



PORINGLAND NEIGHBOURHOOD PLAN

Poringland Community Centre, Overtons Way, Poringland, Norfolk, NR14 7WB

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<http://www.poringlandparishcouncil.gov.uk/neighbourhood-plan.html>

Qualifying Body: Poringland Parish Council

NOTICE OF MEETING AND SUMMONS TO ATTEND

You are hereby summoned to attend a meeting of Poringland Neighbourhood Plan Committee at 7pm on Wednesday 20th June 2018 at Poringland Community Centre.

The business to be transacted at the meeting is as follows:-

1. Attendance and Apologies for Absence

2. Declarations of interest for items on the agenda and applications for dispensations

Members are invited to declare personal or pecuniary (prejudicial) interests in any items on the agenda. It is a requirement of the Parish Council (Code of Conduct) that declarations from a Member include the nature of the interest and whether it is pecuniary or an interest other than pecuniary. In the case of a pecuniary interest being declared and no dispensation being sought or approved, the member must disclose the interest and withdraw from the meeting when the item is discussed. If any Member has made a public comment and/or reached a predetermined view prior to attending a meeting it could invalidate the Council's decision, therefore the Member concerned cannot take part in any discussion and an interest must be recorded.

3. Minutes of the meeting held 16th May 2018

4. Matters arising from the minutes

5. Adjournment for public participation

6. Policies: First Draft

7. Final Results from Surveys

8. Presentation: Final Draft Evidence for Poringland Neighbourhood Plan

9. Any other Neighbourhood Planning matters the Committee wishes to discuss

10. Date of next Neighbourhood Plan Committee meeting: Wednesday 18th July 2018, 7pm, Poringland Community Centre

Dated the 14th June 2018 Clerk.....

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**Minutes of the Meeting of the Neighbourhood Plan Committee
Wednesday 16th May 2018, 7 30pm Poringland Community Centre**

Present: John Henson (Chairman)
John Joyce (Vice Chairman)
Charles Auger
Roger Webb
Sarah Lovelock
John Hodgson
Lisa Neal
Henry Gowman
Anne Barnes
Trevor Spruce
Catherine Moore (Parish Clerk)
Stephanie Ayden (Project Officer)
Mark Thompson (Small Fish consultancy)

- 1. Election of Chairman**
John Henson was elected as Chairman, proposed by Lisa Neal, seconded by Trevor Spruce, all in favour.
- 2. Election of Vice Chairman**
John Joyce was elected as Vice Chairman, proposed by Trevor Spruce, seconded by Lisa Neal, all in favour.
- 3. Apologies or Absence**
Apologies for absence were received from Carl Pitelen, Marie Charles, Tim Boucher, David Hewer and Lorraine Matthews.
- 4. Declarations of interest for items on the agenda and applications for dispensations**
There were no declarations of interest.
- 5. Minutes of the meeting held 18th April 2018**
The minutes of the meeting held on 18th April 2018 were **agreed**. Proposed by Anne Barnes, seconded by John Joyce, all in favour.
- 6. Matters arising**
There were no matters arising.
- 7. Adjournment for public participation**
There were no public comments.
- 8. Headline feedback from survey results**
The Project Officer circulated a summary report of data in so far (313 responses out of a total of 465). The survey had achieved a return rate of 21%, so the results could be accepted as representative of the community. Key findings were highlighted, and a selection of comments included. There was some discussion around the interim findings, particularly around the question of attracting new businesses and the subsequent community concerns around size, noise and further traffic. It was agreed that the final

data would be useful in developing a policy around the criteria for new businesses in the area. Flooding was also clearly an issue which needed to be reflected in the Plan's Policies. Inputting surveys was ongoing and would be completed by the end of May. Many of the interim results reflected the evidence in the presentation given later by Mark Thompson. The Prize Draw took place, with four respondents return slips being drawn by John Henson and passed to the Clerk.

9. **Draft evidence for Poringland Neighbourhood Plan – Mark Thompson**

This was presented to the Committee and a discussion followed around the findings, and how they would influence the subsequent drafting of Policies.

Key items noted by the Committee were around:

- The apparent surplus of affordable homes – this could be interpreted as delays in take up by Housing Associations and lack of awareness by the public of different options available than lack of demand.
- The possibility of having a 'breathing space' to allow the community to settle following high level of development over the last few years. This was a major theme also running through the survey results. It was confirmed that as Poringland had met its 5 year land plan, we may be in a good position now to request delaying allocations. We could explore the proportions of completions relative to other communities and highlight the rate of change in the Plan's narrative.
- The perception that schools were full was erroneous, in fact the increase in new households wasn't replicated by an increase in school age children needing school places.
- Discussions around bus routes/shelters, the need for toucan crossings (specifically at the Church end of the village) and designing ways to reduce speed without imposing speed limits followed. Designated certain areas (eg, Poringland Lakes) as having protected status was also raised, and the information given in the 1805 Enclosures Act could be used as a means to protect and re-establish lost hedgerows.
- It was agreed a policy around discouraging ribbon development was important in order to keep the green gaps from Norwich and Bixley.
- The possibility of having a Policy that stated that 'design [within smaller developments] would be given significant weight' was suggested. This may include things the community specifically **don't** want to see as not in keeping with village feel.

