

Design Code Document

Cringleford Neighbourhood Plan



Collective Community Planning Ltd
Registered in England and Wales: 12190918
VAT no 332 8915 90
www.collectivecommunityplanning.co.uk



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How to use this document

A Design Guide and Design Code are two essential tools for shaping the physical development of a community in a way that respects its context, enhances its character, and improves the quality of life for its residents.

- **A Design Guide** provides key design principles and recommendations for good design, offering a clear vision of the desired outcomes for development.
- **A Design Code** sets out more specific, often prescriptive, requirements for achieving key design principles that have been identified nationally and locally to achieve implementation on the ground.

The purpose of this document is to provide a clear, locally specific set of codes that will ensure future developments in Cringleford align with the values and aspirations of the community while respecting its existing character. The design code applies a “comply or justify approach” alike the District Design Code Document. This means applicants must demonstrate that they have complied with all the codes set out in this document unless a strong justification is made to stray from a particular requirement. The justification must be set out within the application and summarised in the assessment framework. **Table 1** sets out a summary of the design codes to help applicants when using this document.

The code has two categories:

- **“Must”- mandatory requirement in an application**
- **“Should”- expected requirement in an application unless there is strong justification provided as to why this cannot be done.**

Relevant sections of the National Design Guide & Code and the District Design Code are highlighted in the orange boxes.

Table 1 Summary of Design Codes for Applicants

Theme / Section	Parish Wide Code Ref.	Summary of Requirement
Natural and Historic Environment - Green Spaces, Trees and Hedgerows	GST1–GST4	Retain and integrate trees, hedgerows and green spaces; include street trees; design multifunctional open spaces; use hedges as boundaries.
Natural and Historic Environment - Wildlife Corridors and Features	WCF1–WCF4	Provide nesting bricks, bat boxes and hedgehog highways; retain or replace native planting.
Buildings and Design	ADM1–ADM2, BH1, BLS1, BT1–BT3, CP1–CP2, CREE1–CREE3, SD1–SD2	Apply materials suited to each Character Area; appropriate building heights and layouts; characteristic boundaries; parking softened by planting; integrate energy efficiency and SuDS.
Access and Amenity	AA1–AA3	Provide safe and accessible walking/cycling routes; ensure full accessibility; include resting points.
Lighting and Surveillance	LS1–LS3	Provide safe, efficient lighting with minimal glare; orientate buildings for natural surveillance; limit lighting in peripheral areas.
Character Areas	CA1–CA5	Apply Character Area-specific codes to ensure context-sensitive design consistent with local character and landscape setting.

How to use this table

- All applicants must show how proposals comply with the parish-wide codes
- Character Area codes then apply specifically to the site's location.
- A short summary of compliance (or justification for variation) should be included in the Design and Access Statement accompanying applications.

Introduction and Policy Context

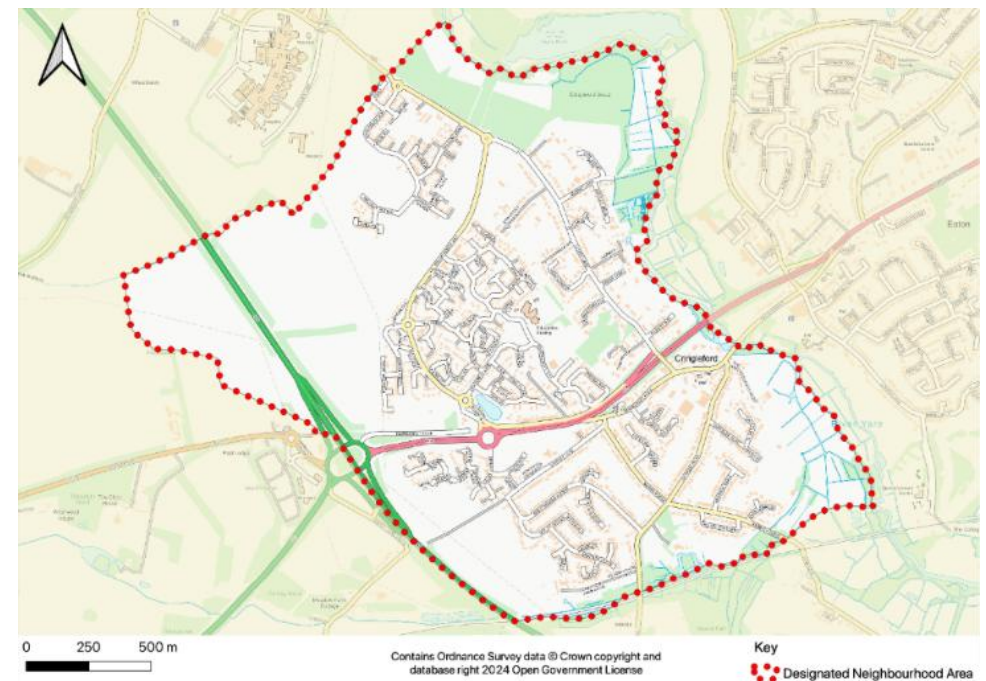
Cringleford has a rich history dating back as far as Paleolithic times and is listed in the Domesday Book by the old Norse name “Kringelforda” meaning “ford by the round hill”. Much is known about Cringleford’s history due to archeological excavations performed ahead of modern road and housing developments. The parish is home to a conservation area, scheduled monument and 13 Grade II listed buildings reflecting the rich history of the parish.

Cringleford is located 3 miles southwest of Norwich, close to the University of East Anglia, the Norfolk & Norwich University Hospital and Norwich Research Park. The parish is well connected by road, being close to the A11, A47 and A140. The area is characterized by suburban development, with the A11 road passing through its centre and agricultural land to the north and east. The River Yare marks the eastern boundary, with marshland in the southeast.

In the ten years from 2011 to 2021 Cringleford has expanded considerably with significant housing growth and new developments. This growth is reflected in Census 2021 population data which states the total resident population of Cringleford is 4,700¹ which is a 59% increase from the 2011 Census when it was 2,963². In the years that have passed since the Census 2021, the population of Cringleford has further increased due to completion of new houses which has meant an increase in households.

¹ Census 2021. Population. Source: [Build a custom area profile - Census 2021, ONS](#)

Figure 1 Designated Neighbourhood Plan area



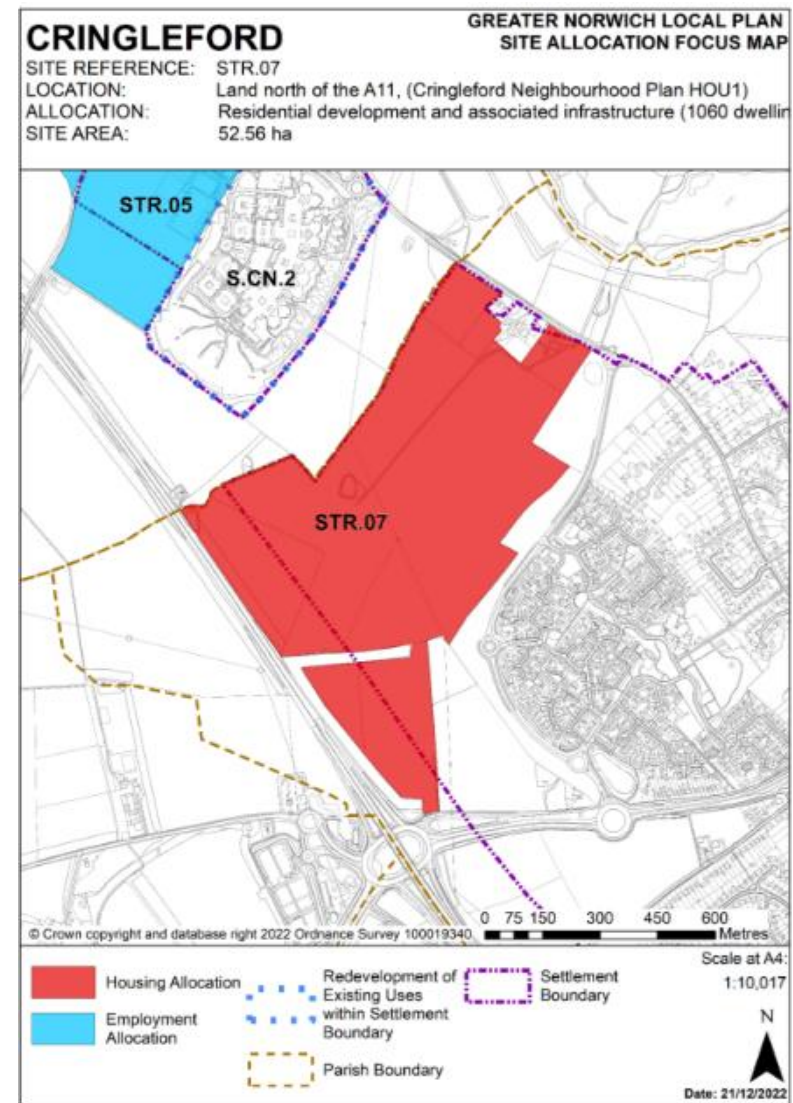
The Local Plan relevant to Cringleford is the Greater Norwich Local Plan (GNLP) which makes one strategic allocation in Cringleford – STR.07 Land north of the A11 – the site is shown in Figure 2 taken from the GNLP. This site partly covers land identified in the 2013 Cringleford Neighbourhood Plan (HOU1) for residential development for approx. 1,200 homes (permission now in place for up to 1,300). STR.07 sets aside land for the development of approximately 1,060 homes and associated infrastructure

