

Poringland Neighbourhood Plan 2019—2039



Poringland Parish Council

Adopted Version - July 2021

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Introduction

Why have a plan for Poringland?

The Localism Act 2011 introduced new rights and powers that allowed local communities to shape new development in their community.

Through working together with their local Parish Council to draw up Neighbourhood Development Plans, local communities such as ours can now establish general planning policies for the development and use of land in and around where they live.

A key message however for communities undertaking this work is that Neighbourhood Plans cannot stop further development.

They can however shape the decision-making process, and the resulting plan must reflect the key concerns and aspirations of the local community.

The community of Poringland voted to accept the plan by referendum on 8th July and it became part of a series of plans that developers have to comply with. It can influence development by making it clear how we expect any new developments to fit in with what we have already and the contribution it should make to enhance the future of the area.

With not only an opportunity to have a real influence on how the parish develops, a higher proportion of the Community Infrastructure Levy goes to pay for capital projects that are deemed to be needed in the area.

Working together

The plan could not have been achieved without the considerable input from the many residents who came along to consultation events and made their views known through a variety of opportunities including a Community Questionnaire.

Around 500 householders representing 23% of the parishioners, completed this questionnaire in April 2018.

This feedback was reviewed and analysed by the Neighbourhood Plan Committee, who met monthly and discussed how best to reflect the key findings in the Plan.

Minutes were regularly published on the Poringland Parish Council website, and the meetings were open to the public.



Photo 1 Some members of the PNP Committee meeting to develop the Vision statement

Whilst this plan is a forward-looking document aiming to shape a Poringland of the future, it is worth a quick look back on the history of this vibrant, popular and changing village

Poringland - A Brief History



Photo 2 Poringland was well established by the time of the Norman Conquest, and was extensively detailed in the Domesday Book of 1086

The story of Poringland goes back centuries. All Saints Church is an ancient grade 1 listed building (the only one in the village) and sports a round tower with a bell probably cast in the 1400's. Local wisdom is that there is a chalice engraved with the text 'Poringland towne'.



Photo 3 The village's round towered church

In Victorian times the population of Great and East Poringland are reported to have been in the region of 600 and their occupations were based on small holdings and allied trades with several pubs, a smithy and other small businesses.

The population at the end of the First World War is said to have gone down to around

300 and, by the end of the Second World War there were very few more.



Photo 4 The village has always been home to a diverse range of small and medium sized businesses

Between the two World Wars there were significant numbers of social houses built in the village – Hillside, West View and Old Mill Road, all with substantial gardens to grow vegetables to support the families to keep well nourished.

The community was a scattered village of homes and farms along The Street.

In those days the Street was the main A144 to Bungay and beyond and was de-rated to the B1332 in the 1960's.

At one point small plots of land were sold off for self-built homes in Sunnyside Avenue and Oak Avenue.

Poringland began to develop from around the end of the Second World War, which is when our tale really begins.



Photo 5 The War Memorial

Post war development

From 1945 there was a population boom which combined with the large number of homes lost in wartime led to a housing shortage.

Until 1947 development was uncontrolled and depended upon landowners to permit building on their lands. The Town and Country Planning Act was brought in to control how development takes place and its successors still have power today to prevent development at the whim of developers.

In the 1950's to the 1970's the nation built a quarter of million houses a year and this record has not been approached since.

Large scale development was avoided in Poringland until the 1960's when developments such as Elizabeth Road, Hardesty Close and its surrounding Closes (Poringland Developments) and Church Close (Woolnough and Cogman) developed bungalows. Later developments were of chalet bungalow styles in Rosebery Avenue and St Mary's Road.

One novel development was of the 'upside down' houses and bungalows on Springfield which is one of the few really distinctive and unified developments in the village.

The end of the 1980's brought the Wilcon estate and the Boundary development.

The new millennium brought the Norfolk Homes and the David Wilson developments which have led to a significant growth in the numbers of homes in the village and to increased traffic along the B1332 into Norwich where many of the inhabitants work.

The area's geological profile

Poringland has very odd geology which gives the area flooding problems even though it is one of the highest parishes in Norfolk.



Photo 6 The village name is believed to derive from 'Poor spring land', because it has poor soil

Retreating glaciers at the end of the ice age left a clay bowl into which the ice dumped sand and gravel which holds water to create a phenomenon known as a 'perched water table'.

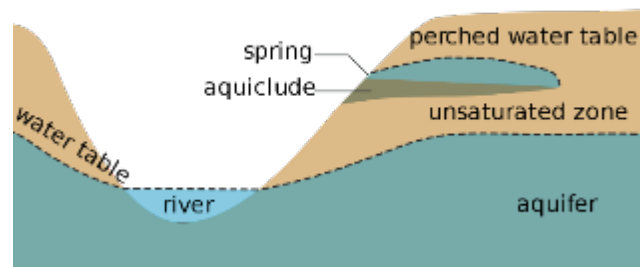


Figure 1 A perched water table is an accumulation of groundwater located above a water table in an unsaturated zone. It traps groundwater above a soil layer that is impermeable and forms a lens of saturated material in the unsaturated zone

Before the houses were built the area had several ponds and boggy areas.

The end result is that when it rains the water does not soak away to a deep-water table. Instead, it fills the clay bowl and inevitably flows out round the edges.

The significance for homes is that soakaways don't work in Poringland and, as a result, other methods need to be used to take rainwater away – generally by pipe or ditch through attenuation ponds to the headwaters of the Chet and to the Yare.

Poringland was one of the few areas in the country which had a Sustainable Drainage Scheme established around the turn of the century to prevent homes being flooded and developers must comply with its requirements.

What does the future hold?

Poringland is facing several challenges in the coming years.

In the past eighteen years, over a thousand new houses have been planned or built and the new inhabitants need to settle and make their new lives in this community.



Photo 7 Building on the approach to Poringland's northern boundary

At the same time Central Government is attempting through its National Planning Policy Framework (NPPF) to respond to a historic housing shortage by insisting that development takes place to meet that housing shortage.

The Government is aiming to build 300,000 new homes each year in England to meet demand.

Poringland has been developed to its northern boundary and has pressure upon its eastern, western and southern boundaries.

Social change and aspiration

Households are smaller. When I was growing up, six of us lived in one house. Fast forward forty years and at one point my immediate family occupied five separate homes.

People don't want to live in the crowded conditions we did many years ago. People are living longer, family groups are often smaller and high divorce rates and family breakdowns mean more homes are needed.

Families that occupied a four-bedroom house in many cases are now home to a single individual or a couple. Combine this with the reluctance many older people feel when considering leaving their home and 'downsizing'.

Complicating this is the fact that Norfolk is a popular place to move to and a lot of families want to move here because of the attractive environment and the expanding job opportunities.

In this light the Neighbourhood Plan has been unable to designate areas for development but have determined 'criteria' which if met, would make new developments acceptable.

This plan will have effect until 2039 and we will keep it regularly reviewed so that it continues to shape development in Poringland for the better.

John Henson

Chair, Poringland Neighbourhood Plan

Parish Profile: Poringland



Photo 8 Poringland has a strong link with oak trees, thanks to an oil painting by Norwich School artist John Chrome (1818-1820), on display at the Tate Gallery

Poringland is a village in the district of South Norfolk, England. It lies five miles south of Norwich city centre, and a further ten miles away from Bungay. Its population has rapidly grown in the past 50 years.

It covers an area of 2.44 square miles and has a population of 4,300 living in around 2,100 households.



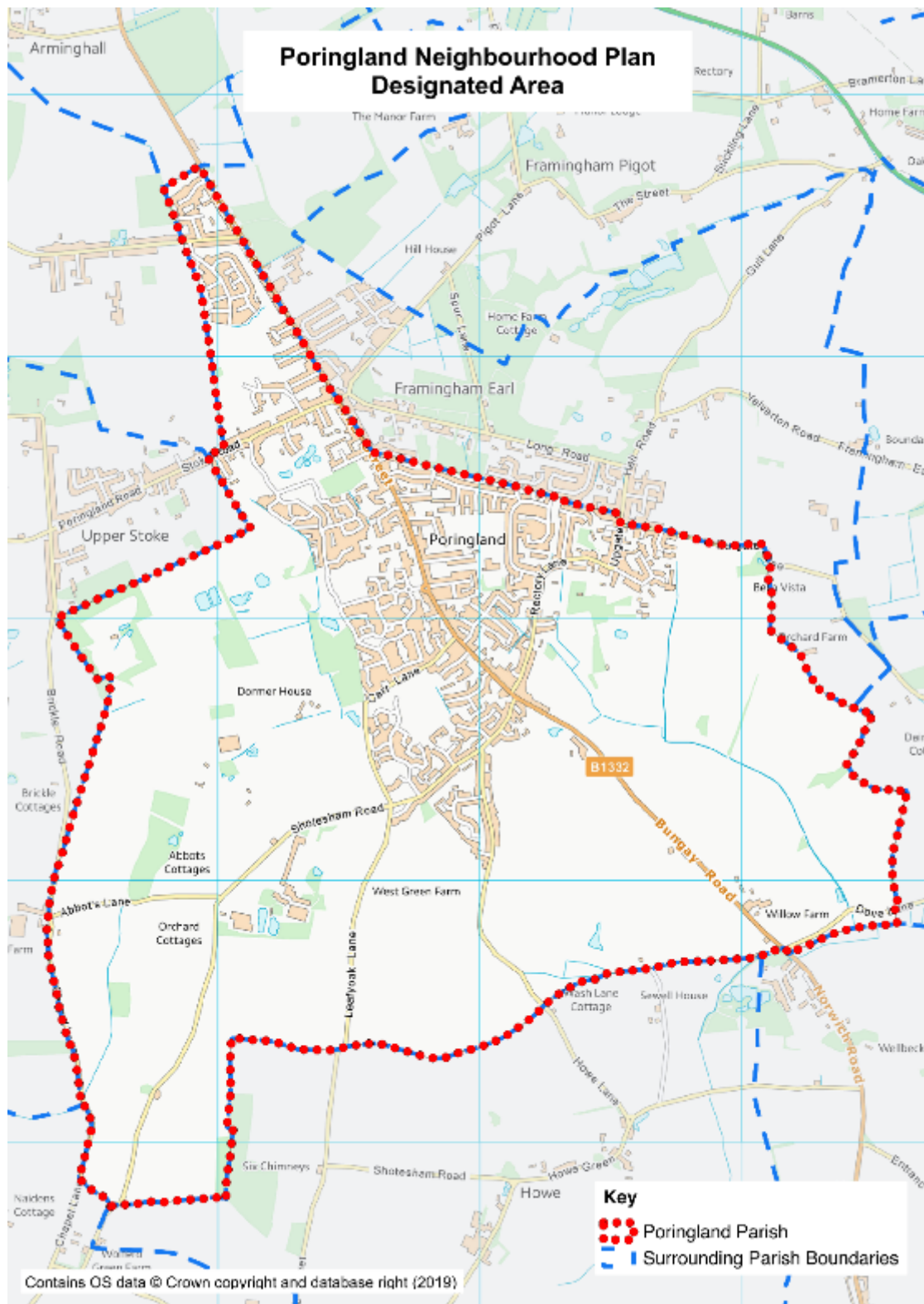
Photo 9 The Oak tree is an image used throughout the village - here for the large and well used community centre

Landscape

Poringland falls within the Landscape Character Area of the Poringland Settled Plateau Farmland, as defined by the '*South Norfolk Council Landscape Character Assessment (2001)*'.