It was **agreed** that Assets of Community Value could be included within the evidence base.

The Committee felt this report gave a good basis of evidence, and work could start on the iterative process of drafting Policies. This would be led by Jason Parker, and further worked on by a small sub-committee ready for approval of the Draft Policies by Council at 25th July.

It was **agreed** that John Henson, John Joyce, John Hodgson, Charles Auger, Lisa Neal and Henry Gowman would be appointed to the sub-committee, and the Project Officer would set up the first meeting.

10. Agreed dates and format for public consultation on draft Policies were confirmed:

- **Saturday 22nd September 10am to 1pm**
- **Tuesday 25th September 2pm to 6pm**

A visual narrative showing 'you said/we did' approach was considered the best approach.

SA

It was also suggested to use the Poringland Fete (July 14th) as both a chance to promote awareness of the Plan (by handing out leaflets) and having an attractive and informative visual display stand (showing data, policy areas, vision statement and objectives).

Mid September also sees some key opportunities for further promotion, eg the Poringland Colour Run.

9. **Any other Neighbourhood planning matters the committee wishes to discuss**

There were no other matters to discuss.

10. **Date of next meeting:**

Wednesday 20th June 2018, 7pm, Poringland Community Centre.

There being no other business, the Chairman closed the meeting at 9.20pm.

CHAIRMAN

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Poringland Neighbourhood Plan - Policy options

Housing

To date, the housing growth in Poringland has been disproportionate to its size and place in the local plan spatial strategy, due largely to the lack of a five year housing supply in the Norwich Policy Area for a number of years. The growth rate is just over double the planned growth rate, which could cause issues around social cohesion and inadequate service provision.

Whilst it is recognised that Poringland provides a sustainable location for some housing growth, there is a need, moving forward, to strike the appropriate balance between growth, especially the rate of growth, and the needs of the existing community.

There is a clear local concern regarding the impact of growth on local services and potentially the increased need for additional services.

Policy XX: Phasing residential growth

The Parish Council will work with the district council to support a sustainable rate of growth in Poringland. This will include making the case for 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.

The housing profile is dominated by detached homes, with three bedroom properties most common. Just over a quarter of properties are single occupancy and almost half of households have 2 or more spare bedrooms for the number of people living there. This would indicate a need for smaller homes to enable residents to downsize if they choose, although of course not everyone would want to. The recent large developments have also tended to focus on the provision of larger family homes, with a lack of smaller market dwellings for older or differently abled residents. Conversely, affordable home provision has focused on smaller dwellings, with few of the smaller dwellings being open-market. Poringland has an older and an ageing population. This would indicate the need for development to focus on homes suitable for older people, perhaps single storey or easily adaptable for older less mobile occupants, so that residents are able to stay in Poringland as they get older.

The overall scale of development is a key area of local concern. Although this is a matter for strategic planning by the local planning authority, the concern could potentially be addressed by a greater focus on smaller developments rather than large estate developments.

To that end, the Neighbourhood Plan seeks to encourage smaller-scale developments to come forward in the future, which provide a better mix of sizes for all tenures. Early

consultations have identified that the community places a high priority on smaller developments and in-fill comprising smaller homes, homes suitable for older people, eco-homes, and starter homes.

The biggest concern locally is the increase in traffic with further growth, especially traffic through the centre of the village.

The Neighbourhood Plan will work to support the growth and its timing agreed with South Norfolk District Council in its new Local Plan. However, any new residential growth in Poringland will need to meet the requirements in **Policy XX**, set forth below.

Policy XX: 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, such as, but not limited to, the infrastructure projects set forth in Policy XX. 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.

Policy XX: 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 (see Proposals Map for 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.

Proposals for five or more dwellings that result in the growth of the village further southward will not generally be acceptable; or

There will also be a presumption against development to the south of the village (not sure there is strong evidence for this on the basis of responses).

Policy XX: Housing mix

Developments will need to provide a mix of housing types and sizes. A minimum of 40% of dwellings on new residential developments must be small homes with only 1 or 2 bedrooms, including some open-market dwellings. In addition, a minimum of 20% of dwellings must be suitable for or easily adapted for older or less mobile residents. Proposals for sheltered housing will be supported in principle.

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

Do we say anything about the broad acceptable location for development? Only the area to the west/ towards Stoke had fewer than 50% disagreeing, but I don't think it was clear cut. Although more *strongly agreed* with development to the north, it is not obvious where this

would be whilst still being within Poringland. I recall this was also discussed at our meeting on options. Existing housing abuts the northern boundary of the parish along the B1332, and immediately south of this, new development is being built-out. We can't have a policy requiring housing to be located to the north outside of the parish. In addition, we can't have a policy requiring a green or strategic gap between the parish and Trowse/ Norwich as this is also outside of the parish. We could potentially have a non-planning policy saying that we would work with the other local parishes and SNC on preferring development to the north, whilst retaining that gap?

In order to comply with the above policy, any existing larger site allocations (**check if this applies to any**) coming forward to the planning application stage should be sub-divided into smaller development parcels of 20 dwellings or fewer, each with their own unique neighbourhood feel and character, reflecting and integrating with the immediate area. Future site allocations and applications for planning permission should not exceed 20 homes per development site.

