

Hellesdon Neighborhood Plan 2025-2038



Plan revised in 2025

Contents

Chair's Introduction	3
Preface	4
Introduction	5
WHY WE ARE REVISING THE NEIGHBOURHOOD PLAN.....	6
THE REST OF THE PLAN	6
An Overview of Hellesdon	7
LOCATION AND GEOGRAPHY	7
THE LOCAL COMMUNITY	7
THE LOCAL ECONOMY.....	8
THE LOCAL ENVIRONMENT	8
A Vision and Objectives for Hellesdon	11
VISION	11
OBJECTIVES	11
Neighbourhood Plan Policies	12
Area wide policies	14
HELLESDON GREENGRID	14
Intention of policy.....	15
Policy 1: Hellesdon Greengrid	16
THE HELLESDON COMMUNITY GRID	17
Walking and cycling.....	17
Intention of policy	18
Policy 2: Hellesdon Community Grid	19
HIGH QUALITY RESIDENTIAL NEIGHBOURHOODS	20
Intention of the policy.....	22
Policy 3: High Quality Residential Neighbourhoods	23
VEHICLE PARKING.....	24
Intention of the policy.....	25
Policy 4: Vehicle Parking	26
ACCESSIBLE PLAY SPACES	26
Intention of the policy.....	27
Policy 5: Accessible Play Spaces	27
HOUSING FOR PEOPLE	28
Intention of the policy.....	29

Policy 6: Housing for People	29
Policies for specific places	30
IMPORTANT VIEWS	30
Intention of the policy.....	32
Policy 7: Protection of Important Views	32
LOCAL GREEN SPACES	32
Intention of the policy.....	33
Policy 8: Local Green Spaces	36
COMMUNITY FACILITIES.....	36
Intention of the policy.....	37
Policy 9: Community Facilities	39
BUILDINGS OF LOCAL IMPORTANCE	39
Intention of the policy.....	44
Policy 10: Non-Designated Heritage Assets	44
Community projects	45
Appendix 1: Policies Map	48

Chair's Introduction

*From the Chair of the Hellesdon Parish Council neighbourhood Plan Working Group –
Councillor Shelagh Gurney*



In 2015 a group of elected parish councillors, business representatives and members of the public came together to produce Hellesdon's first parish neighbourhood plan. It was taken to a referendum in 2017 and well supported by the electorate. In December 2017 the plan was approved by Broadland District Council. Since then, the detailed document has been widely accessed and referred to in order to guide planners and developers. The very fact that an authorised plan exists has enabled the parish to receive a higher return from its Community Infrastructure Levy with a 25% rather than 15% payment. This financial funding has contributed towards the refurbishment costs of the Hellesdon Community Centre including a new roof.

It is now ten years since we commenced our first plan and we have once again formed a parish council working group, made up of a number of various representatives to formulate and produce a new revised and updated plan for the parish of Hellesdon from 2026-2036 that reflects demographic changes and strategic ambitions.

It has been a privilege and honour to chair this working group once again that has revisited the original plan and considered the many changes and challenges we are facing over the next ten years. We have seen significant housing growth with the former Royal Norwich Golf Course site seeing phases one and two being built. There have continued to be many problems with this application and Nutrient Neutrality has seriously affected the built-out timetable. As we continue to move forward, we will undoubtedly see further housing developments, however it is imperative that these are supported by appropriate infrastructure such as doctor's surgeries, dental facilities, environmental protection schemes and facilities for schools and recreation.

Planning policy can appear to be distant and at times feel like we have no significant control over our own destiny as a parish. However, it is my view that this assumption is wrong and that we can affect and control what happens, and this new document will support this even further.

During the many meetings and discussions we had as a group, we had some really healthy and constructive discussions with a range of views put forward before we all agreed on how best to proceed. However, everyone involved was always in complete agreement that they wanted to leave a realistic and constructive legacy for future generations and ensure that Hellesdon remains the caring and delightful place we all know and love so very much.

I would like to personally thank all those people who gave up their free time to work on this document. We are certain that it is an important tool that will help shape the parish over the next decade.

Councillor Shelagh Gurney

Preface

This document is the draft version of the revised Hellesdon Neighbourhood Plan. It has been prepared over 2024 and 2025 by people from the local community. The document has been continuously evolving over this period to reflect new findings and the results of consultation exercises.

The draft revised Plan has been written at a time when Hellesdon continues to face major change, such as in the form of the new housing development at the Royal Norwich Golf Club. This, however, has served to galvanise interest and bring together residents, businesses and Councillors. Keeping the neighbourhood Plan up to date is important to ensure it can help to influence change in the future; It can help to ensure that Hellesdon grows in a way that reflects local views and takes heed of local concerns and aspirations.

In order to ensure that the revised Neighbourhood Plan reflects local views, it has been created by a mixture of local residents, business representatives and elected Parish Councillors. This 'Neighbourhood Plan Working Group' has undertaken numerous meetings and sought to engage the wider community through public consultation. This draft revised Neighbourhood Plan document (and other accompanying technical reports) encapsulates all of this hard work:

- Decision to revise the Neighbourhood Plan (2023)
- Started the review (January 2024)
- Community consultation including survey and walk-in events (March 2024)
- Parish walkabout with design experts (March 2024)
- Review of the effectiveness of the adopted Neighbourhood Plan (January and February 2024).
- Background research on local conditions (January and February 2024).
- Design Codes report produced (June 2024)
- Housing Needs Assessment report produced (May 2024)
- Discussion with young people from the parish (June 2024).
- Assessment and mapping of Local Green Spaces, heritage assets and important views (August to November 2024)
- Call for Sites for housing (September 2024)
- Consideration of Sites and whether to allocate any for housing (December 2024)
- Draft revised Neighbourhood Plan document preparation for consultation (Autumn/ winter 2024/25)
- Regulation 14 consultation (Spring 2025) and screening for a Strategic Environmental Assessment

Introduction

This document is the draft revised Hellesdon Neighbourhood Plan and this will replace the existing adopted plan that runs out in 2026. The Hellesdon Neighbourhood Plan area covers the same area as the Civil Parish of Hellesdon (see Figure 1).

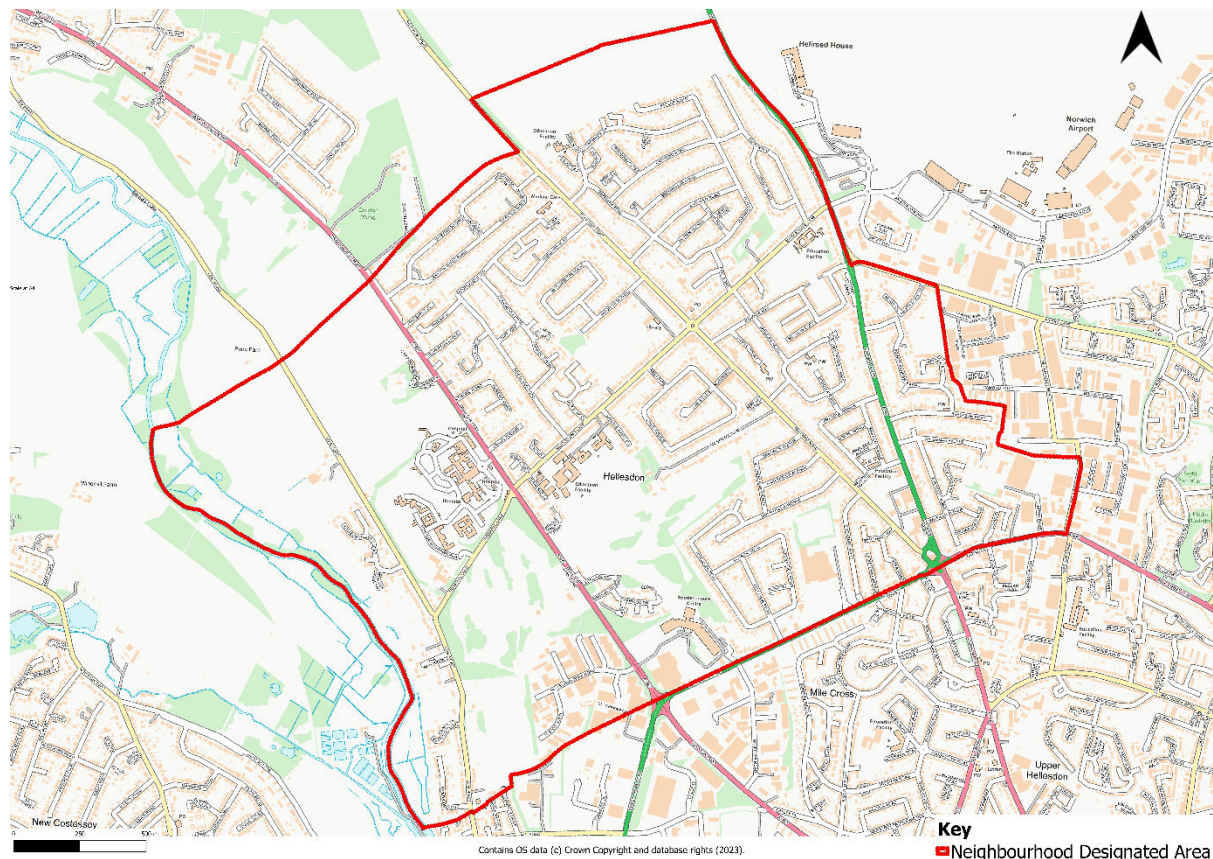


Figure 1: Neighbourhood Designated Area

The intended lifespan of the Plan is from 2024 to 2038, which reflects the lifespan of the Greater Norwich Local Plan. The Greater Norwich Local Plan was produced by the Greater Norwich Development Partnership which comprises Broadland District Council, South Norfolk Council and Norwich City Council. The Greater Norwich Local Plan (and other linked documents), sets out the over-arching spatial strategy for the Greater Norwich area.

The production of the adopted Neighbourhood Plan for Hellesdon was made possible by powers contained within the 2011 Localism Act. The Localism Act includes a number of measures and powers which decentralise control over local matters to local communities including the ability to create new planning policy via Neighbourhood Plans.

Providing local communities with the ability to create their own formal planning policy means that they have a powerful say in what happens in their neighbourhoods. This is at the core of the idea of “localism”.

The power to make planning policy comes with a number of “basic conditions” that must be met including the need to contribute towards the achievement of sustainable development goals, the need to ensure that local policies have regard to national policy and are in general conformity with

the strategic policy in the local development plan such as the Greater Norwich Local Plan. The making of a Neighbourhood Plan must also not breach and must be compatible with European Union obligations and not have a significant effect on a European site as defined in the Conservation of Habitats and Species Regulations.

The draft revised Hellesdon Neighbourhood Plan therefore contains, as did the 2017 adopted version, a series of policies developed by community representatives which have regard to national guidance, are in broad conformity with the local strategic plan and seek to deliver social, economic and environmental sustainability.

The aim of the draft revised Plan is to set out a number of practical policies that can add local detail to more strategic documents such as the Greater Norwich Local Plan and in doing so, address specific local issues. Local people have again set out what they want and don't want in the Parish and how they would like to see it evolve into the future, and this is reflected in this draft plan.

WHY WE ARE REVISING THE NEIGHBOURHOOD PLAN

Since the Plan was 'made' in 2017, a number of important things have changed. There has been a new Natina Planning Policy Framework, the Greater Norwich Local Plan has been adopted (February 2024), and the 2021 Census has taken place with initial data now available.

We also carried out a review of the existing 2017 Plan to see how effective it has been in influencing planning decisions.

All of this combined prompted this review and revision of the Hellesdon Neighbourhood Plan, to keep it up to date, relevant, and make it more effective.

THE REST OF THE PLAN

The remainder of this draft Plan is set out as follows:

Section 2: An Overview of Hellesdon: This section provides a summary of the social, economic and environmental conditions in Hellesdon to help illustrate the context in which policies have been created and the issues to which they seek to respond.

Section 3: A Vision and Objectives for the Hellesdon Neighbourhood Plan: This section sets out the overarching vision and objectives for the Neighbourhood Plan. This strategic framework underpins the policies.

Section 4: Neighbourhood Plan Policies: This section sets out the policies under thematic headings which are at the core of the Plan and are intended to shape future change in Hellesdon. Each policy is accompanied by text explaining the justification for the policy and the intention of the policy. This section also includes projects that the community is keen to pursue but which are not planning policy.

Section 5: Community Projects.

