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# CRINGLEFORD NEIGHBOURHOOD DEVELOPMENT PLAN 2013-2026



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# CRINGLEFORD NEIGHBOURHOOD DEVELOPMENT PLAN 2013-2026

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1. Introduction

The Cringleford Neighbourhood Development Plan (the Plan) is a new type of planning document based on the views of our local community and the evidence of the housing, business and other development needs of Cringleford and the wider area. It is part of the Government’s new approach to planning, which aims to give local people more say about how their area is developed. This is particularly important for Cringleford as the parish is under considerable development pressure, primarily as a result of its location.

The Greater Norwich Development Partnership's Joint Core Strategy (2011) allocated a minimum of 1,200 dwellings to the parish. This number is in addition to the 1,000 dwellings approved by South Norfolk Council and in the process of being constructed at Round House Park. The additional 1,200 dwellings is the maximum number which the parishioners consider compatible with the environmental, economic and social objectives of the Plan. The Plan covers the same period as the Joint Core Strategy and will end in 2026.

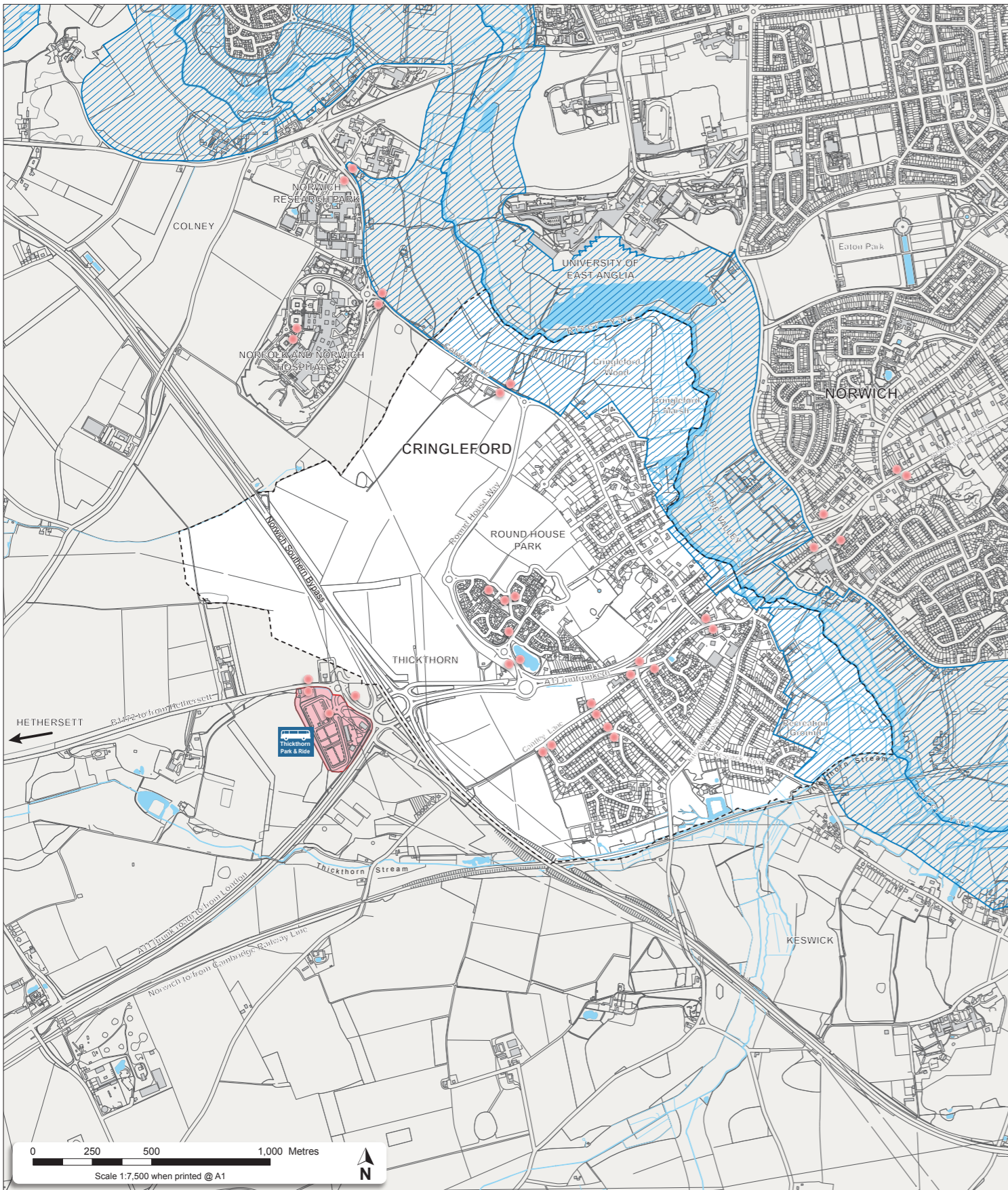
The Plan has been developed by a small team of parish councillors and the Parish Clerk, taking into account the views of parishioners expressed particularly in response to the questionnaire distributed in March 2012. Detailed preparatory work was undertaken by the Team. National and local planning documents were carefully studied, including studies commissioned by the Greater Norwich Development Partnership in preparation of its Joint Core Strategy. Each site offered for development was visited by the Team, sometimes more than once. Specific attention was paid to land along the edge of the Norwich Southern Bypass (A47) and the A11 because of the concern of parishioners, on the one hand, to maintain the screening for the village and, on the other hand, to ensure a ‘soft’ approach to the village and the city of Norwich. Since noise attenuation is also an issue for parishioners, efforts were made to determine empirically (without instruments) what the width of the protection zones should be.

Consultation on the draft Plan took place between 2 January and 13 February 2013 and included a Public Exhibition (11-12 January 2013) attended by over 100 people. More than 70 submissions were received. The Parish Council is grateful to all who supplied comments. Amendments were made to the draft Plan as a result of the comments received. The current document is the result of this exercise and will be subject to further consultation before submission to South Norfolk Council.

Following submission, South Norfolk Council will publicise the draft plan and invite further representations for the examiner over a 6 week period. The examiner is an independent planning expert who will be appointed jointly by South Norfolk Council and Cringleford Parish Council. Once the plan has passed successful examination it should proceed to referendum. An approval rate of over 50 per cent of respondents will result in the Plan being incorporated into the South Norfolk Development Plan and have statutory weight, unlike the previous parish plans. The approved Plan will implement the Vision which parishioners have for Cringleford and shape its future to 2026.