A material increase in traffic is defined in the County Council's Safe, Sustainable Development (2015) document, or any successor to this.

Remove permitted development rights to ensure that small dwellings are not enlarged to add additional bedrooms? May need legal advice on this.

Planning applications with provision for affordable housing, starter homes or self-build plots should be accompanied by a Draft Head of Terms showing an intent to secure these housing types.

Any proposal that does not provide the required percentages of smaller homes or homes suitable for older people will need to be justified with clear evidence that such homes are not at that time required to that level, or that the development is made not viable by providing these requirements.

Affordable housing

Home ownership is high, 81%. It could be difficult for people with lower incomes, particularly the younger generation to stay in the village. A considerable amount of affordable housing has been delivered in recent years in Poringland and there is an indication that this has met the local need at the current time. Looking forward, however, additional need will emerge and this should be met. Early consultations indicate that affordable housing is a high priority locally, especially affordable housing that enables people to get on the housing ladder.

Policy XX: Affordable housing

Affordable housing should be provided where relevant, with the proportion being in line with the local plan requirements unless there is clear evidence that they are not needed or that it would make the proposal unviable. Rural exception sites for affordable housing will be considered favourably where they abut the development boundary or have good sustainable access to village services. An affordable housing mix that provides opportunities for local people to buy, including Starter Homes, as well as affordable rent will be given

greater weight.

Character and design

The number of large-scale sites obtaining planning permission has been changing the character and form of the village in an adverse way, moving away from a rural village and more towards an estate driven suburb.

Any original or historic vernacular has largely been swallowed by more modern development over the years. Protecting old vernacular from being further diluted where that old vernacular still prevails could be important. Any development in close proximity to these will need to have particular regard to any impact on their significance, and design itself might be more important.

There is no strong unifying theme in terms of design. The village contains a significant number of bungalows. Poringland is now characterized by a real mix of styles. There is concern locally that the density of newer developments has not reflected the character of the village, and that it is important for design to contribute towards retaining the rural nature of the village.

Policy XX: Character and Design

All new development should be of a character and density that is reflective of the village as a whole as well as the immediate setting, 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 locally distinctive character of the locality in which the new development is proposed so that the village feel is retained.

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, but provide for a number of different elevations. Homogenous or uniform designs will not be considered favourably. There will be a presumption against design that includes flat roofs. These design requirements will not be made unduly demanding for smaller developments of fewer than 10 dwellings. Innovative and/or eco-friendly design that achieves this will be given significant weight in the decision-making process.

New residential development should blend with existing housing and be well integrated, both visually and functionally. 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.

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.

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.

The inclusion of public art into development proposals will be encouraged.

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 asset will be considered favourably.

Natural environment and landscape

The parish is semi-rural in character, based on former parkland area, and includes several woodland blocks scattered throughout the parish. Hedgerows previously delineated field boundaries, although these have been lost where large developments have amalgamated multiple agricultural fields, particularly in the west of the parish. Additional growth and development could place more pressure on these natural features and further fragment the remaining habitats available for local wildlife, and the community feels strongly about protecting wildlife and respecting landscape features. As a result, it is important to ensure that further habitat loss and fragmentation is avoided and landscape features such as hedgerows are retained where possible, and that new developments realise an ecological gain as supported by the local community.

Development has been concentrated along the B1332 Norwich Road, with linear post-war development combined with estate development to the east, mostly between Long Road and Rectory Lane. There is also some estate development at Oaklands and Oakcroft Drive, to the east of the B1332. More recently, estate development has also taken place to the west of Norwich Road, such as south of Heath Loke. Additionally, some ribbon development extends along Caistor Lane, and Stoke Road/Poringland Road. The South Norfolk Place-Making Guide and Landscape Character Assessment suggest that development should not accentuate the linear quality of the post-war settlement pattern, and that important distant views towards Norwich and the Tas Valley be retained.

Policy XX: Natural Environment

As a minimum, all development will be expected to result in a measurable ecological gain, including through the creation of a range of habitats. 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.

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.

The loss of any significant individual or groups trees will only be considered to be acceptable if replaced on a 3:1 ratio by native species, broadleaved trees or through an in-kind financial contribution as compensation, which will be secured through a planning obligation, which will be used to plant new trees.

Developments should seek to incorporate existing hedgerows into the design and layout of all development proposals wherever possible and further enhance this habitat by using mixed native species hedgerows to further delineate individual plots. Where fencing is proposed, gaps should be left underneath to allow to larger terrestrial species to travel through gardens unhindered. Bat boxes should be integrated into the eaves on all buildings.

An ecological study and/or arboricultural impact assessment should accompany all planning applications which effect natural structural features and should outline how it is compliant with the above policy and detail the mitigation measure proposed, which will be secured via planning conditions.

Policy XX: 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 blocks. The proposed loss of hedgerows that are an integral part of the landscape will be resisted, and if unavoidable there will need to be compensatory planting.