An Overview of Hellesdon

LOCATION AND GEOGRAPHY

Hellesdon is in the Local Authority District of Broadland in the County of Norfolk. It is located on the northern edge of Norwich, bridging the gap between the urban area and countryside beyond.

The Plan area adjoins Norwich City (Local Authority District) to the south along Boundary Road and South Norfolk (Local Authority District) to the west on the far side of the River Wensum. To the east, the Plan area adjoins the Norwich City area again, with the boundary snaking its way through the Vulcan Road area and then along the Holt Road.

Up to the end of the 19th century the Plan area was almost entirely made up of open farmland. Norwich was far smaller at this time and had not expanded out as far as the Boundary Road. However, even at this time and even with no more than a small handful of buildings present, the structure of Hellesdon was already in place, set by the network of roads linking Norwich to surrounding market towns, most of which remain unchanged today. This includes the grid structure created by Boundary Road, Middletons Lane, Low Road, Drayton High Road, Reepham Road and Holt Road.

The historic centre of Hellesdon was at the junction of Low Road and Hellesdon Hall Road, close to the River Wensum. 19th century maps show a small settlement clustered around Hellesdon Mill and St Mary's Church. The line of the modern Parish boundary (following Hellesdon Hall Road) means that today, the majority of this early hamlet is outside of Hellesdon Parish and therefore the Plan area.

Built-up Hellesdon is largely a product of 20th century development. Early 20th century housing can be seen spreading out from Norwich along major roads such as Holt Road and Cromer Road. Mid-20th century, post-war housing was then built in the blocks between arterial routes creating low-density neighbourhoods of loop-roads and cul-de-sacs.

Hellesdon today is almost entirely blanketed with residential neighbourhoods and pockets of commercial activity. Whilst the Royal Norwich Golf Club may not have been public green space in the truest sense, the reaction of residents to its loss reflects the fact that green open spaces in Hellesdon are now relatively scarce.

THE LOCAL COMMUNITY

Although Hellesdon is one of the smallest Parishes in Broadland by area, it is one of the largest in terms of population containing around 11,000 residents, which is around 8% of the population of the District as a whole. This hasn't changed much between 2011 and 2021, but it is expected to change more significantly over the coming years with large housing developments.

The population of Hellesdon had been gradually getting smaller since 1981. Over the period 1981-2011 the number of residents in the Plan area had reduced by 1,000 or around 10% (Census). With no obvious loss of housing stock, it is assumed that this trend was driven by a contraction in average household size with smaller families and fewer people occupying individual dwellings.

The age profile of the community that makes up Hellesdon today broadly reflects wider trends across Norfolk and England & Wales. However, it is notable that there are higher proportions of residents aged over 50 and lower proportions aged under 35. This perhaps indicates a community made up of mature families, many of which may have moved into new homes that were built in the second half of the 20th century (2011 Census) and remain there today but with children having now left home.

Between 2011 and 2021, there has been a slight decline in the number of people aged 15-24 years and a slight increase in the number of people aged 75+ years. However, the age profile has remained fairly static over that period.

Analysis of the occupation of working age residents in Hellesdon shows that the Plan area contains a relatively high proportion of people engaged in 'middle order' and 'lower order' occupations such as sales, customer services and skilled trades. This could reflect the proximity of the Plan area to large industrial estates, Norwich airport and large retail parks.

Almost all working residents in Hellesdon travel less than 10km to access employment, suggesting that most work in and around Norwich. However, despite this proximity, and good public transport connections, relatively high proportions of people travel to work by car, even compared to Norfolk which is a largely rural County where the reliance on the car is necessarily high.

Hellesdon contains a range of community facilities including a cluster at the geographic centre of the Parish that comprises a large recreation ground, community centre, library and the Parish Council offices. Elsewhere there are a number of smaller community rooms.

The Plan area contains four main areas of public open space; the central recreation ground off Woodview Road provides a large area of municipal playing fields, a skate park and children's play area; a less formal park is provided off Mountfield Road. At Meadow Way there is a smaller park containing a range of play equipment and a new large area of open space off Cottingham Drive. Adjoining the new park at Cottingham Drive the Parish Council provides a number of allotments. There is, however, a recognised shortfall in green space in the parish.

In terms of education provision, the plan area contains Hellesdon High School and Kinsale School (infants and juniors) as well as three primary schools at Heather Avenue (infants), Arden Grove (infants and nursery) and Firside (juniors).

THE LOCAL ECONOMY

Whilst most land in the Plan area is given over to housing, Hellesdon contains a considerable amount of employment floorspace providing jobs and business opportunities for local residents.

There are two main concentrations of employment floorspace in the Plan area at Vulcan Road in the east and Hellesdon Park Industrial Estate in the west. The Vulcan Road industrial area is the home to a range of manufacturing, retail and storage businesses whereas the Hellesdon Park Industrial Estate contains lighter manufacturing and more professional service businesses.

The presence of a number of major arterial roads means that Hellesdon is a popular location for large out of town retail warehouses, supermarkets and car dealerships which are primarily dotted along Boundary Road and Cromer Road. This includes the Sweet Briar Retail Park, ASDA, Virgin Active, a large B&Q store and numerous car showrooms along the A140.

There are other smaller concentrations of employment activity distributed around the Plan area primarily in the form of small retail centres. Such a concentration exists on the crossroads of Middleton Lane and Reepham Road which arguably represents the centre of Hellesdon. There are other small parades of shops and services at various intervals along the Reepham Road and Cromer Road, many of which are in converted residential properties.

THE LOCAL ENVIRONMENT

Whilst at first it may appear a relatively homogenous area of housing, Hellesdon can in fact be divided into a number of broad character areas based on differing landscapes and forms of

development. The local community already refer to 'Lower' and 'Upper' Hellesdon as a way of characterising the low-density leafy neighbourhood in the river valley and the more uniform housing development across the rest of the Plan area. The Hellesdon Design Codes produced by Aecom identified six character areas:

- Village core residential area and local centres
- Outer ring road city fringe
- Light industrial area
- Leafy, dispersed housing
- Open agricultural/ river valley
- School, hospital and golf course area

These are shown on a map later at Policy 3 (Figure 4).

As noted above, Hellesdon is a relatively modern place, with almost all development in the Plan area dating from the 20th century. It therefore contains few historic buildings that predate the c20th. The Parish does, however, contain a number of buildings that have been identified as being of particular local interest and of heritage value and three designated assets (see Figure 2), the latter being:

- St Mary's Church (Grade II* Listed).
- Wayside Cross on the corner of Boundary Road and the A1067 (Scheduled Monument).
- Cross in St Mary's churchyard (Scheduled Monument).

In terms of the natural environment, the Plan area includes parts of the Wensum Valley which is an important environmental asset with the River Wensum flowing through it. Part of the valley located within the Plan area is within the River Wensum Special Area of Conservation (SAC) and the River Wensum Site of Special Scientific Interest.

The Wensum Valley also forms part of the greater Norwich Green Infrastructure network as shown in the Greater Norwich Local Plan (2024); It is part of the Norwich – Reepham – Aylsham Sub- Regional Green Infrastructure Corridor.

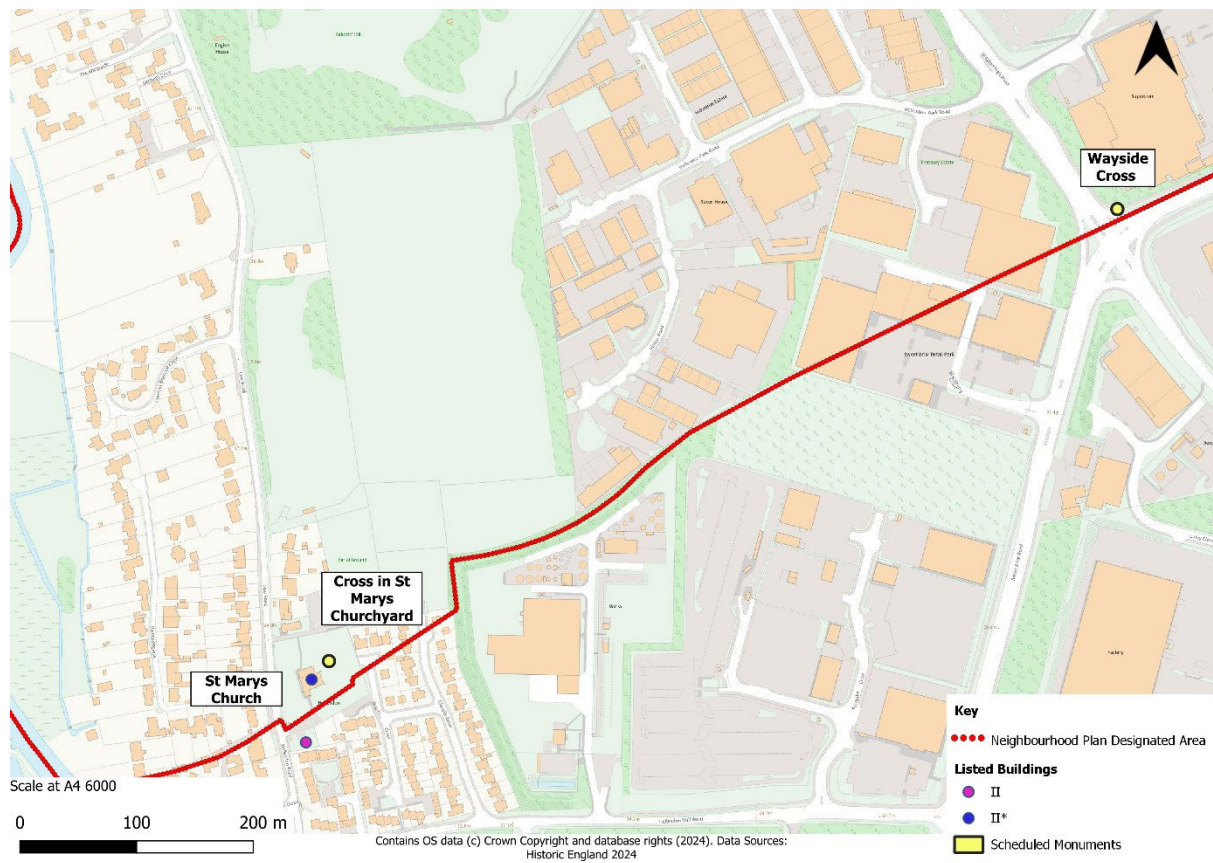


Figure 2: Designated Heritage Assets

A Vision and Objectives for Hellesdon

A vision and a set of strategic objectives have been developed to underpin the Neighbourhood Plan and inform the development of policies. The vision and objectives have been developed by the Neighbourhood Plan Working Group and tested with the community through a number of public consultation events.

VISION

The purpose of this vision is to sum up how the community of Hellesdon sees the Plan area today and how they want it to be in the future. Consultation on ideas for the vision generated a significant and creative response with a number of themes being consistently mentioned by respondents. The vision statement presented below is a synthesis of all of the ideas received and is intended to provide an overarching statement about how people want the Plan area to develop in the future.

Hellesdon: A green, peaceful and friendly suburb for people of all ages with a good range of community facilities; one step from a vibrant City and one step from the Norfolk countryside.

OBJECTIVES

The purpose of the objectives, set out below, is to address more specific issues identified by the local community. They create a basis for the policies set out in the next section and are the targets that the Plan as a whole must seek to deliver.

Objective 1: *To protect and enhance existing and create new local green infrastructure*

Objective 2: *To preserve and enhance the suburban character of Hellesdon, both in terms of its buildings and layout*

Objective 3: *To improve conditions and facilities for pedestrians and cyclists moving through or around the Parish*

Objective 4: *To protect and enhance local amenities including shops, services, community facilities, play areas and open spaces*

Objective 5: *To promote and deliver sustainability in all areas and leave a positive legacy for future generations.*

Neighbourhood Plan Policies

This section sets out the policies developed by the Neighbourhood Plan Working Group. The policies are at the heart of the Neighbourhood Plan and are the tools that will be used by Broadland District Council planning officers in the future when considering proposals and applications in the Plan area.

There are 10 planning policies in total covering a range of issues such as shops and services, walking and cycling, and housing. These will be used by Broadland District Council when determining planning applications. There are also six community projects at the end of the document that are not planning policies.

The policies and project have been arranged under two headings as follows. The following also notes how these relate to the 2017 Neighbourhood Plan:

Area wide policies

POLICY 1: HELLESDON GREENGRID

This is a revision of Hellesdon Green Grid (Policy 1 in 2017).

POLICY 2: THE HELLESDON COMMUNITY GRID

This is a revision of Hellesdon Community Grid (Policy 2 in 2017).

