

# Poringland Neighbourhood Plan Draft Policy Review Community Consultation Events

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**September 22<sup>nd</sup>/25<sup>th</sup> 2018**

**Visitors Guide**



For more information about the Poringland Neighbourhood Plan, please go to: [www.poringlandparishcouncil.gov.uk/neighbourhood-plan](http://www.poringlandparishcouncil.gov.uk/neighbourhood-plan)

Email: [poringlandneighbourhoodplan@gmail.com](mailto:poringlandneighbourhoodplan@gmail.com)

*Hello and welcome!*



**John Henson,**  
Chairman  
Poringland  
Neighbourhood  
Plan Committee

Thank you for coming to this important event. Your feedback on the 21 draft policies on display today is vital to ensuring the final Neighbourhood Plan for Poringland reflects that the local community has said what it wants, and doesn't want, for this area. Please browse the displays, ask any questions and let us know if you broadly agree with the following policies, or would like to suggest some changes.

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**Please remember as you read them, these policies are all at 'first draft' stage and we need feedback from the community to ensure the final versions of policies reflect what people have said they want for this area.**

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The quickest way to do this is to pop a smiley face sticker against each policy on the wall showing if you agree/disagree with the wording. You can also use the post it notes and/or complete the feedback sheet to give us your comments. This sheet also has a space for you to add in your contact details if you'd like to be kept informed on the progress of the Neighbourhood Plan.

We also have a Facebook page which will keep the community up to date, and an email: [\*\*poringlandneighbourhoodplan@gmail.com\*\*](mailto:poringlandneighbourhoodplan@gmail.com)

I hope you enjoy your visit, and we look forward to answering any questions you may have.

Thank you again for getting involved in this important step for Poringland.

*John Henson*

**Chairman  
Poringland Neighbourhood Plan Committee**



# Gathering evidence and drafting policies

**These policies have been drafted as a result of the evidence gathered from Census data for Poringland, traffic data, housing information, environmental reports produced by third parties plus previous community consultation events<sup>1</sup> and the Community Survey feedback<sup>2</sup>. Much of this data is on display today.**

## Why are policies important?

These policies will be the criteria against which all future housing development applications will be assessed by the local planning authorities. They must therefore be concise, easy to understand and apply. They have a long shelf life and we need to ensure they are broad in their scope!



All feedback received today will be collected and reviewed by the Neighbourhood Plan Committee in October, and the policies will be amended as needed. There will then be further community consultation events to fine tune the wording as needed.

We then go to a Referendum next year where the community can vote on adopting the Plan. Do let us know today if you'd like to be added to our mailing list to be kept informed of progress! [email: Poringlandneighbourhoodplan@gmail.com](mailto:Poringlandneighbourhoodplan@gmail.com)

## ***Theme 1: Housing and the built environment***

### **Policy 1: Phasing residential growth**

The Parish Council will work with the Greater Norwich planning authorities to support a sustainable rate of growth in Poringland. This will include seeking a pause to the delivery of growth in the village as part of the next local plan such that allocations are programmed to start in the second five-year period of the local plan following adoption.



Development will also need to be managed and phased so as to ensure alignment with the capacity of available local services such as the schools and health care<sup>3</sup>.

<sup>1</sup> December 4<sup>th</sup> was the first event held to raise awareness and engagement of Neighbourhood Plan and over 300 comments were received on what people liked most and least about this area, and what they would like to see in the future. This initial consultation exercise helped shaped the Community Questionnaire questions.

<sup>2</sup> Just under 500 surveys were returned, giving a return rate of 23%

<sup>3</sup> This reflects the concern expressed locally that local services such as schools and medical services will be unable to cope with a large rise in the local population needing to access them





**Policy 2: Housing – scale**

Housing schemes will need to comprise of 20 dwellings or fewer. Developments of more than 20 dwellings will only be supported where they also propose to deliver significant community benefits. In-fill proposals will be supported in principle as long as the proposal does not unduly harm the local character, is a gap within a continuous line of housing or development, and the gaps can accommodate no more than five dwellings. Separate applications for parcels of land that are contiguous and in the same ownership will need cumulatively to comprise 20 dwellings or fewer.