Planning Policy Hierarchy in Relation to Cringleford’s Neighbourhood Plan





## Location of Cringleford

### KEY

----- Cringleford Parish boundary and Neighbourhood Development Plan boundary

River Valleys (SNDC Policy ENV2 and NCC Policy NE1)

Thickthorn Park and Ride

Local bus stops

## 2. Place Setting

Cringleford is part of the South Norfolk District, although greatly influenced by proximity to Norwich, from which it is separated by the River Yare. The parish lies within the ‘Yare Tributary Farmland with Parkland’ character area and is adjacent to the ‘Yare Valley Urban Fringe’. The valleys of the Yare and its tributary, the Thickthorn Stream, are environmentally sensitive. The water is unpolluted and supports a wide variety of species, including rare native freshwater crayfish, otters, dragonflies and damselflies. Several areas are protected as County Wildlife Sites.

The parish is bisected by the London road (A11) and bounded on the south-west by the Norwich Southern Bypass (A47), part of the trunk route from the Midlands to the ports on the east coast of East Anglia (sometimes described as ‘The Gateway to Europe’). The intersection of the two at Thickthorn creates an important gateway to Norwich. Landscape has an important role to play here in creating an attractive and green entry into historic Norwich as it merges with the tree-lined Newmarket Road. Landscape sensitivity is particularly acute adjacent to all the roads. The open landscape between the roads and the edge of the built-up area is parcelled up into fields by mature hedgerows with trees. The fields, mostly Grade 3 agricultural land, support a wide variety of birds and small mammals and contain scatters of archaeological material.

The village itself has been transformed from a scatter of buildings along a road in the early nineteenth century into a sizeable village of more than 1,300 dwellings with a population in excess of 3,200 people.\*

Hedges, lawns and a diversity of mature trees (many planted in the nineteenth century but others in the 1980s by the Parish Council) give a ‘green’ appearance to the village. The great majority of the population is aged over 45, with more than 30 per cent older than 60. More than half are female. Life expectancy is over 80 for both men and women. Although their health is generally better than for similar age groups in the rest of England, provision for the elderly is a community priority.

\*Derived from Cringleford Property Bands made available by South Norfolk Council on 12 September 2012 and projections of population growth based on the 2001 census.



▲ Jasmine Pond

▼ Kingfisher Close



### 3. Plan Content and Status

The Neighbourhood Development Plan for Cringleford covers the whole of the civil parish. Its boundaries are clear and well established. A Neighbourhood Area has been designated and, in addition, a Development Area within that Neighbourhood Area has been defined where development will be acceptable. The Plan provides a vision for the future of the parish, agreed by residents following extensive consultation. It sets out the parish's objectives, together with the policies required for their realisation. Objectives and policies were formulated following an analysis of the natural environment of the parish, of the social and economic characteristics of its settled population and of the responses of residents and other interested parties to consultation. The introduction (Section 1) outlines how the relevant information was obtained, but the Evidence Base, upon which the Plan was formulated, is provided in a separate document to the Plan.

### 4. Plan Development

From the outset of the plan-making process, the Parish Council decided that the community would be involved as fully and as soon as possible. A Statement of Community Involvement was issued early in 2012. Public consultations had already taken place in October and November 2011. A questionnaire survey was carried out in March 2012. Some 330 questionnaires were returned; this is a response rate of 23.6%. Returns were also received from the Environment Agency, the Norfolk Wildlife Trust, Norwich City Council and the Pegasus Planning Group. Meetings were held with the Highways Agency and the Highways Authority (Norfolk County Council). Progress in plan making was reported to the monthly meetings of the Parish Council, in its regular newsletter, in a special Neighbourhood Development Plan newsletter and through the Church's Cringleford and Colney Parish News.

Potential developers have had an opportunity to present their ideas informally to Cringleford Parish Council.

An important part of the plan-making process was to test evolving policies against:

- National Planning Policy and Guidance
- The Joint Core Strategy agreed by the Greater Norwich Development Partnership
- EU Legislation
- Human Rights Obligations
- Appropriate contribution to the achievement of sustainable development

The outcomes will be set out in a Statement of Basic Conditions, Cringleford Parish Council's Sustainability Appraisal and the Sustainable Environment Assessment carried out by South Norfolk Council.

## 5. The Vision: Cringleford 2026

The Vision sets out what the people of Cringleford wish their parish to be like in 2026. It shapes the objectives and policies set out below.

### 5.1

The people of Cringleford wish to see a single vibrant, caring and safe community in which all residents feel comfortably at home and valued. Integration of the various existing and planned neighbourhoods is essential to their Vision.

### 5.2

They wish to see the open and green character of the existing built-up area of the parish not only maintained but also enhanced.

### 5.3

The parish accepts the need to provide for a further 1,200 dwellings by 2026 as a contribution to meeting the demand for housing identified in the Joint Core Strategy (Policy 9). However, this is the maximum number compatible with the environmental, economic and social objectives of the Plan. Residents wish to see the ‘semi-rural’ character of the village promoted through the adoption of appropriate building styles, low densities, and green infrastructure.

## 6. The Objectives of the Neighbourhood Development Plan

The aim of the Plan is to realise a Vision for Cringleford 2026. The objectives are:

### 6.1

To promote sustainable development within the Development Boundary delineated on the Proposals Map.

### 6.2

To preserve and enhance the landscape setting and internal character of the village, both inside and outside the Development Boundary but within the defined Parish Boundary. The aims are to minimise the visual impact of new development when seen from the approach roads to Norwich and also to enhance the character of the village.

### 6.3

To ensure integration of the various neighbourhood areas within the village through new and enhanced pedestrian and cycle links.

### 6.4

To create lay-outs for new development in which groups of dwellings are arranged around open spaces interspersed with trees.

### 6.5

To create a village that has minimum impact on the natural environment, promotes bio-diversity, encourages wildlife, works towards being carbon neutral and mitigates the expected effects of climate change.

### 6.6

To sustain the vitality, health and safety of the community, and to allow disabled, elderly and infirm residents the opportunity of remaining part of it.

### 6.7

To contribute towards the emergence of a sustainable economy and to meet local employment needs.

### 6.8

To provide new housing which is high-quality in plan, size and materials, adapted to the expected results of climate change and suitable for the whole life needs of residents.

### 6.9

To reduce the need to use private motor vehicles, to encourage alternative means of travel and to ensure that circulation within the village is appropriate and secure.