Open space and access to green space

Porringland has recently accommodated considerably growth for a village of its size, and is likely to do so as part of any future Local Plan. This does risk, however, eroding available open and green spaces, and clearly any form of development, unless on brownfield, results on the loss of open or green space. Access to the countryside is perhaps not a major issue at the moment for most, access to green space is an issue for some. Furthermore, clearly it could be threatened with further housing development potentially affecting Rights of Way,

and the desire to gain access to the countryside could become greater as the village becomes more built-up. It will be important to ensure the provision of public open space as part of development, and protect sites, as designated Local Green Spaces, that are demonstrably important to the local community and are local in nature. This principle received very strong support in consultations, perhaps complementing a concern that the rural nature of the village is being eroded. It will also be important to ensure that Rights of Way are not harmed by new development.

Policy XX. 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 tranquility;
- XX – any others?

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

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

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.

Designated Local Green Spaces are shown on the proposals map, and these will be protected from development in accordance with the NPPF.

The consultations revealed a degree of concern with the loss of dark skies with more street lighting. Although this is not a planning matter, it is a clear community aspiration.

Key Statement 1: 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.

This will help to preserve some of the important distant views from Poringland and help to maintain a rural village feel.

Transport and travel

In the consultations, the community is particularly concerned about traffic generated by new development, especially through the village centre, and very supportive of enabling people to walk or cycle to services and facilities. Reasonable cycling and walking facilities do already exist, such as the

off-road facilities along the B1332, although many cyclists prefer the carriageway. Public transport is good for a rural village, and this is reflected in patronage. In terms of waiting facilities, whilst some stops benefit from shelters, not all do.

The proximity of Norwich strongly influences travel patterns and choices. It will be important to retain good transport connectivity with the city, such as public transport, especially bearing in mind those who do not own a car

Despite the good cyclist and pedestrian facilities, over one third of accidents involve these groups. Injury is more likely the higher the traffic speed. Pedestrian and cyclist casualties could be reduced with lower traffic speeds.

Within the village, walking is the most popular mode of transport, whilst the number of people cycling is surprisingly low and the environment and infrastructure for cycling could need improving. Consultations found that people are more likely to cycle if there were more off-road paths, lower traffic speeds, improved safety features, and especially less traffic. Developments will be expected to take all reasonable opportunities to provide for safe and convenient pedestrians and cycle access. This could include providing new or enhanced facilities, or improving the physical condition of existing facilities.

POLICY XX: Sustainable Transport

New developments should encourage and enhance broader travel choices.

Development proposals must demonstrate safe walking and cycling links with the primary school, community centre and other key local services in Poringland. Where necessary the developer should 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.

Do we need a policy on traffic management/ calming on the B1332 through the heart of the village?

Something on improved bus services, especially weekends and evenings

Consultations have identified a number of transport-related issues, not all of which are directly related to planning applications, but which are nevertheless important.

Key Statement 2: 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, in order of priority:

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

Any enhancement of the bus service should consider improvements to weekend and evening services as a priority, according to consultation feedback.

Policy on any application for school expansion or redevelopment should include a parking management scheme?

The consultations identified a modest concern regarding parking provision related to future growth. Anecdotal evidence indicates that insufficient off-road parking in some new developments has led to on-street parking, with consequences for the flow of traffic and safety. Measures to slow down traffic in new residential areas and on through routes has strong local backing.

In terms of the layout of new development, whilst permeability within new developments for pedestrians and cyclists should be encouraged, this must not be to the detriment of security and crime/ police enforcement.

POLICY XX: Layout of new residential development

The layout of new residential developments shall be designed to encourage reduced traffic speeds of 20mph or lower. This will make it safer for all road users, but especially pedestrians and cyclists. 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.

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

1 bedroom = 1 space

2 bedroom = 2 spaces

3+ bedroom = 3 spaces

Where there is a potential for on-street parking to occur, streets should be designed to safely accommodate this, which may include communal 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.

Parking standards are needed to minimise on-street parking, and streets should also include some provision for on-street parking (such as lay-bys) so that people do not park on footways/ cycle routes etc.

Flood risk

Poringland has a significant issue around surface flooding because of the local geology, and this was identified a key area of concern for most residents. New development will need to avoid contributing to surface flooding, including on adjacent land. **Could reference particular areas where flooding has historically been an issue.**

POLICY XX: 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 is supported foremost.
 - 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 possible. 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.

Economy and community services/ facilities

Poringland is, in many ways, strongly influenced by the proximity of Norwich, which provides many of the job opportunities for Poringland residents, as well as many cultural and service attractions. As explained earlier, Poringland also has excellent road and public transport connections to the city. Nevertheless, Poringland has a number of local services and facilities including the primary school GP surgery, pharmacy, Budgens super market, All Saints church, community centre and library, recreation ground, village hall, pubs, take-aways, and others. Although many of the services are dispersed along the B1332, there is a definite village centre, the Heart of the Village (see proposals map) around Budgens.

Although the availability of services is reasonable for a village, rural villages in Norfolk have been losing services, and this obviously results in access to services being made worse. This can be a key area of deprivation and fortunately at the moment Poringland is not classed as deprived for 'access to services'. The important consideration will be maintaining as a minimum the current level of services, and supporting new services. The increasing population will need to have a greater range of services to be sustainable community. Consultation feedback particularly supported new banking, leisure, and play/ sports facilities for older children. Although new childcare services were not seen overall to be especially important when ranked against other services, other feedback does suggest it is important to a minority, no doubt those with young children or planning a family. There is also support for new smaller businesses, and the expansion of medical facilities, the primary school, and supported care/ extra care services.