The particular landscape characteristics that have been identified for this area:

- Flat Landscape, which rises to a gentle central dome, with strong open horizons
- Densely settled core area, predominantly of ribbons of post-war bungalows and other development which interconnect the older village cores. These older cores have a stronger vernacular appeal
- Large scale open arable fields including sugar beet, cereal and oilseed rape
- Long views from plateau edge including to Norwich from northern plateau edge and to the Tas Valley
- Poor hedgerows but wide roadside verges and numerous remnant hedgerow standards, particularly around settled areas
- Wooded character in parts and when viewed from afar, particularly around the settlements and due to the presence of woodland blocks in the north of the character area
- Prominent landmark telecommunications towers (radio and radar) located at the high point of the plateau, visible from a large area of the surrounding countryside
- Vernacular buildings present but somewhat 'diluted' by more recent development
- Recreational routeways including Boudica's Way leading to the Tas Valley



Map 1 Poringland Parish Boundary showing the dependence of neighbouring smaller villages on the services and amenities offered by this key service village

Using community feedback to shape the Vision

December 2017 saw the first public consultation and engagement event. It was held in the local Community Centre and was well attended with nearly 200 visitors.

The displays gave information on Neighbourhood Plans, maps of the local area and an overview of the process.



Photo 10 Community consultation events started in December 2017

Visitors were invited to answer three questions:

- What do you like most about living here?
- What do you like least about living here?
- What do you think would make a Poringland an even better place to live?

Prior to this, a flyer had been circulated via the local Parish newsletter giving similar information and asking these three same questions. Local businesses also had them available for visitors to take, and overall around 200 fliers were returned. These comments were collated along with the feedback from the event, and key themes and issues began to emerge.

In May, a workshop was arranged for the Committee to explore the themes that had emerged, and to develop a vision statement that reflected this feedback. From this, objectives could be identified, that would, in turn, shape the policies.

This last stage, drafting policies, would only be undertaken once the data from the Community Survey had been collected and analysed.

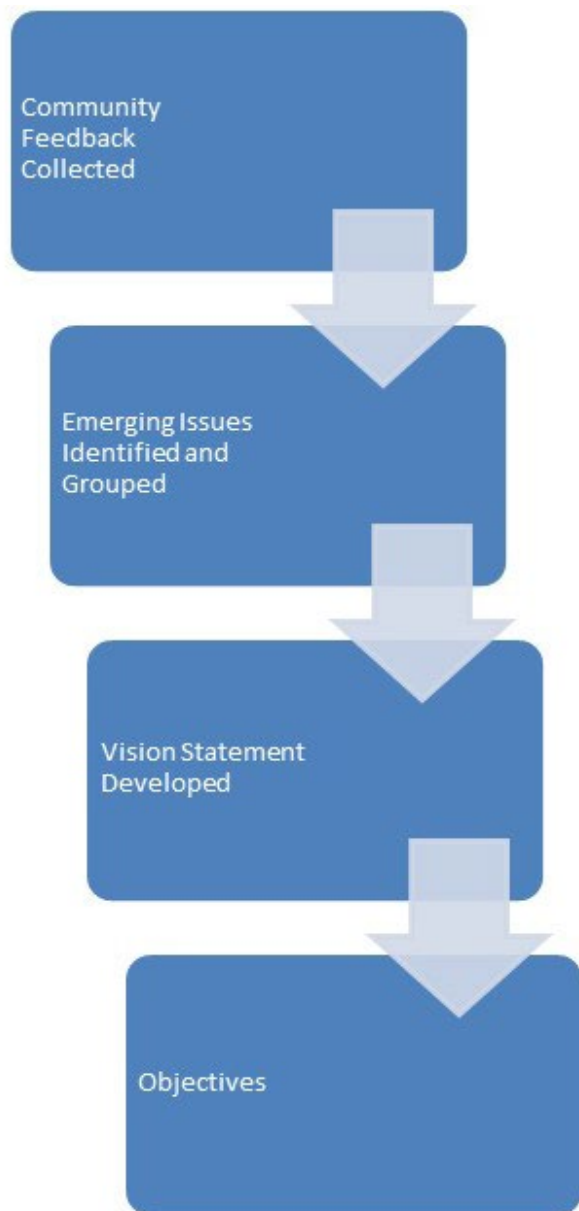
Emerging themes were:

- Concern around traffic through the village – speed, volume, noise and pollution plus pedestrian/cyclists safety
- The ability of the village's infrastructure to cope with an increased number of households
- The loss / erosion of the countryside around the village
- The impact on the 'village feel' of Poringland.

All these issues had, going by the majority of the feedback and comments received, worsened significantly in recent years due to the amount of development and infrastructure work underway in the village.

Building community feedback into the Vision Statement, themes and objectives

This feedback directly shaped the Vision Statement, objectives and policies.



The Vision Statement

Vision Statement

Poringland will be a safe, sustainable, self-sufficient and thriving local community with a strong identity and sense of place.

It will still have a village feel with natural green habitats and valued connections with the surrounding countryside.

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

The Vision Statement was developed at a special workshop for the Committee, where key themes that had emerged from the community feedback were shaped into positive statements that would guide the development of the plan.

Themes and Objectives

Having worked with the feedback to shape the Vision, the next step was the development of Themes and Objectives.

The same approach was taken, ensuring there was a clear 'golden thread' from the feedback through to the themes and their objectives and subsequent policies.

Each theme had one objective, except for Theme 4 which had two. Again, these were firmly connected with the Vision Statement. These five objectives, listed below, served to lock the feedback, which is always rather nebulous, into deliverables for the Plan.

Themes were agreed as:

- **Theme 1: Housing and the Built Environment**
- **Theme 2: Environment, sustainability and rural character**
- **Theme 3: Transport and access**
- **Theme 4: Economy and community services/facilities and infrastructure**

This plan is structured around these Themes, and each opens with the related Objective, or in the case of Theme 4, two objectives.

Objective 1: To provide a balanced mix of house types and tenures, including affordable and 'future proofed' homes for life.

Objective 2: 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.

Objective 3: To provide and maintain an attractive infrastructure to encourage safe and sustainable options for travel in and around the village for pedestrians and cyclists.

Objective 4: To enhance the local economy with or by the provision of small business accommodation, attractive to established and start-up businesses.

Objective 5: To develop current facilities to support the village and deliver attractive new amenities around sport, leisure, education and care.

The resulting policies were then included, along with context and supporting evidence.

Exploring the issues with the Community Questionnaire

Building on the themes that emerged from this initial consultation, a questionnaire was developed.

It was built around the four themes, and aimed to explore opinion in more depth, with plenty of opportunity to capture qualitative as well as quantitative data.

A copy was posted out to every household in the village, with copies available at various locations to collect. Online submissions were encouraged for those who found it a more convenient method.

The community was given a month to complete it, with several drop off points available around the village.

The return rate was 23% and helped shape the 24 policies detailed here.

The results – A Summary

The results strongly echoed and amplified what the preliminary consultation exercise had said. People were extremely anxious about the current level of development, and how what was already happening would impact on the feel of the village and the services.

Issues around traffic, erosion of countryside, the dominance of the car and access to the countryside were clearly important.

The results have been disseminated through a variety of means, including this infographic.

A Facebook page was set up and shared information to a growing audience.



Photo 11 Facebook was utilised to share information with a broad demographic in the village



Figure 2 Survey infographics were used to share results easily and quickly with the community

Poringland Neighbourhood Plan Policies

Theme 1: Housing and the built environment

| Themes and Policies (linked) | Policy Name | Page |
|------------------------------|-----------------------------------|------|
| Policy 1 | <i>Phasing residential growth</i> | 14 |
| Policy 2 | <i>Housing - scale</i> | 15 |
| Policy 3 | <i>Housing - mix</i> | 17 |
| Policy 4 | <i>Housing - location</i> | 21 |
| Policy 5 | <i>Affordable housing</i> | 22 |

Theme 2: Environment, Sustainability and Rural Character

| Themes and Policies (linked) | Policy Name | Page |
|------------------------------|--|------|
| Policy 6 | <i>Natural Environment</i> | 24 |
| Policy 7 | <i>Trees & hedgerows</i> | 25 |
| Policy 8 | <i>Landscape</i> | 26 |
| Policy 9 | <i>Long views</i> | 27 |
| Policy 10 | <i>Recreational open space provision</i> | 30 |
| Policy 11 | <i>Local Green Space designation</i> | 30 |
| Policy 12 | <i>Street Lighting</i> | 31 |
| Policy 13 | <i>Flood risk</i> | 33 |
| Policy 14 | <i>Character and Design</i> | 36 |
| Policy 15 | <i>Historic Environment</i> | 38 |

Theme 3: Transport and Access

| Themes and Policies (linked) | Policy Name | Page |
|------------------------------|--|------|
| Policy 16 | <i>Sustainable Transport</i> | 41 |
| Policy 17 | <i>School Parking</i> | 41 |
| Policy 18 | <i>Transport layout of new residential development</i> | 43 |
| Policy 19 | <i>Residential parking standards</i> | 44 |

Theme 4: Economy and community services/facilities and infrastructure

| Themes and Policies (linked) | Policy Name | Page |
|------------------------------|--|------|
| Policy 20 | <i>Local Community Facilities and Services</i> | 48 |
| Policy 21 | <i>Development in the village centre</i> | 49 |
| Policy 22 | <i>Economic development</i> | 50 |
| Policy 23 | <i>Telecommunications</i> | 50 |

Theme 1: Housing and the Built Environment

Objective 1 - To provide a balanced mix of house types and tenures, including affordable and 'future proofed' homes-for-life

1.1 The phasing of residential housing growth

The South Norfolk Local Plan (Section 4 on Key Service Centresⁱ) defines the development boundary for Poringland village (and which includes parts of Framingham Earl). Inside the boundary, new residential development is acceptable in principle, whereas beyond the boundary it generally isn't apart from in a few special circumstances.

The Neighbourhood Plan does not amend this adopted development boundary.