POLICY 3: HIGH QUALITY RESIDENTIAL NEIGHBOURHOODS

This is a revision of High Quality Residential Neighbourhoods (Policy 3 in 2017).

POLICY 4: VEHICLE PARKING

This is a new policy for this revised Neighbourhood Plan, although car parking was previously partly covered in Policy 3 of the 2017 plan.

POLICY 5: ACCESSIBLE PLAY SPACES

This builds on Project 1 (Enhanced parks and open spaces) from the 2017 plan.

POLICY 6: HOUSING FOR PEOPLE

This builds on Policy 7 (Housing with Care) from the 2017 plan.

Policies for specific places

POLICY 7: PROTECTION OF IMPORTANT VIEWS

This is a new policy for this revised Neighbourhood Plan.

POLICY 8: LOCAL GREEN SPACES

This is broadly a new policy for this revised Neighbourhood Plan, although it picks up on aspects from the 2017 plan, such as Policy 1 (Hellesdon Green Grid) and Project 1 (Enhanced parks and open spaces).

POLICY 9: COMMUNITY FACILITIES

This is a new policy for this revised Neighbourhood Plan.

POLICY 10: NON-DESIGNATED HERITAGE ASSETS

This policy updates Policy 6 of the 2017 plan. Including additional buildings.

Community projects

PROJECT 1: ENHANCED PARKS AND OPEN SPACES

PROJECT 2: EXTENSION OF THE COMMUNITY CENTRE

PROJECT 3: SPEEDING TRAFFIC

PROJECT 4: AIR QUALITY

PROJECT 5: CYCLE PARKING

PROJECT 6: INCLUSIVE CHANGING FACILITIES

PROJECT 7: INCLUSIVE SPORTING PROVISION

Area wide policies

HELLESDON GREENGRID

Hellesdon is mainly a built-up parish and so there are not many areas that are protected for nature conservation. The River Wensum has international protection, and there is one County Wildlife Site that falls within the neighbourhood area, Wensum Mount Farm. The neighbourhood area, particularly to the west and close to Drayton High Road, contains priority habitat as well. These are habitats which are most threatened, in greatest decline, or where the UK holds a significant proportion of the world's total population. There are four main types of priority habitat in the parish: grazing marsh; deciduous woodland; lowland fens; and lowland meadows.

The Hellesdon Design Codes and Guidance (2024) notes that there are areas of trees in the parish and this includes: around the River Wensum; along Low Road giving it a very rural character; outside the old hospital on Drayton High Road; and around the war memorial. There are even significant areas of trees in the industrial area to the south-west, predominantly at the northern and western boundaries, screening the areas from the surrounding open landscape. There are many examples of trees on the verge between the road and the pavement and these create a pleasant street scene.

The Landscape Character Assessment identifies the impact of the loss of trees and hedgerows. Some hedgerows are protected. They should already be protected where they meet criteria relating to length, location, and importance. For example, a hedgerow is considered important if it is at least 30 years old, marks a parish boundary, marks the boundary of an estate or manor, is part of a field system or contains protected species. Whilst removal of short stretch of hedgerow may have limited impact in isolation, when considered cumulatively across the area, it has a further urbanising impact and can significantly affect habitat for wildlife

There was strong support in the consultations for improved biodiversity, especially for more trees and hedgerows, as well as details such as bird boxes in new homes. The evidence base identified the need to improve biodiversity through the creation or enhancement of habitats, including as part of new developments.

The Hellesdon Design codes and Guidance sets out that where possible, streets should be treelined on both sides. It also sets out that there are existing issues where cars parked on the street impede traffic and pedestrian flow. There are also instances where cars park on the green verges. Tree planting on verges could help to address this. New developments should prioritise tree planting, as well as identify existing biodiversity corridors (including residential gardens), and contribute to their preservation and enhancement.

Legislation and the NPPF affords considerable support for protecting and enhancing key landscapes and biodiversity. This includes the need for biodiversity net gains of at least 10% in most new developments. The hierarchy is that the enhancements should be delivered on site as a preference and if this is not possible, then off-site locally. As stated in the NPPF, planning policies should contribute to enhancing the natural environment by recognising the wider benefits of natural capital such as trees and woodland. It also sets out that trees make an important contribution to the character and quality of environments and help mitigate and adapt to climate change such as providing shade and opportunities should be taken to incorporate trees in developments, with existing trees retained, new native trees planted, and streets should be tree-lined. Native species from local sources and stock should be planted reflecting the local character of the area. Of critical importance in achieving this is ensuring the 'right tree in the right place'.

Locally, Policy EN1 of the Broadland Local Plan requires new developments to protect and enhance biodiversity, and where there is harm, this should be mitigated. Policy 3 of the Greater Norwich Local

Plan has similar requirements, including mitigation of harm and (as a last resort) compensation for loss of biodiversity.

As stated in numerous environmental guidance such as CPRE¹ or the Woodland Trust², neighbourhood plan policies could consider having criteria to address protecting existing trees and woodlands. In the Woodland Trust guidance, it is suggested that in order to go above and beyond standard policies, neighbourhood plans could set a specific requirement that trees are replaced on a 2 to 1 or 3 to 1 ratio. As well as this a key recommendation by Norfolk Wildlife Trust was to plant 2-3 trees to replace every tree that is removed. This was an important point to consider to aim to improve the environment when replacement planting has to occur for every tree felled by development. Planting of trees and shrubs can also improve air quality, which is a local concern.

The Local Authority does not currently have an adopted policy regarding replacement trees meeting a specific requirement so we feel adding this detail for Hellesdon would be beneficial on a local level. Also, the Local Authority also does not set out specific protection for existing trees in the parish.

Intention of policy

The intention of this policy is to build on the concept of the River Wensum green infrastructure corridor and create smaller, local network of green Infrastructure that spread out along roads and through neighbourhoods throughout Hellesdon. It is recognised that the built-up nature of the Plan area means that it is not possible to create large new swathes of green infrastructure. The Policy therefore seeks to intensify planting along roads and footpaths where possible and join up smaller pockets of green space for the benefit of the environment and the wellbeing of residents. Help nature recovery across the area will be key.

¹ [CPRE Landscape Neighbourhood Planning text only.pdf](#)

² [How to create a neighbourhood plan - Woodland Trust](#)

Policy 1: Hellesdon Greengrid

Biodiversity enhancements

Enhancements to biodiversity on development sites should take every opportunity to improve trees and hedgerows. New development should prioritise boundary treatments that make use of hedges and trees unless doing so would be wholly out of character or there are significant overriding reasons. New development should identify existing biodiversity corridors and contribute to their preservation and enhancement. Developments should incorporate wildlife friendly features that support movement and habitat. This should include bird boxes, bat boxes, bee bricks and bug hotels.

Existing Trees

Existing trees and hedgerows on development sites should be considered throughout the design process. Wherever possible existing trees should be protected, without damage or loss of value, particularly those which demonstrate good arboricultural biodiversity value.

Roadside trees should be retained wherever possible. In particular, the tree belt on the west side of Drayton High Road adjacent to the old Hospital site.

Replacement Trees

Where there is an unavoidable loss of trees on site, the number and type of replacement trees should be informed by the quality and size of the lost trees.

Replacement trees must be native British species of local provenance. Developers should ensure local ecological connectivity is maintained and sufficient space is made available on the development site for this unless exceptional circumstances can be demonstrated.

Developers must replace trees on a 2 to 1 ratio requirement unless robust evidence suggests this would make the scheme economically unviable.

New Trees

New tree planting, in development proposals and throughout the built and natural environments of the Plan area, will be supported to maintain and increase the overall tree canopy cover of the Neighbourhood Area, and to provide gateway and landmark trees that contribute to local distinctiveness. This should be informed by relevant ecology and arboricultural assessment.

New roadside trees in particular are encouraged, not only for their biodiversity value, but also to deter car parking on verges. These should be planted in accordance with the Hellesdon Design Codes and Guidance (2024).

THE HELLESDON COMMUNITY GRID

Walking and cycling

Hellesdon is densely populated relative to other parts of Broadland and contains a number of popular schools, parks and vibrant community facilities that are distributed across the Plan area.

Consultation and research highlighted that the Parish contains established neighbourhoods with strong community spirit. It is likely that many residents moved into Hellesdon in the mid- 20th century as many new homes were being built, and that they remain in the same property today. This is a strong testament to the popularity of the Plan area as a place to live and creates a strong, embedded community spirit.

Consultation highlighted those reasons why people like living in Hellesdon included the good accessibility to services because of the provision of local shops and services and of community facilities. It also highlighted that the thing people dislike the most about living in the Parish was the level of traffic, busy roads and congestion. People recognise the need to improve cycle routes, with some suggestions made.

There is an inherent conflict in Hellesdon between its function as a low-density, popular residential area and the presence of three or four major arterial roads linking Norwich to market towns and the surrounding rural hinterland. In places, a number of these roads extend to four or more lanes as a result of the volume of traffic they carry at peak times.

These busy routes effectively divide the Plan area up into a grid, creating barriers which separate neighbourhoods and separate the places people live from their schools, community facilities and places of work.

Hellesdon is well served by road infrastructure and public transport making it easy to travel from and to. However, there is anxiety that further development in and around the Parish will result in more traffic on local roads and moving through the Parish from the rural hinterland to the north into the city of Norwich. The severance created by the increasing volumes of traffic moving through the Parish make it more difficult to walk and cycle around between homes, community facilities and local shops.

The evidence base highlights the need for improved transport infrastructure, such as cycle routes where there are gaps and that improved routes will help to reduce traffic for short journeys, making the parish a more sustainable, healthy and attractive place.

Recent consultations found that local people would generally like to see improvements to walking and cycling routes, especially cycling routes and making sure those routes join up. Better crossings for people walking was an issue, including to improve access to The Nest and towards the A1270 (so north-south movements). The proximity of the city of Norwich with all of its services and facilities lends itself to cycling and strategic cycle routes.

The County Council has a Local Cycling and Walking Improvement Plan (LCWip) has routes that pass through Hellesdon. The brown route connects Drayton with the city centre and it goes through Hellesdon. This crosses Boundary Road onto Vera Road before joining with Reepham Road and continuing to Drayton. A key improvement is the crossing over Boundary Road. There is also a yellow route which goes up the A140 Holt Road (on the Hellesdon boundary) to Horsford.

The Hellesdon Design Codes and Guidance supports better facilities for walking and cycling, for example setting out that residential streets should be designed for low traffic volumes and low speeds, ideally 20 mph.

National and local plan policy already has a general requirement to improve cycling and walking opportunities. There is potential for a policy on requiring development to contribute to the improvement of cycle routes/ cycle access. This could list the improvements required so that it is specific rather than general.

Intention of policy

The intention of this policy is to make it easier for residents to walk and cycle around Hellesdon and in and out of Norwich by promoting the provision of improved walking and cycling infrastructure. In particular, the policy seeks to improve connectivity between residential neighbourhoods and community infrastructure such as schools, community centres and local shops and services.