The majority of residents would like to see improved mobile phone signals and better broadband speed and coverage in Poringland.

Policy XX: 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.

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 XX. 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 XX: 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; and
- 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.

If evidence shows a capacity issue at the school there could be policy around any expansion proposal being tied to addressing parking management as this was a key concern in consultations.

Policy XX: 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*, all new development must demonstrate how it will contribute to the achievement of fast broadband connections in the area.

Infrastructure

Physical, environmental and social infrastructure will need to keep pace with a growing Poringland etc.

Key Statement 3: 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 crossing near All Saints church to a toucan crossing;
- Expansion of the GP surgery and other healthcare;
- 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 – might need to take legal advice on this;
- Any others XX.

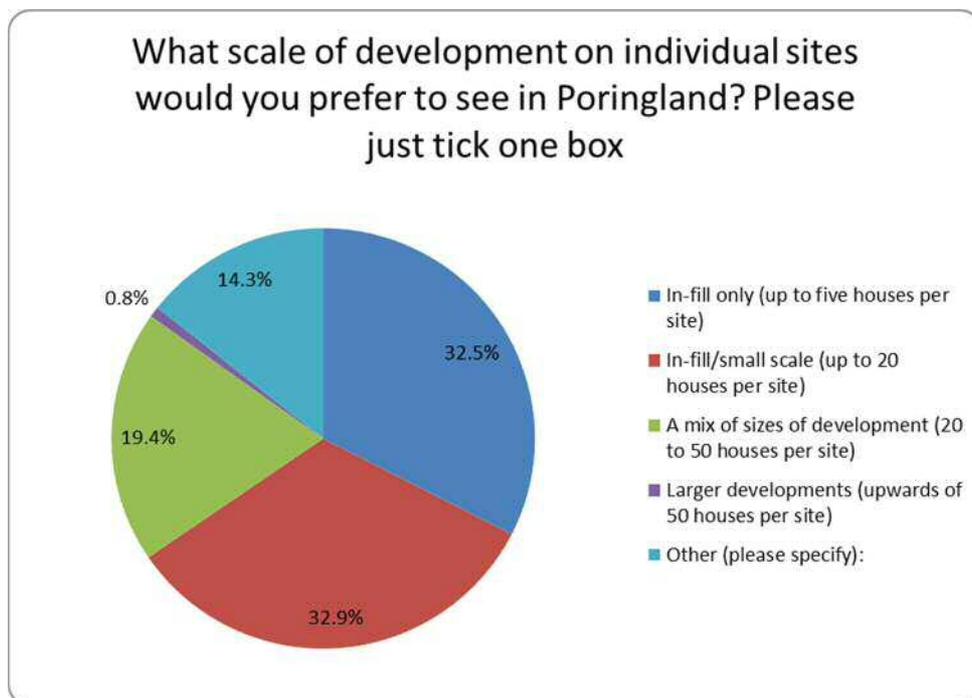
Poringland Community Survey

Return rate = 23 % (465 returns from a 2200 mail out **Q1 and Q2 – by order of priority (high to low)**)

Priority*	Type of housing (Q1)	Type of tenures (Q2)	What should influence location of new housing? (Q6)
1	Eco friendly (73%)	Help to Buy (79%)	Minimise traffic through the village centre 78%
2	Bungalows (71%)	Affordable rent (72%)	Easy access on foot/bike to existing facilities such as shops and services 64%
3	1 or 2 bedroom homes (69%)	Low cost housing (65%)	Minimise traffic through existing housing areas 61%
4	Retirement homes (67%)	Shared equity (53%)	Direct access onto Bungay/Norwich 37%
5	Affordable housing (61%)	Private rented (21%)	
6	3 or 4 bedroom 60%		
7	Semi detached housing (55%)	Leasehold (12.7%)	
8	Supported housing (50%)		
9	Detached housing (40%)		
10	Apartments/flats (32%)		
11	Terrace housing (31%)		
12	5+ bedroom houses (9%)		

No major difference in this ordering appears by subtracting the low priority % from the high% figure