In recent years, the housing growth in Poringland has been disproportionately high, comprising around 1 in 5 of the district's housing completions.

This is, due at least in part to speculative applications as a consequence of the lack of a five-year housing supply in the Norwich Policy Area for a number of years.

In 2011, Poringland 1,686 dwellings. In the five years from 2013 to 2017 inclusive this increased by 537, or 32%, a significant proportional increase

As shown in the evidence base the growth rate has been around double the planned growth rate (see **FIGURE 3 below**). The growth planned for delivery is over the timeframe of the JCSⁱⁱ; 2011 to 2026, so 15 years.

For the scale of planned growth, this works out as 53 per annum, although the 2013 Annual Monitoring Report has a slightly higher rate in the early years. Over the last five years, the average number per annum has been 107.

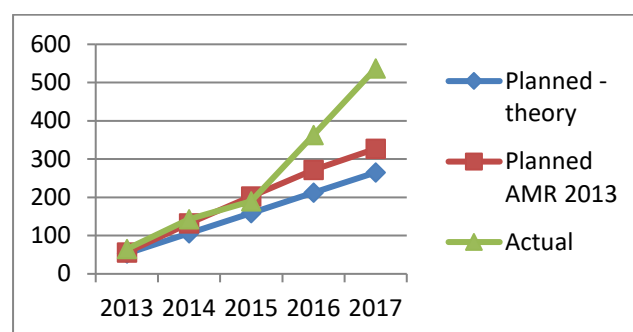


Figure 3 Planned and actual recent number of housing completions

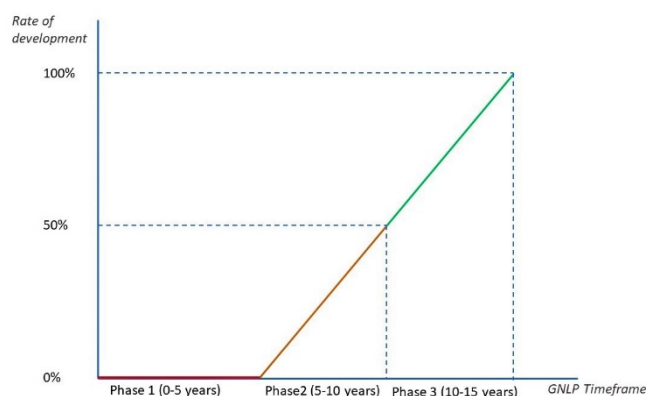


Figure 4 Planned phased development proposed for the village, (this is assuming a 15yr life for the next Greater Norwich Local Plan)

It is felt that if continued this could cause issues around social cohesion and the capacity of key service provision - for example, the primary school is currently over capacity.

In addition, there has also been housing development in the adjacent parish of Framingham Earl.

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

Policy 1 therefore does NOT seek to prevent development, but does aim to work with the local planning authorities to seek a pause in the planned growth.

There is a clear local concern regarding the impact of such significant growth on local services and specifically the increased demand on the capacity of services, with this concern being second only to concerns about the increase in traffic.

The evidence base shows that the primary school is over-subscribed and that parents from within the village have to take their children to schools further away. This would support the case for a pause in growth to enable time to provide the necessary capacity.

Although it is understood that phasing is ultimately a decision for the strategic policies in the emerging Greater Norwich Local Plan, this Neighbourhood Plan seeks to engage with the GNLP process on this matter to give effect to **Policy 1**.

It is considered that a sustainable rate of growth will be that which is properly planned and phased, taking into account the capacity of local infrastructure and services.

Policy 1: Sustainable Residential Growth

In order to ensure sustainable growth in the village, any future housing growth which generates additional need for local services and infrastructure should be phased to ensure alignment with the capacity of available local services and infrastructure.



Photo 12 Development off Stoke Road

1.2 The Scale of Residential Development

The overall scale of development is a key area of local concern.

Although this is a matter for strategic planning by the local planning authorities, the concern could be addressed to some extent by a greater focus on smaller developments rather than large estate developments which have generally been to the detriment of local character.

The allocations in the adopted South Norfolk Local Planⁱⁱⁱ are all large, with the smallest able to accommodate around 250 dwellings.

To that end, the Neighbourhood Plan seeks to encourage smaller-scale developments to come forward in the future. Given that the available land is increasingly constrained within the parish, this should make it easier to identify suitable plots.

Consultations have identified that the community places a high priority on smaller developments (preferred option chosen by around one third of people) and in-fill (the preferred option of around one third of people).

This approach tends to support the greater emphasis in the National Planning Policy Framework and the Housing White Paper on smaller sites, not least to help smaller to medium sized builders which have been in steep decline since 2010^{iv}.

Policy 2 will therefore help to diversify the housing market. It is believed that this would also have local economic benefits as local builders, trades and other professionals would be used.

Policy 2: Housing – Scale

Individual proposals for housing development within the parish should be located on sites no larger than one hectare. Developments on sites larger than one hectare will only be supported where:

1. they would meet an identified housing need for specialist housing, such as sheltered housing, supported housing and extra care housing, or other types of housing provided to sectors of the community whose needs are not met by open market housing and
2. they would provide and deliver the supporting community facilities and infrastructure needed.

The artificial subdivision of larger sites in an attempt to circumvent the above requirements will not be acceptable.

Where multiple residential developments are likely to occur, consideration will need to be given to the cumulative impact of development and any infrastructure necessary to mitigate it. Development will not be permitted unless any unacceptable cumulative impacts can be appropriately addressed through the use of conditions or planning obligations.

Small in-fill proposals inside the development boundary will be supported in principle, provided that the proposal:

1. does not unduly harm the local character in terms of landscape, adjacent buildings or important views, and;
2. would be located on a site comprising a gap within an otherwise continuous line of housing or other development.

Future development proposals should be small scale i.e. should not exceed one hectare per development site. As stated in the policy, larger sites will only be supported where a development would meet an identified housing need (such as sheltered housing or housing with care schemes) and provide and deliver the supporting community facilities and infrastructure needed.

As stated in Section 5 'Monitoring & Implementation', it will be necessary to monitor and review the Plan (and particularly Policy 2) in light of future Local Plan reviews for the district. As stated in the National Planning Policy Framework, the policies in a made neighbourhood plan take precedence over existing non-strategic policies in a local plan (where they are in conflict), unless they are then superseded by strategic or non-strategic policies that are subsequently adopted in a Local Plan. Whilst regard will be had to the Neighbourhood Plan policies in any local plan review, it remains possible for the local planning authority to promote larger allocations of

land for residential development if it considers there are good reasons to do so in order to ensure the need for homes is appropriately met across the local plan area.

Where there is an identified need for infrastructure, the policy includes a safeguard against the subdivision of larger sites and requires the specific consideration of cumulative impacts in order to avoid the delivery of such a responsibility. The artificial subdivision of sites which have a functional link and/or are in the same ownership to circumvent the requirements of the policy will not be acceptable.

1.3 The housing mix

The housing profile in Poringland 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 two or more spare bedrooms for the number of people living there.

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 disabled residents.



Photo 13 Development along Shotesham Road in the village

Conversely, affordable home provision has focused on smaller dwellings, with few of the smaller dwellings being open-market.

Poringland has a relatively older and an ageing population, and mobility tends to become an issue with age.

This could indicate the need for development to focus on homes suitable for older and less mobile residents, perhaps single storey or easily adaptable for less mobile occupants, so that residents are able to stay in Poringland as they get older. Indeed, the Policy 7 of the Joint Core Strategy (2014) identifies the need for care home provision in Poringland.

It could also indicate a need for housing available for younger people to ensure that the community remains balanced in terms of its mix of different ages.

Consultations have found most support for residential development of smaller homes of one or two bedrooms, homes suitable for older people such as bungalows, housing for people trying to get on the housing ladder, as well as eco-homes to Passivhaus standards.



Photo 14 Albion House offers retirement housing to people over 55, and is managed by Clarion Housing

Policy 3: Housing Mix

Where viable, housing proposals will need to provide a mix of housing types, tenures and sizes, and these should reflect local need using the best available, proportionate evidence. It is recognised that the mix is likely to be limited for small developments of fewer than five dwellings.

The inclusion of accessible and adaptable dwellings to serve the needs of older and disabled residents is strongly supported.

Where there is identified need, developments of five or more dwellings should aim to provide a minimum of 20% of dwellings of this type. This applies to open-market and affordable housing combined, and can include homes designed to Lifetime Homes Standard or single storey units. Proposals for accommodation specifically for older or disabled people, such as sheltered

housing or Housing with Care, will be supported in principle.

Lifetime Homes Standard will be encouraged for all new dwellings to enable people to stay in the parish as they move through the stages of life, and proposals meeting this standard will be supported.

Any proposal that does not provide a mix meeting local need will need to be justified with clear evidence that such homes are not at that time required to that level.

The inclusion in a housing proposal of eco-homes to Passivhaus or equivalent standards and self-build plots on development sites will also be encouraged.

The evidence to be provided on local housing need should be proportionate to the size of the development. This is to avoid the requirement being too onerous for smaller development proposals.

Local housing need refers to the parish/ neighbourhood plan area. The method as to how this is assessed will be the applicant's decision, but as a minimum it should include the latest demographic and housing data and recent housing completions.

Homes suitable or easily adaptable for older people can include single-storey dwellings as well as dwellings built to the Lifetime Homes Standard.

The Lifetime Homes Standard seeks to enable 'general needs' housing to provide,

either from the outset or through simple and cost-effective adaptation, design solutions that meet the existing and changing needs of diverse households and changing needs of occupants over their lifetime.

This offers the occupants more choice over where they live. Homes suitable for older residents will allow people to live independently in their own homes for longer, thereby helping to take the strain off social care services.

Passivhaus is a rigorous, voluntary standard for energy efficiency in a building, which reduces the building's ecological footprint.

It results in ultra-low energy buildings that require little energy for space heating or cooling.

1.4 The location of residential development

The South Norfolk local plan defines the development boundary for Poringland, within which new residential development is generally acceptable in principle, conditional on its impacts and compliance with other policies, whereas beyond the boundary it generally isn't apart from in a few special circumstances. This section of the Neighbourhood Plan provides further guidance and policy direction on this.



Photo 15 Traffic through the village is a major cause of frustration for drivers and pedestrians

The biggest concern expressed by residents in the Issues and Options consultation is the increase in traffic volume associated with further housing growth, especially traffic through the centre of the village.

New housing developments have brought traffic onto the B1332 south of the village centre at, for example, Shotesham Road and Devlin Drive.

The natural attraction of Norwich as a key destination for people, especially for commuting, has resulted in an increase in traffic through the village centre on the B1332. This would suggest that there should NOT be major development to the south of the existing village settlement.