² Census 2011. Nomis Local Area Report for Cringleford. Source: [Local Area Report for areas in England and Wales - Nomis \(nomisweb.co.uk\)](#)

- including approx. 3 hectares of the site which should be set aside for a new school.

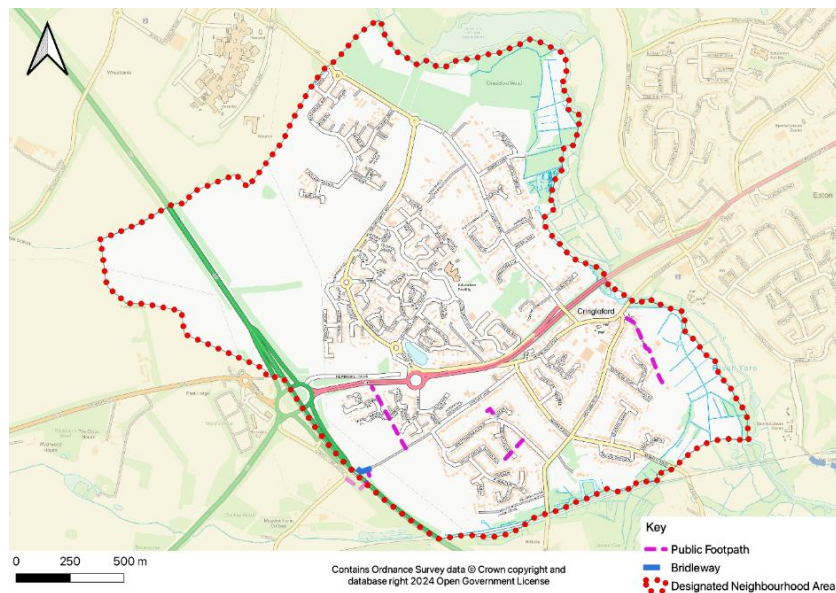
Cringleford has several local services including a small supermarket, convenience stores, several bus stops, healthcare services, primary schools and a nursery, community spaces and sporting facilities. Residents have to travel to access larger supermarkets, banking services, post office services, dentist, opticians, secondary and further education, restaurants and pubs.

Figure 2 GNLP Site Allocation in Cringleford



In terms of walking infrastructure there are a small number of footpaths/public rights of way (**Figure 3**) although these mainly link areas up within the built-up settlement rather than providing access to the surrounding countryside. There is walking access to Cringleford Woods and on into the woodland surrounding the UEA Broad from Colney Lane.

Figure 3 Public Rights of Way Cringleford neighbourhood area (Norfolk County Council 2024)



There are no national cycle routes that pass through or close to Cringleford. Norwich City Council's Blue Cycleway route runs from Wymondham to Norwich City Centre through Cringleford; however, this is an on-road route and there are no traffic free sections between Cringleford and Norwich.

According to Environment Agency future flood risk maps there is some risk of flooding from fluvial (river) and pluvial (surface water) sources within

Cringleford. As shown below in **Figure 4** flood risk is scattered within the parish with some of the high-risk areas of surface water flooding being in the built-up settlement along the A11, Round House Way and Newmarket Road. Flood risk from the rivers is situated along the River Yare and its tributaries.

Figure 4 Environment Agency Flood risk maps (October 2025) Rivers and Sea with defences map

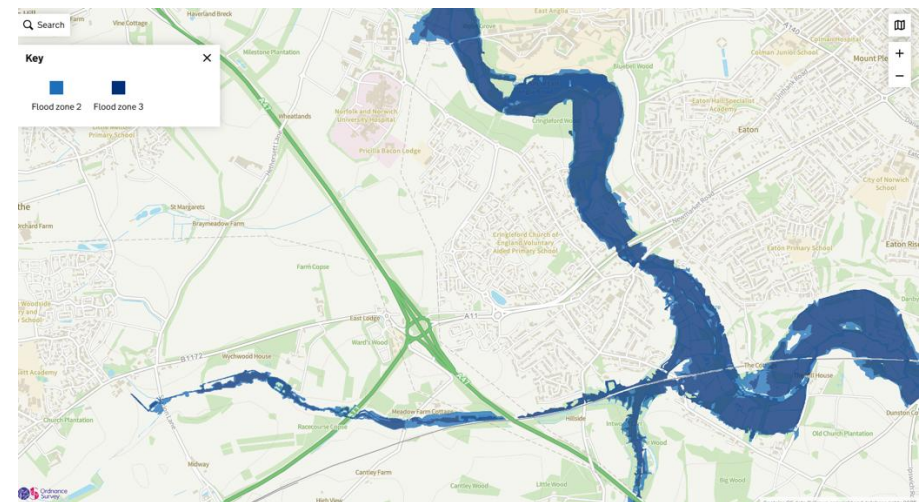


Figure 5 Environment Agency Flood risk maps (October 2025) 1 in 1000 annual likelihood of flooding (low risk)

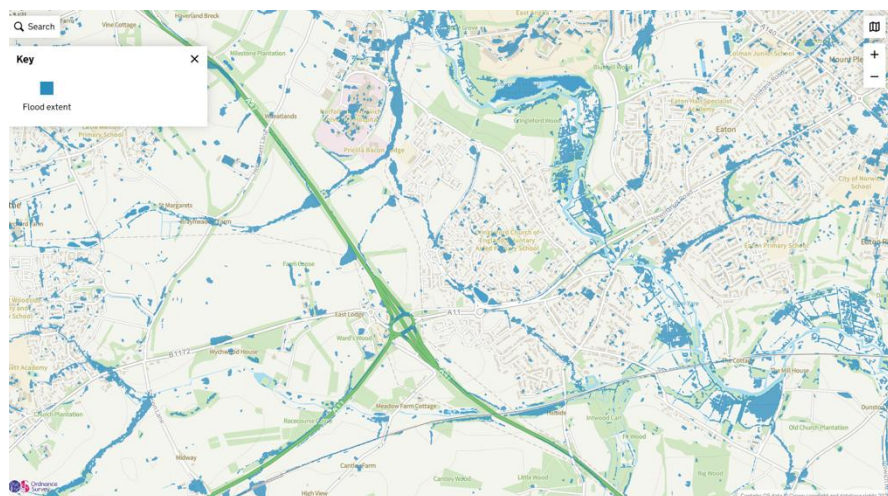


Figure 6 Environment Agency Flood risk maps (October 2025) 1 in 100 annual likelihood of flooding (medium risk)