## 7. Policies

To meet the objectives set out above (Section 6), policies have been designed to ensure that new development enhances the setting and character of the village, promotes a sense of community and provides for the social and economic needs of residents. Infrastructure mentioned in the Plan and considered to be fundamental to the implementation of the Greater Norwich Development Partnership’s Joint Core Strategy and to physical growth will be delivered through the Partnership’s Local Investment Plan and Programme and the Parish Council’s Infrastructure Delivery Programme 2013-2026 (see Evidence Base). These set out the key packages and projects identified as necessary for the sustainable delivery of new housing and other growth in the Cringleford area. The Proposals Map transposes the policies set out below into the spatial dimension, thus demonstrating that the Plan has geographical coherence and can be delivered.

### 7.1. General Policies

Developers and promoters of large housing developments will be required to work together in developing and delivering a holistic approach to the overall growth in the village in order to address the key aims and objectives of the Plan successfully. New housing will and must be integrated into the village, avoiding a single large development that is perceived as a separate place. There is an opportunity to ensure the totality of new housing development complements Cringleford’s character and landscape with high quality design and access. All new development within the Development Area should take into account the South Norfolk Place Making Guide (2012). Designs which comply with the Place Making Guide will be supported.

The construction of 1,200 dwellings will require enhancement of the social infrastructure, including a new school, medical facilities and open playing fields with changing room facilities. Appropriate space must be included in any development proposals for estate roads, pedestrian and cycle ways.

Land in the Development Area of Cringleford has characteristics which must be taken into account when planning proposals are prepared. They include the underlying geological formations, the topography, the vegetation, surface and buried archaeological features, and historic legacies in the landscape ranging from listed buildings to hedgerows.

Future planning applications for land in Cringleford should refer to the Norfolk Minerals and Waste Core Strategy and Development Management Policies DPD, specifically Core Strategy Policy CS16- Safeguarding. Planning applications in Minerals Safeguarding Areas will need to comply with Core Strategy Policy CS16, unless they are exempt (a list of exemptions is included within Appendix C of the Core Strategy).

Major aquifers also lie beneath the surface. The surface topography of gentle slopes and hollows directs surface water flow and causes localized flooding. Cold air drains downwards and may produce shallow frost hollows. Individual ancient objects have been discovered at different locations in the parish and scatters of archaeological material have been found in the new areas offered for development, as well as at Round House Park. Evidence for various historic monuments has been found in or adjacent to the Development Area. For example aerial photographs have revealed circular crop marks suggestive of a tumulus or burial mound at NGR 183059, while quantities of sherds and wasters, together with high magnetometer readings, confirmed the existence of kilns already known from historical sources

in the vicinity of NGR 180064. Designation of the Conservation Area in 1976 recognised the historic importance of the old core of the village along Newmarket Road, between the medieval bridge and the schoolhouse. Some of the former water meadows in the Yare Valley were also included. Significant historic buildings lie outside the Conservation Area. The importance of local flora and fauna has been recognized by the designation of County Wildlife Sites in the valleys of the River Yare and the Thickthorn Stream, but large gardens and hedged fields also provide valuable habitats for a diversity of wildlife.

All these various assets are the subjects of national and district level policies which must be respected. Some guidance is provided in the General Policies set out here.

#### GEN1

Proposals for delivering the overall growth in Cringleford should show there is a co-ordinated approach between developers and relevant authorities to housing development and infrastructure.

#### GEN2

Both the National Planning Policy Framework (paragraphs 12, 126 and 131) and the Joint Core Strategy (2011 Objective 9, Policy 1) require heritage assets (including their settings) to be protected, conserved and enhanced. Future development proposals must pay careful attention to these policies, especially where development could affect the Conservation Area and identified significant buildings outside it. These are named in GEN3 and shown on the Proposals Map. Further detail is provided in the County Historic Heritage Record and reproduced in the Evidence Base. Any necessary work will be funded by the developers through appropriately worded conditions and/or Section 106 contributions.

#### GEN3

The following significant buildings and their settings outside the Conservation Area should also be protected, conserved and enhanced: Cringleford Hall (with its associated parkland) and moat (Grade II Listed), the barn c.30m east of Cringleford Hall (Grade II Listed), the original farm house and associated converted barns on Meadow Farm Drive, the Round House (Grade II Listed), the original farm house (now divided) and associated converted outbuildings at Newfound Farm, Stratford House, The Grove, and Oaklands properties (see Evidence Base). Proposals for development in the Conservation Area and at the properties mentioned should show how these heritage requirements can be addressed satisfactorily.

#### GEN4

Infrastructure as identified within the Cringleford Infrastructure Plan Programme (see Appendix) within the Parish Boundary and associated with the development of new sites must be provided directly by developers or be paid for or delivered by developers, either through the Community Infrastructure Levy (CIL) or through Section 106 agreements.

## 7.2. Policies for the Environment

The location of Cringleford has put considerable pressure on the natural environment of the parish, especially at the edges of the built-up area.

The existing policies relating to the ‘landscape setting’ of the Norwich Southern Bypass and the Strategic Gap between Cringleford and Hethersett (South Norfolk Local Plan March 2003 ENV2 and 6) would effectively preclude all large scale development in the parish. Whilst the Neighbourhood Development Plan recognizes the priority attached to development, it seeks to conserve and enhance the environmental setting of Cringleford in line with the Joint Core Strategy. The Southern Bypass Protection Zone\* is retained because this provides an important corridor for the movement of wild life, screens the road from the village, attenuates noise and will provide a ‘soft’ edge to any development on neighbouring sites.

In line with local landscape designations (South Norfolk Local Landscape Designations Review 11th June 2012) the Bypass Protection Zone and Undeveloped Approaches seek to protect key strategic gaps and the landscape setting of the Norwich Southern Bypass. In addition green infrastructure and planted hedges enhance the long distance views and relatively underdeveloped approach to Norwich which contribute to the historic setting of the City.

Gardens and trees are important elements in the existing built-up area of the village. They provide diversity and richness to the landscape, as well as forming wildlife havens and corridors and providing a rich source of food for insects, birds and wild animals. Hedges and trees associated with potential development sites divide the landscape into recognisable units and give them soft edges.

The Plan envisages protecting and retaining specific open areas and identifies new Green Infrastructure corridors to form a landscaped area adjacent to the Norwich Southern Bypass (A47) and a green tree lined entry to Norwich (A11). Developers’ Community Infrastructure Levy contributions will fund a future Green Infrastructure Management Plan.