Traffic counts show that the average 5-day traffic flow through the village centre on the B1332 increased from 6,996 in 2016 to 7,681 in 2018; a 10% increase.

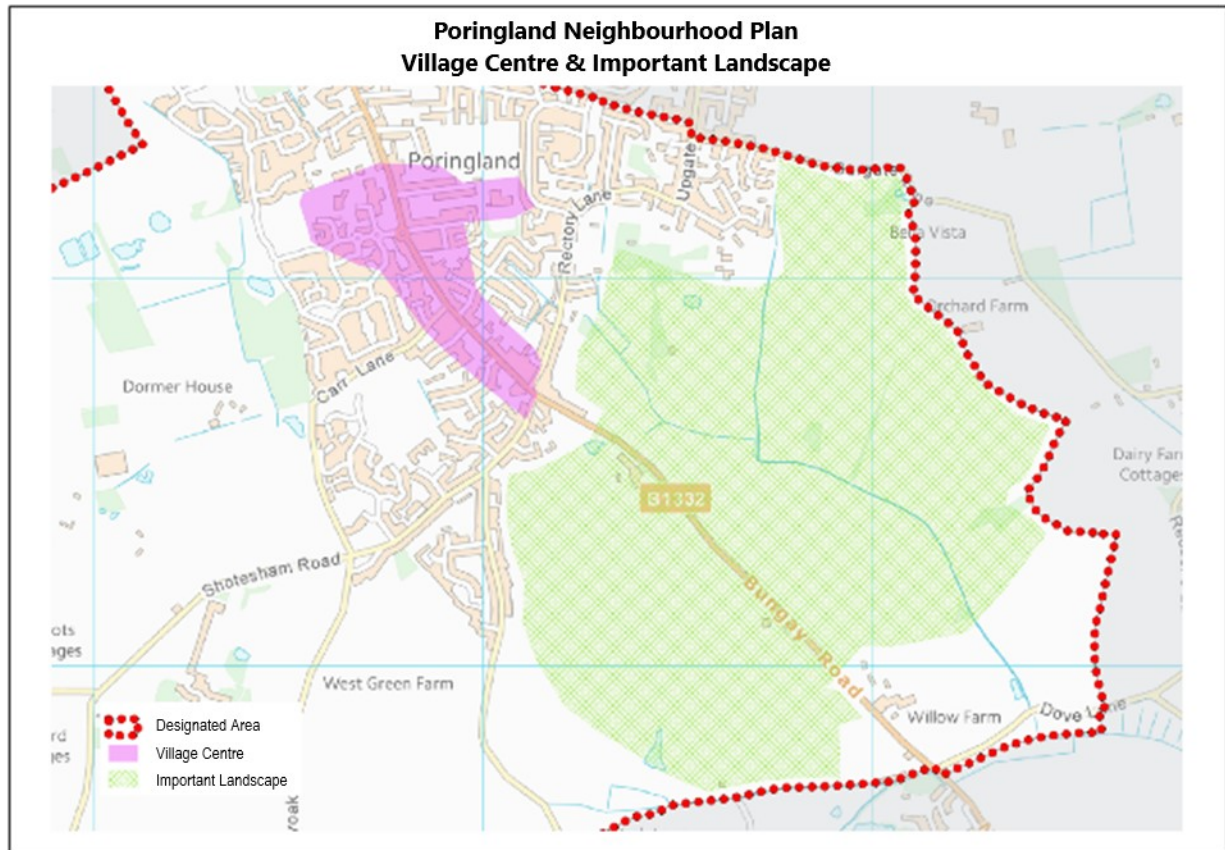
This can detract from the attractiveness and appeal of the village centre and could act as a deterrent for choosing to walk or cycle, or just to linger and chat to other people.

In addition, South Norfolk Council's landscape character assessment for Poringland^v resists changes that will further accentuate the linear nature of development in the village as this would elongate the village along the Norwich Road.

[Policy 8 \(Landscape\)](#) also identifies that the landscape to the south of the village should be considered as 'valued' landscape, and [Policy 9](#) identifies important views south of the village.

According to national planning policy, valued landscapes should be protected and enhanced.

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



Map 2 [This map](#) (p57) clearly shows how the B1332 runs through the centre of the village, contributing to its linear development



Photo 16 Speeding is an issue throughout the village

Policy 4: Housing – Location

Development proposals within the adopted development boundary or on allocated sites should, where possible minimise the increase of traffic through the village centre, as shown on [Map 4, Village Centre and Valued Landscape](#) map, page 57.

To help with this, development will be expected to be located and designed to make it easy and attractive for new residents to walk or cycle to local services and facilities and use the bus for longer journeys.

In accordance with South Norfolk Council's landscape character assessment for Poringland which resists changes that will further accentuate the linear nature of development in the village, proposals for major development that result in the growth of the village further southward will not generally be acceptable.

Proposals for minor development south of the village will need to demonstrate how additional traffic generated will be managed so that the impact on the village centre or residential areas is minimised and there is no undue harm to the valued landscape and its characteristics, and key important views.

Any future planned housing growth that is of a scale that could result in a material increase in traffic through the village centre will need to be located where the new traffic will avoid joining the B1332 south of the village centre.

Policies 14 and 16 on 'Character and Design' and 'Sustainable Transport' both aim to make it easier and more attractive for people to walk or cycle locally.

1.5 Affordable housing

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.

The NPPF has introduced Entry Level Exception Sites comprising a mix of affordable housing types, but specifically available for first time buyers or those looking to rent their first home.

This is something the Neighbourhood Plan would like to encourage to help younger people stay in the Parish. Consultations have suggested that existing residents would prefer any type of affordable housing to be made available, initially at least, for local people.

Policy 5: Affordable Housing

Affordable housing should be provided as part of developments where relevant, with the proportion being in line with the local plan requirements.

Small scale Exception Site schemes outside of the development boundary for Poringland will in principle be supported.

Exception Sites should:

Be well related to existing development;

Have reasonable sustainable access to village services; and

Not result in a significant encroachment into the open countryside;

In this context, Entry-Level Exception Sites in particular are encouraged.

The allocation of dwellings will be to those in housing need and with, as a reasonable preference, a connection to the parish of Poringland in accordance with the sequential criteria set out below this policy.

Furthermore, the needs of all serving or former Service Personnel will need to be taken into account during the allocation process. This includes family members of serving or former Service Personnel who

may themselves have been disadvantaged by the requirements of military service.

An affordable housing mix that provides opportunities for people to buy, including discounted homes to buy, as well as affordable rent will be supported.

The process used in the allocation of affordable homes will need have due regard to sequential preference criteria. However, South Norfolk Council will need to determine priorities between applicants, so that applicants who have served in the Armed Forces are given greater priority than those without a local connection that have not served.

This would be in line with the terms of the Government's Armed Forces Covenant published in May 2011.

The sequential criteria are:

- Residents of the parish of Poringland who have lived in Poringland parish for a total of at least 3 of the last 10 years;
- Former residents of the parish of Poringland who lived in that parish for at least 3 of the last 10 years;
- Residents of the parish of Poringland who have lived in Poringland Parish or the adjacent parishes for the last 3 years or more;
- People working in the parish of Poringland and who have done so for the

last year or more for at least 10 hours each week;

- Residents of the adjacent parishes who have lived in one or more of those parishes (or Poringland) for the last 3 years or more;
- Residents of the parish of Poringland who have lived in Poringland Parish for less than 3 years;
- Residents of the adjacent parishes who have lived in those parishes (or the parish of Poringland) for less than 3 years;
- Residents of South Norfolk;
- Any other person.

The threshold that triggers the need for affordable housing is set out in national planning policy and guidance, and the proportion of homes that need to be provided as affordable homes over this trigger threshold is currently contained in the Joint Core Strategy for Broadland, Norwich and South Norfolk^{vii}.

The use of the concept of Entry-Level Exceptions Sites is expected to work in a similar way to that of the concept of 'rural exception sites', which is now well established.

These are small sites used for affordable housing in perpetuity where sites would not normally be used for housing, such as outside of the development boundary.

A proportion of market homes may be allowed on an exception site at the local planning authority's discretion, for example where essential to enable the delivery of affordable units without grant funding.



Photo 17 Post War Social Housing along Shotesham Road, built to Parker Morris standards established in the 1940s

Theme 2: Environment, sustainability and rural character

Objective 2 - 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



Photo 18 The beautiful countryside surrounding Poringland rated highly as one of the reasons people liked living in the village

1.6 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 many of these have been lost where large developments have amalgamated multiple agricultural fields, particularly in the west of the parish.

The 2012 local character assessment also notes the importance of the local blocks of woodland and hedgerows and the importance of not losing these.

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 such as trees and hedgerows.

The parish council supports in principle the establishment of the Chet Valley Linear Reserve for

As a result, it is important to ensure that further habitat loss and fragmentation is avoided and landscape/ habitat features such as hedgerows are retained and augmented where possible, and that new developments deliver an ecological gain as supported by the local community.

Policy 6: Natural Environment

All development will be expected to achieve a demonstrable net ecological gain to meet statutory requirements including through the creation of a range of locally appropriate habitats and the inclusion of design features, including those that enable animals, especially species in decline, to move between habitats unhindered.

Support will be given to proposals that would result in a *significant* net ecological gain, or which help to support the B-Line for pollinators or other key green infrastructure as set out in The Greater Norwich Green Infrastructure Strategy.

Biodiversity net gain can be assessed and measured using DEFRA's biodiversity metric. The Neighbourhood Plan felt it important to specify a percentage gain as a minimum to avoid proposals seeking to exploit the aim of the policy by providing negligible but positive net gains of, for example, 0.1%.

10% has been chosen as reasonable as this was the minimum net gain proposed by the Government in its consultation on the matter by DEFRA in December 2018. The provision of habitat, whether on-site or through off-site arrangements or contributions, can be part of a multi-functional scheme that, for example, also delivers landscaping or open space.

Care will need to be taken to recognise the movements of animals, especially those species in decline. For example, where fencing is proposed, gaps should be left at the bottom to allow larger species such as hedgehogs to travel through gardens unhindered.

Nesting opportunities, such as bird and bat boxes and bee bricks, should be integrated into buildings where ecological evidence suggests it would be beneficial.



Photo 19 Nesting opportunities should be integrated into buildings where beneficial (Photograph courtesy of Poringland Lakes)

Policy 7: Trees and hedgerows

Proposals shall include high quality landscaping design that retains, where possible existing trees and hedgerows.

If a strong case is made for the removal of any trees or hedgerows, the loss will need to be mitigated by ensuring that replacement is at least equivalent to the ecological value of the hedgerows or trees removed.

Development that will result in the loss or degradation of any woodland block or any of the remaining ancient hedgerows, including those shown on the tithe map, in part or in whole, will be refused unless the overall benefits significantly and demonstrably outweigh the loss.

