



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 18th July 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 20th June 2018

4. Matters arising from the minutes

5. Adjournment for public participation

6. Policies: Draft for recommendation to Council for comment

7. Feedback from fete public engagement; and promoting further community engagement

8. Update on arrangements for public consultation September 2018

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

10. Date of next Neighbourhood Plan Committee meeting: Wednesday 15th August 2018, 7pm, Poringland Community Centre

Dated the 12th July 2018 Clerk.....

**Minutes of the Meeting of the Neighbourhood Plan Committee
Wednesday 20th June 2018 7pm Poringland Community Centre**

Present: John Henson
John Joyce (Vice Chairman)
John Hodgson
David Hewer
Roger Webb
Carl Pitelen
Henry Gowman
Anne Barnes
Lorraine Matthews
Trevor Spruce
Catherine Moore (Clerk)
Stephanie Ayden (Project Officer)
Mark Thompson (Small Fish Consultancy)

Also attended:

1. Apologies or Absence

Apologies for absence were received and accepted from Charles Auger; Tim Boucher; Lisa Neal; Marie Charles; Lisa Neal and Sarah Lovelock

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

There were no declarations of interest.

3. Minutes of the meeting held 16 May 2018

The minutes of the meeting held on 16 May were considered. David Hewer was added to the attendee list, and item 9's third bullet point was amended from Poringland to Norwich Local Policy Area. Proposed by Anne Barnes, seconded by John Hodgson, all in favour.

4. Matters arising

There were no matters arising.

5. Adjournment for public participation

There were no public comments made.

6. First draft of Neighbourhood Plan Policies

Mark Thompson presented his first draft of the 18 policies to the Committee. He confirmed he had referred to the evidence base plus the data from the Community Questionnaire. The committee discussed each policy and agreed some revisions to the wording. These were noted and the final draft of the Policies will be presented at the July meeting.

7. Community Questionnaire final data presentation

Data from all 465 returned surveys was presented to the Committee. With a response rate of 23% it was felt that the data could be taken as representative of the community. Charts would be produced by the Project Officer to display at the Poringland Fete by way of reporting back to the community.

8. Any other Neighbourhood planning matters the committee wishes to discuss

There were no other matters to discuss

9. Date of next meeting:

Wednesday 18th July 2018, 7pm, Poringland Community Centre

There being no other business, the Chairman closed the meeting at 8:50pm.

CHAIRMAN

Poringland Neighbourhood Plan – Draft Policy options

For Issues and Options Consultation

Vision

Poringland will be a safe, sustainable, self-sufficient and thriving local community with a strong identity and sense of place, with a village feel. It will encourage small and local businesses to prosper, and thereby create a 'future proofed' village, where residents have homes for life and a community which cares for all.

It will support a robust infrastructure of services and facilities balanced with protection and preservation of local natural habitats

Policies and objectives

1 Housing and the built-environment

Objective - To provide a balanced mix of house types and tenures, including affordable and 'future proofed' homes-for-life

In recent years, 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 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.

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 2**, set forth below.

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 (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.

There will also be a presumption against development to the south 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 need. Any single development of more than one dwelling should not comprise solely of one bedroomed dwellings, but will need to include one *and* two bedroomed 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 affordable home ownership, eco-homes and/or self-build plots on development sites will be considered as a benefit in the planning balance.

In order to comply with the above policies, any existing larger site allocations 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.

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 mix of demonstrable local need, particularly of smaller one and two bedroomed homes, or provide the required proportion of 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 meeting these requirements.

1.1 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 5: Affordable housing

Affordable housing should be provided where relevant, with the proportion being in line with the local plan requirements. Rural exception sites for affordable housing will be considered favourably where they abut the development boundary or have good sustainable access to village services, and are for a maximum of 20 dwellings. 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.

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

2 Environment, sustainability and rural character

Objective - To retain, encourage and enhance local natural habitats, to maintain and enhance a strong rural identity and sense of place for the area, through environmentally sustainable and sensitive small scale development

2.1 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 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.

There will be a presumption against any proposals which seek to remove 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 and quality 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 or broadleaved trees.

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

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 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 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 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.

2.2 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 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 tranquility;
- Carr Lane community woodland; and the
- Playing field/ war memorial.

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
- Will 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.

2.3 Dark skies

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 that relates to keeping Poringland as a rural village.

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. If any is installed it must be designed so as to avoid disrupting the natural behaviour of bats.

Check with SNC as to whether this is a planning issue

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

2.4 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 or more distant land. **Could reference particular areas where flooding has historically been an issue.**

POLICY 9: 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.

2.5 Rural character

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 10: 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.

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.

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.

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.

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.

Include photos as examples – Norfolk Homes a good example

Design and layout will need to avoid contributing to a suburban feel, which some recent developments have done, but must instead help to create a village feel.

The policy also requires developers to understand the local design and layout character, such as the existing general lack of flat rooves, the introduction of which could jar in a Poringland context.

Policy 11: 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.

3 Transport and access

Objective - To provide and maintain an attractive infrastructure to encourage safe and sustainable options for travel in and around the village for pedestrians and cyclists

In the consultations, the community is particularly concerned about traffic generated by new development, especially though 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 12: 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 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.

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 13: School parking

Proposals to improve the parking provision and management around the primary school, especially in relation to pick-up and drop-off requirements, will be supported in principle.

Policy on any application for school expansion 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 14: 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. 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 and footways or footpaths through new development that is not subject to over-looking should be refused.

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 should 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.

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.

A Transport Statement, where required, will need to show compliance with this policy.

4 Economy and community services/ facilities and infrastructure

Objective - To enhance the local economy with or by the provision of small business accommodation, attractive to established and start-up businesses

Objective - To develop current facilities to support the village and deliver attractive new amenities around sport, leisure, education and care

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 supermarket, 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. Furthermore, the evidence suggests that Poringland has an older and ageing population compared to elsewhere, and there is a desire to attract younger people to provide a better demographic balance. The availability of childcare provision could be important for this.

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 15: 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 16. 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.

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 17: 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.

Policy 18: 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.

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 facilities along the B1332, especially crossing facilities;
- 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.