**Policy 3: Housing – location**

There will be a presumption against development that would result in a material increase in traffic on the B1332 through the heart of the village. To help with this, development will be expected to be located to make it easy and attractive for new residents to walk or cycle to local services and facilities. There will also be a presumption against development to the south<sup>4</sup> of the village as defined on the proposals map, although proposals for single dwellings which do not harm the valued landscape may be considered acceptable.

**Policy 4: Housing mix**

Developments will need to provide a mix of housing types and sizes, and these should demonstrably meet local Developments need.

In addition, a minimum of 20% of dwellings must be suitable for or easily adapted for <sup>5</sup>older or less mobile residents. Proposals for sheltered housing will be supported in principle.

The inclusion of affordable home ownership, eco-homes and/or self-build plots on development sites will be considered as a benefit in the planning balance.

All developments should demonstrate their sustainability

<sup>4</sup> Towards Brooke

<sup>5</sup> This reflects the ‘future-proof’ element within the vision statement. Its aim is to help people stay in their own homes for longer through ensuring they can be easily adapted to meet changing needs.



**Policy 5: Affordable housing**

Affordable housing should be provided where relevant, with the proportion being in line with the local plan requirements. We would encourage developments of purely affordable housing. An affordable housing mix that provides opportunities for local people to buy, including discounted entry-level schemes, as well as affordable rent will be given greater weight.

Those provided as affordable rent will need to be retained as such in perpetuity.

***Theme 2: Environment, sustainability and rural character***

**Policy 6: Natural Environment**

As a minimum, all development will be expected to result in a demonstrable ecological gain, including through the creation of a range of habitats and reflecting the needs of local species. Great weight will be given to any proposals that would result in a significant ecological benefit.



There will be a presumption against any proposals which seek to remove protected or native species hedgerows, unless the impact can be adequately mitigated and an overall ecological gain achieved. Any hedgerow lost will be required to provide a native species replacement of an equivalent length and depth, as a minimum, and great weight will be given to proposals which result in an overall gain in the length of native hedgerow.

**Policy 6b**

The loss of any significant individual or groups of trees will only be considered to be acceptable if replaced on a 3:1 ratio by native species or broadleaved trees.

The above will apply retrospectively to any trees or hedgerows removed within five years prior to a planning application being made.



**Policy 7: Landscape**

There will be a presumption against development that reinforces the linear pattern of the village, and in particular that extends the village southward along the B1332. The landscape to the south of the village is considered to be a Valued Landscape and is designated as such in this Neighbourhood Plan.

As shown on the Proposals Map, important views to the south, west and east of the village will be protected from the adverse impacts from development. The layout and density of new developments should provide for distant views towards Norwich and the Tas Valley.

There will be a presumption against any proposal which results in the loss of any woodland.

**Policy 8: Open and green space provision and countryside access**



The following Local Green Spaces will be designated as part of this Neighbourhood Plan:

- Poringland Conservation and Fishing Lakes, by virtue of its recreational value, wildlife and tranquillity;
- Carr Lane community woodland; and the
- Playing field/ war memorial.

**Policy 8a**

Open space or play space requirements as part of new development or developer contributions will be expected to conform to South Norfolk Council policy with the following additions:

- Must result in ecological gain; and
- Will benefit all members of the community, including with regard to play space, with access being available to all.

**Policy 8b**

New development should take opportunities to improve access to the countryside, and as a minimum it will be expected that countryside access via the Public Rights of Way network will not be harmed by development.

**Policy 9: Street Lighting**

It will be essential to maintain the “dark skies” and the rural feel in Poringland by avoiding the introduction of street lighting as part of new development. New street lighting will therefore not be encouraged. If any is installed it must be designed so as to avoid disrupting the natural behaviour of bats.