Developments should incorporate existing hedgerows and other natural features 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 and soften visual impacts.

This applies to the retention of natural features within the built up area as well as those in the countryside.

There are a number of important natural features in the parish, including those considered historic. The Tithe Map should be consulted to identify these, but this should not be seen as exhaustive and there

will be other examples of important hedgerows that will need to be identified. Those developing proposals should also bear in mind the need to comply with the 1997 Hedgerows Regulations.

An ecological study and/or arboricultural impact assessment may need to accompany planning applications which affect natural features and species, where this is justified.

This should outline how the proposal is compliant with **Policies 6 and 7** and detail the mitigation measures proposed, which will be secured via planning conditions.

Looking at the landscape and the pattern of development, development has been concentrated along the B1332 Norwich Road, with linear post-war development combined with estate development, 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. Development has also taken place in neighbouring Framingham Earl.

The South Norfolk Place-Making Guide (2012) and Landscape Character Assessment (2012)^{viii} suggest that development should not accentuate the linear quality of the post-war settlement pattern, and that important distant views from the plateau be retained,

such as towards Norwich and the Tas Valley, and southward.

Policy 8: Landscape

In accordance with South Norfolk Council's landscape character assessment for Poringland which resists changes that will further accentuate the linear nature of development in the village, proposals for major development that result in the growth of the village further southward will not generally be acceptable.

The landscape to the south of the village (as identified on Policies Map 4, p55) is valued by the community and important to the setting of the village. Proposals for development within this important landscape will not be supported unless specifically supported by other policies in the Development Plan.



Photo 20 The local landscape and views are highly valued by residents and visitors, with a network of footpaths criss crossing the landscape

Policy 9: Long views

Development proposals that set out, where applicable, how they will retain remaining distant views towards Norwich, the Tas Valley and south of the village will be supported.

Such development proposals will need to set out how the layout and density of the proposal has taken into account the views and how any adverse impact has been minimised.

Proposals that will result in unacceptable harm to the important views shown on the [Policies map 4](#) will not be supported.

The NPPF sets out at Paragraph 170 that, *“Planning policies and decisions should contribute to and enhance the natural and local environment by ... protecting and enhancing valued landscapes”*.

Although there are no criteria that explain what a ‘valued landscape’ is, planning appeal decisions have concluded that it is more than popularity.

Many areas of countryside are understandably valued by local residents, but to be considered “valued” in the context of NPPF, there needs to be something “special” or out of the ordinary that can be defined, some physical attribute or set of attributes that make it special.

The landscape south of the village ([see Policies Map 4](#)) has a number of special attributes, including:

- The Chet Valley Linear Reserve;
- The long open views from the plateau towards the south and south-east, with gentle rippling and valley forms. These are some of the few remaining long views from the plateau that are uninterrupted by development;
- The mature significant trees around Porch House, reaching as far as Our Lady of the Annunciation Catholic Church giving it a parkland appearance, and other lines of mature trees such as along Wash Lane;
- As well as being important in their own right, these offer important landscape interest and provide perspective within the long open views. They also screen and soften the hard edge of the Poringland southern boundary as seen looking towards the village from the south;
- A number of Public Rights of Way criss-cross the landscape. These are reportedly well used and are, with the views they offer, valued for their important recreational opportunities; and
- The landscape is an important part of the setting of the village as seen from the south and the journey from Brooke and beyond.

Long views to the South and West of Poringland



Photo 21 Abbots Lane towards Shotesham



Photo 22 Burgate Lane, proposed development site, looking towards Brooke



Photo 23 Looking west from Shotesham Road, near the Playbarn

1.7 Open space and access to green space



Photo 24 Footpaths giving access to local countryside

Poringland has recently accommodated considerable 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 (already developed land), results in the loss of open or green space.

There is strong local support for ensuring that new development should include provision for new recreational spaces that are accessible to everyone.

Furthermore, although people feel that access to the countryside is reasonably good at the moment, 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 recreational green space as part of development.

It will also be important to protect particular 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.



Photo 25 Accessibility to countryside, enjoyed by walkers and runners alike, mustn't be threatened by development



Policy 10: Recreational open space provision

Recreational open space must be provided as part of new development either on-site or secured off-site through developer contributions in accordance with local plan Policy DM 3.15 (or successor) and with due regard to the South Norfolk *Guidelines for Recreation Provision in New Residential Developments* SPD (2018) or its replacement.

The recreational open space provided shall be linked and form a multifunctional role as part of the network of green infrastructure promoted by the Joint Core Strategy, and be well connected to routes for pedestrians and cyclists.

This shall where relevant include improving 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.

The provision of recreational open space as required by the local plan should:

- a) Result in net ecological gain; and
- b) Benefit all members of the community with access being available to all.

Policy 11: Local Green Space designations

The following places will be designated as Local Green Spaces as shown on the [Policies Map 3](#) as part of this Neighbourhood Plan:

Poringland Conservation and Fishing Lakes, by virtue of its recreational value, wildlife and tranquillity;

Carr Lane community woodland, by virtue of its wildlife and tranquillity; and

The war memorial playing field for its recreational value.

Proposals for any development on these will be resisted unless there are exceptional circumstances.



Photo 26 Local team the Poringland Wanderers enjoying a match on the Memorial Playing Fields

Designated Local Green Spaces are shown on the [Policies Map, page 56](#), and these will be protected from inappropriate development.

The fishing lakes are identified as an 'important local green space' in the local plan, but its designation as a Local Green Space compliant with the requirements of the NPPF will provide additional protection.



Photo 27 Formerly sand and gravel pits but now a popular local beauty spot for anglers and nature lovers, the Poringland Lakes website claims this beautiful village amenity as 'The Green Heart of Poringland'



Photo 28 An all year round nature reserve promoting environmental awareness of our local flora and fauna



Photo 29 Working with the local geology is an important aspect of the work for the Poringland Conservation and Fishing Lakes volunteer members.

1.8 Dark skies

The consultations revealed a degree of concern with the loss of dark skies with more street lighting as housing developments have been delivered.

It is a clear community aspiration that relates to keeping Poringland as a village with a rural feel.

Policy 12: Street Lighting

In order to maintain the "dark skies" and rural feel in Poringland the introduction of street lighting as part of new development should be avoided.

Where new street lighting cannot be avoided it must be designed so as to minimise the adverse impact on dark skies, local amenity, landscape and wildlife.

1.9 Flood risk

Poringland has a significant issue around surface flooding because of the local geology and hydrology, and this was identified as a key area of concern for most residents.

The significance of the issue is set out in the South Norfolk Council Poringland Integrated Urban Drainage Strategy Supplementary Groundwater Drainage Report (2008), hereafter referred to as 'The Millard Report'.

The problem is caused by natural springs and streams, and the predominant boulder clay geology overlain by 8-12m of sand and gravel. Many of the problems stem from the predominant boulder clay geology overlain in some areas by sands and gravels. Where the sands and gravels interface with the boulder clay close to the surface, this can give rise to transient springs and natural flow routes.

Rainwater rapidly percolates through the sand and gravel and flows along the top of the clay, resurfacing elsewhere as springs or just boggy ground.

Poringland is also on a plateau and is effectively a watershed serving the Rivers Tas and Chet, the streams originating in Poringland being tributaries of these rivers.

Over time, many of the historic drainage channels have been lost through development.

In combination with a high water table, this leads to many areas being unable to manage surface water via infiltration.

In particular, direct infiltration to the ground can have adverse consequences for properties further away.

New development will need to avoid contributing to surface flooding not only on site, but also on adjacent or more distant land.



Photo 30 Beautiful water feature reproduced with kind permission of the Poringland Lakes website

Policy 13: Flood risk

All major development proposals, or all development proposals coming forward within the areas of high, medium and low risk from surface water flooding, as identified by the Environment Agency, should have due regard to the South Norfolk Council Poringland Integrated Urban Drainage Strategy Supplementary Groundwater Drainage Report (2008) and where required by national policy include 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 there will be no increase in flood risk elsewhere.

Sustainable Drainage Systems will need to be considered for all planning applications, following the SuDS hierarchy, but in particular note:

i. Development that manages surface water through infiltration methods may be supported but only if it can be clearly demonstrated to be effective by

appropriate percolation and soil investigation tests showing that this will not result in the increase of flood-risk on-site or off-site. There should be no direct discharge to groundwater and schemes should provide a saturated zone of 1.2 metres.

li. Where infiltration is not effective or practicable, as will be the case in much of Poringland, developers should seek solutions that use storage zones or connections to a water course. Such drainage solutions should intercept and store long term surface water run-off by means of attenuation and controlled discharge with an appropriate allowance for climate change,

Any drainage strategy should avoid the piping of existing drainage channels unless this is shown to be necessary. The incorporation of rainwater re-use or rainwater harvesting systems to further delay and reduce flows will be supported. As a minimum, water butts should be considered in all new development. The Neighbourhood Plan will particularly support water features that are incorporated into recreational areas or ecological gains as part of the solution, where appropriate

1.10 Rural character

There have been a number of large-scale housing developments in Poringland over the last five years which have impacted on the character and form of the village.



Photo 31 The village has seen substantial development in recent years, putting pressure on services and infrastructure and increasing traffic



Photo 32 Wild flower meadows, photo reproduced courtesy of the Poringland Lakes

Locally there is concern that it has lost some of its rural village feel and that the densities of some newer developments, have not reflected the rural nature of the village.

All future development should take the opportunity to preserve and enhance Poringland's rural character. The recent development off Carr Lane is seen as a There are a number of key requirements of importance to Poringland, including bearing in mind the district council's Landscape Character Appraisal which

positive example of meeting this challenge.

Poringland is characterised by a rich variety of architectural styles, as evidenced in the **Character Assessment**. In part this is because development over time has meant there is no longer a strong unifying theme in terms of design within the village as a whole.

Any new development should contribute to this variety in architecture, while at the same time being sympathetic to the existing rural character of the area.

The neighbourhood plan would like to challenge developers to deliver more innovative development of high-quality design that responds to its surroundings.

Design is already covered by Policy DM 3.8 (Design Principles applying to all development) in the South Norfolk Local Plan (2016)^{ix} so there is no need to repeat its policy requirements.

South Norfolk Council also has the South Norfolk Place-Making Guide Supplementary Planning Document (September 2012) that should be used as a starting point by applicants when designing schemes.

Policy 14 defines high-quality design from a Poringland perspective, requiring developers to demonstrate an understanding of local design and density.

notes that tall structures should be avoided as the village sits on a plateau.