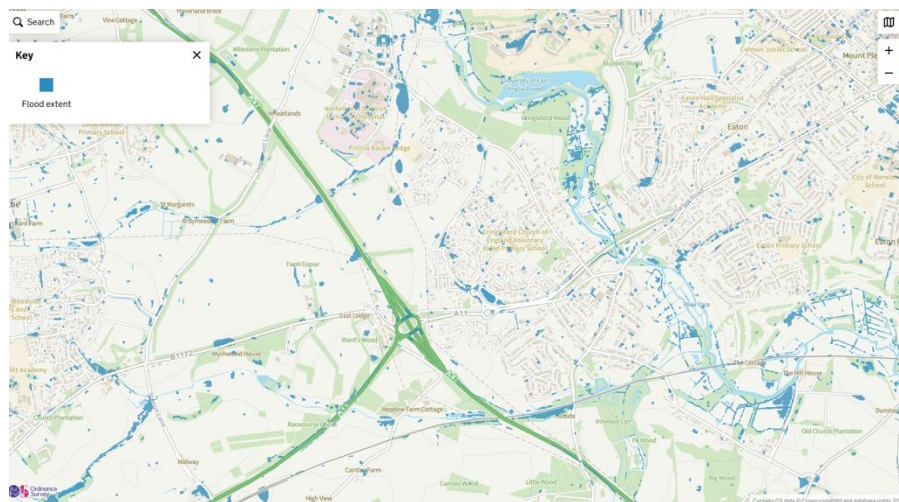
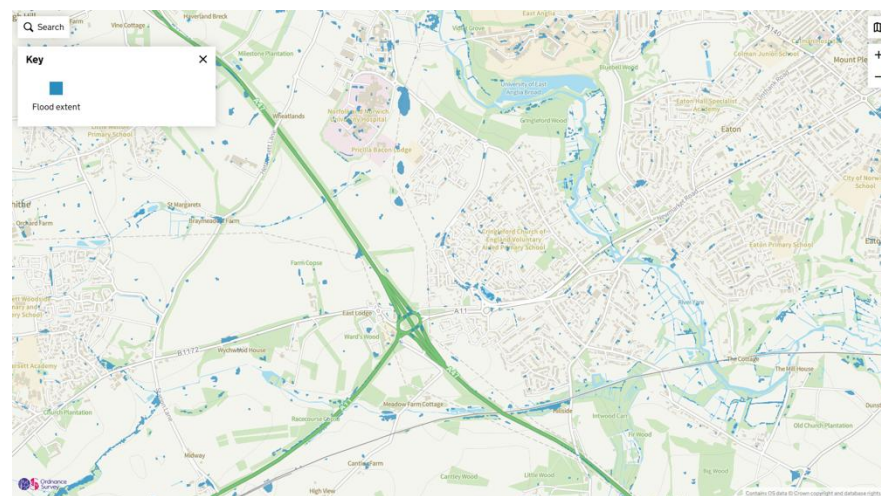
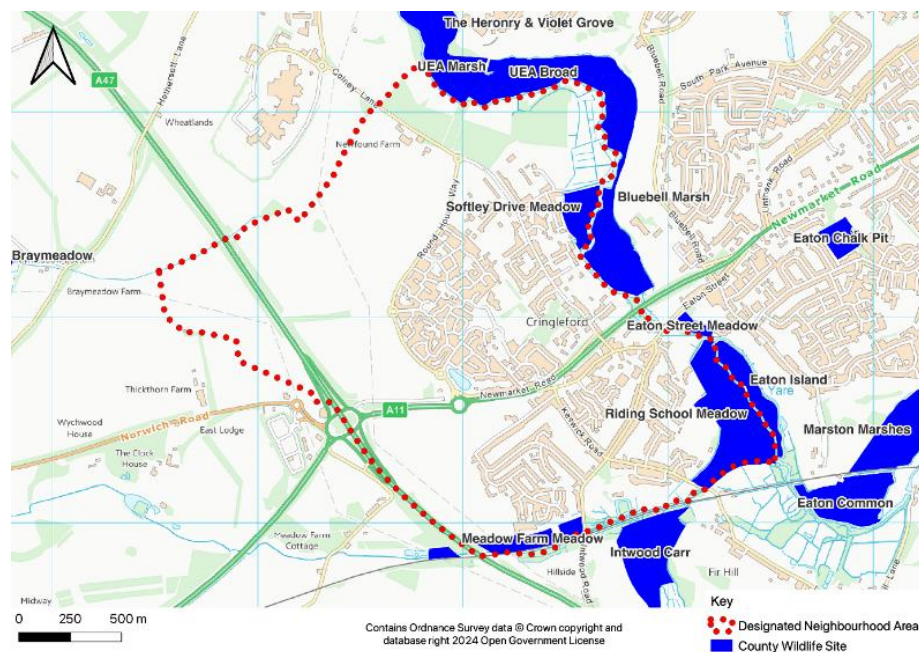


Figure 7 Environment Agency Flood risk maps (October 2025) 1 in 30 annual likelihood of flooding (high risk)



Considering the Natural Environment, there are no International or Natural England statutory sites in the Neighbourhood Plan area. There are County Wildlife Sites located in the neighbourhood plan area and adjacent to the plan area; as shown in **Figure 5**. There are additional wooded areas open to the public that are not County sites: Cringleford Woods and woodland behind the Willow Centre. Cringleford Woods lies to the north of the neighbourhood plan area bordering the River Yare.

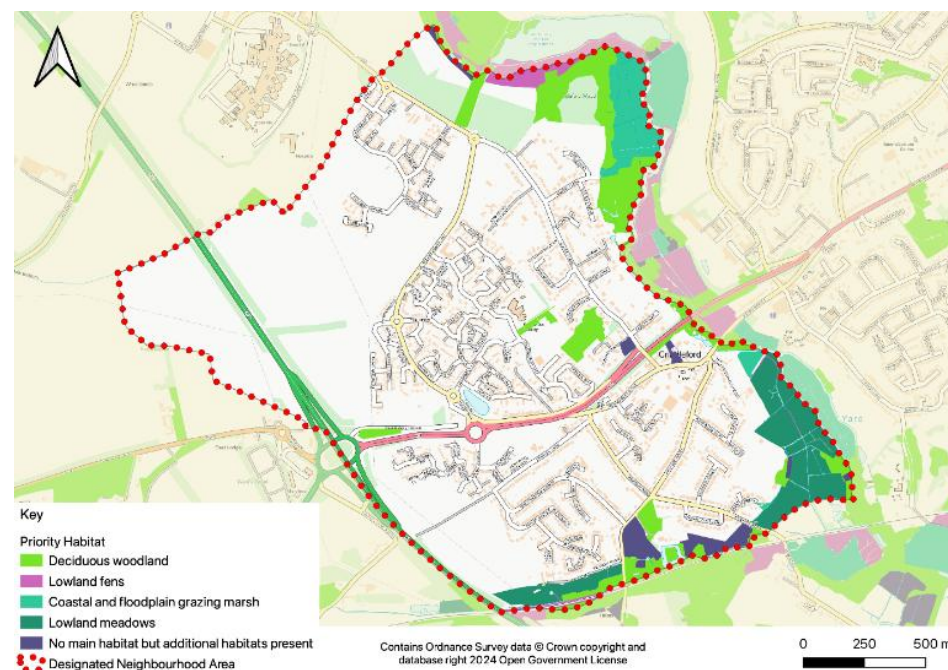
Figure 8 County Wildlife Sites in Cringleford



There four types of priority habitat in the parish. These are: deciduous woodland, lowland fens, coastal and floodplain grazing marsh, and lowland meadows (**Figure 6**). Priority habitats are habitats of principle importance for biodiversity conservation. These are habitats which Natural England deems most threatened, in greatest decline, or where the UK holds a significant proportion of the world's total population.

