at para 148 explains that openness and permanence are essential characteristics of Green Belt and that it why it is designated - to preserve its openness and permanence. This is the purpose. The designation of LGS aims to protect smaller parcels of land for a variety of purposes that are in addition to their openness, such as its ecology, recreational value or history as set out as examples in the NPPF.
8. These must (NPPF para. 101) be capable of enduring beyond the plan period; this is a lower bar than needing to be permanent. It can endure beyond the plan period as long as there is not undue pressure for needed housing on those parcels of land, either by virtue of allocations for meeting local housing need being provided in the neighbourhood plan, or there being other land available to meet any unmet need. Another threat to the capability to endure would be a long list of different types of development that could be appropriate or acceptable.
9. The judgement in the case of *R (Samuel Smith Old Brewery (Tadcaster) and others) v North Yorkshire County Council* [2020] UKSC 3, found that openness is not just a spatial or volumetric concept, but a visual one such that visual impact is a key matter. This is likely to be a particular matter of relevance for Local Green Spaces given that they tend to be small and so any development will have a visual impact.
10. Green Belt policy concerns ensuring permanence and openness and resisting development that threatens that permanence and openness. The NPPF sets out that local planning authorities should plan positively to enhance the beneficial use of Green Belt. Green Belt policy sets out that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. It goes on to say that ‘very special circumstances’ will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.
11. New buildings are considered to be inappropriate in Green Belt. There are some exceptions to this. Green Belt policy sets out a list of development that is not inappropriate, such as in-fill in villages, and affordable housing. Certain other forms of development are also not inappropriate in the Green Belt provided they preserve its openness and do not conflict with the purposes of including land within it. This includes mineral extraction and local transport infrastructure. These examples might still not be permitted if they would result in harm as para 148 says, *“When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt.”*

12. There are many exceptions listed at paras. 149 and 150 of the NPPF. As Green Belt areas are large, it is plausible that many such developments could take place within the Green Belt without undermining its overall openness and permanence, or resulting in only minor harm. This is not the case for LGSs, which cannot be extensive tracts of land. This means that even small-scale development risks undermining the purpose of designation and having an immediate and harmful visual impact. A LGS policy that would simply refer to the list of Green Belt exceptions in the NPPF could undermine the designation process as this large number of exceptions would suggest that the designation is not capable of enduring beyond the plan period. LGS policy therefore needs to consider each in turn, and with the aim of limiting the number.
13. The table below reviews each element of the Trowse LGS policy and provides justification for the diversion from Green Belt policy. In particular, the table justifies diversion from Green Belt policy with respect to what is considered an exception to inappropriate development, for example infill or minerals extraction.

Justification for LGS Policy Deviations from Green Belt Policy

LGS Policy	Justification for deviation from Green Belt Policy
<p>New buildings are inappropriate development with the only exceptions to this:</p> <ul style="list-style-type: none"> a) Buildings for forestry or agriculture where the Local Green Space is used for commercial woodland or farmland. b) The provision of appropriate facilities in connection with the existing use of land where the facilities preserve the openness of the Local Green Space and do not conflict with the reasons for designation that make it special to the community, such as for recreation or ecology; c) The extension or alteration of a building if it does not impact on the openness or the reasons for designation that make the Local Green Space special to the community; or 	<p>Para 149 (of the NPPF) sets out that the construction of new buildings is inappropriate apart from identified exceptions (listed a-g below). A number of these exceptions could undermine the openness of LGS or impact upon their reasons for designation -</p> <ul style="list-style-type: none"> a) Buildings for agriculture or forestry; this is a reasonable exception for LGS policy where land is commercial woodland or farmland as it may otherwise hinder someone's business. b) Provision of appropriate facilities; this is a reasonable exception for LGS if such development could support the ongoing use and help to make the LGS capable of enduring. c) Extension or alteration of a building provided it does not result in disproportionate additions over and above the size of the original building; this is a reasonable exception for LGS where it does not impact upon its openness or reasons for designation; d) Replacement of a building, provided it is the same use and not materially larger; this is a reasonable exception for LGS; e) Limited infill in villages; This is not a reasonable exception for LGS. Openness is not just a spatial concept, it is also visual, as determined by the Supreme Court. Any infill on small LGS designations

LGS Policy	Justification for deviation from Green Belt Policy
<p>d) The replacement of a building provided the new building is in the same use and not materially larger than the one it replaces.</p>	<p>will seriously undermine their openness and their reasons for designation.</p> <p>f) Limited affordable housing for local community needs; This is not a reasonable exception for LGS. Any affordable housing on small LGS designations will seriously undermine their openness and their reasons for designation.</p> <p>g) Limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use; this is not a reasonable exception for LGS. It is unlikely that LGS will be brownfield when identified in accordance with Para 101, and infilling and complete redevelopment is likely to fully undermine the designation of the LGS.</p>
<p>Other appropriate development includes:</p> <p>a) Engineering operations that are temporary, small-scale and result in full restoration; or</p> <p>b) The re-use of buildings provided that the buildings are of permanent and substantial construction; or</p> <p>c) Material changes in the use of land where it would not undermine the reasons for designation that make it special to the community.</p>	<p>Para 150 sets out that certain other forms of development are also not inappropriate provided they preserve the openness of Green Belt and do not conflict with the purpose (listed a-f). A number of these exceptions could undermine the openness of LGS or impact upon their reasons for designation:</p> <p>a) Mineral extraction; This is not a reasonable exception. Though highly unlikely to apply in any LGS, but nevertheless the quarry would be so large and the operations so long term that it would not enable the LGS to endure beyond the plan period.</p> <p>b) Engineering operations; This is a reasonable exception. LGS policy could allow for this if temporary, small-scale and restored fully</p> <p>c) Local transport infrastructure; This is not applicable as it specifically requires a Green Belt location</p> <p>d) Re-use of buildings; This is a reasonable exception.</p> <p>e) Material changes in the use of land (such as changes of use for outdoor sport or recreation, or for cemeteries and burial grounds); This is a reasonable exception. LGSs are designated for reasons related to their specific use or quality, such as recreation or ecology. Change of use could be supported in LGS policy as long as the new use would not undermine the reason for designation that makes it special to the community.</p> <p>f) Development, including buildings, brought forward under Community Right to Buy or Neighborhood Development Order; this would not apply as the</p>

LGS Policy	Justification for deviation from Green Belt Policy
	community is designating the land as LGS so as to keep it open and protect its special qualities.
Proposals that are on land adjacent to Local Green Space are required to set out how any impacts on the special qualities of the green space, as identified by its reason for designation, will be mitigated.	There is no requirement in Green Belt policy that relates to adjacent land. However, the setting of LGS or adjacent land use may be part of or impact upon what makes it demonstrably special, particularly where LGS are very small.