It sets out that development should “*limit further intrusion of masts, pylons and*

*other tall structures upon the skyline.(as)...
“further tall structures such as
communications towerswould break
the skyline and would adversely affect the
perception of a rural hinterland”.*

Tall buildings would also be a concern as they are inconsistent with the local vernacular and would be contrary to the landscape character, as evidenced in the **Character Appraisal**

Furthermore, any development in close proximity to the more historic south side of the village will need to have particular regard to the heritage assets and their significance ([See Policy 15](#)), and sympathetic design itself will be especially important.



Photos above: The old village hall, known locally as The Tin Hut' and a row of cottages opposite the Church

Policy 14: Character and Design

All new development within Poringland should demonstrate high-quality design. Proposals for new development should:

- a) be locally distinctive, in keeping with the context of a rural village of similar diversity, density, footprint, separation and scale to the surrounding area and of neighbouring properties in particular, unless it can be demonstrated that proposed development would not harm local character as set out in the Poringland Character Assessment document;
- b) be designed so as to provide distinct character across housing proposals, which is either contemporary (but reflects traditional housing style), or makes use of traditional materials which reflects older properties within the village;
- c) include attractive and robust landscape proposals and planting schemes of appropriate native species;
- d) be well integrated into the landscape and maintains the quality of transition between settled and agricultural landscape;
- e) retain wherever possible existing landscape features on site boundaries including hedges and trees to maintain the character of the site and reinforce its boundaries;
- f) not adversely impact views to and from the sensitive edge of the plateau; particularly the north of the area, identified at [Policy 9](#);
- g) ensure that the external appearance of affordable dwellings is indistinguishable in terms of the materials used and architectural detail from the open market housing on site;
- h) ensure that public spaces in major residential development are designed to provide an attractive and interesting community focus;
- i) ensure that there is connectivity between existing and new footpath and/or cycle paths and between open spaces to aid integration of existing and new development;
- j) provide adequate garden areas which reflect the nature of the occupation of the proposed dwellings, to serve future residents and reflect the character of the area;
- k) provide a defined area for bins as close to the property's rear doors as possible; and
- l) be designed to prioritise pedestrian movement, minimising vehicle intrusion.

Planning permission will not be granted for development of poor design that fails to take the opportunities available for improving local character and quality of an area, and the way it functions.

Development proposals shall be in keeping with the South Norfolk 'Place-Making Guide', 'Building for Life' criteria and 'Secure by Design'.

Much of the original or historic vernacular has been swallowed or diluted by more modern development over the years.

Protecting the old vernacular from being further diluted where that old vernacular still prevails will be important, such as in the south/ south-east of the village on both sides of the Bungay Road, around the staggered crossroads of Rectory Lane and The Street.

The few examples of listed buildings are concentrated around the Church which is mediaeval and includes the opposite Porch House (listed grade II*), pictured below.



Photo 33 Porch House, one of the oldest dwellings in the village

As well as the listed buildings, there is a considerable amount of pre-1945 built development that although not designated can be considered as heritage assets.

In recent years, development-led archaeological investigations in Poringland have yielded regionally significant results. Development will therefore need to be mindful of this potential.

Policy 15: Historic Environment

Proposals affecting Designated and Non-Designated Heritage Assets must comply with national policy and the Development Plan.

Support will be given to proposals that will conserve and enhance heritage assets, especially those in the south or south-east of the village.

Planning applications that are likely to impact on a designated or non-designated heritage assets should be supported by a Heritage Statement, proportionate to the scale of the development and the likely harm.

The Historic Environment Service at the County Council should be consulted with a view to identify archaeological investigation requirements

Old Poringland

As these pictures show, Poringland has some historic buildings, mainly around the church end of the village, towards Brooke.



Theme 3: Transport and access

Objective 3 - To provide and maintain an attractive infrastructure to encourage safe and sustainable options for travel in and around the village for pedestrians and cyclists



1.11 Traffic and development

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 compared to other rural villages, 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 and who are therefore more dependent on public transport.

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 potentially be reduced with lower traffic speeds, or improved walking and cycling links, potentially delivered through new development or Transport for Norwich.

1.12 Sustainable Transport

Within the village, walking is the most popular mode of transport, whilst the number of people cycling is surprisingly low, suggesting that 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 as well as improving the physical condition of existing facilities.

This is especially important for development related to the schools. However, many parents will continue to drive, and the associated haphazard parking is a community concern.

Given the inability of the primary school to meet the local demand for school places due to capacity constraints (see evidence base), some form of expansion is highly likely, and it will be important to ensure effective parking management as part of this.

Policy 16: Sustainable Transport

New developments will be expected to encourage and enhance sustainable travel choices.

Development proposals should, where relevant, demonstrate safe walking and cycling links to key local services and community facilities, especially to schools and the defined village centre.

Where necessary the developer must provide safe and good quality sustainable transport infrastructure connecting the development with existing sustainable transport infrastructure.

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

Development will take all reasonable opportunities to promote and enhance the use of public transport. This could include improvements to bus services, especially weekend and evening services where feasible.

Any planning application for expansion of the schools will include a parking management scheme.

Such 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.

The NPPF and South Norfolk Local Plan both support the promotion of sustainable transport and highway safety.

Measures to slow down traffic in new residential areas and on through routes such as the village centre has strong local backing, with many of the view that this would also promote sustainable transport such as cycling.

In terms of the layout of new development, whilst permeability and ease of access into and within new developments for pedestrians and cyclists should be encouraged, this must not be to the detriment of security and crime/ police enforcement. For example, ease of access by foot should not result in offenders enjoying easy escape routes from the police.



Photo 34 Residents wanted to see improved cycleways and safety

Policy 17: School Parking

1.13 Transport layouts

The consultations on the Neighbourhood Plan identified a concern regarding the

management of parking and parking provision.

It is now widely recognised that restricting the off-road space to park vehicles at home does not restrict car ownership, but instead leads to indiscriminate on-street parking.

The NPPF and Planning Practice Guidance^x now discourages the use of *maximum* parking standards unless clearly justified.

The County Council's 2007 *Parking Standards for Norfolk* are therefore now out-of-date as guidance. In light of the relatively high car ownership levels in the Parish, the modest public transport provision, and limited availability of local services and facilities, the use of minimum parking standards, where possible, in this Neighbourhood Plan is fully justified¹.

Evidence in Poringland indicates that insufficient off-road parking in new developments has led to unplanned on-street parking, with consequences for the flow of traffic and safety, especially with regard to pedestrians and cyclists.

Parking areas that are isolated from people's houses, including rear parking courts, are also under-used with people preferring to park their vehicles outside their homes.



Photo 35 Parking away from people's houses, such as rear parking courts, are often under used



Photo 36 Similarly, parking courts are often seen empty

¹ The off-road parking standards set out in Policy 19 are the same as those for the adopted Blofield Neighbourhood Plan.



Photo 37 On road parking can have consequences for the flow of traffic and safety, especially with regard to pedestrians and cyclists

Policy 18: Transport Layout of New Residential Development

The roads serving new residential developments should be designed to minimise traffic speeds, limited to 20 mph or lower wherever possible.

Layouts should be permeable, allowing for safe pedestrian and cyclist access and should follow Secured by Design guidance. In particular, footways that enjoy natural surveillance, are overlooked by a number of dwellings, and are not routed along the backs of homes and/or bounded by high fences, will be considered favourably.



Photo 38 Traffic and pedestrian safety is a big concern for the local community



Photo 39 On road parking can obscure drivers and be hazardous to pedestrians and cyclists

1.14 Car parking

Policy 19: Residential Parking Standards

For all new residential developments, the following *minimum* vehicle standards shall apply for off-road parking:

1 bed dwelling, 1 off-road car parking space

2 bed dwelling, 2 off-road car parking spaces

3+ bed dwelling, 3 off-road car parking spaces

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

Landscaping shall be used to avoid car parking being obtrusive in the street scene.

Well-designed on street parking schemes on through routes that can be shown to function as informal traffic calming measures will be supported.

Rear parking courts will only be supported in exceptional circumstances.



Photo 40 Traffic calming measures designed into new developments, such as those shown on this local map have strong local backing

A Transport Statement or Assessment, where required, will need to show compliance with this policy, where practicable and feasible.

It will be expected that the standards will be met in cul-de-sacs, but that some on-street parking on through routes that slows traffic may be acceptable, depending on design.

The level of provision will be determined on a site by site basis, but should not result in indiscriminate parking, enabling footways, cycle routes and junctions to remain accessible and unobstructed.

Theme 4: Economy and community services/ facilities and infrastructure

Objective 4 - To enhance the local economy with or by the provision of small business accommodation, attractive to established and start-up businesses

Objective 5 - 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 reasonable public transport connections to the city.



Photo 41 Residents living on or near to the B1332 are well served by public transport, but other areas are poorly served

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, takeaways, and others.



Photo 42 The Budgens store and new local shop developments have in effect created a new village centre, which had previously been around the Church

Although many of the services are dispersed along the B1332, there is a defined village centre ([see Policies Map, p57](#)).



Photo 43 Heathgate Surgery is one of two medical centres in the village

1.15 Local Community Services and Facilities

Although the availability of services is reasonable for the village, rural villages in Norfolk have been losing services, and this obviously results in worsening access to services.



Photo 44 Pharmacy services are seen as being particularly under pressure as the village grows

It should be noted that Poringland is part of a wider settlement that includes neighbouring Framingham Earl, Caistor St Edmunds, Stoke Holy Cross and Framingham Pigot. Services in Poringland are used by residents of these communities, and vice versa.

Residents of other nearby villages such as Brooke also visit Poringland's services and facilities.

Lack of access to services can be a key area of deprivation and fortunately at the moment Poringland is not classed as deprived for 'access to services', somewhat unusually for a rural village.

The important consideration will be maintaining as a minimum a pro-rated level of services, as well as supporting new services to meet the needs of a growing population.

The increasing population will need to have a greater range of services to be a 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 in the survey findings, 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, of a scale and impact proportionate to the size and role of the village, and the expansion of medical facilities and the primary school, and more supported care/ extra care services.

The majority of residents would also like to see improved mobile phone signals and better broadband speed and coverage in Poringland, especially as part of new economic development.

Consultations have found a clear preference for new business development to be located separate from residential areas, mainly because of concerns regarding adverse amenity and traffic impacts.

The physical, environmental and social infrastructure will need to keep pace with a growing Poringland.



Photo 45 The local library now offers an 'out of hours' service to its many users

Sometimes such infrastructure will be improved or delivered as an integral part of a specific new development through a planning condition or Section 106 agreement.



Photo 46 Providing a new hub for the local community, the Poringland Community Centre hosts a wide range of events and classes and is a popular venue for the community



Photo 47 Access to the countryside is important to the local community

Community Infrastructure Levy monies, collected by South Norfolk Council from new development, can also be used where the need arises from the combined impact of different developments.