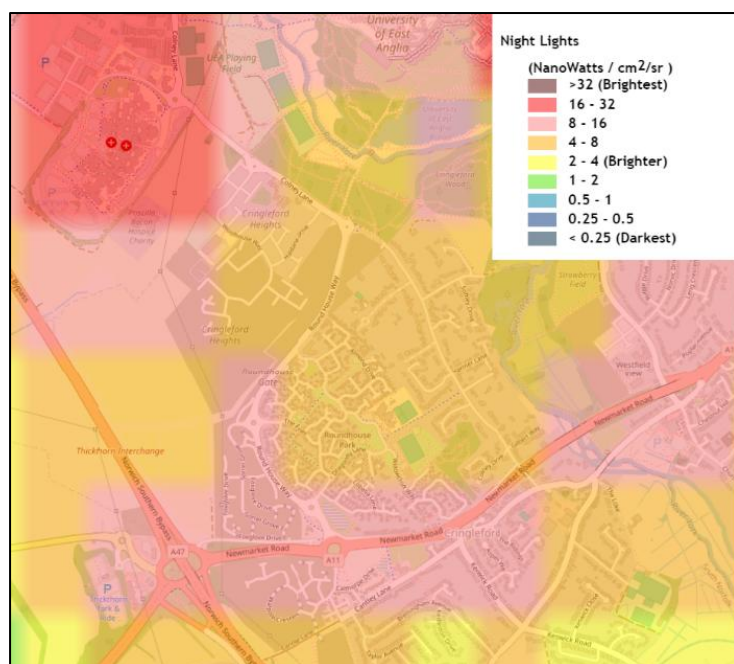
³ CPRE - [England's Light Pollution and Dark Skies \(cpre.org.uk\)](https://cpre.org.uk)

Figure 9 Priority Habitats in Cringleford



The CPRE Dark Skies Mapping³ shows that much of the parish falls into the brighter categories (2 NanoWatts/cm²/sr and higher) suggesting there is relatively high levels of light pollution in the neighbourhood area. The brightest areas are concentrated close to the main A roads due to necessary road lighting and around the built-up areas.

Figure 10 Dark Skies in Cringleford and surrounding area (CPRE Mapping)



Regarding the history of the parish this is largely based around agriculture (mostly arable) and the gradual extension of the built fabric on each side of a major road route between Norwich and London. The Cringleford Bypass was completed in 1975 and changed the village dramatically. The importance of this road has been a major factor in the development of the settlement as it is to this day.

Figure 11 Thickthorn bypass construction in 1974 (Source: Cringleford Historical Society)



Cringleford has many historic assets including listed buildings, a scheduled monument and a conservation area which was designated in 1974. Evidence of early settlement back dating to 10,000 BC has been set out in the Broadland and South Norfolk Cringleford Conservation Character Appraisal alongside other historical developments which have shaped Cringleford character throughout the years. The Character Appraisal states:

"The historical development of Cringleford can be described as the gradual transformation of the early settlement based upon agriculture, a river crossing and a major transport route between Norwich and London, into a prime residential area within the Norwich hinterland. Despite the pressures imposed by its location, attractive townscape quality and over 1200 years of settlement, the remnants of the village core are still intact. There are, however, clearly challenges to overcome in the future which will

undoubtedly continue the process of change. The townscape quality of Cringleford, particularly within the conservation area, is fragile and it is essential that future change is controlled to preserve its unique character.⁴

Figure 12 A11 to London in 1932 (Source: Cringleford Historical Society)



The conservation area encompasses land either side of the Newmarket Road and water meadows of the River Yare to the northeast side. The boundary was amended in 2013 to consider changes since the last character appraisal and to bring the conservation area more in line with property boundaries. The special character of the area includes the remnants of the original village core and includes listed buildings and Cringleford Bridge which is a scheduled monument.

Cringleford Bridge, originally a timber structure, was destroyed by floods in 1519 and the present bridge was built soon after, although only the central pier and the arch date from 1520, the rest being the result of a widening of the bridge in 1780. This feature is still an important boundary market between the parish and Norwich.

In 1570 there was a great fire which destroyed almost the entire village. It is believed that only the Church of St Peter and part of Pond Farm survived this conflagration from the early Medieval village core.

⁴ [Cringleford Character Appraisal small](#)

Figure 13 Church and surroundings in 1935 (top) and 2025 (bottom) Source: Cringleford Historical Society



Important buildings with a historic Interest within the area are located within mature natural settings including trees, hedgerows, village green and water meadows. Also, other townscape features which are important are screen walls, a milestone, village pump and additional street furniture such as the village sign, the village green with seating and a post and chain fence.

Figure 14 Photos of the village sign and village green area



Regarding landscape character, Cringleford falls within the Mid Norfolk National Landscape Character Area and is one of the most influential areas in this national landscape. As stated in the South Norfolk Place-Making Guide Supplementary Planning Document (SPD) (2012) *“Cringleford is made up of three distinct sections: farmland, the valleys and the built-up areas. The farmland to the west has been dissected by the A11 and A47, the former also splitting the built-up areas when it was improved in the mid 1970s. The River Yare, and the smaller floodplains of the Colney and Intwood streams, supports an attractive landscape along the east and south boundaries. The abundance of trees and hedges are not confined to*

these valleys, and contribute significantly to the “green” spacious character of the village itself. The historic core, a Conservation Area, is largely confined to a section of Newmarket Road from the ancient bridge at the east to the village green in the west. The buildings here are generally large scale, at varying angles to the road, and in well landscaped grounds, a pattern that has not filtered through into the remainder of the village”.

The key characteristics of the Mid Norfolk area includes:

- Variable geology, with extensive sand and gravel soils.
- Predominantly arable, with variable field sizes, generally medium rather than large; relatively well-wooded, often a reflection of sporting interest within the estates, but with little ancient woodland.
- Remnant ancient countryside with patchwork field system which has been sporadically rationalized, particularly towards the west.
- Large number of small- to medium size 18th century estates.
- Dispersed villages and isolated farmhouses within complex minor road network. Denser settlement pattern south of river Wensum.

The South Norfolk Landscape Character Assessment (2001)⁵ identifies 2 distinct landscape character types that Cringleford falls into:

- Type C1: Yare Tributary Farmland with Parkland
- Type F1: Yare Valley Urban Fringe

⁵ [South Norfolk Landscape Character Assessment](#) – 2001, South Norfolk District Council

Figure 15 Aerial view of Cringleford



In the South Norfolk Place-Making Guide Supplementary Planning Document (SPD) (2012) it states the key design principles for the South Norfolk Landscape Areas. Those relevant to Cringleford for C1 and F1 are:

Type C1: Yare Tributary Farmland with Parkland

- Ensure that the sparsely settled character of the area is respected with small villages, isolated buildings of vernacular character

Type F1: Yare Valley Urban Fringe

- Broad semi-enclosed valley form with wide flat flood plain and enclosing valley sides.

Type C1: Yare Tributary Farmland with Parkland	Type F1: Yare Valley Urban Fringe	
and large institutional buildings in extensive grounds. • Ensure that the quality, character and setting of the key landscape assets are protected, notably the tributary corridors and historic parklands. • Ensure that key views of historic churches and their settings are protected. • Ensure that the rural character of the network of lanes is conserved and avoid the use of more urban features such as widening, kerbing and lighting. • Consider the impact on key views from higher plateau landscape, adjoining character areas and views towards Norwich. • Ensure that new development responds to and reinforces the local vernacular features which contribute to the character of the area.	• Green buffer to the edge of the city of Norwich. • Post-war and more modern residential development around river fording points as at Cringleford and Trowse Newton. These encroach on the upper valley sides and create a more urban character, with brick the predominant building material. • Few distinctive vernacular buildings mainly due to the relative lack of pre-war settlement within the valley.	Furthermore, key characteristics have been drawn out specifically for Cringleford as a key area for growth. As highlighted below. • Characteristic features of historic bridge and Mill in river valley landscape. • Significant contribution by trees and hedges both in open spaces and built developments. • Historic core focussed on Newmarket Road with high quality buildings using traditional materials and detailing. • Significant impact by a few key buildings, mostly in the Conservation Area, set at varying angles to the road • The subtle changes in levels and the meandering of the main road adds significantly to how buildings, walls and trees enhance the character of the area. • Prominent gables in the historic core. • River valleys provide important green corridors and natural boundaries with adjoining settlements. • Great variety of designs in later developments, many 20th century schemes to a “standard” style and format but enhanced by trees. • Major physical and visual disruption caused by the A11 and A47 Southern bypass. • Farmland to the west retains some earlier field patterns. • No distinct centre, limited facilities and few pedestrian connections within the village. • Despite the scale of the complexes at the UEA and Hospital, the impact upon the village is not significant.

Four key design principles were also set out for Cringleford's future development in the South Norfolk Place-Making Guide (SPD) (2012) which will be considered further in this document when setting out design codes.