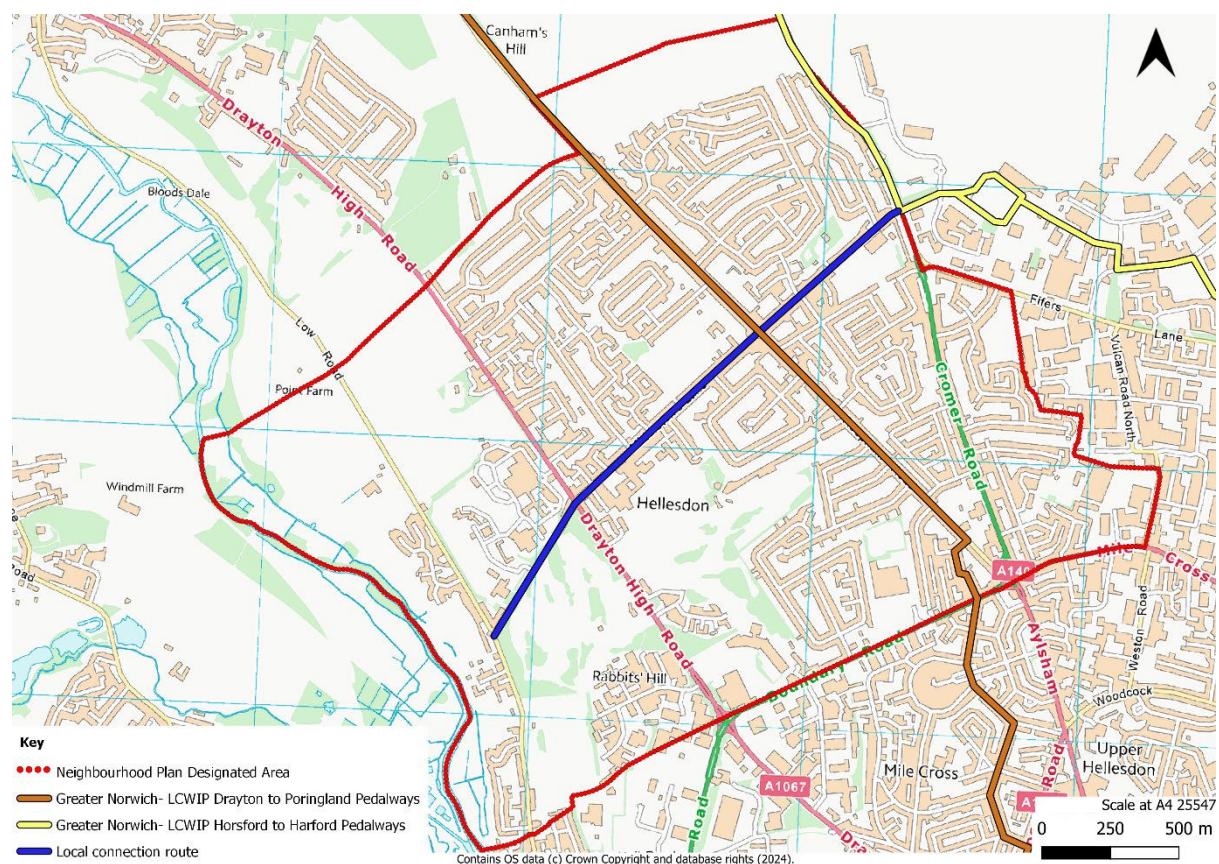


Figure 3: Local cycle routes and those in the Greater Norwich Local Cycling Walking Infrastructure Plan (LCWIP) (2022)

Policy 2: Hellesdon Community Grid

Development proposals will need to demonstrate how walking and cycling will be promoted, particularly with regard to improved safety, in accordance with the Hellesdon Design codes and Guidance. Residential streets in particular should be designed with this in mind, being designed so as to encourage speeds of no more than 20mph.

New development should promote green links (cycle ways, footpaths, tree lined and grass verge-lined streets) into new development to connect with existing neighbourhoods.

Where reasonably related to the development proposal, improvements should be delivered to support achievement of the Greater Norwich Local Cycling and Walking Infrastructure Plan, including delivery of:

1. The yellow route along the A140 Horsford to Norwich city centre, linking to The Nest and airport;
2. The brown route along Reepham Road and Marriotts Way linking Drayton to Norwich using Vera Road and Reepham Road within Hellesdon, improving access to the High School;
3. Local connections to these routes along Middletons Lane and Hospital Lane; and
4. Provision of secure and convenient cycle storage as well as bike sharing facilities.

The cycle routes are shown at Figure 3.

Major development proposals must demonstrate safe, attractive and convenient walking and cycling routes to local services and community facilities, especially to the schools, community facilities, green spaces and local centres.

New developments will be expected to connect with existing cycle routes, footpaths and footways, and where necessary extended or upgraded facilities will be required, including new signage for cycling.

Pedestrian crossings and facilities to improve safe connections between schools, community facilities, green spaces and local centres include:

- A. The junction of Holt Road and Middletons Lane
- B. The junction of Cromer Road, Meadow Way and Pfifers Lane

For major developments, reasonable opportunities to promote and enhance the use of public transport, such as improved waiting facilities and suitable road layouts, will need to be taken to improve the sustainability of proposals.

Accessibility for people with limited mobility will be expected for walking routes/ facilities and for bus users.

HIGH QUALITY RESIDENTIAL NEIGHBOURHOODS

Hellesdon is a popular place to live. It is close to the city of Norwich in the south where many people work and close to the attractive countryside in the north where many people spend their leisure time.

The Parish has a good range of community facilities and schools and although it is not without challenges such as anti-social behaviour and low-level crime.

The evidence base highlighted the importance of design in terms of complementing or enhancing existing character. Residents value highly the design of their neighbourhoods. Consultation and research illustrated that people like the quiet, low-density networks of loop roads and cul-de-sacs. They like the layout of their streets, lined with grass verges, planting, pavements and front gardens. Consultees consistently expressed a desire to retain and enhance green spaces, and improve the sustainability of development.

Design will be an important area of policy, with key aspects for people being heights of dwellings in keeping with others, biodiversity improvements, sufficient parking, and the use of local materials such as brick. Concerns were also expressed about the density of new development, including the increasing prevalence of small gardens.

Local people also feel that better energy efficiency is important. Unfortunately, a Written Ministerial Statement in December 2023 made it very clear that planning policies should not require energy efficiency standards that exceed building regulations unless there are clear reasons for doing so. However, this still leaves scope for improving the sustainability of new developments.

Given its attractiveness and proximity to both Norwich and the countryside, the Plan area will always come under pressure from developers to accommodate more new housing. The Plan assumes a pragmatic perspective that recognises that over the lifespan of the Plan, proposals are likely to come forward as the fundamental attractors in Hellesdon will not change. For example, in addition to the development of the Royal Norwich Golf Club, the Greater Norwich Local Plan also allocates land at the Hellesdon Hospital for residential and commercial development. Such large scale development needs to be delivered with high quality design in mind.

National and local plan policies (such as Policy GC4 of the Broadland local plan) have general requirements around design principles. Local policy also requires a high standard of design is achieved through new development. Policy 2 of the Greater Norwich Local Plan requires development proposals to create beautiful, well-designed places and buildings. It also requires that development is high quality and respects the local character, considering the landscape/historic character assessments, design guides and codes, etc. Major development applications will need to be accompanied by a sustainability statement demonstrating compliance with Policy 2 and how the scheme has considered the National Design Guide.

NPPF Chapter 12 requires plans to have design policies that have community support and that reflect the defining characteristics of an area. The Government has been raising the importance of high-quality design with the development of national design guides, codes, and policies, and encourages neighbourhood plans to have their own design policies and codes to identify the special qualities of their areas which should be reflected in development. Although national policy supports development that is sympathetic to the local and historic character of an area, it also encourages innovative design and high levels of sustainability.

Whilst there is already a considerable amount of general detail in existing policy and guidance on design principles which can be used, the Hellesdon Neighbourhood Plan wishes to go beyond this and have a policy based on more specific design codes for the parish. AECOM has produced the

Hellesdon Design Guidance and Codes. This provides a baseline assessment of local character, views, and natural infrastructure as well as other matters.

There have been a large number of extensions to existing dwellings. Whilst this might often be needed to suit family circumstances, care is necessary. Many household extensions are covered by permitted development rights, and so do not need planning permission. There are a number of guidelines and codes for residential extensions and conversions to follow to maintain the local character, set out in the Hellesdon Design Codes and Guidance.

In general, heights of residential buildings are restrained to 1-2 storeys with some 3 storey developments in certain areas. Different character areas within the Parish can accommodate differing massing and heights.

The Hellesdon Design Codes and Guidance sets out that within the Neighbourhood Area there are six character areas which have been identified:

- Village core residential area and local centres - This character area comprises the dominant area of the Parish, formed of primarily 20th century residential development, with some local shops, services and community uses.
- Outer ring road city fringe - This area borders Norwich and acts as the transitional space between the city centre and Hellesdon village. It is comprised of residential properties mixed with large scale infrastructure, including a B&Q and car dealer businesses. The area includes the primary arrival point into Hellesdon at the junction on Boundary Road. Road infrastructure is a particularly dominating part of this area.
- Light industrial area – There are two areas of light industrial land use. One located in the eastern corner of the Parish, consisting of a B&M home store and primarily vehicle repair service. The other is located between the residential and city fringe area and the leafy and countryside character area to the south west of the Parish and includes a David Lloyd, Holiday Inn, ASDA, metal and electrics store, wholesalers, warehouses, and legal offices.
- Leafy, dispersed housing - This area of primarily residential development has a significantly different character to the main built up areas of Hellesdon and maintains a more rural character. Within the area there is the Grade II* listed Parish Church of Saint Mary.
- Open agricultural/ river valley - This area encompasses the surrounding countryside of the Parish. Since most of the Parish is urban, countryside areas are relatively small. The most significant are the banks and landscape surrounding the River Wensum. There is also open agricultural land to the north of residential development in the north of the Parish.
- School, hospital and golf course area - This area borders the leafy, dispersed housing to the west, the industrial area to the south, the primary residential area to the east and countryside to the north. It is comprised of a mixture of uses: Hellesdon hospital and grounds, Hellesdon High School, disused golf course, eco-housing development, Carrowbeck Meadow and Carrowbeck House, the location of Broadland Council Training services and new development, which is ongoing.

These are shown at Figure 4, below.

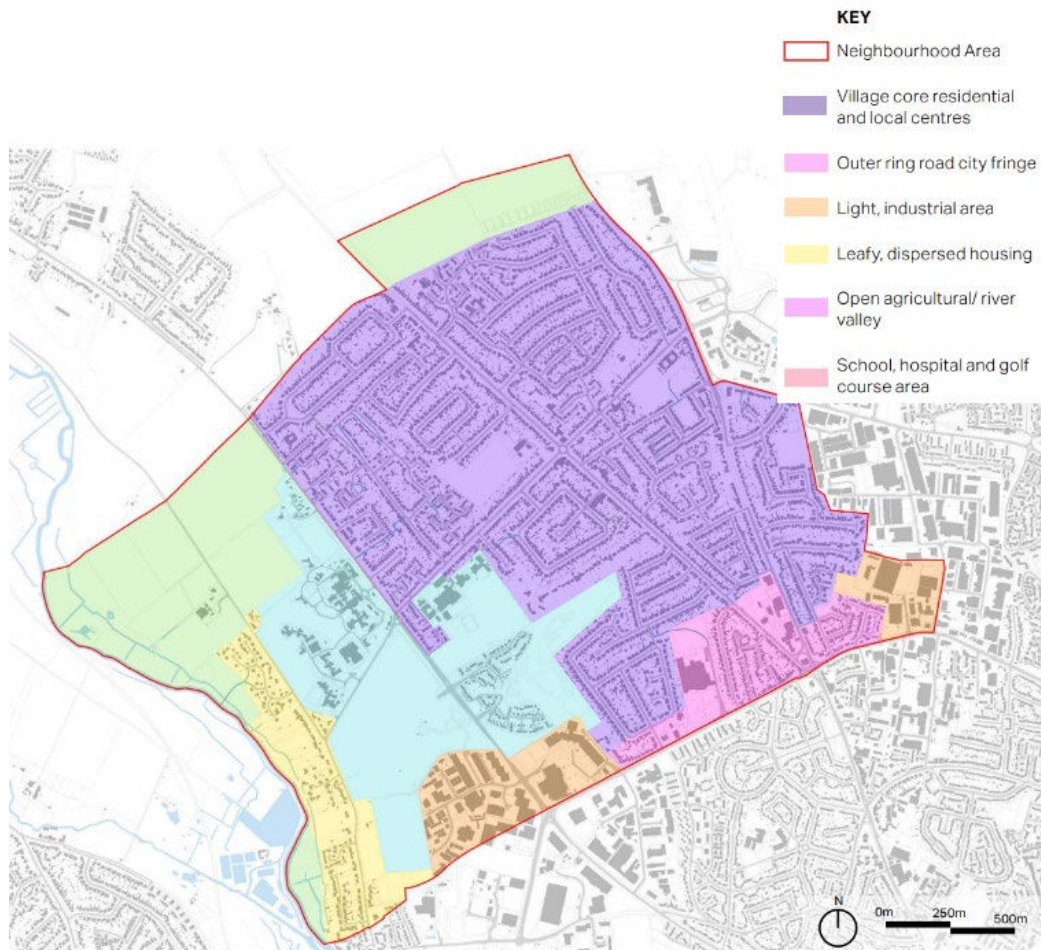


Figure 4: Character areas

Intention of the policy

The intention of this policy is to ensure that new residential development in the Plan area incorporates characteristics that local people feel strongly about and that will help to create high quality neighbourhoods. It seeks to ensure that the high quality of life enjoyed by existing and future residents can be maintained through intelligent and sympathetic urban design and architecture.

The Hellesdon Design Codes and Guidance covers many design considerations, including mobility and green spaces. This policy is focused on the built form itself and materials.