Policy 20: Local Community Facilities and Services

Development within the development boundary that improves the capacity or range of community facilities will be supported. In particular, proposals for new or expanded medical and educational facilities, childcare, supported care/ extra care services, banking facilities, and sports/ leisure facilities will be supported in principle and encouraged, particularly where they are in or in the immediate area around the village centre.

With respect to the potential loss of existing community facilities, where applications for change of use are submitted involving a potential loss of existing facilities they will be permitted only where the developer can demonstrate:

1. They will be satisfactorily relocated to elsewhere, preferably in the village centre; or
2. Adequate other facilities of the same service offering exist and which are connected by safe walking routes to the main residential areas to meet local needs; or
3. No reasonable prospect of continued viable use which can be demonstrated through:

- i. At least six months of marketing for the permitted and similar uses, using an appropriate agent, and agreed with the local planning authority; and
- ii. 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.



Local services 1 The village benefits from a wide range of local services and facilities, including takeaways, a hardware store, a pub and a fish and chips shop.

1.16 Development in the Village Centre

Policy 21: Development in the village centre

Development in the village centre will be supported if it comprises small scale commercial development or community facilities. This will include the following planning use classes:

A1 – shops;

A2 – financial and professional services;

A3 – restaurants and cafes;

A4 – Drinking establishments;

D1 – Non-residential institutions such as health centres, day nurseries, libraries;

D2 – Assembly and leisure

This is to promote and consolidate the area as a village centre. Small-scale in the context of this policy means of a scale that is in proportion to the role and function of Poringland.

1.17 Economic Development

Policy 22: Economic development

New economic development within the development boundary 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, especially the B1332;

- *it can accommodate all related parking within its site, including for visitors;

- *it provides a good standard of broadband; and

- *it will not have any other unacceptable environmental impacts, including impacts on the historic environment around the south/south-east of the village

1.18 Telecommunications

Policy 23: 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.



Photo 48 Improved mobile phone signals and better broadband speed in the area is to be encouraged

Community Aspirations

During the consultations with the local community the following, in no particular order, were established as physical and social infrastructure priorities:

- Upgrading of pedestrian facilities along the B1332, especially crossing facilities;
- Improving footway condition;
- Improving capacity of healthcare provision, such as GP surgeries;
- Improved childcare and education provision;
- Better car parking management around the schools;
- Extension of or improvements to cycle facilities, including the route towards Norwich (note that most of this is outside of the parish);
- Improved public transport, including upgrading of bus stops to bus shelters along the B1332 where there is room;
- Improvements to Public Rights of Way;
- Reduced traffic speeds on residential streets in the village; and
- Renewable energy generation for the community.

These shall be considered for developer contributions where appropriately linked with the impacts of specific development.

Although some of these could be delivered though being associated with particular developments, the Neighbourhood Plan urges other agencies to consider including these in their funding programmes.

Other funding sources exist, such as the Local Transport Plan and Transport for Norwich, and these could be deployed to support this.



Monitoring & Implementation

The Neighbourhood Plan covers the period 2019 to 2039. The delivery of the Neighbourhood Plan will require co-ordinated action involving a number of statutory and non-statutory agencies, private sector organisations and the local community.

Most importantly, development will inevitably take place during this time, both in the parish and outside it, and this will have an impact on the community, as well as on the physical fabric of the village.

South Norfolk Council will determine planning applications in Poringland.

However, it will be essential to the long-term success of the Plan that developments in Poringland itself and neighbouring parishes are monitored and reviewed against the Plan's objectives and against the policies.

Subject to available resources the Parish Council will prepare regular monitoring reports, which will be published on the village website and issued to South Norfolk Council.

In addition to regular monitoring, the plan will as a minimum be fully reviewed within five years of it being adopted.



Photo 49 Development in neighbouring Framingham Earl adds to the pressure on Poringland's roads, services and infrastructure

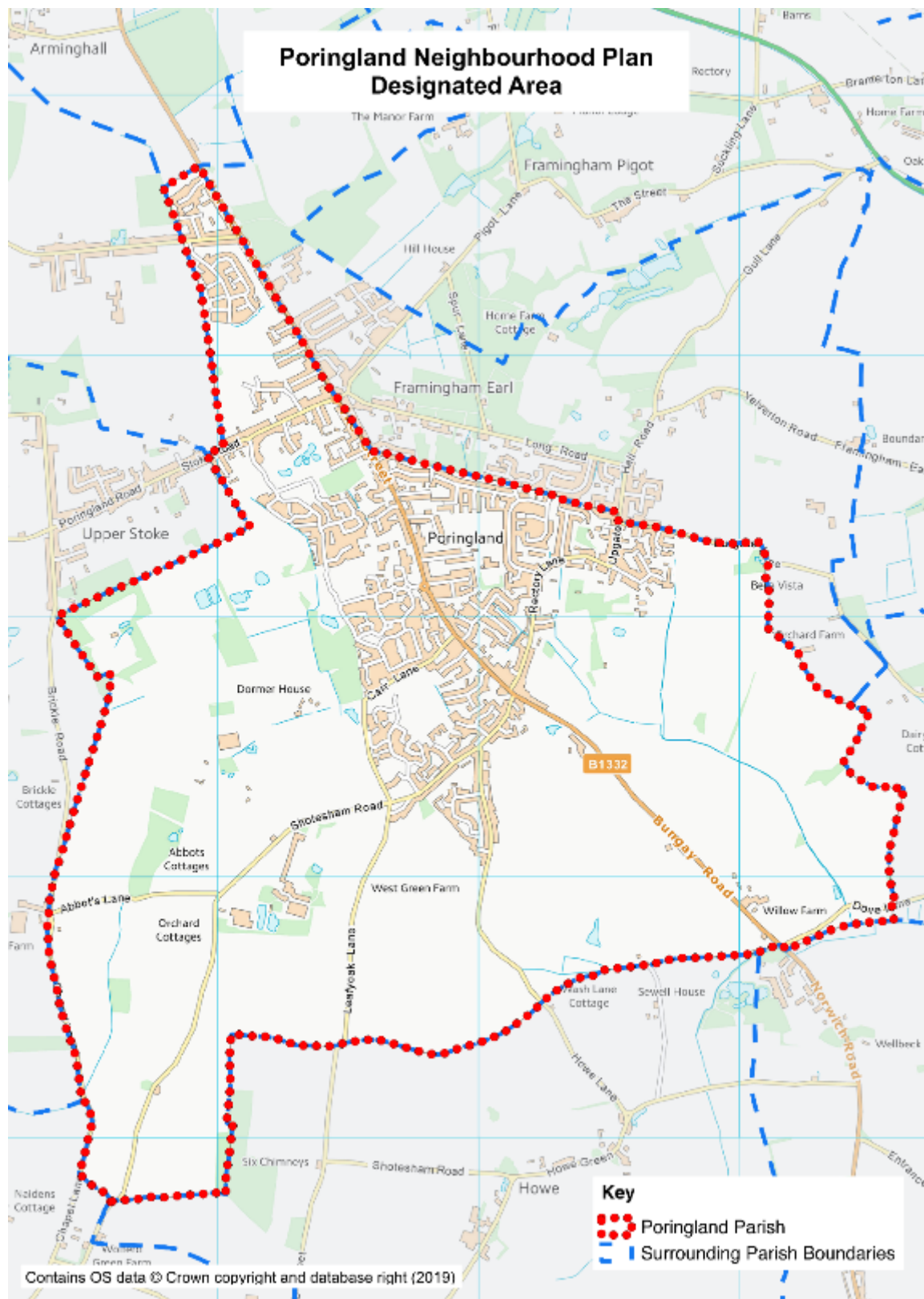
This will be to assess whether the policies need updating due to changes in national policy and will take into account any change in circumstances affecting the parish.

An earlier review may be triggered by:

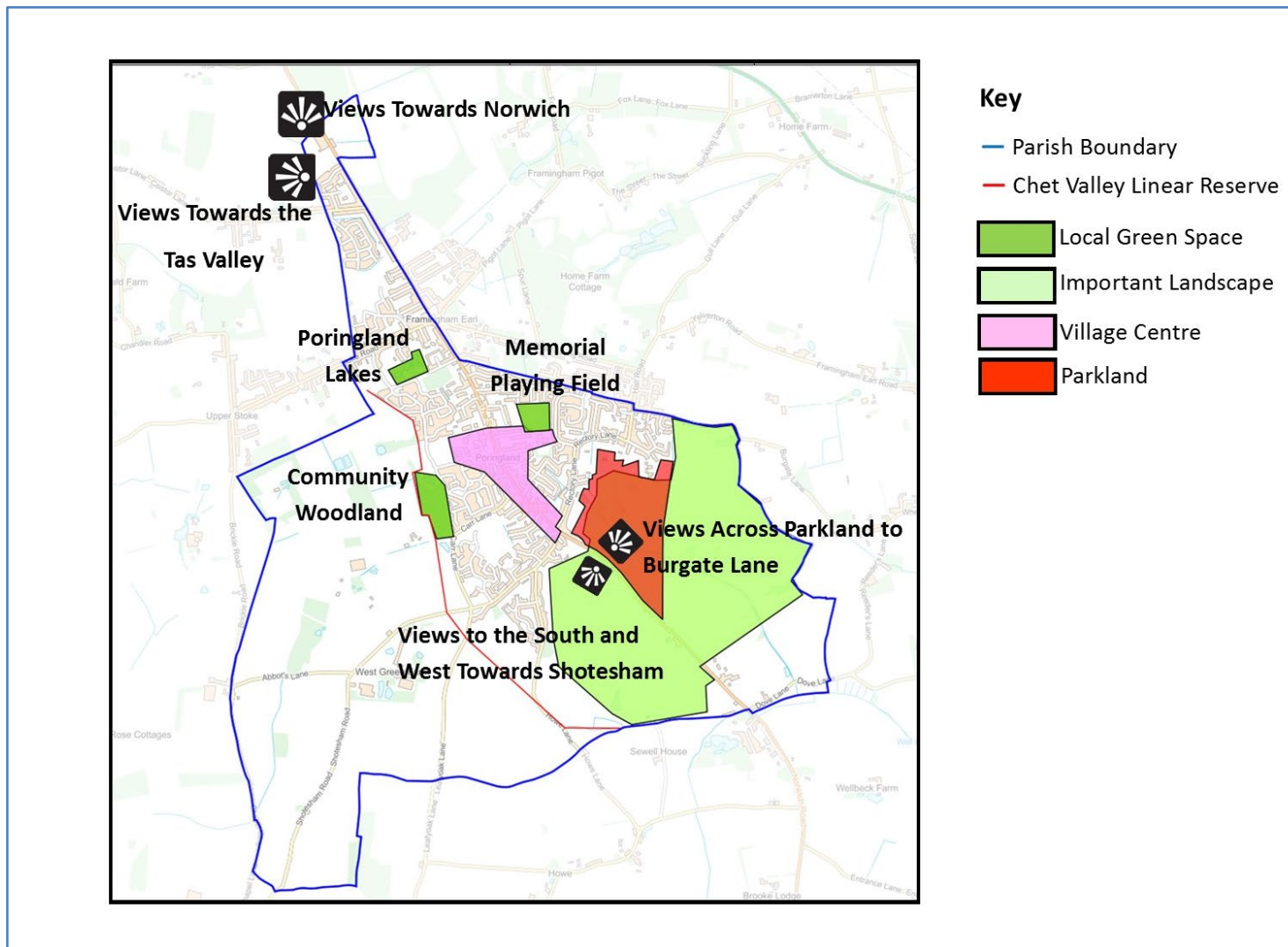
- The adoption of the Greater Norwich Local Plan, so as to identify any conflict between the Neighbourhood Plan and the non-strategic policies in the GNLP; or
- The identification by the regular monitoring process of any major issues with the plan.