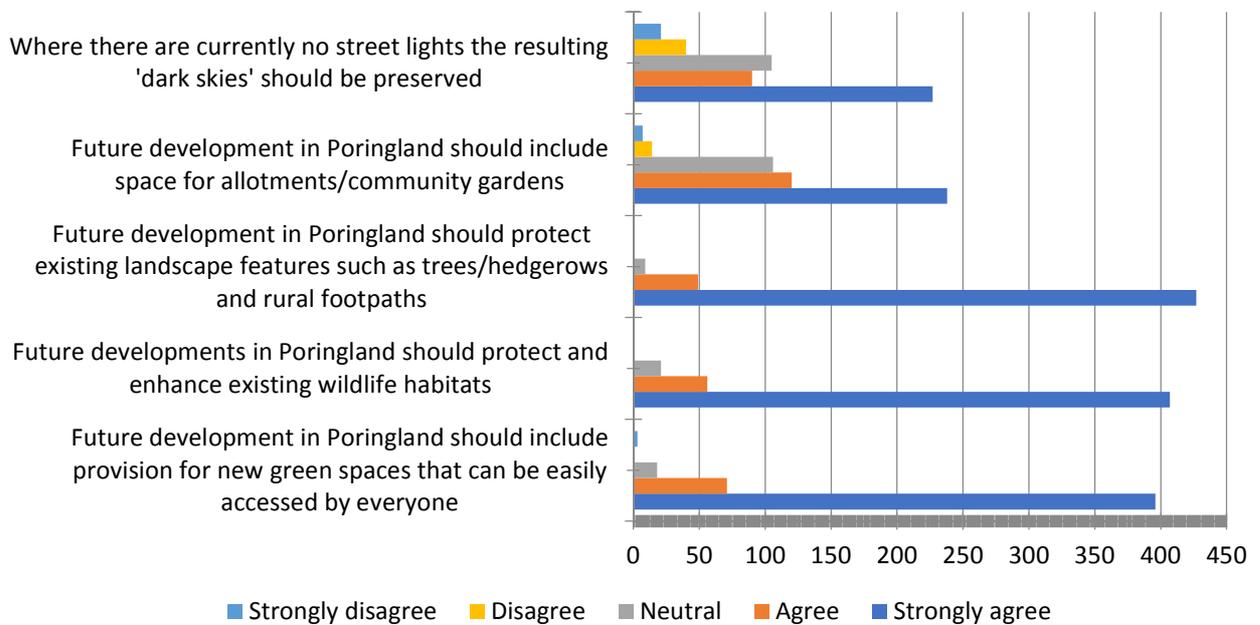
Q3: Preferred scale of development on individual sites:



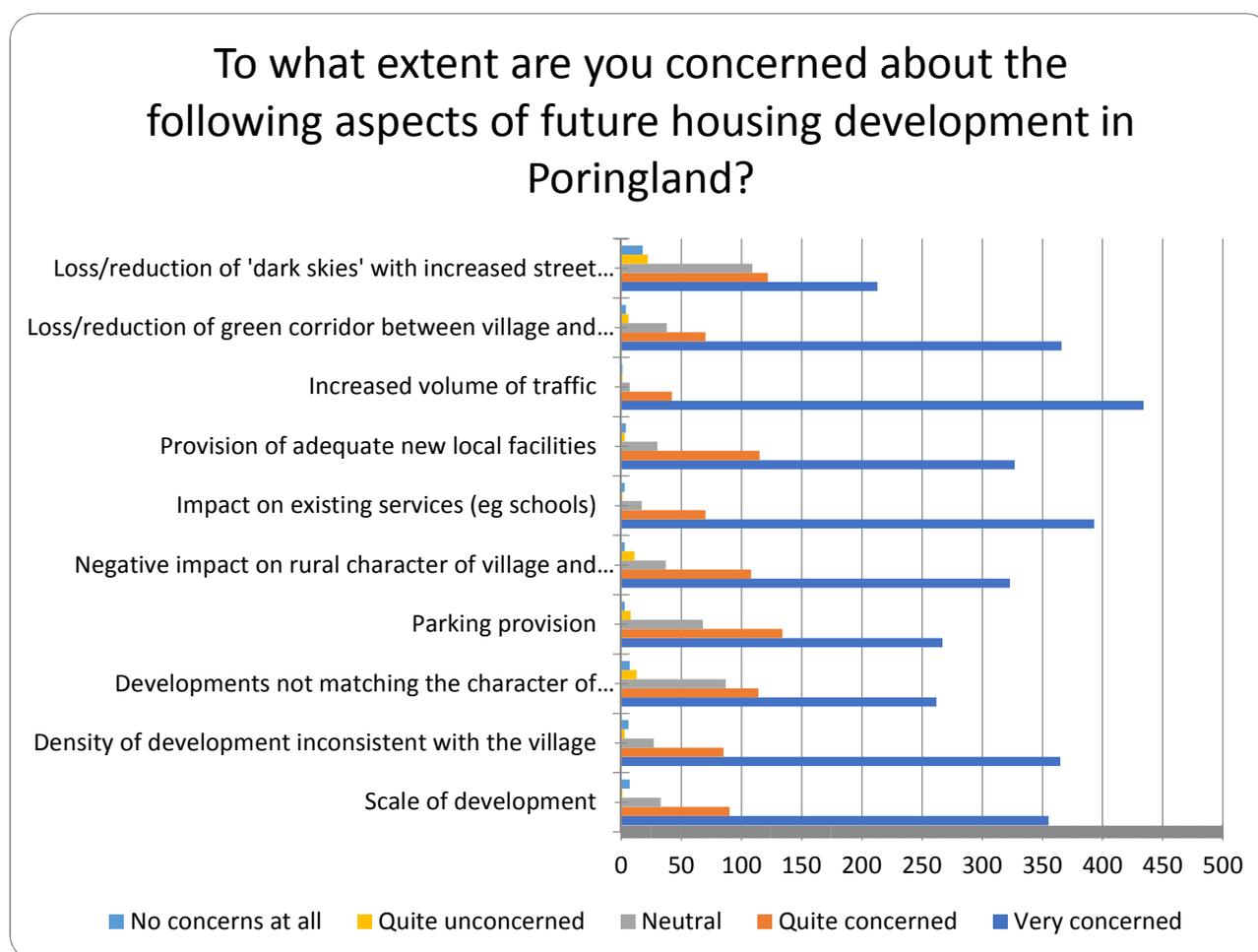
What scale of development on individual sites would you prefer to see in Poringland? Please		
Answer Choice	Response Percent	Response Total
1 In-fill only (up to five houses per site)	32.5%	159
2 In-fill/small scale (up to 20 houses per site)	32.9%	161
3 A mix of sizes of development (20 to 50 houses per site)	19.4%	95
4 Larger developments (upwards of 50 houses per site)	0.8%	4
5 Other (please specify):	14.3%	70
	answered	489
	skipped	7