Opportunities exist to improve the quality of existing green spaces where they are related to development proposals. New development also provides an opportunity to introduce a landscaped avenue approach to Round House Way.

\* 69% of those responding on this subject to the Questionnaire were in favour of maintaining the Southern Bypass Protection Zone at a minimum width of 250m, while a further 30% thought it should be wider.

### ENV1

A defined, continuous green landscaped corridor of 250m depth from the edge of the carriageway of the A47 will be provided to maintain the landscape setting of the village, maintain the existing wildlife corridor, mitigate traffic noise (Landscaped Protection Zone) and retain a key strategic gap at the edge of new development. In most cases it is envisaged that this will be a protected strip planted with trees but with pedestrian access. No new built development will be allowed within the zone unless the proposers can demonstrate that it will enhance the landscape and not have an adverse impact on the Strategic Gap between Cringleford and Hethersett, wildlife and buffering traffic noise.

The visual impact of new development when viewed from approaching main roads and the surrounding countryside should be minimised by the use of site appropriate landscape bunding, screening and mature tree planting. New and existing protected areas will require an effective management regime to enhance biodiversity.

### ENV2

Developers will be required to landscape a 30-50m tree belt, as indicated on the Proposals Map (50m Gateway Zone) on the A11 approach to Norwich from the Thickthorn roundabout. The width will secure adequate screening to both the road and the village and preserve the gradual transition from the countryside to the city

### ENV3

In order to minimise further the loss of hedgerows those shown on the Proposals Map should be protected and wherever possible enhanced.

### ENV4

The Protected Areas will be excluded from residential or economic development because of their character and location (see Proposals Map). These sites form part of the environmental and landscape sensitive Yare Valley and sit adjacent to important County Wildlife Sites. The plots also lie within a recognised flood plain.

# ENV5

Sustainable drainage schemes should be used to provide wildlife areas and link where possible with existing County Wildlife Sites i.e. in the area of the Thickthorn Stream. These may include features such as ponds, swales, and permeable paving and should be designed as an integral part of the green infrastructure.

# ENV6

Developments which provide open spaces and community woodland, and connect these spaces with others in the village and that have defined areas for public access to such spaces, will be permitted. Developments that do not contain these features will need to demonstrate why including them would not be feasible.

Planting programmes for new developments should incorporate native arboreal species local to the area.

# ENV7

The sub-division of existing large gardens in the village (i.e. ‘backland’ development) will be discouraged and will be permitted only when it can be demonstrated there would be no unacceptable impacts on flora and fauna and it can be demonstrated that the character of the surrounding neighbourhood (in terms of the appearance and massing of development) is maintained.

▼ Newfound Farm, looking towards the hospital



# 7.3. Policies for Housing

Cringleford has an important part to play in the economic, social and cultural success of Norwich, which in turn has benefits for the district, county and region. People in Cringleford recognise this role. Our Neighbourhood Development Plan, and the policies it contains, set out how we think the demands that come with this role – particularly in relation to housing – can be accommodated positively. This means planning for growth, while ensuring that what is most special and distinctive about Cringleford, in terms of its heritage, natural environment and community bonds can be retained and indeed enhanced.

Of uppermost importance is making sure that future development helps Cringleford to grow stronger as a coherent, inclusive and intact community. Cringleford faces some distinct challenges in this respect. The village is right on the edge of the city of Norwich, adjacent to the Norwich Research Park (a major growth hub). It is traversed by the A11 and it has in recent times seen large scale development on a single site (Round House Park) of a higher density than elsewhere in Cringleford. When this development is complete the population of the village will have doubled. Many older people in our community wish to carry on living in Cringleford but may find it difficult to find suitable accommodation.

The Greater Norwich Development Partnership’s Joint Core Strategy allocates a minimum of 1,200 dwellings to the parish. (This number is in addition to the 1,000 dwellings completed or in the course of construction at Round House Park). People in Cringleford are anxious to avoid their village becoming the location for large scale housing that serves the housing needs of Norwich, but does not take account of the established role and character of the village and makes it difficult to maintain a sustainable community – economically, environmentally and socially. The additional 1,200 dwellings allocated in the Core Strategy is the maximum number which parishioners consider compatible with their vision for sustainable development in Cringleford.

Our Neighbourhood Development Plan is, therefore, one for a village which will grow and play its part in meeting local housing need. It will be a village where residents are able to move about easily and feel a full part of the community at all life stages, integrating with their neighbours across the parish and able to avail themselves of services that reflect the community’s full needs. Residents now and in the future should be able to enjoy living in a parish which has maintained the strong semi-rural and natural character that distinguishes it from more urban areas on its doorstep; and which is making a positive contribution to a low carbon economy.

The only major area of land available in Cringleford for development following the completion of Round House Park lies between the edge of the current built-up area (as at autumn 2012) and the Norwich Southern Bypass (A47), though a site has been offered west of the road which is partly in Cringleford, but largely in Hethersett (South Norfolk Site Specific Allocation Document Site 264). Windfall sites may also become available during the period covered by the Plan. The Cringleford section of Site 264 has been ruled out in the Cringleford Site Specific Allocation exercise (see Evidence Base). Of the remaining 121.16/121.29 ha\* around 74 ha will be needed for the green infrastructure envisaged in Section 7.2, leaving about 48 ha for

\*The difference in the figures is the result of a variation in the size of the total area given for Site 1021b (17.94 ha) and the area derived from adding the areas of the component parts Sites, 044 (8.37 ha) and Site 507 (9.44 ha).

mixed development, largely housing. A low density was selected for housing on this land (20-25 dwellings per ha) in order to maintain and enhance the open, green and ‘semi-rural’ character’ of the village (5.2 and 5.3). Using the upper figure of 25 dwellings per ha, a simple calculation using the net dwelling density, provides for the construction of a total of 1,200 dwellings.

Although the Joint Core Strategy requires housing proposals ‘to provide balanced communities’ (Policy 4), the assessment of housing need in the Greater Norwich Development Area and in South Norfolk (Housing Market Assessment 2007; Strategy to Accommodate Major Housing in the Norwich Policy Area – Topic Paper September 2009; Joint Core Strategy 2011, Sections 5.23-5.27, Policy 4) indicates a ‘short term need across all tenures’ concentrated in the 3-4+ bedroom size range.

New dwellings should make provision for the changing needs and life-styles of an ageing population and built to the ‘Lifetime Homes’ standard in accordance with current national guidance.