Policy 3: High Quality Residential Neighbourhoods

All development, including extensions, will be expected to be in general conformity with the Hellesdon Design Guidance and Codes, and should take account of the design guidance and specific details set out within that document. Particular regard should be had to the host character area (see Figure 4).

The Hellesdon Design Codes and Guidance will be used to help assess all planning applications to determine their acceptability, with particular regard for the character areas. The following design considerations are especially important to the area:

1. Having full regard to the host character area within which the proposal will be situated.
2. Ensuring that housing conversions or extensions respect and preserve the buildings' original form and character. The original building must remain the dominant element of the property and it must not be overwhelmed by the modification. The modification or extension must complement the existing building, including material and the pitch and form of the roof.
3. Wherever, possible, having boundary treatments that comprise of hedgerows/ trees, unless this significantly undermines local character.
4. Having well-lit footways.
5. The provision of rear gardens and aligning them to contribute to green networks.
6. Maximising environmental sustainability such as by: making the most of solar gain and passive cooling through the orientation, layout, and design of the development; incorporating the production and consumption of renewable energy; promoting efficient use of natural resources, the re-use and recycling of existing resources and materials (such as bricks), and making use of locally sourced materials.
7. Ensuring the massing, height and scale of new structures (including ground level and upward extensions) is broadly compatible with, and does not undermine, the surrounding character.
8. Demonstrating strong design rationale, quality material specification and good detailing. New development must gain a good understanding of the local context to make sure any new design reflects the local palette of colours, materials (such as red brick, off-white render) and architectural details (such as bay windows, casement windows) in the host character area.

Furthermore, all development proposals within the Plan area should conform to the 'Secured by Design' principles, in order to improve community safety and reduce the prospects of crime.

VEHICLE PARKING

Car or van availability has continued to increase. In 2001 there were 1.21 cars/ vans per household on average, in 2011 there were 1.33 per household, and in 2021 it was 1.39 per household. For most of this time, the national approach to providing car parking spaces in new development was to set out a 'maximum' number of spaces that should be provided, thereby limiting the number and also enabling developers to provide fewer than needed. This does risk the situation where cars are parked haphazardly on the street as there is not enough room on the driveway or elsewhere off-road.

This situation is very evident in Hellesdon. Often cars are parked on the street and this limits two way vehicle flow or makes it awkward for larger vehicles. They are also often parked on grass verges, which over time spoils the attractiveness of the verge.

Policy TS4 of the Broadland local plan as a very general policy on the need for sufficient parking. Consultations with local people found they were concerned about parking issues, especially parking on verges. There was also support for the neighbourhood plan to have its own parking standards, setting out how many spaces would be required in residential development.

Norfolk County Council has moved away from having 'maximum' parking standards to having 'minimum' standards, so developments need to provide at least the number of spaces set out. This is explained in *Parking Guidelines for new developments in Norfolk* (July 2022). This shows that the following minimum standards are now applied.

Size of dwelling/ unit	Minimum number of car parking spaces
One bedroomed unit	One space per dwelling
Two or three bedroomed unit	Two spaces per dwelling
Four or more bedroomed unit	Three spaces per dwelling.

As explained earlier, car/ van ownership has increased over the last 20 years from around 1.21 cars/ vans per household on average in 2001, 1.33 in 2011, to around 1.39 per household on average in 2021. This shows there is an on-going increase, though this is modest and lessening more recently. Some households of course have no cars whilst others have more than the average. The 2022 parking standards, if they had been used to determine parking spaces for the entire housing stock Hellesdon, would have resulted in 2.1 per household on average. This means the use of the new 2022 standards will meet the needs of the car/van ownership levels that we have in Hellesdon, with some wriggle room for this increasing over the coming decades. So, although there might be a historic shortfall in spaces, for new developments the number of spaces should be adequate. This might not be the case for every household and so some informal on-street parking might be needed³. The 2022 standards also set out that for visitor parking on new residential developments there should be 1 space for every 5 dwellings and that this should be in the form of laybys. Of course, this is guidance only and

³ Methodology. Interrogated 2021 parish census data to find out the number of cars/ vans owned and to find out the number of households. Divided the former by the latter to derive a ratio, which was 1.39 cars per household on average. This has increased slightly from 1.33 in 2011. Note that the 2021 analysis required separate interrogations of Hellesdon North-West and Hellesdon South-East. Interrogated parish census data to determine the housing mix in terms of bedrooms (so number and percentage of 1 bedroom homes, 2 bedroom homes etc). Between 2011 and 2021, this housing mix had changed very little, so we can reasonably assume it will remain fairly stable going forward (if anything household size is likely to reduce). Used the county council's 2022 parking standards to calculate the number of parking spaces that would result if used for the entire parish housing stock and using the 2021 housing mix data in terms of number of bedrooms. This found that the 2022 parking standards would result in 2.1 parking spaces per household on average. This is greater than the actual average car/ van ownership per household in 2021 but allows for on-going growth in car/ van ownership over the years.

not policy and so it could be worth strengthening these requirements in a neighbourhood plan policy, but there seems little scope for exceeding them by having higher 'minimum' standards.

The Hellesdon Design Codes and Guidance also identified the existing issues where cars parked on the street impede traffic and pedestrian flow. There are also instances where cars park on the green verges. Therefore, it concludes, there is a need to consider how to mitigate the negative affect of overfill parking on the street, for example visitor parking and spaces for delivery vehicles. This could be provided through use of dedicated on-street parking. **Policy 1** (Hellesdon Greengrid) requires trees to be planted on verges, not only for biodiversity and landscape reasons, but this will help to discourage people from parking on grass verges.

The Hellesdon Design Codes and Guidance also says that the prevailing parking typology is on-plot parking, and that it is important that where on-street parking is introduced, it does not impede the access for pedestrians and other vehicles (including emergency vehicles), and it is well landscaped. Parking should therefore be provided on-plot. On-street parking as the only means of parking must not be used wherever possible; however visitor parking and spaces for delivery vehicles can be provided through the use of dedicated on-street parking to reduce overfill parking cluttering the street, or parking on grass verges. It goes on to say that garages are not a common feature and anyway tend to be used for storage, therefore pushing parking onto the street.

The consultations noted that a number of homes have been extended to meet family needs. Sometimes this is done under permitted development rights, but sometimes it requires planning permission, such as extensions at the front or upwards. The consultations found support for parking availability to be considered during planning applications for extensions, again to reduce the prevalence of unplanned on-street parking.

Consultations also found concern about the loss of car parking at the Whiffler pub, with cars having now to park on surrounding streets.

Intention of the policy

The aim of this policy is to ensure that sufficient car parking is available as part of new residential developments and avoid the issue of people having to park their cars in such a way as to impede the flow of traffic or by parking on the grass verges.

Policy 4: Vehicle Parking

For new residential developments the following minimum car parking standards will be applied:

Size of dwelling/ unit	Minimum number of parking spaces
One bedroomed unit	One space per dwelling
Two or three bedroomed unit	Two spaces per dwelling
Four or more bedroomed unit	Three spaces per dwelling

Garages should generally not be included as part of residential development.

Visitor parking on new residential developments there should be 1 space for every 5 dwellings and that this should be in the form of laybys. Long stretches of on-street parking should be avoided to prevent dominance of cars on the street, and instead the lay-bys should be spread around.

Further parking provision detail should be in accordance with the Hellesdon Design Codes and Guidance and with the county council's Parking Guidelines for new developments in Norfolk (July 2022).

Any modifications such as extensions should not reduce the number of parking spaces on the site and if additional bedrooms are being provided, then the appropriate number of car parking spaces will be needed.

Any planning application in relation to the Whiffler public house will need to demonstrate a sufficient level of off-road vehicle parking is made available.

ACCESSIBLE PLAY SPACES

National Planning Policy Framework requires local authorities to plan positively for the provision and use of shared space, community facilities and other local services to enhance the sustainability of communities and residential environments. It emphasises the need for communities to have access to high quality open space, and of recreation as an important contributor to health and well-being. Policy RL1 on formal recreational space in the Broadland Local Plan sets out the requirement of 2.02ha per 1,000 population of formal recreational space for developments consisting of five dwellings or more. However, this is applied flexibly taking into account local circumstances. Sometimes it will be required on-site whilst in other circumstances it will be required off site, or improvements to existing facilities will be required.

There is also guidance⁴ that sets out where play areas should be delivered so that they are well-located to housing and pedestrian routes, and overlooked by houses to ensure informal surveillance.

Whilst this framework should deliver the formal recreational spaces that are well-located, it does not set out how they are made accessible for all. Everyone has a right to play and so playgrounds should

⁴ Recreational provision in residential developments SPD (2016) – Broadland District Council

be inclusive for all, regardless of ability or disability, so that families and friends with different access needs can play alongside each other in public spaces.

These spaces typically feature play equipment and surfaces that can be used by people with disabilities, such as wheelchair-accessible ramps, transfer stations, and sensory-friendly play elements. Inclusive play areas also often incorporate playground features like quiet zones, auditory and visual therapies, and adaptive swings and slides. By providing equal opportunities for play, these spaces foster a sense of community and promote social inclusion for all individuals.

The number of children with special educational needs and disabilities (SEND) in Norfolk has increased significantly in recent years. The number of pupils with SEND in Norfolk has increased by 14% over the past five years, which is comparable to the increase in England and East of England. The number of children in Norfolk schools requiring support for SEND increased from 18,994 in 2018/19 to 24,825 in 2023/24. This indicates an increasing need to cater for children with special educational needs and disabilities outside of the school too.

Intention of the policy

The aim is to ensure that all children, regardless of circumstances or ability, has the opportunity to use and enjoy the play areas in the parish and mix with other children.

Policy 5: Accessible Play Spaces

New formal recreational play facilities must be made fully accessible and inclusive and have full regard to meeting the needs of not only those with physical disabilities, but also with Special Educational Needs.

Where new formal recreational play space is required, proposals will need to demonstrate that Inclusive principles have been included in the design, and this will need to incorporate the three inclusive design pillars of:

- Accessibility;
- Multi-Sensory; and
- Supporting Infrastructure.

It would be helpful if planning applications include a statement of Inclusive and Accessible Play to explain how the needs will be met.

HOUSING FOR PEOPLE

As with elsewhere in the UK, affordability of housing is a key issue. The NPPF puts the emphasis on local plans to identify the amount of affordable housing needed. It also requires local plans to provide a mix of property types and sizes and a variety of affordable housing tenures, as well as meeting the needs of all groups in the community. The Greater Norwich Local Plan Policy 5 (Homes) sets out a minimum requirement for 33% of new homes to be affordable housing on major housing schemes and that this should be for a mix of tenures (such as affordable rent, social rent, routes to home ownership etc).

Policy 5 of the Greater Norwich Local Plan also supports a mix of housing types to meet the varied needs of the community, and it particularly supports housing schemes that are aimed at older people, including specialist housing options such as supported housing, but also requiring at least 20% of new homes on major housing schemes to be built to Building Regulation M4(2) standard which means it is adaptable and accessible and so suitable for people with limited mobility (such as in a wheelchair).

Policy 5 in the Greater Norwich Local Plan therefore covers most issues. Unlike many of Norfolk's more remote rural villages, the housing allocations in Hellesdon are not aimed simply at meeting the needs of the parish of Hellesdon, but at helping to meet the housing needs of Greater Norwich. Although this is sensible given the proximity of Hellesdon to Norwich, it does limit the extent to which a policy in the Neighbourhood Plan can focus on meeting identified housing needs in the parish by adding to the Local Plan policy. For example, Affordable housing is looked at strategically, so across the whole Greater Norwich area, rather than at the parish level. The allocated housing sites in Hellesdon should deliver more affordable housing than is actually required to meet the specific needs of Hellesdon.

Nevertheless, a Housing Needs Assessment was carried out for the Neighbourhood Plan.

This found that:

- Affordability of open market housing is an issue, as it is everywhere, but that this is perhaps made worse in Hellesdon by the housing stock comprising a disproportionately high number of three bedroomed homes.
- In recent years, the proportion of homes of four bedrooms has increased, and this is in line with an increasing need for four bed roomed homes.
- There is a particular shortage of one-bedroomed dwellings.
- There is a higher proportion of people in the older age groups compared to elsewhere and many of them live in homes that are under-occupied (for example, a single person living in a three bedroomed house).
- 45% of housing is in the form of bungalows – significantly higher than the district average. While this caters to those with mild mobility limitations, bungalows may not be able to serve the more specialist needs that emerge as people age. Indeed, the evidence suggests that there will be a significant need for specialist accommodation.