Maps

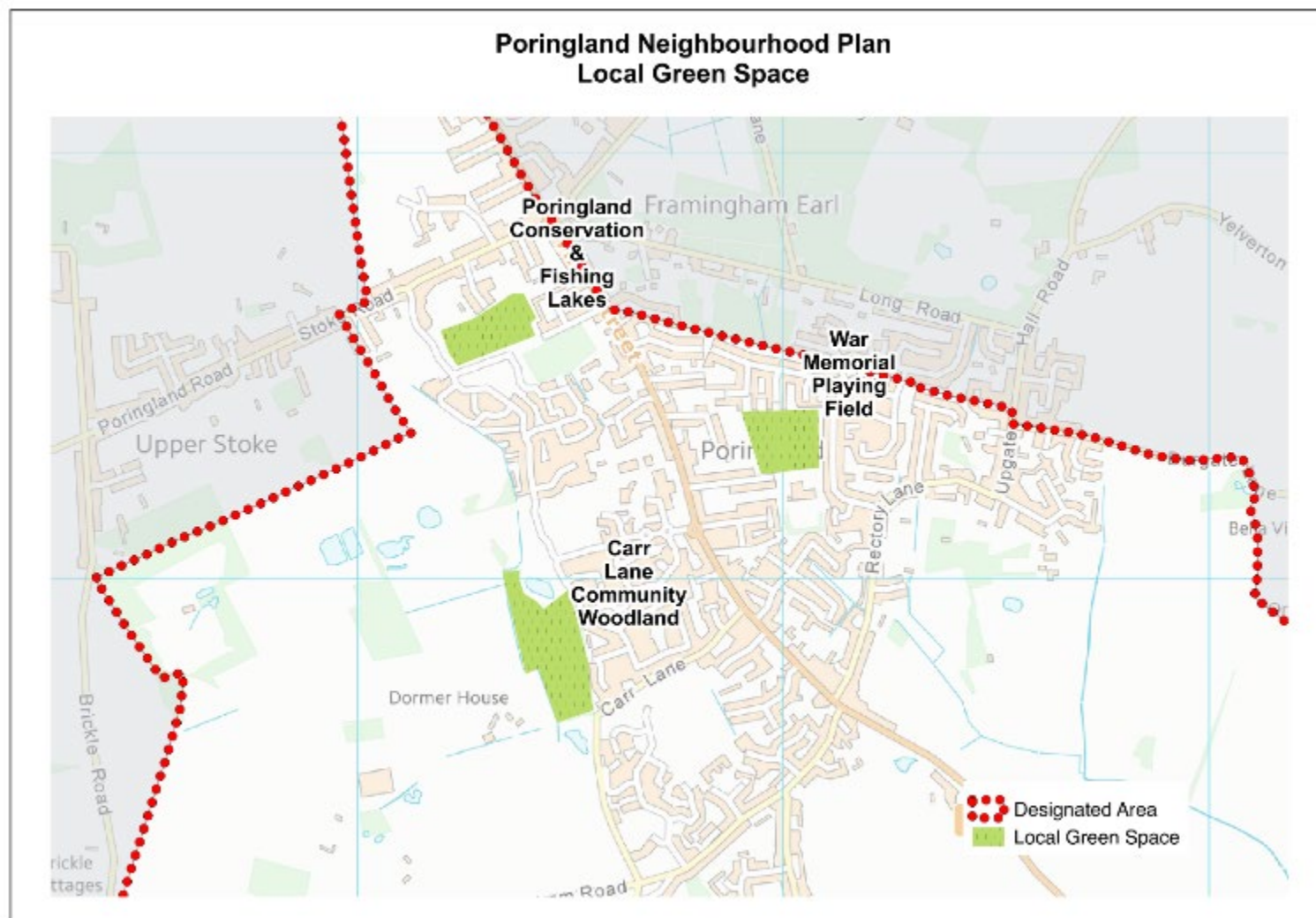
Map 1: Parish Boundary Map



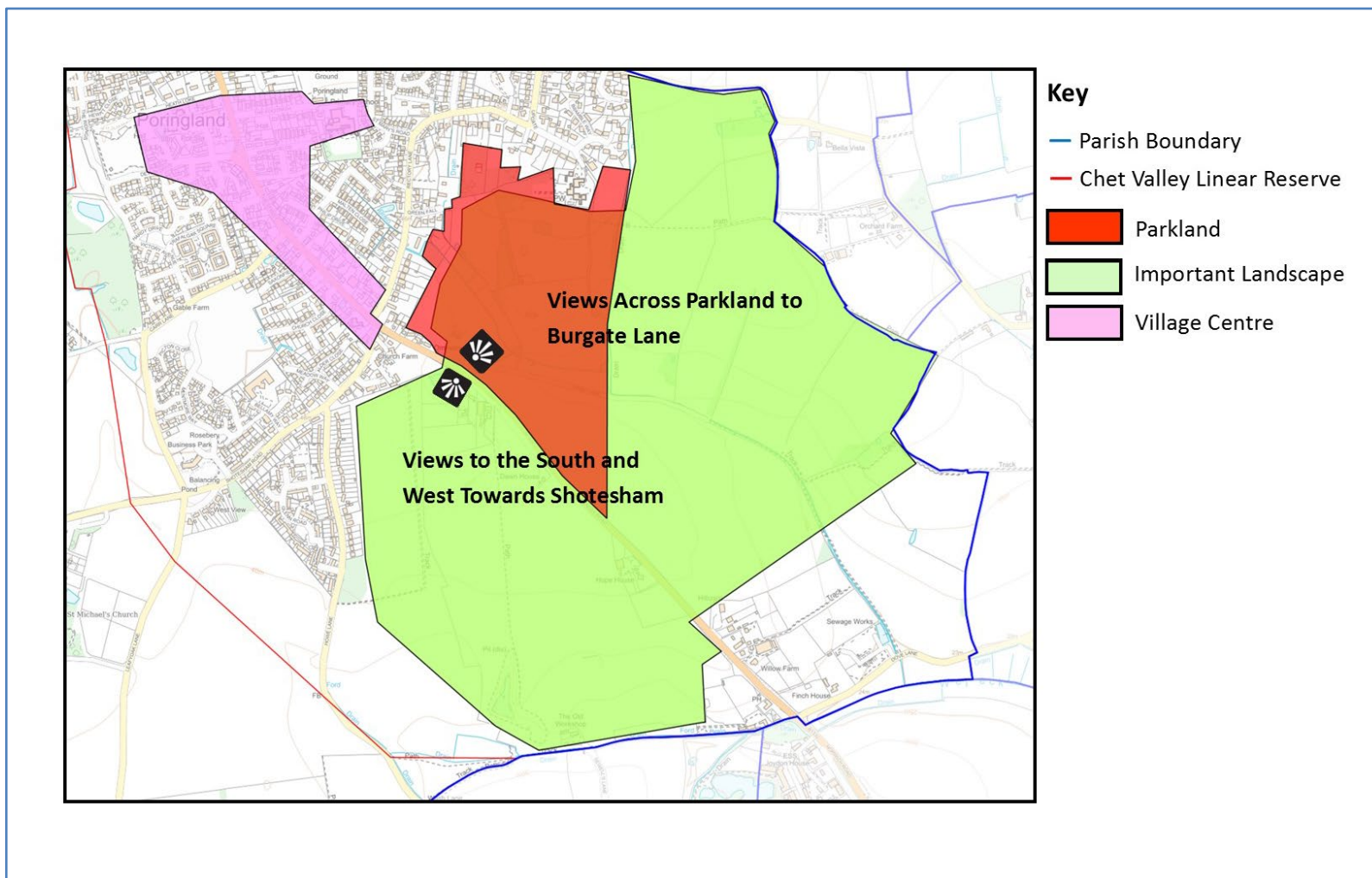
Map 2: Poringland Neighbourhood Plan Policies Map



Map 3: Local Green Spaces Policies Map



Map 4: Village Centre and Valued Landscape Policies Map



Long Views/Maps and Viewpoints - Policy 9

Photo 50



Acknowledgements

Poringland's Neighbourhood Plan could not have been possible with the vision, time, effort and contributions of the Neighbourhood Plan Committee:

John Henson (Chair)
John Joyce (Vice Chair)
Tim Boucher
Faye LeBon (Clerk to the Parish Council)
Catherine Moore (former Clerk to the Parish Council)
John Hodgson (proof reader)
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Thank you!

Citations

- i SOUTH NORFOLK LOCAL PLAN (SECTION 4 ON KEY SERVICE CENTRES)
- ii JOINT CORE STRATEGY REFERENCE
- iii SOUTH NORFOLK LOCAL PLAN
- iv THE NATIONAL PLANNING POLICY FRAMEWORK AND THE HOUSING WHITE PAPER
- v SOUTH NORFOLK COUNCIL'S LANDSCAPE CHARACTER ASSESSMENT FOR PORINGLAND
- vi COUNTY COUNCIL'S SAFE, SUSTAINABLE DEVELOPMENT (2015) DOCUMENT
- vii JOINT CORE STRATEGY FOR BROADLAND, NORWICH AND SOUTH NORFOLK
- viii SOUTH NORFOLK PLACE-MAKING GUIDE (2012) AND LANDSCAPE CHARACTER ASSESSMENT (2012)
- ix POLICY DM 3.8 (DESIGN PRINCIPLES APPLYING TO ALL DEVELOPMENT) IN THE SOUTH NORFOLK LOCAL PLAN (2016
- x PLANNING PRACTICE GUIDANCE

Supporting Documents:

- **Basic Conditions Statement**
- **Consultation Statement**
- **Evidence Base**
- **Character Assessment for Poringland**

These are published to the Neighbourhood Plan webpage:

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