- 1. Respect landscape significance of river valleys where development should be avoided.**
- 2. Ensure that trees, hedges and natural landscape features have a dominant role in the design of new development.**
- 3. Improve pedestrian/cycle permeability and linkages to existing networks.**
- 4. Ensure that new development responds to the scale, form and proportions of existing vernacular buildings in the locality.**

various layers of design guidance, including national frameworks such as the National Planning Policy Framework (NPPF), National Design Guide and the National Design Codes. At the local level, the Local Plan and South Norfolk Design Guide provide further guidance on design principles and development strategy. While these documents offer a strong foundation, they do not always provide the level of detail required for specific parishes like Cringleford, nor do they address the unique characteristics and needs of the area.

This Cringleford Design Codes document aims to fill this gap. It will provide more specific, tailored codes for the parish, focusing on key design aspects for character areas, streetscapes, architectural styles, and landscaping. The document will build codes upon existing guidance by offering greater detail on how new developments can complement and enhance the distinctive character of Cringleford. It will also include a comprehensive character assessment, to identify and highlight the unique features and qualities of the parish that should be preserved or enhanced in future development.

By offering a more specific and locally relevant design framework, this document ensures that Cringleford's growth and development will be in harmony with its established character, fostering a sustainable, high-quality built environment that benefits both current and future generations.

Neighbourhood Vision & Design Priorities

The Vision of Cringleford is:

By 2040, Cringleford will be a green, connected, and distinctive Parish, with the Yare Valley and open spaces protected and enhanced for wildlife, recreation, and community life. Development will be well-designed and landscape-led, with green spaces and safe walking and cycling routes linking homes to schools, services, and key destinations. Housing will meet local needs, including bungalows and adaptable homes, and reflect the Parish's character. Growth will maintain clear separation from neighbouring settlements and deliver an environmentally sustainable,

climate-resilient future and ensure that Cringleford continues to benefit from high-quality community, leisure and recreation facilities.

The Objectives of the Plan are:

1. **Deliver landscape-led design in all development**
New development should integrate high-quality landscaping, green infrastructure, and tree planting as fundamental parts of the design process.
2. **Provide safe, connected walking and cycling routes**
Require all development to deliver direct, safe, and well-lit walking and cycling links to schools, services, community facilities, and key destinations such as the hospital and research park.
3. **Meet local housing needs with a balanced mix of homes**
Provide a variety of housing types and tenures, including bungalows and adaptable homes, to meet the needs of residents at all life stages.
4. **Maintain and strengthen local character**
New development should reflect and enhance the distinct character of Cringleford's neighbourhoods through scale, layout, and materials that respond to their setting.
5. **Protect settlement identity and strategic gaps**
Define and maintain clear settlement boundaries for Cringleford, with the Yare Valley forming the natural separation from Norwich. Protect strategic gaps to prevent coalescence with Hethersett, Colney, Intwood and other nearby communities.
6. **Promote sustainability and climate resilience**
Embed energy efficiency, low-carbon design, and climate-adaptive

measures into all development, including sustainable drainage, green roofs, and renewable energy where appropriate.

7. **Enhance community infrastructure, recreation and public realm**
Support the delivery and ongoing maintenance of high-quality public spaces, sports and recreation facilities, lighting, seating, and other improvements that encourage active lifestyles, social interaction, and community cohesion.
8. **Protect and enhance green spaces and green corridors**
Safeguard the Yare Valley, community woodlands, recreation grounds and other valued green spaces. Designate Local Green Spaces where appropriate, protect and strengthen green corridors, and improve green connectivity across the parish. New development should contribute to the protection, enhancement and accessibility of these spaces and networks for both wildlife and community use.

An initial consultation took place with the community In November 2024 to understand the views and needs of the residents and how they wish to see the Neighbourhood Plan Review address planning over the next 15 years. There were 124 responses to this consultation and many important factors the community felt should be addressed in Cringleford were:

- **Protect and enhance green spaces, the Yare Valley, and the parish's landscape setting, while increasing biodiversity.**
- **Provide safe and direct infrastructure for walking, cycling and public transport, alongside road safety improvements.**
- **Deliver environmentally sustainable, high-quality development that incorporates energy efficiency, SuDS, and climate resilience.**
- **Ensure new or modified development reflects and enhances the character of different areas of Cringleford.**

- **Meet local housing needs by providing a mix of homes, especially bungalows and adaptable housing for older residents and those wishing to downsize.**

One part of the consultation asked residents about design priorities for new housing. People were invited to say whether different design features were important or not. In practice, almost everyone felt that all the features listed mattered. The strongest messages were:

- Use porous surfaces and green parking spaces to improve surface water runoff (supported by 86% - 107 of 124 respondents)
- Building scale should be in keeping with the development pattern of the street and not be overbearing (also 86% - 107 of 124 respondents)
- Have soft boundaries such as hedges rather than fencing to encourage wildlife (85% - 105 of 123 respondents)
- Incorporate features that support wildlife such as bird boxes, bee bricks, bughouses and hedgehog corridors (83% - 103 of 124 respondents)

Environmental design features were also ranked by residents for future developments. The top three features in order of preference were:

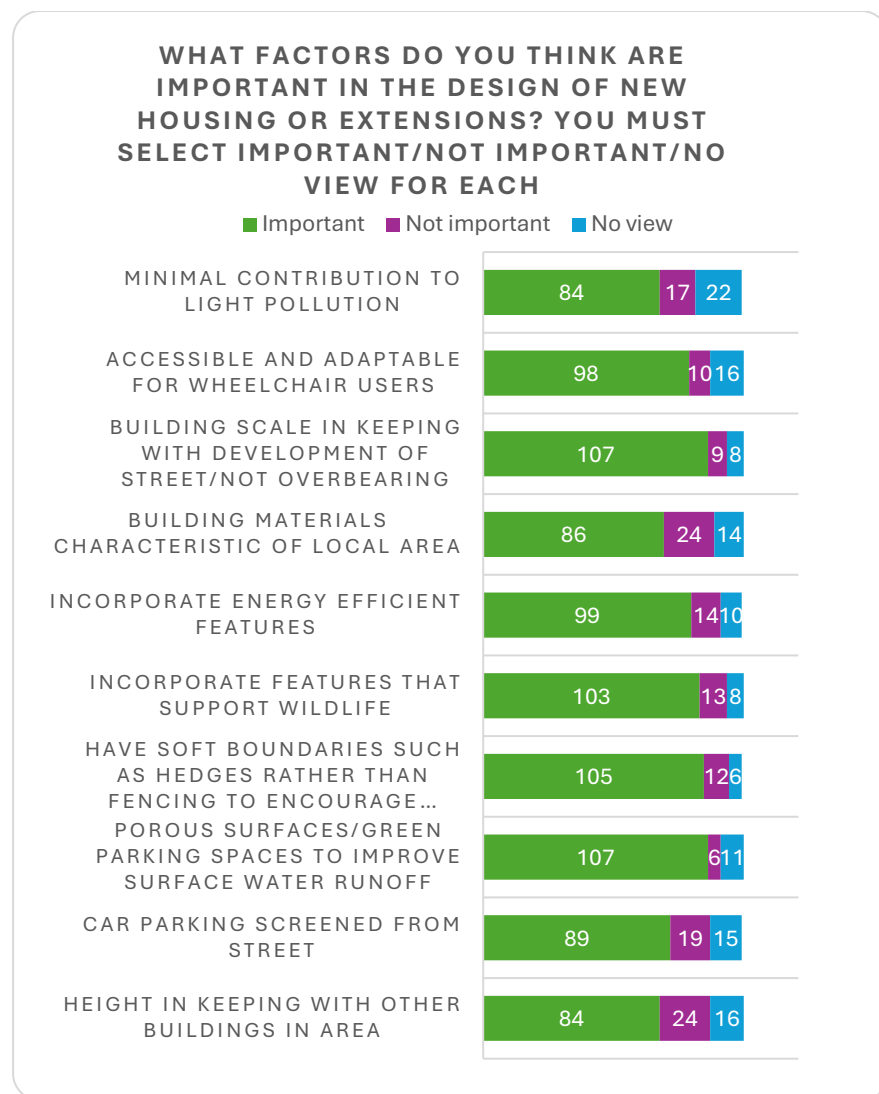
1. Native trees, shrubs and hedgerows
2. Open green spaces
3. Wildflowers for pollinators

Residents also put forward areas of the landscape and built-up settlement they wished to preserve as important local views and designated local green space including recreational areas, meadows, marshes and woods.