Some sites within the Development Boundary are crossed by high tension electricity cables and contain supporting pylons. Their presence must be addressed during the planning process and proposals for the development of adjacent land must show how the impact of the high tension cables and their pylons will be managed. The Proposals Map shows a 50m zone around the power lines as indicative of land which may prove unsuitable for housing and other forms of development.

### HOU1

The maximum of 1,200 new homes should be dispersed across the Housing Site Allocation Area as shown on the Proposals Map.

### HOU2

Layouts for new development should be designed to the highest possible standard and

- make sensitive use of local topography
- make generous provision for open green spaces which are linked to the wider natural environment and accessible to the public
- provide streets characterised by sections comprising road, tree-lined verges (with provision for parking), footpaths, ‘soft’ boundary treatments and which allow for well-managed front and rear gardens
- provide well-designed groups of houses, located in attractive, inclusive and secure spaces
- maintain a ‘human scale’ with regard to building heights, road widths, sight lines, coherent layout, low noise levels and appropriate lighting in houses and on streets – an environment in which individuals feel comfortable and secure (Doxiadis 1968)
- provide for sustainable waste management, principally by having adequate storage space for refuse bins and incorporate Sustainable Drainage System (SUDS) principles to minimise flood risk.

### HOU3

To preserve the open and green character of the village (5.2) and its role in the urban/rural transition zone, building densities should not exceed a maximum of 25 dwellings per hectare across the Housing Site Allocation Area.

### HOU4

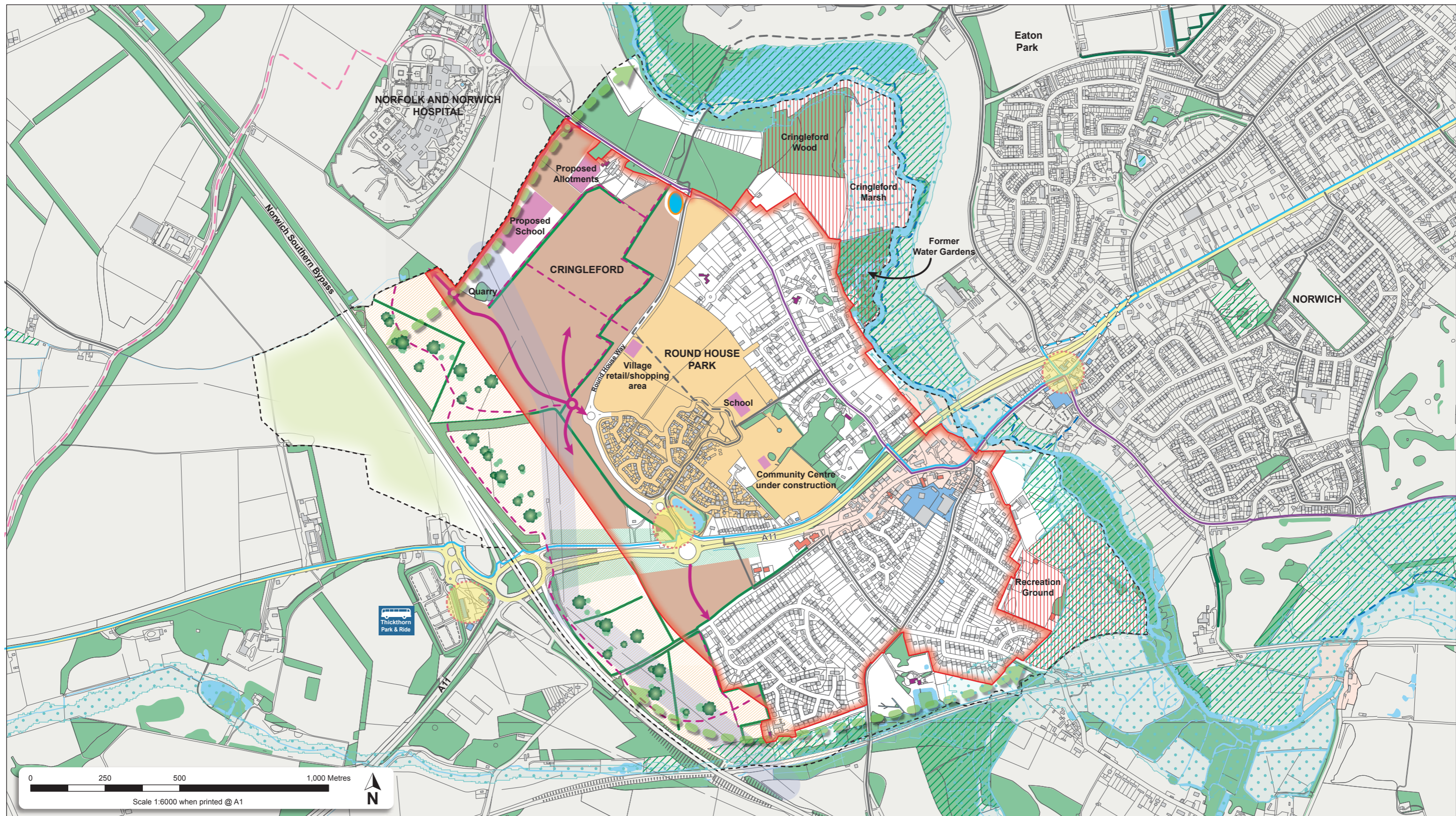
The majority of dwellings proposed for any new development in Cringleford should be detached or semi-detached dwellings (houses and bungalows), in accordance with Policy 4 of the Joint Core Strategy. These would be in keeping with the predominant settlement pattern in the pre-2007 village.

### HOU5

The needs of the elderly require the provision of sheltered housing and a new care home of an appropriate size as part of the new development on the Housing Site Allocation Area.

### HOU6

All dwellings should be designed to minimize the use of energy and clean water. The use of renewable energy sources will be encouraged. Careful consideration should be given to the orientation of the principal rooms in new dwellings so that account is taken of future climate change, with passive solar gain and energy efficiency maximised.