Q4: Agree/Disagree with a range of statements around DEVELOPMENT

To what extent do you agree or disagree with the following statements? Please tick one box per statement



Q5: Concerned/Unconcerned with aspects of future housing development



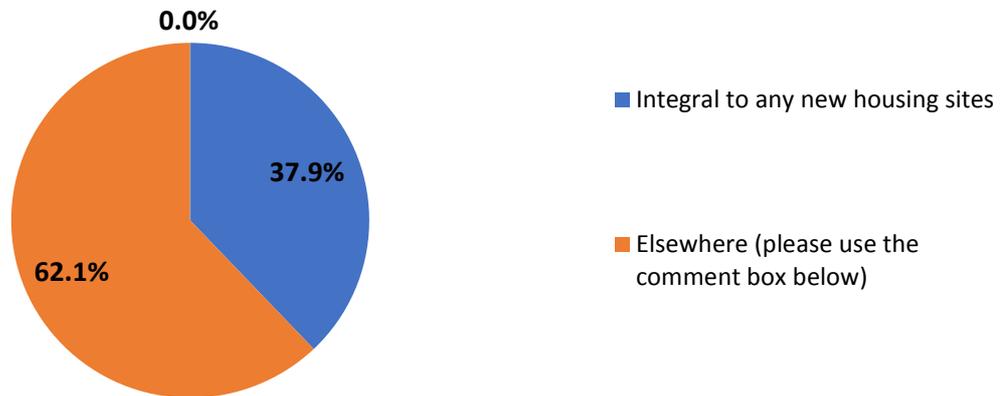
Q7

Location	Agree	Disagree
North, towards Norwich	31%	57%
South, towards Brooke	25%	57%
East, towards Framingham Earl	17%	60%
West, towards Stoke/Shotesham	29%	50%

Q8 How important is it to create more and varied employment opportunities within Poringland, within the following categories?

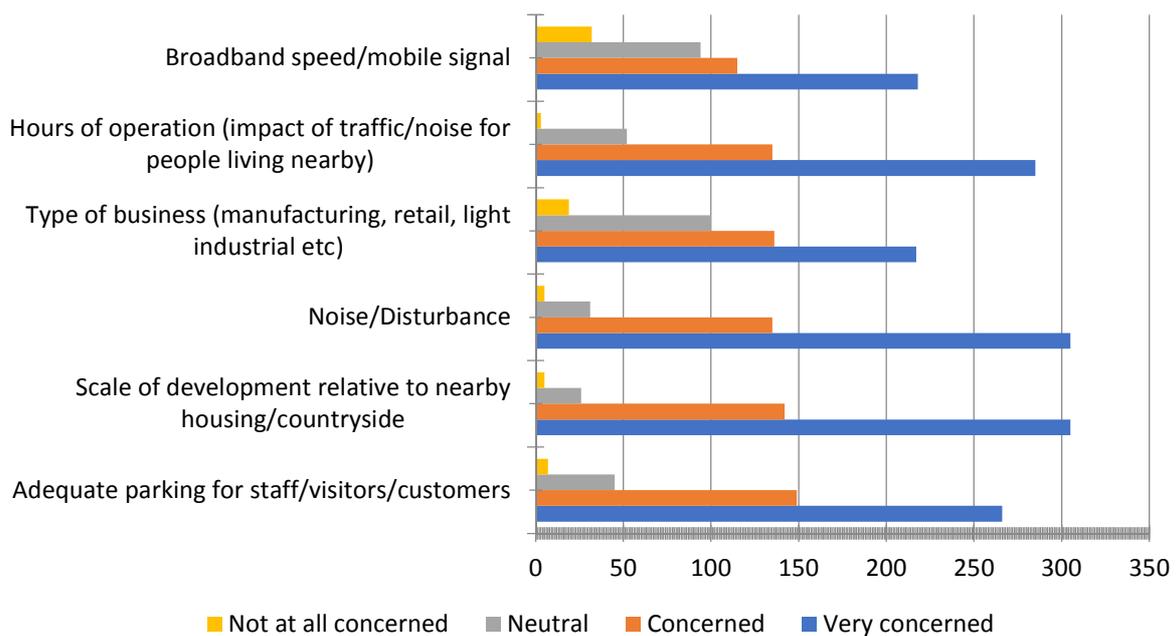
Location	Seen as important	Seen as unimportant
Micro business >10 employees	77%	8%
Small > 50	59%	20%
Medium > 250	15%	62%
Large >	6%	75%

If there is to be more land set aside for business development, such as a small business park, should it be integral to new housing sites or elsewhere? Please just tick one box