Residents also had concerns about road safety and the current state of walking and cycling in the area. Comments were raised on the need to

create safe footpath connections within areas of the settlement with better street lighting and safe crossing points near the bus stops. Residents raised concerns about people parking on pavements and the need for resurfacing pavements where they are uneven and unsafe for those with mobility scooters.

Figure 16 Question Results from the Consultation Survey 2024



Cringleford Wide Design Codes

In this section is where we will address setting out focused design codes for Cringleford with consideration given to existing design codes and guidance set nationally and locally. These focused design codes can be addressed alongside the relevant Character Area (CA).

A site visit of Cringleford was conducted on the 7th of August 2025 by our consultants Collective Community Planning (CCP) who are preparing this work. Members of the Parish Council met with CCP before their walkabout to undertake a vision and objectives workshop and to discuss the draft character areas which had been mapped out via a desktop review of the parish. CCP went away to reflect on the discussions had with the Parish Council about the design, density and layout of the different areas and gathered photographs. Three key issues which were made apparent on the site visit included:

- **Accessibility barriers** (e.g. narrow pathways and the positioning of metal barriers at the outskirts of alleyways making this inaccessible for several users including those with bikes, pushchairs (particularly double pushchairs) and wheelchairs.)
- **Lack of street furniture** (e.g. benches for resting and stopping to eat. There were no benches in one of the new major developments except inside the children's play area.)
- **Lack of connectivity across some of the new developments and major roads for pedestrians** (e.g. pedestrians must walk out of their way in the wrong direction to cross the road safely. However, this may be improved in due course.)

Figure 17 Images of a bench in one children's play area (left) and metal barriers within an alleyway making it inaccessible for some users.



The focused design codes will fall under headings relevant to the design priorities which were considered important for future development by residents in the initial consultation.

1. Natural and Historic Environment

2. Buildings and Design

3. Water management

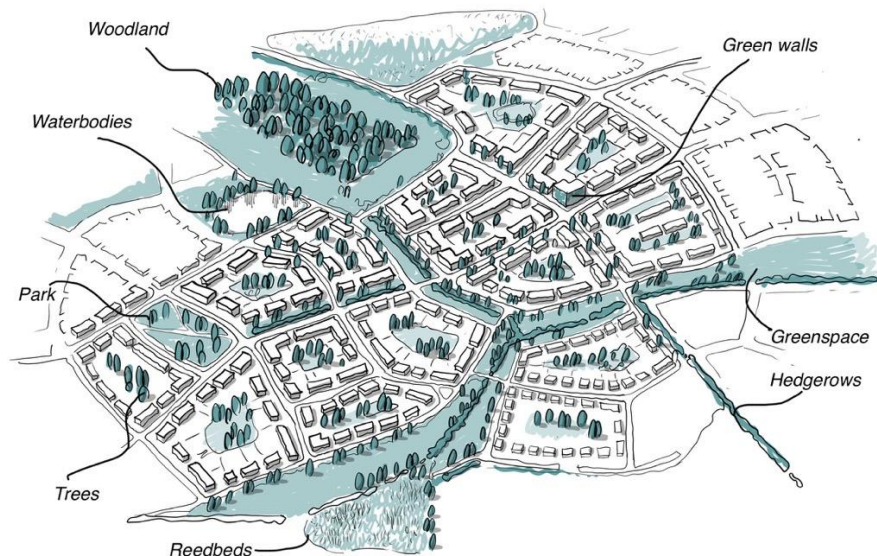
4. Access and Amenity

Natural and Historic Environment

Nature plays a vital role in the creation of successful placemaking. It is important to ensure that enhancing wildlife and incorporating features to support movement of different species through planned places are practical and achievable. Design guidance and reports already exist to provide a wealth of knowledge on how such opportunities can be attained.

Green spaces, trees and hedgerows

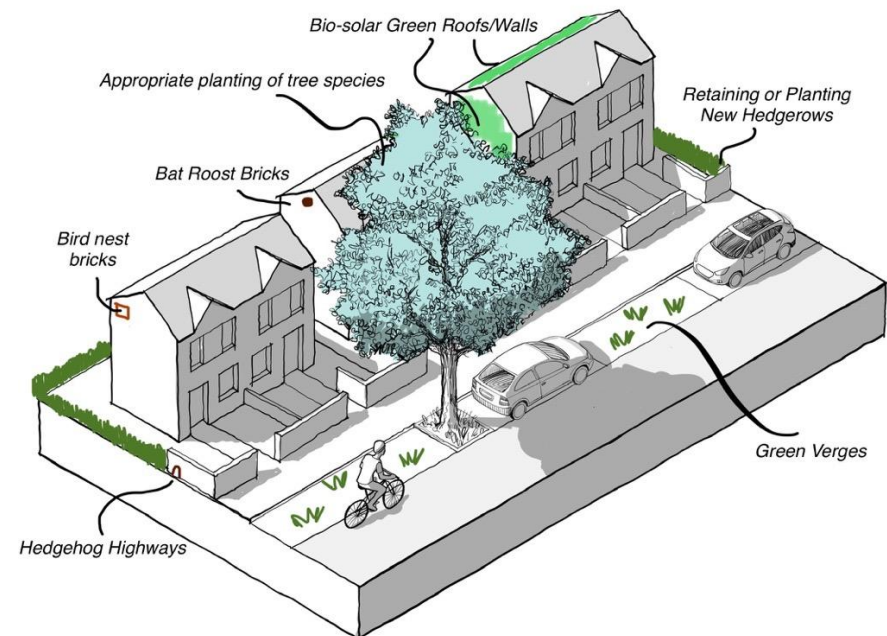
Figure 18 Adapted Image from the National Design Code Illustrations



The adapted Figure from the National Model Design Code above gives some examples of how green spaces, trees and hedgerows can help shape place making and be woven into the environment.

Wildlife corridors and features

Figure 19 Adapted Image from the National Design Code Illustrations



The adapted Figure from the National Model Design Code above gives some examples of how encompassing nature into design proposals could be achieved with consideration given to features mentioned in the NHBC & RSPB 2021 Report⁶. Incorporating wildlife features such as hedgehog

⁶ [Biodiversity in new housing developments: creating wildlife-friendly communities - NHBC](#)

highways, nesting bricks for birds and bats and creating areas of flowers for pollinators were key points the community wished to see in future design proposals in Cringleford.

Research and guidance states that swift bricks also known as ‘universal’ nesting bricks on residential houses are significantly effective for providing nesting opportunities for swifts, sparrows, house martins, blue tits, great tits, starlings and other small birds over the use of sparrow bricks and sparrow terraces⁷. As stated by The British Standard BS 42021: 2022 and wildlife charities, best practice principles for these universal bricks are for them to be placed adjacent to the roofline and to be at least 5m above the ground away from direct sunlight (such as facing north, east or west)⁸. Swifts and other birds’ nest in reasonable proximity to one another so it would be best to cluster bricks in suitable areas of a development or even have groupings of 3 to 5 bricks in one dwelling to help birds locate their site when foraging habitat⁹.

For bat boxes, these should be located near areas to suit their flyway such as tree lines and hedgerows to help with their navigation. They should be at least 4m above the ground and away from artificial light sources to protect them from potential predators. Bat boxes should have exposure to sun for part of the day so are ideally placed to the south of a property and away from strong winds¹⁰.

The use of bio-solar green roofs is also an option which can be used for enhancing wildlife features. These roofs provide habitat for wildlife and a

location for renewable energy supply promoting climate resilience. Green roofs help insulate buildings, reduce rainfall run off and contribute to cooling the local atmosphere. When solar panels are installed on a green roof the efficiency of solar panels is improved as vegetation helps maintain their operating temperature. The installation of green roofs can be appropriate in many situations such as a flat garage roof, shed, bin or cycle store.

Biodiversity features which are already apparent in Cringleford include:

- Green buffers on new developments e.g. wildflower meadows, trees and hedgerows
- Green verges and open green spaces
- Tree lined streets and lanes
- Sustainable urban drainage systems (pond basins).