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## Cringleford Neighbourhood Development Plan: Proposals Map

### KEY

- Parish boundary & Neighbourhood Development Plan boundary
- Open water
- Woodland
- Environmentally Sensitive Areas (i.e. SSSIs & CWS)
- Open farmland/countryside and Strategic Gap

- Conservation Areas
- Buildings of Historical interest outside of Conservation Area
- Commercial area and business premises
- Community buildings
- Area under development 2012 (Round House Park)

- Yare Valley Walk
- Flood Zone
- Bus Rapid Transport route
- Proposed transport interchange
- Development Boundary

### PROPOSALS FOR DEVELOPMENT

- 50m Zone either side of power lines unsuitable for residential or commercial development
- 250m Landscaped Protection Zone along Norwich Southern Bypass
- 50m Gateway Zone and new planting
- Housing Site Allocation area

### PEDALWAYS

- Protected areas
- Proposed line of roads
- Proposed line of cycleway/footpath
- Hedgerows to be retained
- Green Infrastructure Links
- Cringleford - Sprowston
- N&N Hospital - Heartsease
- Outer Circuit
- Local Cycle Routes

## HOU7

The amount of space provided in each dwelling must as a minimum meet but ideally exceed the minimum standards recommended by the RIBA in The Case for Space (2011). Adequate storage space must be provided in all new homes

## HOU8

Garages must be built in direct association with the houses whose inhabitants may be expected to use them. They must be spacious enough to accommodate modern cars and bicycles. Proposals for rear or separate parking courts will not be permitted. Alternative solutions adopted at Round House Park and elsewhere, have often resulted in more rather than less on-street parking, thereby obstructing the free flow of traffic, especially buses and emergency vehicles.

## HOU9

To encourage the social mixing implied by the concept of 'balanced communities', affordable housing should be dispersed in small groups throughout the development area.

## HOU10

Heritage assets within the parish, especially the listed buildings in the Conservation Area, and their settings must be protected, conserved and enhanced when development proposals are brought forward.

▼ Brettingham Avenue



## 7.4 Policies for the Local Economy

The majority of the economically active population of Cringleford work in Norwich. The city is a nationally significant centre of finance and insurance. It also contains the largest cluster of creative industries in Eastern England. A major employment hub is located to the north-west of the parish, comprising the Norfolk and Norwich University Hospital, the University of East Anglia and the Norwich Research Park. Although the village itself is predominantly residential, it contains a number of businesses. These include a major builders' merchant (Jewson), a convenience shop, a nursery, hair and beauty establishments and the Cringleford Business Centre which currently (2012) accommodates 9 office-based businesses. An additional three small retail units will be built off Round House Way as part of the existing planning permission. More than 20 businesses are run from residential addresses in the parish. The Parish Council will seek to retain existing businesses, identify deficiencies in local convenience shopping and facilitate the creation of new jobs.

Applications for new employment-generating development must include adequate provision for vehicle and cycle parking, vehicle turning and servicing in accordance with *Parking Standards for Norfolk 2007*.

▼ Cringleford Business Centre



### ECN1

The creation of additional business accommodation in Cringleford is desirable with new development employing up to 10 people considered most appropriate, providing that it conforms to all relevant policies of this Plan. Any proposal for an employment-generating use exceeding that number will need to demonstrate that;

- a) it will not have an unacceptable impact on residential amenity
- b) it will not have an unacceptable adverse impact on the transport network and parking conditions
- c) it will not have any other unacceptable environmental impact.

Proposals for warehousing/storage uses will be resisted as they create low levels of employment in relation to the floor space provided and the buildings have a strong negative impact on their surroundings.

### ECN2

Any proposal for the development of local convenience (food) and/or small scale shopping facilities in Cringleford will be supported. Proposals for other forms of Class A1 retail development will not be supported.

### ECN3

Proposals for change of use of existing business premises away from employment activity will be resisted unless it can be demonstrated that the existing use is no longer economically viable i.e. that the site has been marketed at a reasonable price for at least one year for that or any other suitable employment or service trade use.

### ECN4

Proposals for new development that combines living and small-scale employment space will be encouraged, provided there is no adverse impact on the character and amenity of nearby residential areas.

### ECN5

Proposals which would result in the loss of existing local shopping facilities through re-development or change of use will not be permitted, unless they include proposals for alternative local shopping provision nearby or there is no reasonable prospect of viable continued use of the existing building or facility for similar local and community uses.

## 7.5 Policies for Society, Community and Culture

The people of Cringleford enjoy a rich and vibrant social life. Twenty-five organisations meet in the parish and make use of three public halls. Scouting and Guiding are active. Sport is popular and demand already exceeds the capacity of existing facilities. The parish church has strong support. A Primary School caters for more than 200 pupils, but its buildings are inadequate and the school will be relocating to a 420 pupil building on Dragonfly Lane. The new school will be at full capacity once the Round House Park development is complete and the Joint Core Strategy (ED.8) recognised that another school will be needed to serve future residential development. An established GP practice provides medical care and this has been enhanced with the provision of a pharmacy. A veterinary surgery is situated nearby. Continued house building in the parish will increase the total population to a conservative estimate of 7,000 by 2026.

Pressure on existing services and facilities has already increased with the gradual occupancy of the Round House Park development (from 2006-07). The Joint Core Strategy noted that further development would require a growth in medical facilities, including dentistry. Anticipated demand for more social/cultural facilities led to the inclusion of a new community centre with adjacent playing fields, in the master plan for Round House Park. The Willow Centre, as it has been named, will provide high quality facilities to support communal requirements such as the arts, life-long learning, and healthy lifestyle activities. Community use will be encouraged and The Willow Centre will offer a safe and accessible place for residents of all ages and abilities to meet formally and informally. An extension of The Willow Centre will be needed to meet further anticipated demand. A demand for more recreational facilities is expected and locations should be proposed by the developers.

New infrastructure will be funded by Section 106 Agreements, Community Infrastructure Levy through the Greater Norwich Development Partnership Local Investment Plan and Programme and the Cringleford Infrastructure Delivery Programme 2013-2026 (see Evidence Base).

▼ Cringleford Pavilion



### SCC1

Provision must be made in the land allocated for new development for a single site of 2 hectares for a primary school including pre-school provision, with the site to be transferred by the applicant/developer free of charge to Norfolk County Council. The primary school and pre-school provision and future improvement of the catchment high school will be funded by the developers either through a Section 106 Agreement or the Community Infrastructure Levy or possibly a combination of both. Land transfer will be dealt with separately through a Section 106 Agreement in the event that the Community Infrastructure Levy is used to fund any building works for the schools.

### SCC2

New developments should make appropriate provision for the increased demand for medical facilities including dentistry.

### SCC3

Walking and cycling will be encouraged by the provision of new routes. New development will be permitted only where it provides natural surveillance of public spaces, safe footpaths and cycle ways, as well as satisfactory lighting, in accordance with national planning guidance.