### Policy 10: Flood risk

All major development proposals, or those coming forward within the areas of high, medium and low risk from surface water flooding, as identified by the Environment Agency, shall satisfy the following criteria:



- The application includes a Flood Risk Assessment (FRA) and Surface Water Drainage Strategy that gives adequate and appropriate consideration to all sources of flooding and surface water drainage to ensure there is no increased risk of flooding either on the development site or to existing property as a result of the development. Developers will be expected to demonstrate that downstream water flooding is avoided.
- The Surface Water Drainage Strategy, including any flood risk mitigation measures, should be agreed as a condition of the development before any work commences on site and implemented before the new development is connected to the existing drainage system.
- Sustainable Drainage Systems should be considered for all planning applications, following the SuDS hierarchy with particular note:
  - Development that manages surface water through infiltration methods may be supported provided it can be demonstrated that this will not result in the increase of flood-risk off-site.
  - Due to the nature of the local geology, developers should seek solutions that use storage zones or connections to a water course as an alternative where infiltration is not effective or practicable. Such drainage solutions should intercept and store long term surface water run-off up to and including the 1% plus an appropriate allowance for climate change. The Neighbourhood Plan will support water features that are incorporated into recreational areas or ecological gains as part of the solution, where appropriate.
  - Drainage strategy is likely to include the need to avoid piping, preferring instead open drainage channels.



**Policy 11: Character and Design**

All new development should be of a character and density that is broadly reflective of Poringland as a rural village, and adds to the sense of place. Densities for new housing development on any given site should be consistent and compatible with the existing and prevailing density in that local context and reflect the need to ensure that the village and rural feel is retained.

**Policy 11a**

There will be an expectation that developments will reflect the architectural character of the village, building on local distinctiveness and should have a unifying architectural theme. Developments should provide for a number of different elevations, although there will need to be a maximum of three storeys for any dwelling. Homogenous designs will not be considered favourably. The overall external appearance of affordable dwellings should be designed to the same standard and appearance as any open-market dwellings and be indistinguishable from the open market housing on site.

**Policy 11b**

New residential development must be well integrated functionally with existing housing. This is likely to mean that new developments retain an open aspect rather than being closed off from the rest of the village. Design and layout should also integrate with trees, hedgerows and other natural features to retain a rural village feel and provide wildlife corridors and habitats. The inclusion of public art or central community space into development proposals will also be encouraged and should provide a community focus for a development.

**Policy 11c**

These design requirements will not be made unduly demanding for smaller developments of fewer than 10 dwellings. Furthermore, innovative and/or eco-friendly design that achieves the policy requirements will be given significant weight in the decision-making process.



**Policy 11d**

All plans should make adequate provision for the storage of wheelie bins out of sight from public view within each plot and provide for screened/obscured communal bin collection areas within the development.



**Policy 12: Historic Environment**

Proposals that impact on the setting of any designated heritage assets will only be supported if the impact is either positive, neutral or any adverse impact is negligible or capable of being mitigated. Design that complements the heritage assets in the vicinity will be considered favourably.



***Theme 3: Transport and access***

**POLICY 13: Sustainable Transport**

New developments should encourage and enhance broader travel choices.

Development proposals must demonstrate safe walking and cycling links to key local services. Where necessary the developer must provide safe and good quality links between their site and existing provision.

Proposals that include improved connectivity to Norwich for sustainable modes of transport will be viewed favourably.

Development will take all reasonable opportunities to promote the use of public transport, such as improving bus waiting facilities. This could include improvements to bus services, especially weekend and evening services.

**Policy 14: Transport Infrastructure and Services**

When making decisions on transport or highways investment that affects Poringland, the relevant decision making bodies should take into account the following priorities

- Improved footway and road maintenance in the village;
- Improved car parking management around the school(s);
- Reduced traffic speeds on existing residential streets and roads in the village;
- An improved bus service
- Improved parking management around shops



**Policy 15: School parking**

Proposals to improve the parking provision and management around the schools, especially in relation to pick-up and drop-off requirements, will be supported in principle. Any planning application for expansion of the school should include a parking management scheme.