In light of these findings, it may be appropriate for new dwellings in the Parish to contribute toward the creation of more variety and a better balance in Hellesdon's dwelling stock, by offering a range of dwelling types and sizes, with prioritisation of smaller dwellings overall in order to widen choice and meet housing needs. A higher proportion of one or two-bedroomed homes should be more affordable for people aiming to get on the housing ladder, as well as providing older people with a down-sizing option should they wish to take advantage. Furthermore, although the Greater Norwich

Local Plan provides support for specialist housing types for older people⁵, this does have caveats and so strong support for this accommodation type can be emphasised in the Neighbourhood Plan.

Intention of the policy

The purpose of this policy is to help meet the housing needs of local people and widen choice, especially for those hoping to get on the housing ladder and for the older population in the parish.

Policy 6: Housing for People

Housing proposals will need to provide a mix of housing types and sizes. For open-market housing, these should aim to have due regard to the parish's housing needs using the best available and proportionate evidence as well as the wider needs of Greater Norwich, and in particular should aim to provide modest dwellings of one or two bedrooms. With non-strategic housing proposals and windfall development, at least 33% of new open-market dwellings should be one or two-bedroomed, unless there is evidence demonstrating an alternative proportion.

Proposals for specialist housing options for older people will be supported unless there is significant unacceptable harm to other policies in the development plan.

⁵ Specialist housing for older people: a wide range of housing types specifically aimed at older people, which may often be restricted to those in certain older age groups. This could include residential institutions, sheltered housing, extra care housing, retirement housing and a range of other potential types of housing which has been designed and built to serve the needs of older people, including often providing care or other additional services.

Policies for specific places

IMPORTANT VIEWS

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 a couple of specific views and vistas within Hellesdon that are of particular importance to the local community. Building on national and local planning policy, the Hellesdon Neighbourhood Plan identifies these, provides justification for their significance, and seeks to protect them for future enjoyment.

Residents and the steering group identified particularly special views as part of the neighbourhood plan consultation and development. The views considered and assessed were:

- V1: View from Low Road opposite the entrance to Wensum Mount business centre; and
- V2: View from Drayton High Road, opposite the junction of Drayton Wood Road

These are shown below in Figure 5.

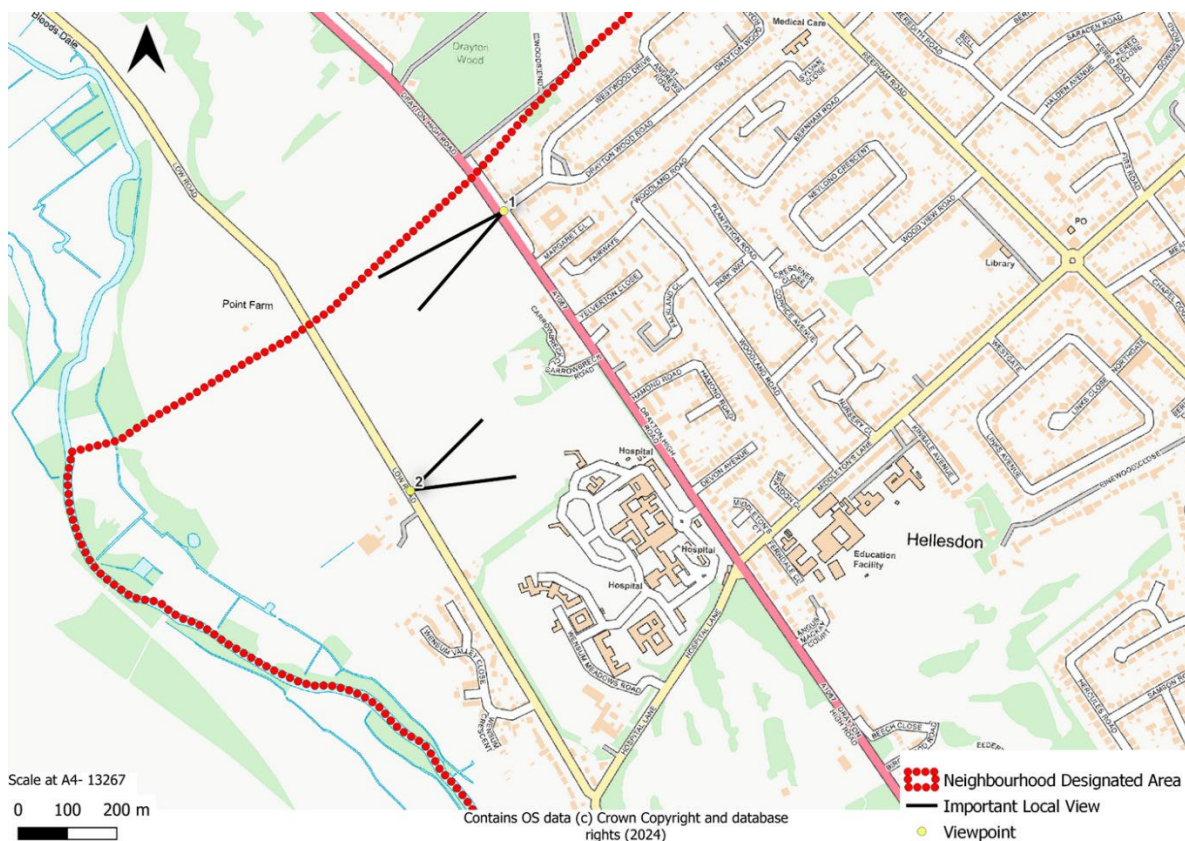


Figure 5: Location of Important Views

All views were reviewed by the steering group, when further evidence and photos were gathered to determine whether they should be included. The views depict a sense of place, context and openness. The latter is especially important for the parish, most of which is built-up, meaning the remaining views of open countryside are invaluable and important to the local area.

Just two views are identified for protection under Policy 6. The evidence to support their inclusion is contained within the Hellesdon Neighbourhood Plan Views Assessment Document. The views are identified in Figure 5 and also shown at the Policies Map at Appendix A.

Hellesdon is a very built-up parish and access to and meaningful engagement with green space and landscape is known to be good for mental health and well-being⁶. It is therefore very important that the small number of open views are retained.



V1: View from Low Road opposite the entrance to Wensum Mount business centre



V2: View from Drayton High Road, opposite the junction of Drayton Wood Road

⁶ Mental health: how living in the city and country compare (Understanding Society – The UK Household Longitudinal Study). 2023

Intention of the policy

There are very open public views remaining in Hellesdon, views that provide people with a sense of openness and of the rural landscape within which Hellesdon sits. The aim of this policy is to ensure that people can continue to enjoy these views and engage with them.

Policy 7: Protection of Important Views

The views identified in Figure 5 and described in the Hellesdon Neighbourhood Plan Views Assessment Document are important public local views in Hellesdon.

Development proposals that would adversely affect these Important 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 Important Views.

LOCAL GREEN SPACES

This is a new policy area for the Hellesdon Neighbourhood Plan.

A report in March 2020 (Sport and Open Space Needs Assessment for Hellesdon) followed after the 2017 neighbourhood plan was 'made'. This found that applying the standards contained in the Greater Norwich Development Partnership's 'The Greater Norwich Green Infrastructure and Recreational Open Space Topic Paper' (2011), Hellesdon should have 37.23ha of publicly accessible green space of all types, whereas it actually has 17.15ha, which is less than 50%.

The imminent loss of the Jarrolds site for development is also a factor as is the loss of the golf course for housing. The latter did include a significant amount of green space being allocated in the Broadland Local Plan 2016. The Greater Norwich Local Plan, however, shows this as being for housing and so this has been lost from the planning process. Nevertheless, these facts suggest the need to protect what Local Green Spaces remain in the parish.

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 Space (LGS). These are often found within the built-up area and contribute to the character of a settlement. These can vary in size, shape, location, ownership and use, but such spaces will have some form of value to the community and help define what makes that specific settlement what it is.

The LGS designation should only be used where the green space is in accordance with NPPF (December 2023):

- a) *in reasonably close proximity to the community it serves;*
- b) *demonstrably special to a local community and have particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and*
- c) *local in character and is not an extensive tract of land.*

Policies for managing development within a Local Green Space should be consistent with those for Green Belts.

A robust process has been followed to determine which green spaces in Hellesdon should be designated:

- Initial ideas were suggested by the steering group and included in the survey, asking respondents whether or not they agreed.
- Other ideas were suggested by residents as part of consultation activities. This included asking people to identify important green spaces on a large map at the consultation days and to suggest sites as part of the survey. There is clear strong support for protecting green spaces.
- These suggestions were reviewed by the steering group, with each potential LGS visited.
- Detailed information on each of the potential LGS was gathered, including information from Norfolk Biodiversity Information Service and Norfolk Wildlife Trust
- An assessment against the national criteria for LGS was made for each of the potential spaces.
- Landowners were contacted to make them aware that their land was being considered for LGS designation.
- A final decision was made by the steering group as to which green spaces to designate.

The Hellesdon Neighbourhood Plan designates 14 LGSs for protection. They are identified in Figure 6, and on the Policies Map in Appendix A. These LGSs are important not only for the wildlife they support, but also by providing significant quality of life benefits to residents, for example through encouraging recreation. Justification for each LGS is found in Hellesdon Neighbourhood Plan Local Green Space Assessment.

There is a desire to increase the provision of green open spaces in the Parish and green infrastructure should be provided with new development. The requirements for recreational space provision for new developments are covered in the Broadland Local Plan (Policy EN3), setting out how much is required, with further detail in Broadland District Council's Recreation Provision in Residential Development Supplementary Planning Document. Further information is provided in the Hellesdon Design Codes and Guidance.

Intention of the policy

The aim as a minimum is to protect those green spaces that are important and have value to the community. This is necessary for the mental and physical wellbeing of residents and it also takes recreational pressure off protected habitat sites nearby such as the River Wensum.

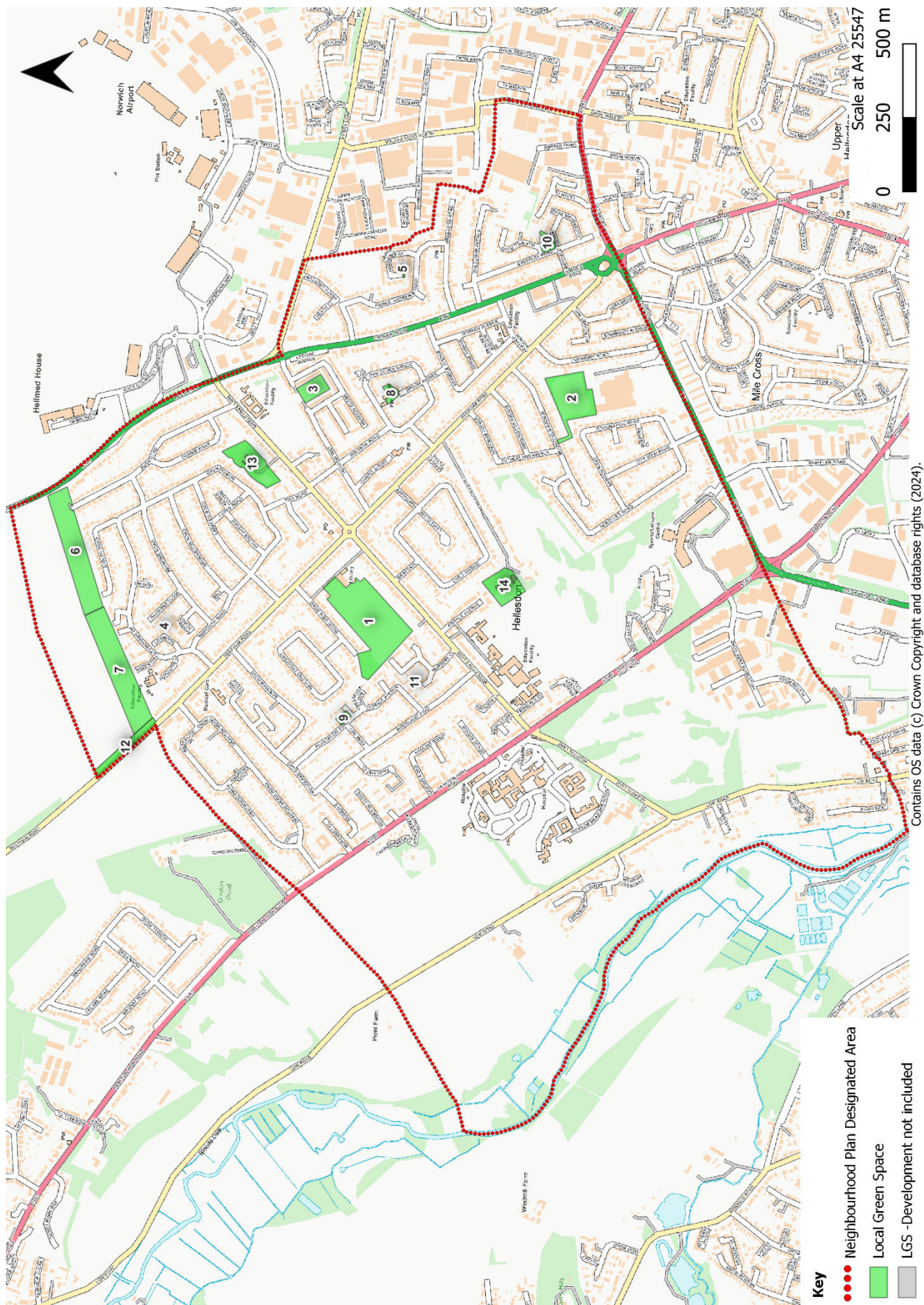


Figure 6: Local Green Spaces



LGS8. St Pauls church grounds



LGS9. Green space, North of Millennium Avenue

Policy 8: Local Green Spaces

The areas listed below and shown on Figure 6 are designated as Local Green Spaces:

LGS1. Hellesdon Recreational ground

LGS2. Mountfield Park

LGS3. Meadow Way Play Area

LGS4. Loxwood

LGS5. Prince Andrews Close

LGS6. Allotments, Bush Road

LGS7. Cottinghams Park

LGS8. St Pauls church grounds

LGS9. Outside Millenium Avenue

LGS10. Eversley – Silk Mill Road

LGS11. Nursery Close

LGS12. Woodland just off the Reepham Road just behind Arden Grove Infant School right on the boundary

LGS13. 2nd Hellesdon scout site off Middleton Road

LGS14. Land at 18th Norwich (1st Hellesdon) Scout Group – Kinsale Avenue / Rear of Pinewood Close

Development proposals in the designated Local Green Spaces listed above and defined on the accompanying map to this policy will be managed in accordance with national policy for Green Belt.

COMMUNITY FACILITIES

Hellesdon is identified as a fringe parish that is part of the Norwich Urban Area in the Greater Norwich Local Plan, Policy 7.1. Norwich and the fringe parishes will be the area's major focus for jobs, homes, and service development to enhance its regional centre role and to promote major regeneration.

The parish has a wide range of local services and facilities. This includes community facilities such as:

- Hellesdon High School
- Kinsale Infant School
- Kinsale Junior School
- Arden Grove Infant and Nursery School
- Heather Avenue Infant School.

- Hellesdon community centre
- The library
- Post office
- Castle and Costa Dentist, Hellesdon dental care and Together Dental Norwich
- Hellesdon parish hall
- Kingfisher Mother and Baby Unity Hospital
- St Pauls Hellesdon Parish Church
- Total Care Pharmacy
- The Bull and Whiffler public houses

There are also play parks and other areas of open space, but this policy area is essentially concerned with buildings.

In terms of future provision, a site has been safeguarded for a new 420 place primary school on the former golf club site and there is a proposal for a new healthcare facility.

There is existing local policy on protecting existing community services. Policy CSU2 in the Broadland local plan does this and it says that the loss of community facilities should be avoided and their loss should be exceptional, justified only by demonstrating that it is no longer viable and cannot be made viable.

Furthermore, Policy CSU1 of the local plan is a general policy that supports new community facilities.

There are limits as to what can be protected. Permitted development rights allow many types of service that people would think of as community facilities to change to some other use without needing planning permission, such as medical and health care, nurseries, and dentists.

Although broadly covered by existing policy or permitted development rights, the Neighbourhood Plan can provide clarity on what community facilities should be afforded the policy protection that is in local and national policy.

The existing local services within Hellesdon are valued by residents and retaining these are important, including the social interactions that are afforded by the facilities and services, and the sense of community. People would actually like to see more facilities, such as somewhere for younger people, a banking hub, and for more leisure and social activities. Furthermore, new residential development was expected to deliver a new primary school (on the Persimmon Homes site). Now that this is not expected to be delivered, it is likely that the local schools will need to be extended to support the increase in the school roll.

Intention of the policy

The Hellesdon Neighbourhood Plan will afford protection for some existing community facilities via Policy 8. This will provide clarity on what facilities should get protection from the Broadland Local Plan, Policy CSU2. Support is also given to additional community facilities, especially to support the growing population of the parish, and this aligns with Policy CSU1 of the local plan.

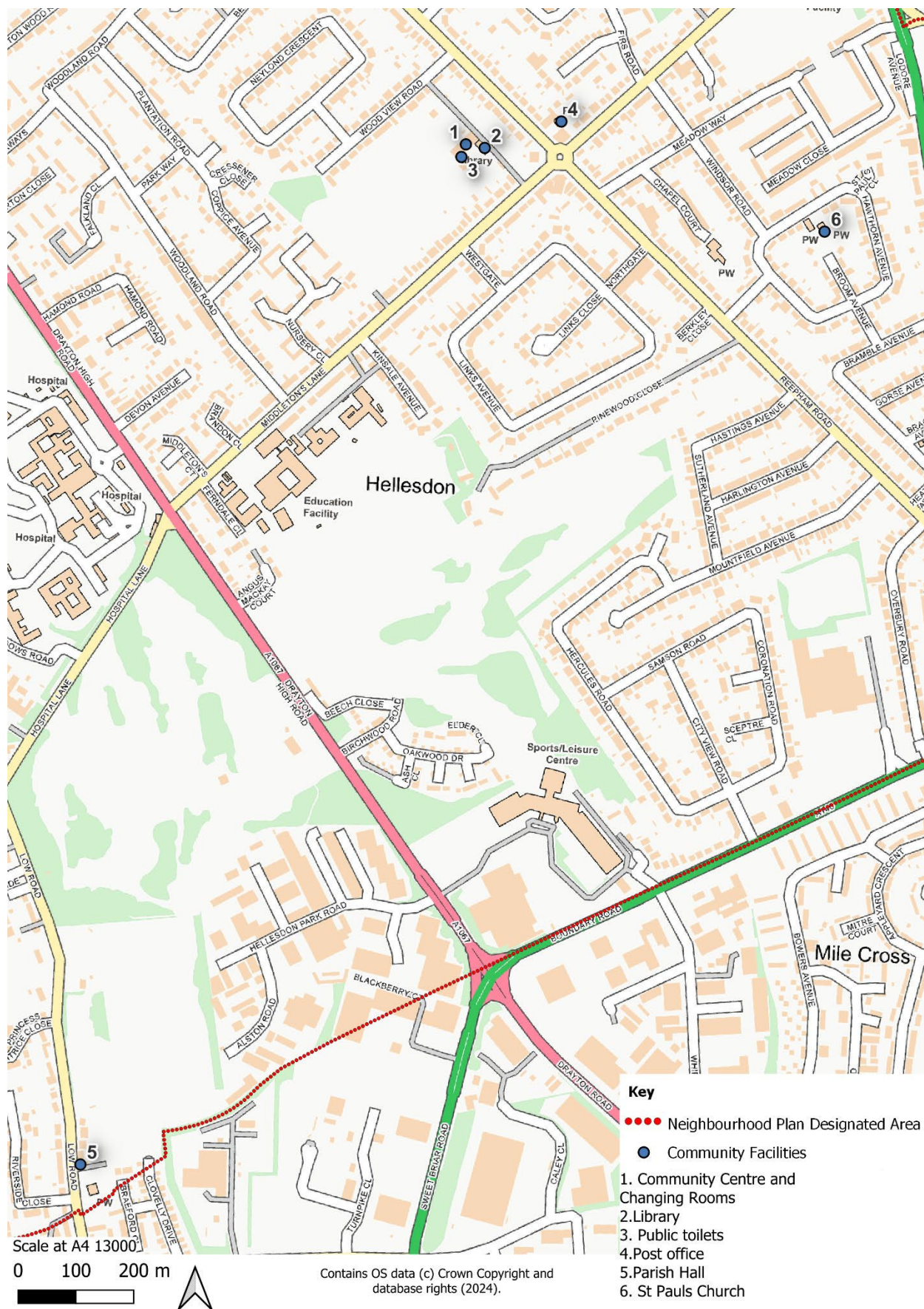


Figure 7: Community Facilities

Policy 9: Community Facilities

The following are designated as community facilities so as to benefit from the protection provided by Policy CSU2 of the Broadland Development Management DPD 2015. These are shown on Figure 7.

CF1. Community Centre and Changing Rooms

CF2. Library

CF3. Public toilets

CF4. Post office

CF5. Parish Hall

CF6. St Pauls Church

Proposals for additional facilities are supported in line with Policy CSU1 of the Broadland Development Management DPD 2015, especially the following:

- Banking hub
- New post office if existing one is lost
- Facilities that provide for younger people
- Facilities that provide new social and leisure opportunities
- New high-quality additional buildings or extensions to existing schools to cater for an increase in school demand.

BUILDINGS OF LOCAL IMPORTANCE

Records indicate human settlement in the parish dates back to the prehistoric age period. Despite the local ancient history, Hellesdon is a relatively new community with most of the buildings not being especially old. As a result of Hellesdon's young age, there are very few buildings or structures located within the Plan area over 100 years old. Reflecting this there is only one Listed building (St Mary's Church) and two Listed structures within the Plan area (Cross in St Mary's Churchyard and Wayside Cross on the corner of Boundary Road and the A1067).

However, the relative lack of nationally Listed buildings does not mean that there aren't buildings that are architecturally interesting or socially meaningful and merit some level of protection.

Consultation and research consistently highlighted strong positive feelings towards a number of buildings in the parish, such as for The Bull pub on the corner of Reepham Road and Middletons Lane and older parts of Hellesdon Hospital that front onto Drayton High Road; parts of this complex were the first buildings in Hellesdon away from the river, appearing on 1870s maps of the area.

Research highlighted that St Pauls Church on Hawthorne Avenue has been described as the most unusual church in Norwich as a result of its semi-circular brick masking its main bulk, a dark green corrugated iron Nissen hut. Whilst it is entirely utilitarian, it is an unusual and attractive building and contains an important window produced by the William Morris workshop in London.

The National Planning Policy Framework does provide some protection for non-designated assets, setting out that, *“The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.”* Policy 3 of the Greater Norwich Local Plan alludes to this.

There is no need to repeat this wording in Policy 9 below. However, it is always helpful to provide clarity as to which buildings and structures should fall under this protection, and Policy 9 does just this, setting out those that are considered to be Non-Designated Heritage Assets. These have been assessed against the criteria used for locally listing buildings and further details including maps and photos are set out in the Hellesdon Non-Designated Heritage Assets Assessment. The assets are shown in Figures 8 and 9 overleaf.