### SCC4

The construction methods and furnishing of community buildings must minimise energy and water use, and promote the use of alternative energy sources.

### SCC5

The developers should provide for a 3.8 hectare playing field to accommodate a cricket pitch, football pitches and Pavilion to include changing rooms. Play areas for children must be provided and in accordance with the guidelines in force at the time.

### SCC6

New developments on the allocated sites for housing must ensure that broadband infrastructure can be provided to guarantee a minimum speed of 24Mbps (superfast) and thus assist both community integration and business activity.

SCC7

All developers will be required to make provision for additional library facilities for the library service which serves the development. This will be funded through a Section 106 Agreement.

SCC8

Space should be set aside for provision of allotments and a community orchard in allocated development areas to meet the expressed local need. A possible site is indicated on the Proposals Map.



▲ St Peter's Church, Cringleford

7.6 Policies for Transport

Accessibility and ease of movement are essential not only to the economic and social life of the village but also to the integration of its community. The A11 through the village is a major barrier to community cohesion and pedestrian safety at the controlled crossing is of significant concern. Improvement in transport, however, will be shaped by the Highways Agency, the Highways Authority (Norfolk County Council) and the Joint Core Strategy. Relevant considerations include the expansion of Norwich Research Park in the neighbouring parish of Colney (4,700 new posts envisaged in 2013-26) and the construction of 2,200 new dwellings at Wymondham and 1,200 at Hethersett. Traffic flows through Cringleford are likely to increase, putting pressure on its existing infrastructure including, critically, the Thickthorn interchange (a scheme to be dealt with as a Highways Nationally Significant Infrastructure Project), Colney Lane to Watton Road and the medieval Cringleford Bridge over the River Yare where peak-hour queues are of major concern to residents.

The Thickthorn Interchange improvements are critical to cater for the additional traffic arising from planned housing and science park growth in Cringleford and nearby areas. Developer contributions in finance or kind will help support the delivery of these much needed highway works. A co-ordinated approach to helping deliver necessary improvements by potential major housing developers in Cringleford would be far preferable to individual, piecemeal schemes and the production of a developer led Joint Transport Strategy in partnership with the relevant highways authorities would be a positive way forward to help deliver appropriate road improvements.

At present most parishioners use private cars for their travel needs, adding to traffic volumes, and increasing atmospheric pollution with its effects on climate. Two bus companies currently provide services to Cringleford and these will require improvement and enhancement as housing development progresses.

The significant improvements in public transport envisaged by the Joint Core Strategy must be provided, including a Bus Rapid Transit system connecting Wymondham, Hethersett and Cringleford to central Norwich, as planned by Norfolk County Council.

Consideration should be given to connecting the Bus Rapid Transit system to the employment hub consisting of the Norfolk and Norwich University Hospital, the University of East Anglia and the Norwich Research Park. Possibilities include use of the park-and-ride facilities at Thickthorn or the provision of an interchange at the intersection of Round House Way with the A11.

▼ Cringleford Bridge, junction with Intwood Road



# TRA1

New major estate roads should be designed to allow the free flow of traffic and development proposals should show how they integrate with other roads and the existing community. Measures to prevent obstruction to the route by parked cars should be included.

New link roads providing access to the main development sites west of Round House Way and Cantley Lane should be provided in the broad locations shown on the Proposals Map.

Developers of land in the area will be expected to make an appropriate and proportional contribution or deliver improvement to the Thickthorn Interchange. Work will need to be underway with the Highway Authority and Highways Agency to show how this will be delivered.

# TRA2

Integration of the village will be improved by the construction of new and enhanced walking and cycling routes between and within neighbourhoods, as required by the Joint Core Strategy. These should be incorporated in the major new development sites allocated and connect to the employment areas of the University of East Anglia, Norwich Research Park and Norfolk & Norwich University Hospital.

A footway/cycleway route must be incorporated into layout designs for land west of Round House Way to connect with the community facilities planned for Round House Park and those located in newer developments (see Proposals Map). The concept of ‘Walking Neighbourhoods’ (10 minutes walking distance or about 800m) must be used in locating new community facilities, including a school, medical centre and playing fields, and in the provision of public transport.

A controlled pedestrian crossing of Round House Way will be required.

# TRA3

Street systems in new neighbourhoods must be designed to minimise the use of private cars and accommodate the needs of pedestrians, cyclists and public transport. Wherever possible, shared-use footway/cycleway paths must be included in road designs, especially where these lead to major trip attractors.

For the convenience of users footway/cycleway routes must be clearly signed with destinations. Roads intended for vehicles must be clearly differentiated from footway/cycleway routes.

# 8. Proposals Map

The Parish’s spatial policies for realising its Vision for Cringleford 2026 are shown on the Proposals Map and require a multi-agency approach. While some of the mapping is indicative and suggests where circulation routes should run and various facilities could be located, the implementation of the appropriate policies will be the responsibility of the developers. However, other elements in the map are definitive and non-negotiable. These include the exclusion of residential and commercial development from the valleys of the River Yare and the Thickthorn Stream, the retention of ancient hedgerows, the enhancement of green infrastructure alongside the Norwich Southern Bypass (A47) and the creation of a green gateway on the A11. Similarly, the Conservation Area and outlying historic buildings will be preserved.

# 9. Sustainability of the Plan

A complete Sustainability Appraisal has been carried out on the Plan by the Parish Council using a matrix to compare policies against objectives. The results are set out in the Evidence Base. The relevant Strategic Environmental Assessment is contained in the Greater Norwich Development Partnership’s Joint Core Strategy (Environmental Statement March 2011).

▼ Newmarket Road, morning rush hour



## 10. Risk Assessment

The Plan has been subjected to a risk assessment by the Parish Council in order to identify threats that could destabilise the Parish’s Vision for Cringleford 2026 and affect its delivery. Most of these are outside the control of the Parish:

### 10.1.

Changes in planning policies at national and district level before the end of the planning period in 2026.

### 10.2.

*Ad hoc* changes to current national policy which prioritise development in determining plan applications will over-ride local planning policies. .

### 10.3.

An inconsistent interpretation of national and local planning policy by decision makers.

### 10.4.

The separation of responsibility for planning and providing the transport infrastructure away from the District Council.

### 10.5.

The use of imprecise language leading to ambiguity in neighbourhood planning policies that obscure the intentions of the Plan or allow unintended interpretation.