⁷ Swift Local Network. 2022. Source: [Swift Bricks - the universal nest brick Issue 02.pdf - Google Drive](#)

⁸ RSPB. [Create a high home for Swifts](#) and Swift Conservation. [Installing Swift Nest Boxes 2013 \(small\).pdf](#) and [BS 42021:2022 | 30 May 2023 | BSI Knowledge](#)

⁹ [The Best Way to Install Swift Boxes: A Guide](#) and NHBC 2021 Footnote 5.

¹⁰ [Putting up your box - Bat Boxes - Bat Conservation Trust](#)

Figure 20 Playing field and wildflower meadow north of Cantley Lane



Figure 21 Balancing Pond at the entrance of the Roundhouse Park Development



Figure 22 Tree lined street along Brettingham Avenue



Figure 23 Grass verges along Taylor Avenue



Figure 24 Trees along Cantley Lane



Figure 25 Trees and hedgerows along Intwood Road



Wildlife corridors are also an important factor to consider when creating new development. This is to ensure that existing habitats and routes which local wildlife may use to move, and forage are protected including rich and diverse habitats, trees, hedgerows and green/blue spaces. In Cringleford there is a wealth of areas which would be important to wildlife particularly outside of the built-up settlement. Applicants should be mindful in their design layouts to protect and enhance areas wildlife can thrive within.

Wildlife Corridors & Features Design Codes:

The code has two categories:

- **“Must”- mandatory requirement in an application**
- **“Should”- expected requirement in an application unless there is strong justification provided as to why this cannot be done.**

WCF1: All new residential developments must include swift nesting bricks, installed near the roofline, at least 5 metres above ground level, on north, east or west elevations. Where possible, bricks should be provided in small groups or clusters to maximise effectiveness.

WCF2: Bat boxes must be incorporated in suitable locations, positioned at least 4 metres above ground level along tree lines, hedgerows or waterbodies, facing south or south-east, and away from artificial lighting.

WCF3: All boundary treatments in new development must provide hedgehog highways (gaps of at least 13 x 13 cm) to ensure movement routes are not fragmented.

WCF4: Existing hedgerows and trees must be retained and protected wherever possible. Where removal is unavoidable, new native planting of equivalent or greater value must be provided to maintain and enhance biodiversity.

WCF5: All developments should aim to provide at least 2 or more universal bricks to each dwelling where viable.

WCF6: New major developments should consider the creation of wildlife corridors on edges of the site to enhance movement of local wildlife away from human activity when integrating green spaces and features into new spaces.

WCF7: Where appropriate in the local environment new developments should consider the installation of dual-purpose systems such as bio-solar roofs and green walls to encourage ecological benefits as well as solar power.

Relevant Sections from the National Design Guide and Code:

Nature

Relevant Sections from the Broadland and South Norfolk Design Code Document DRAFT:

-3.4 Integrating nature and biodiversity

Green Spaces, Trees and Hedgerows

Figure 26 Trees and greenspace within Taylor Avenue



Green spaces and tree planting make a vital contribution to Cringleford's character and quality of life. Mature trees, green verges, and hedgerows are key features across the parish, linking new and older parts of the settlement and softening the impact of built form. Future development should retain these features wherever possible and reinforce the parish's green structure through high-quality landscape design.

Green Spaces, Trees and Hedgerows Design Codes:

The code has two categories:

- **"Must"**- mandatory requirement in an application

- **"Should"**- expected requirement in an application unless there is strong justification provided as to why this cannot be done.

GST1: Development must retain and integrate existing trees, hedgerows, and natural features within site layouts.

GST2: All major development must include street trees, green verges, or landscaped areas that connect to the wider green infrastructure network and support biodiversity.

GST3: Public open spaces should be designed as multifunctional areas that combine recreation, biodiversity, and surface water management (e.g. through swales or SuDS basins).

GST4: Hedgerows should be used as boundary treatments in appropriate locations to reinforce local character and provide wildlife habitat.

Relevant Sections from the National Design Guide and Code:

Nature

Relevant Sections from the Broadland and South Norfolk Design Code Document DRAFT:

-3.4 Integrating nature and biodiversity

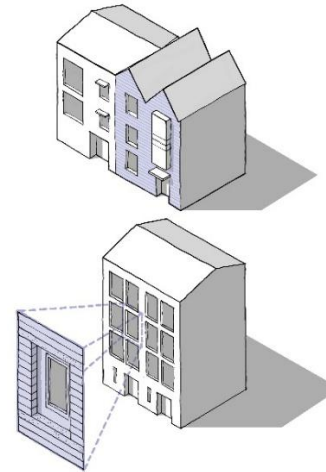
Buildings and Design

Figure 27 New housing along Dragonfly Lane



Architectural details and materials

Figure 28 Image from the National Design Code Illustrations



Architectural details and materials play a vital role in the identity of a place and the visual character of an area. The use of appropriate colours, textures, patterns and an appreciation of vernacular local character including architectural precedents will contribute to the creation of well-designed new development as highlighted in the National Design Guide. The National Design Code states all new buildings should consider the architectural character and materials of the surrounding area and the emerging Broadland and South Norfolk Design Code states that built materials and features must be visually appealing and suitable to the character of the surrounding area.

In Cringleford, the architectural details and materials varied within the different character areas. However common features seen throughout the parish Included:

- Brick (yellow, red and grey)
- Chimneys
- Cladding
- Dormer windows and roofs
- Hipped and gable roofs
- Render (cream, pink, blue, grey)
- Roofs (red, blue and brown clay pantiles and slate)
- Solar panels
- Soft boundaries (hedgerows, trees and landscaping)
- Wall boundaries (brick and flint)

As highlighted in the selection of photographs taken on the site visit, the newer developments have included materials and features, like those apparent in the older areas of Cringleford with red brick being a common dominator.

As stated In the Cringleford Conservation Area Character Appraisal (Broadland and South Norfolk, Pg 10) *"Examples of most of the building materials traditional to South Norfolk can be found in the conservation area."* This Includes prevailing materials such as clay pantiles, red brick, flint and black tarmacadam for public roads and pedestrian footpaths.

Whilst rendering is a common material used within the character areas It is also worth considering code H13 In the Broadland & South Norfolk Design Code - Materials must be durable, long-lasting, and easily maintained. Render is a material which is commonly used for aesthetic

appearances and weather protection and there are different types of renders which can be used. However, when it comes to maintenance and a long-lasting finish some lighter colours may need more care given to it than others due to discolouration, dirt, cracks and moisture build up. This adds extra cost to the homeowner and can have a negative visual appearance within an area If left to discolour. Applicants should consider the most appropriate materials to use for their schemes to ensure that the design of a scheme will have a long-lasting well-designed finish.

Figure 29 Example of the different architectural features on new residential buildings along Dragonfly Lane including cream render, dormer windows and chimneys



Figure 30 Example of the different architectural features on new residential buildings along Dragonfly Lane including blue cladding, red pantiles and red brick



Figure 31 Example of the different architectural features on new residential buildings along Dragonfly Lane including white render, black cladding, chimneys, dormer windows, red brick and red and grey pantiles



Figure 32 Example of architectural features/materials on new development along Colney lane including pink and blue render, red brick and chimneys



Figure 33 Examples of the different architectural features on new residential buildings along Holme Ave within St Giles Park including cream and red brick, red and grey pantiles, solar panels and chimneys



Figure 34 Example of the different architectural features on residential buildings along Intwood Road including red brick, red pantiles and chimneys



Figure 35 Examples of the different architectural features on residential buildings along Brettingham Avenue including yellow and red brick, red and grey pantiles, grey render, chimneys, solar panels and dormer windows



Architectural Details and Materials Design Codes:

The code has one category:

- “Must” - mandatory requirement in an application

ADM1: Architectural details and materials of developments within Cringleford must include some of those listed in the relevant character area.

ADM2: Developments within Cringleford Conservation Area must have regard to the Cringleford Conservation Area Character Appraisal¹¹.