**POLICY 16: Transport layout of new residential development and parking standards**

The layout of new residential developments shall be designed to encourage reduced traffic speeds of 20mph or lower. Whilst development should be permeable to allow for easy pedestrian and cycle access through it layouts should be designed to minimise the potential for personal safety risks. In particular footpaths that have no natural surveillance or are routed along the back of homes and bounded by high fences will be discouraged and footways or footpaths through new development that is not subject to over-looking should be refused

**Policy 16a**

Where feasible and practical, off-street car parking should be provided for each new dwelling based on the minimum standards below.

**1 bedroom = 2 spaces**

**2 bedroom = 3 spaces**

**3+ bedroom = 4 spaces**

Where these standards cannot be met or where there is a potential for on-street parking to occur, streets will need to be designed to safely accommodate additional parking need, which may include parking facilities such as laybys. The level of provision will be determined on a site by site basis, enabling footways, cycle routes and junctions to remain accessible and unobstructed.

There will be a presumption against parking courts.



## ***Theme 4: Economy and Community Services/Facilities and Infrastructure***

### **Policy 17: Local Facilities and Services**

All new development will be expected to contribute to the need for additional facilities and services, particularly if that need is created or materially increased by the development.

In particular, proposals for new or expanded medical and educational facilities, childcare, supported care/ extra care services, banking facilities, and sports/ leisure centre facilities will be supported in principle and encouraged, particularly where they are in or in the immediate area around the Heart of the Village.

### **Policy 17a**

Where applications for change are submitted involving a potential loss of existing facilities they will be permitted where the developer can demonstrate:

- 1) They will be satisfactorily relocated to elsewhere, preferably in the Heart of the Village; or
- 2) Adequate other facilities of the same service offering exist within a reasonable walking distance of the majority of residents to meet local needs; or
- 3) No reasonable prospect of continued viable use which can be demonstrated through:
  - a) Six months of marketing for the permitted and similar uses, using an appropriate agent; and
  - b) Confirmation that it has been offered on a range of terms (including price) agreed to be reasonable on the advice of an independent qualified assessor.

### **Policy 18. Development in the village centre**

Development in the Heart of the Village (see proposals map) will only be acceptable if it comprises commercial development, especially start-ups or micro-businesses, retail, or community services/ facilities. This is to promote the area as a village centre.



### **Policy 19: Economic development**

New economic development that comprises a micro or small business will be encouraged and supported in principle, conditional on appropriate mitigation and design. Any proposal for an employment-generating use will need to demonstrate that:

- it will not have an unacceptable adverse impact on residential amenity;
- it will not have an unacceptable adverse impact on the transport network;
- it can accommodate all related parking within its site, including for visitors;
- it will not have any other unacceptable environmental impacts, including impacts on the historic environment.

Such economic development that is located separate from residential areas will be considered favourably.

### **Policy 20: Telecommunications**

The provision of essential infrastructure for telecommunications, mobile phones and broadband will be supported where it is of a scale and design appropriate to Poringland and would not cause undue visual intrusion, or have an unacceptable impact on the landscape setting and character. In line with Policy 6 of the *Joint Core Strategy*<sup>6</sup>, all new development must demonstrate how it will contribute to the achievement of fast broadband connections in the area.

### **Policy 21: Infrastructure**

The following are community infrastructure priorities and should be considered for developer contributions where appropriately linked with specific development, or else CIL contributions:

- Upgrading of pedestrian facilities along the B1332, especially crossing facilities;
- Expansion of the GP surgeries and other healthcare;
- Improved childcare and education provision;
- Extension of or improvements to the cycle route towards Norwich (note that most of this is outside of the parish);
- Upgrading of bus stops to bus shelters along the B1332;
- Improvements to Public Rights of Way;
- Renewable energy generation for the community.



<sup>6</sup> [The Joint Core Strategy](#) South Norfolk Council's strategy forms part of the [Current Local Plan](#) which is part of the Planning Policy Framework that outlines development in South Norfolk.