### 10.6.

Failure to relate the Neighbourhood Development Plan adequately to the Greater Norwich Joint Core Strategy (2011), County level plans and the National Planning Policy Framework.

## 11. Monitoring and Review

The Neighbourhood Development Plan covers the period 2013 to 2026. Development will take place during this time, both in the parish and outside it, and will have an impact on the community, as well as on the physical fabric of the village. Each new development will influence what happens next and where. It is, therefore, essential to the long-term success of the Plan that developments in Cringleford and neighbouring parishes are monitored and reviewed against the Plan’s objectives and against the policies designed to implement them. South Norfolk Council will determine planning applications in the Neighbourhood Development Area and is responsible for monitoring delivery of the policies and proposals.

The Parish Council will also make arrangements to monitor developments and carry out an annual review. Assistance will be sought from parishioners and other interested parties.

## 12. Evidence Base

### 1. National Planning Documents

*National Planning Framework (2012)*  
*Statutory Instrument 2012 No. 637, Town and Country Planning, England (2012)* *Department of Transport, Building Sustainable Transport into New Developments (2008)* *Department of Transport, Manual for Streets (2007)*  
*Planning Policy Statement 1; Delivering Sustainable Development (2005)*  
*The Localism Act (2011)*  
*Department of Environment: The Hedgerows Regulations (1997)*

### 2. Local Planning Documents

*Town and Country Planning Act 1990 (Section 61 G) Neighbourhood Planning (General Regulations 2012 (Regulation 6) Designation of a Neighbourhood Area Approval*  
*Town and Country Planning Act 1990 (Section 61 G) Neighbourhood Planning (General) Regulations 2012 (Regulation 6) Cringleford Parish Council’s approval as a ‘Relevant Body’ to propose a Neighbourhood Development Plan for the parish*  
Broadland District Council: *Neighbourhood Planning Guidance (2011)*  
Cringleford Parish Council: *Cringleford Parish Plan (2006)*  
Cringleford Parish Council: *Cringleford Parish Plan (2011)*  
Cringleford Parish Council: *Questionnaire March-April 2012*  
South Norfolk Council: *Site Specific Policies and Allocations Document, 2nd Regulation 25 Consultation* (South Norfolk Council 2011)  
South Norfolk Council: *Place-Making Guide* (2012)  
Greater Norwich Development Partnership: *Joint Core Strategy for Broadlands, Norwich and South Norfolk* (2011/13) and *Submission Documents* (2007-09)  
Greater Norwich Development Partnership: *Local Investment Plan and Programme* (working document v4.1 February 2012)  
Greater Norwich Development Partnership, Joint Core Strategy: *Annual Monitoring Reports* 2009/10, 2010/11  
Greater Norwich Development Partnership: *Strategy to Accommodate Major Housing in the Norwich Policy Area – Topic Paper* (September 2009)  
Norfolk County Council: *Parking Standards for Norfolk (2007)*  
Norwich City Council: *Norwich Area Transport Strategy (2010)*  
Norfolk Historic Environment Record  
Partnership of Norfolk District Councils: *Strategic Flood Risk Assessment: Main Report* (2008)  
South Norfolk Alliance: *Your Sustainable Community Strategy for South Norfolk: Important Issues: Local Action 2008-18*

South Norfolk Council: *South Norfolk Local Plan (2003)*  
Norfolk County Council: *Norfolk Structure Plan (1999)*  
South Norfolk Council: *Local Landscape Designations Review*  
South Norfolk Council: *Strategic Environmental Assessment (2013)*  
Norfolk County Council: *A11/A47 Thickthorn Interchange Improvement – Concept Scheme Options Report Interim (DMRB Stage 1 Traffic) (April 2013)*

3. Other Published Sources

Cringleford Historical Society: *Cringleford: Past and Present (1990)*  
C.A. Doxiadis: Ekistics: *An Introduction to the Science of Human Settlements (Oxford University Press, New York 1968)*  
A.T. Grove: ‘Climate’, In Norwich and its Region (British Association for the Advancement of Science 1961), pp. 42-43.  
Regional Cities East: *A Business Case for Enabling Measures from Government, 2007*  
Royal Institute of British Architects (RIBA): *The Case for Space: The Size of England’s New Homes (2011)*  
Town and Country Planning Association: *Creating Garden Cities and Suburbs Today (2012)*  
UK *National Censuses 1801-2011*

4. Cringleford Parish Council Documents

Parish Plan 2011  
Area Designation Statement  
Declaration that Cringleford Parish Council has been approved as fit to make the Plan  
Statement of Community Involvement  
Plan Programme  
Public Open Day Responses  
Questionnaire  
Analysis of the Results of the Questionnaire  
Sustainability Appraisal  
Site Specific Allocations  
Consultation Draft Plan  
Analysis of Responses to Consultation  
Consultation Exercise Report  
Basic Conditions Statement  
Cringleford Parish Council’s Infrastructure Delivery Programme 2013-2026  
Neighbourhood Development Plan – Examiners Version  
Analysis of Responses to Examiners Version  
Dates of the Meetings of the NDP Team

Supporting Documents

- Populations Totals
- Map of the Historical Development of Cringleford
- English Heritage List of Listed Buildings in Cringleford
- Significant Buildings in Cringleford not Listed by English Heritage and not included in the Norfolk Historic Environment Record
- Age/Sex Structure
- Journey to Work
- Household Incomes
- Council Tax Bands
- Businesses in Cringleford
- Clubs and Societies
- Norfolk Historic Environment Record Monument List Report
- Norfolk Historic Environment Record Data – Cringleford – Monuments
- Norfolk Historic Environment Record Data – Cringleford – Findspots

5. Selected Websites

English Heritage (Listed Buildings) [www.english-heritage.org.uk](http://www.english-heritage.org.uk)  
Greater Norwich Development Partnership [www.gdnp.org.uk](http://www.gdnp.org.uk)  
Norfolk County Council, Planning, Performance and Partnership Norfolk Heritage Explorer, Parish Summary: Cringleford [www.norfolk.gov.uk](http://www.norfolk.gov.uk)  
Norfolk Insight [www.norfolkinsight.org.uk/](http://www.norfolkinsight.org.uk/)  
Planning Advisory Service [www.pas.gov.uk](http://www.pas.gov.uk)  
South Norfolk Council Local Plan 2003 [www.south-norfolk.gov.uk](http://www.south-norfolk.gov.uk)  
Weatherspark [www.weatherspark.com](http://www.weatherspark.com)

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