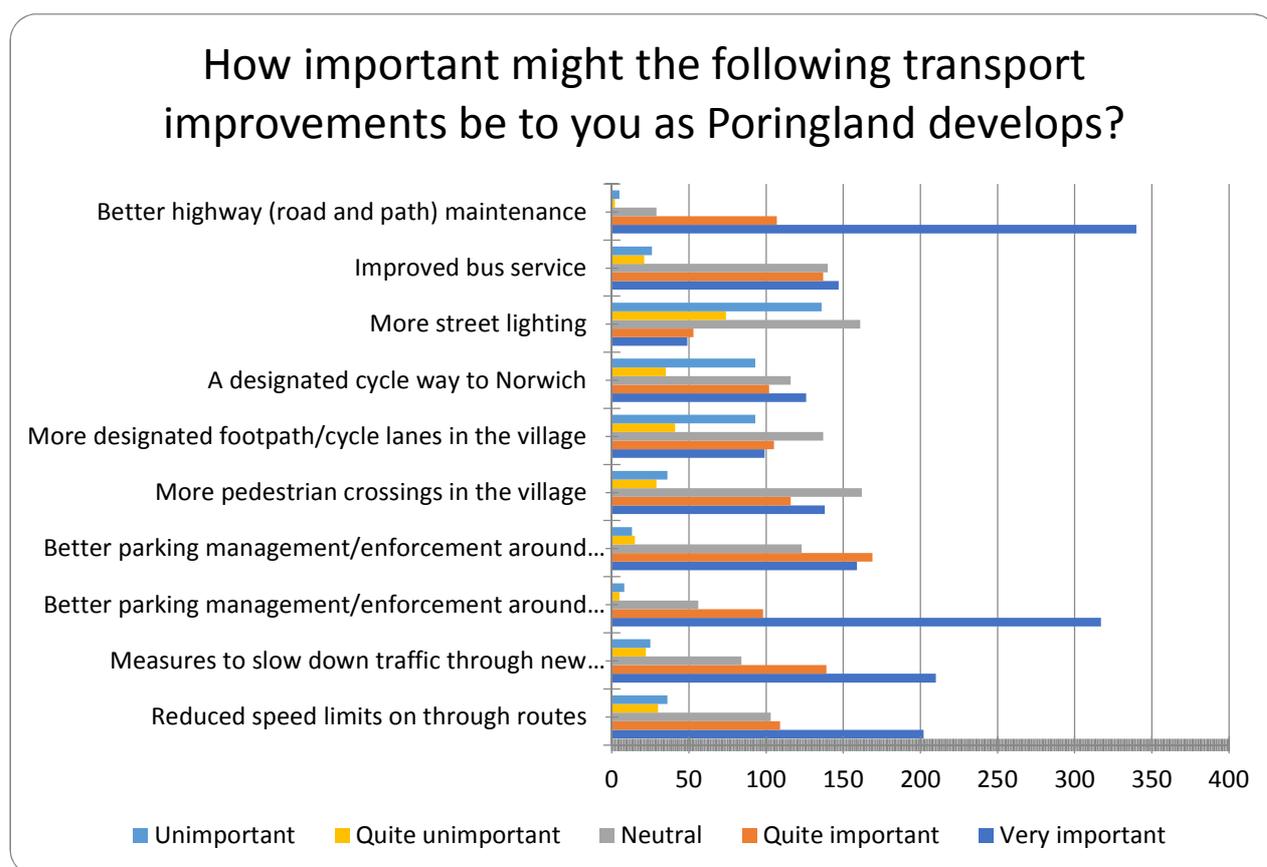


Q10

In making provision for new employment opportunities locally, what issues may be a concern for you?



Q12



What would encourage people to walk or cycle more often, rather than drive:

53% - a maintained network of paths for cycles and pedestrians connecting the village and nearby locations

43% - less traffic

34% - improved safety measures for cyclists and pedestrians

30% - lower traffic speeds

27% - wider footpaths and cycleways

26% - additional controlled crossing points

24% - More benches (near to bus stops and shops)

20% - Better street lighting

14% - More secure cycle parking

Q16 – something new for Poringland in order of popularity

1. 62% Public swimming pool
2. 68% Banking facilities
3. 66% - Better park/play/sport facilities for older children
4. 62% - Leisure centre
5. 60% - Allotments/community garden
6. 54% - Evening youth club
7. 43% - Additional childcare facilities
8. 39% - More retail/small shopping mall
9. 34% - More places to eat out

Q17 – Existing services to expand/improve

1. 91% - medical facilities
2. 81% - better broadband provision
3. 77% - better mobile signal coverage
4. 73% - pharmacy
5. 72% - recreational/sporting/outdoor activities for all ages
6. 70% - Primary school
7. 68% - facilities for teenagers
8. 66% - Secondary school
9. 64% - local employment opportunities
10. 57% - pre school/after school/holiday school club provision
11. 56% - Shopping facilities
12. 52% – play areas – younger children
13. 37% – residential care home/improved supported and socialist housing services
14. 11% – religious provision

Q18 – satisfaction with access to the countryside?

74% satisfied 13% neutral 12% dissatisfied

Q19 – concern with flooding and drainage matters: 78% concerned