NDHA3: St Pauls Church and Coronation Hall

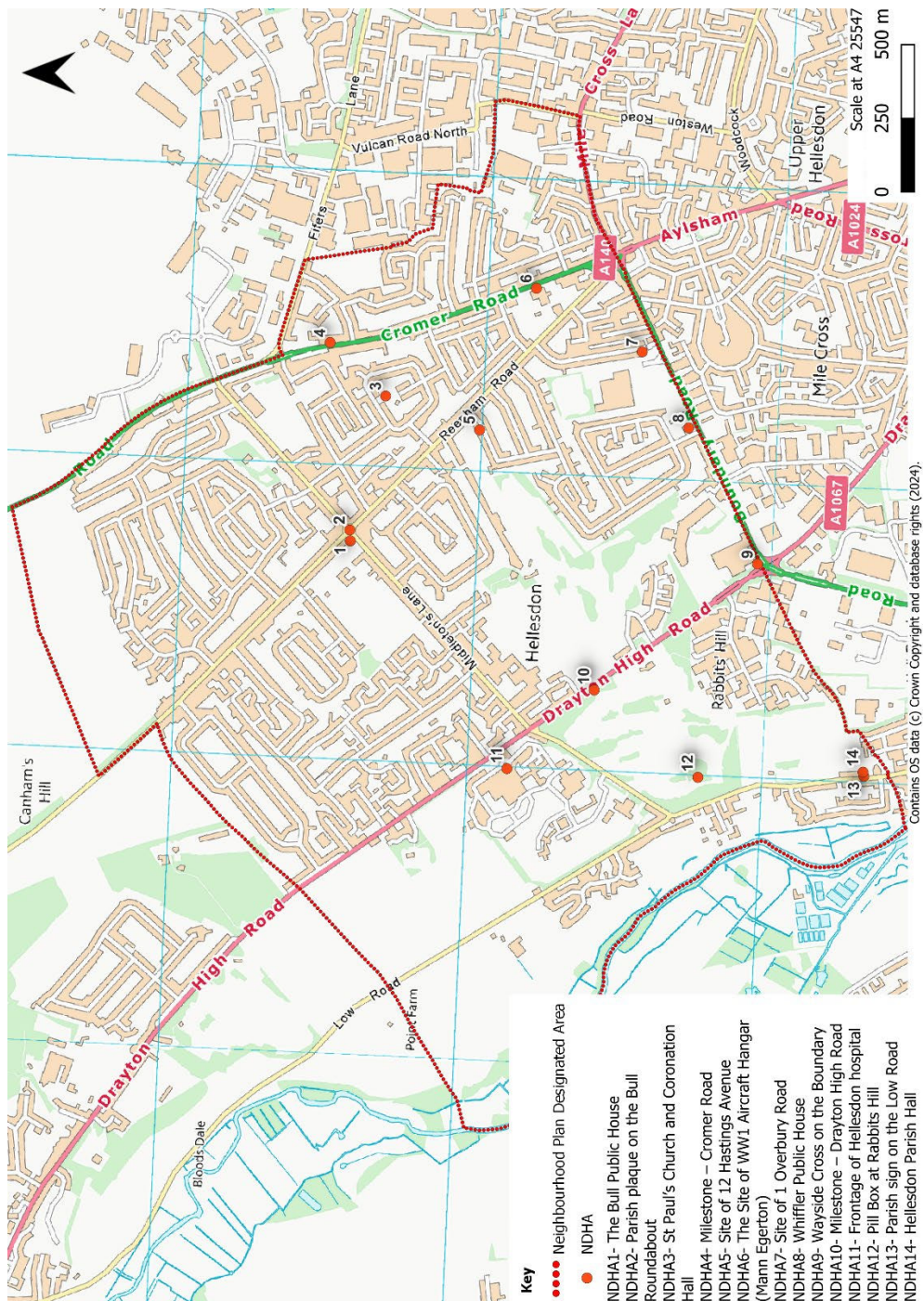


Figure 8: Non-Designated Heritage Assets

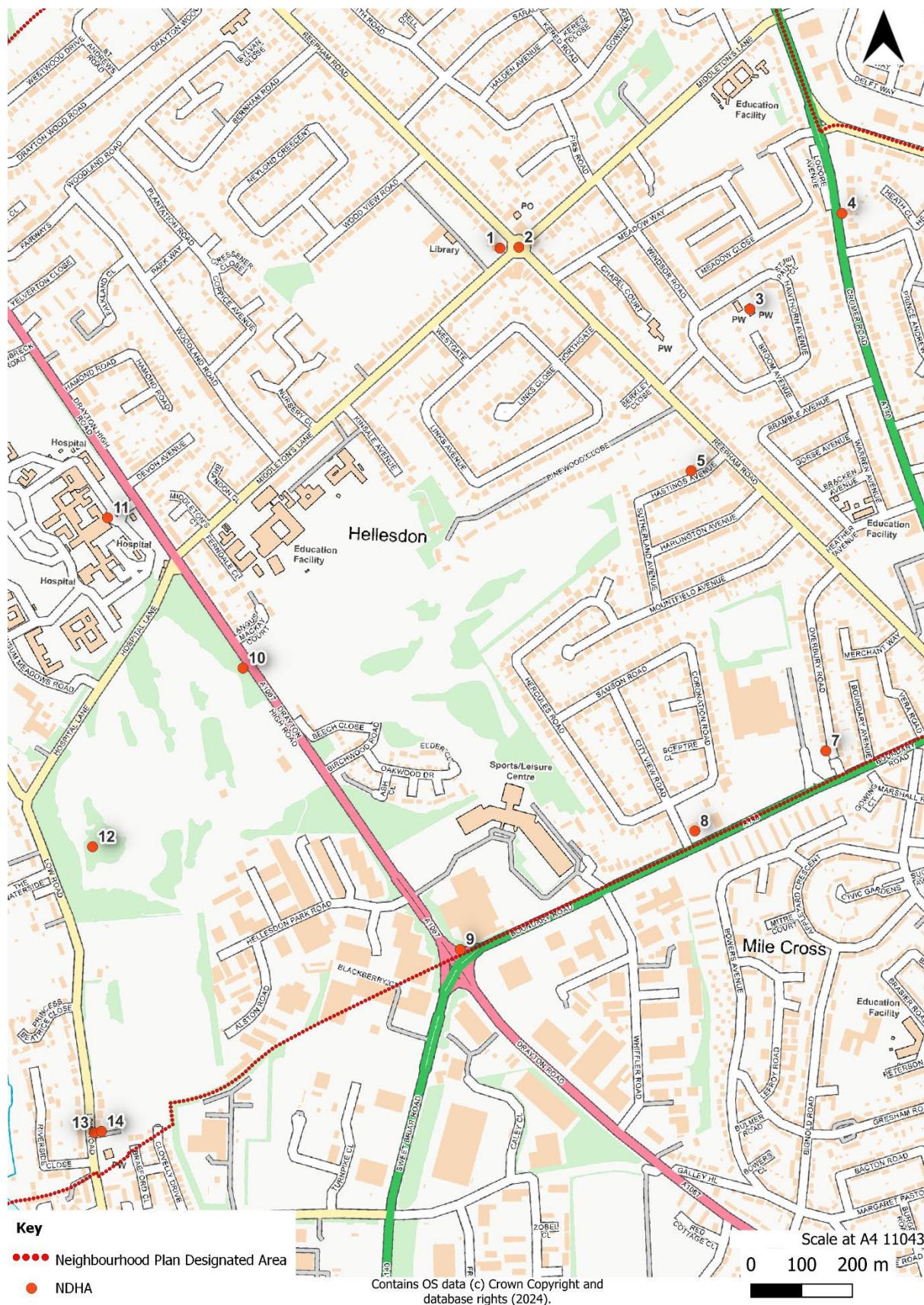


Figure 9: Non-Designated Heritage Assets Maps at a larger scale

Intention of the policy

There is potential for future development to impact on buildings of interest or that might be considered as being non-designated heritage assets. The intention of this policy is to protect a number of buildings and structures of local importance that are valued for their historic significance, architectural distinctiveness and social / cultural value.

Policy 10: Non-Designated Heritage Assets

The following are considered to be Non-Designated Heritage Assets and should benefit from protection in accordance with the National Planning Policy Framework and Polic 3 of the Greater Norwich Local Plan:

NDHA1- The Bull Public House

NDHA2- Parish sign on the Bull Roundabout

NDHA3- St Pauls Church and Coronation Hall

NDHA4- Milestone – Cromer Road, outside number 156

NDHA5- Site of plane crash in 1944 at 12 Hastings Avenue

NDHA6- The Site of WW1 Aircraft Hangar (Mann Egerton)

NDHA7- Site of plane crash in 1942 at 1 Overbury Road

NDHA8- Whiffler Public House

NDHA9- Wayside Cross on the Boundary

NDHA10- Milestone – Drayton High Road

NDHA11- Frontage of Hellesdon hospital

NDHA12- Pill Box at Rabbits Hill

NDHA13- Parish sign on the Low Road

NDHA14- Hellesdon Parish Hall

These are shown in Figures 8 and 9.

Community projects

The previous sections described planning policies that will be used to determine planning applications. This section is concerned with community projects that will be pushed forward by the parish council and other members of the Hellesdon community.

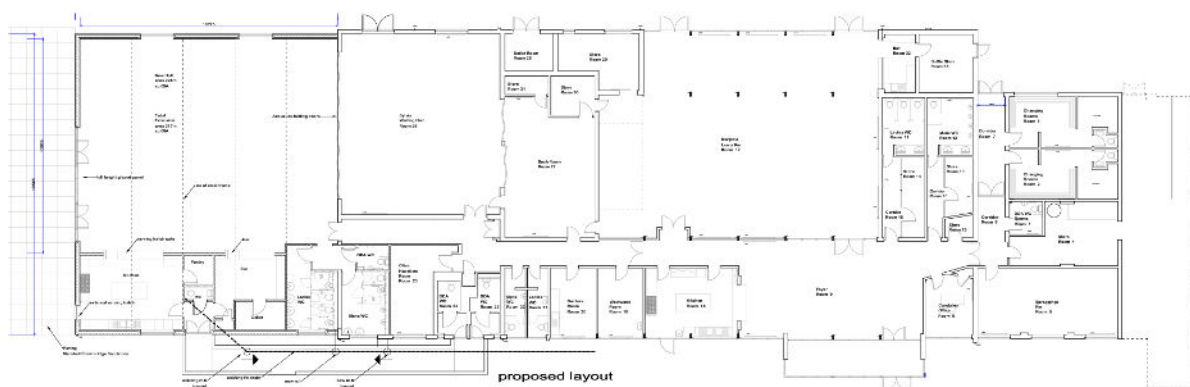
Project One: Enhanced Parks and Open Spaces

The Parish Council seeks to improve the play areas and open space under its jurisdiction. This includes, but is not limited to:

- Making sure any play equipment is inclusive. Play is fundamental to children's physical health, wellbeing, social development, and cognitive growth therefore the Parish Council should provide inclusive, accessible, and equitable play spaces, places, and provision for all children. When play new play equipment is installed or old play equipment replaced, decisions should be made taking into account all abilities, including those with physical disabilities, sensory disabilities and children with neurodiversity and special educational needs.
- Signage should be improved to ensure that all participants are aware of the rules of the play areas and open space, yet the areas remain welcoming.
- The requirement for fencing should be considered, balancing the need for security of the equipment, against a welcoming and open environment for participants.
- Outdoor gyms are to be encouraged, as a method of 'free to use' fitness that is accessible to all. Accessible equivalents of outdoor gym equipment should be looked upon favourably.

Project Two: Extension of the Community Centre

The Parish Council has planning permission for an extension to the community centre (ref: 20201599)



The Parish Council is keeping a log of all booking enquiries that have had to be turned away due to lack of space in the community centre, therefore there is a clear need for more community space.

In addition to this, there is a demand in the parish for more informal community space in the form of a social club which would be open for families to frequent.

Project 3: Speeding Traffic

The Parish Council will work with Norfolk Police and Norfolk County Council to reduce incidents of speeding traffic in Hellesdon.

The Parish Council acknowledges the useful nature of the SAM2 signs and will continue to use these devices to monitor and traffic and advise drivers of their speed.

The Parish Council understands that technology is likely to advance during the period of the Neighbourhood Plan and so will continue to explore advances in speed reduction technology.

Project 4: Air Quality

The Parish Council acknowledges that the Neighbourhood Area is at risk from air pollution that may be above average, from two sources. These are:

- Norwich Airport
- The Boundary

The Parish Council will support the monitoring of pollutants in the Neighbourhood area and encourage action to be taken should pollutants rise above what is deemed to be an acceptable level.

Project 5: Cycle Parking

Hellesdon Parish Council seeks to improve the provision for cycle parking in all of its community facilities. This would encourage cycling around the Neighbourhood Area. Facilities would include, but are not limited to:

- Hellesdon Community Centre
- Diamond Jubilee Lodge
- Bush Road Allotments
- The Open Spaces of Hellesdon Recreation Ground, Meadow Way and Mountfield Park

Hellesdon Parish Council will also encourage other local establishments to improve their cycle parking provision.

Project 6: Inclusive Changing Facilities

Hellesdon Parish Council has worked hard to create more accessible WCs within Hellesdon Community Centre, however it acknowledges that more needs to be done.

Thousands of people with profound and multiple learning disabilities, as well other disabilities that severely limit mobility, cannot use standard accessible toilets. They need equipment to help them or may need support from one or two carers to either get on the toilet or to have their continence pad changed.

The Parish Council supports 'Changing Places' toilets which are larger facilities that have the right equipment, including a changing bench and a hoist, designed to support disabled people who need assistance.

The Parish Council will seek to have a Changing Places toilet installed in any new build or, where feasible, refurbishment that is within its control. It will also encourage other local establishments to do the same.

Project 7: Inclusive Sporting Provision

The Parish Council undertakes that on any new build or refurbishment relating to sports provision, it will seek to ensure that changing rooms support inclusivity. This includes separate changing spaces for both male and female match officials, as well as male and female players.

Appendix 1: Policies Map