Relevant Sections from the National Design Guide and Code:

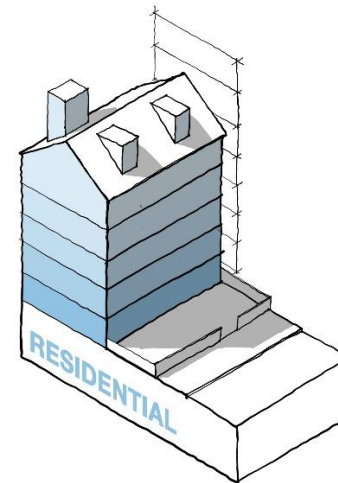
-Identity

Relevant Sections from the Broadland and South Norfolk Design Code Document DRAFT:

-5.7 Materials and Details

Building heights

Figure 36 Image from the National Design Code Illustrations



Buildings heights vary within Cringleford depending on the character area with older parts being typically two storey or lower and the new developments being between 2 to 3 storeys. It is important that the design proposals carefully consider the height and scale of the development in relation to the relevant character area and surrounding landscape.

A concern which has been raised by residents within Cringleford is the severe lack of bungalows being built within new residential estates and the conversion of bungalows over recent years into two storey dwellings. There is a desire to protect the existing bungalows within Cringleford

¹¹ [Cringleford Character Appraisal small](#)

Neighbourhood Plan where possible due to there is a limited supply among the whole parish.

As stated In the Broadland and South Norfolk Design Code Document, *the design approach to building heights will be influenced by the character and visual sensitivity of the surrounding townscape or landscape. It will also be determined by the character that is proposed for the development, by their position within the overall development and in relation to the street hierarchy, and their role in the proposed townscape.*

Visual sensitivity can include examples such as lower density housing on the edges of settlements adjacent to open countryside to allow a smoother transition into the built environment or designing new development to be positioned facing public open space to allow for natural surveillance in a residential setting, over areas such as play space for safety and security purposes where children are playing near their family home.

Figure 37 Children's play area along Dragonfly Lane



Newly built estates within Cringleford are of a higher density with taller buildings (three storeys) than other areas within the parish marking the entrance to two new neighbourhoods defined on the edge of the existing major road (A11) and Round House Way roundabout which is separated by green buffer space. The building heights for Cringleford will be expected to have consideration to the relevant character areas set out in this document.

Figure 38 Looking towards St Giles Park development from Newmarket Road



Figure 39 Two storey and three storey dwellings within the new St Giles Park development



Figure 40 Two storey and three storey dwellings within the new Roundhouse Park development



Figure 41 One storey dwellings along Brettingham Avenue



Figure 42 Two storey dwellings along Intwood Road



Building Heights Design Codes:

The code has one category:

- “Must”- mandatory requirement in an application

BH1: All buildings must be of an appropriate height and form in relation to the relevant character area and the proposals adjacent setting.

BH2: Conversions, extensions or replacements of bungalows should be no higher than 1.5 storeys to retain lower density housing within the parish.

Relevant Sections from the National Design Guide and Code:

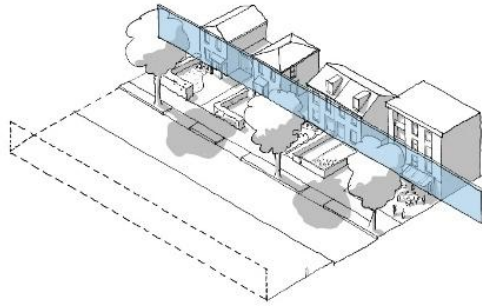
-Built Form (B2 Appropriate building types and forms)

Relevant Sections from the Broadland and South Norfolk Design Code Document DRAFT:

-3.2 Responding to existing local context (Code N8, N9 and N11)

Building line and scale

Figure 43 Image from the National Design Code Illustrations



As set out in the National Design Guide, *scale is the height, width and length of each building proposed within a development in relation to its surroundings. This relates both to the overall size and massing of individual buildings and spaces in relation to their surroundings, and to the scale of their parts. It affects how a space can be used and how it is experienced. The relationships between the different dimensions of a building or component are known as its proportions.*

Well designed developments are expected to consider the scale and proportions between buildings, streets and spaces. The scale of a development can also play a part in the character and identity of a place. If the scale of a development is very different to an existing area, such as a new large-scale development, then it is considered more appropriate to create a new identity rather than scale up the character of an existing place. This will allow the new area to create various characters within the settlement to have their own identity.

In urban areas, or within high density developments, groups of buildings may be positioned closer to the street with direct access on to the

pavement, separated by a narrow strip of private space behind the boundary treatment, to allow separation from the highway/street. In more rural settings buildings may be set back with private spaces that have soft landscaping/gardens and boundary treatments may consist of soft vegetation to allow suitable Integration between the building and natural environment.

Within Cringleford, building lines and scale vary depending on the character area, with older parts of the parish being typically in a linear form, set back from the street with larger front gardens and driveways. The scale is of a lower density compared to the large-scale developments which have created new neighbourhoods.

Figure 44 Example of residential dwellings set back from the highway with large front driveways along Cantley Lane



Figure 45 Example of residential dwellings set back from the highway with large front driveways along Intwood Road



The new large scale developments front onto the street, with direct access onto the pavement creating this sense of enclosure, the boundary

treatments such as hedging or iron railings, separate the narrow strip of private amenity space from the highway and the building line follows a linear form.

Figure 46 Example of new residential dwellings being in a linear form along Dragonfly Lane within the Roundhouse Park development



Figure 47 Examples of new residential dwellings following a linear form close to the highway within St Giles Park development



Figure 48 Examples of new residential dwellings following a linear form close to the highway along Shenkwyn Rd within St Giles Park development



Building Line and Scale Design Codes:

The code has one category:

- “Must”- mandatory requirement in an application

BLS1: The building line and scale of new built developments in Cringleford must have consideration to the relevant character area to allow positive integration into the street scene.

Relevant Sections from the National Design Guide and Code:

-Context (C1- Understand and relate well to the site, its local and wider context)

-Identity (I1- Respond to existing local character and Identity)

- Built form

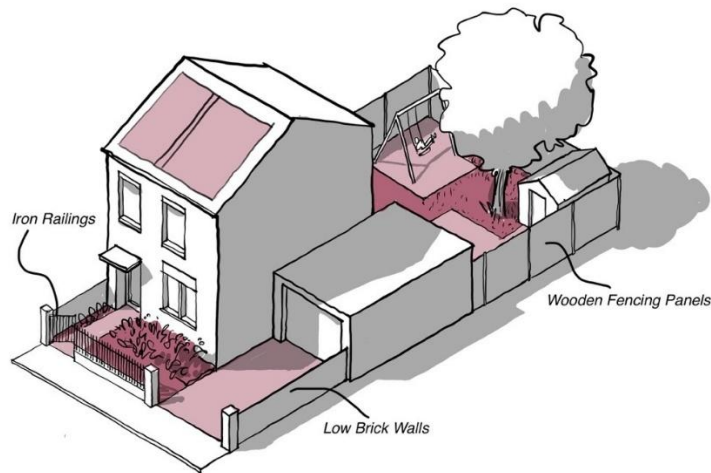
Relevant Sections from the Broadland and South Norfolk Design Code Document DRAFT:

-3.2 Responding to existing local context (Code N8, N9 and N11)

- 4.4 Building and Street Interface (Code S6)

Boundary Treatments

Figure 49 Adapted Image from the National Design Code Illustrations



Boundary treatments refer to various methods used to define and enclose the edge of site boundaries and properties including hedgerows, walls, fences and gates.

It is important that any new or infill development is sensitively sited and designed so that it does not detract from the character and streetscape of its setting. This includes the boundary treatment of a site and the proposed property. Boundary treatments can play a key role in enhancing the quality of the public realm and character of an area. Boundaries also play a role in meeting the needs of the place including improving safety and security to those occupying the site.

The district character assessment relevant to Cringleford does not list specific boundary treatments which should be used in the Parish, but it does place emphasis on the need to *ensure that trees, hedges and natural landscape features have a dominant role in the design of new development*. Typically hedging has historically been the boundary treatment in rural areas and is a preferred choice in less dense settings.

Examples of boundary treatments in Cringleford:

- Brick and flint wall
- Hedgerows and trees
- Iron railings
- Post and chain fence
- Wooden posts or fence panels

As stated In the Cringleford Conservation Area Character Appraisal (Broadland and South Norfolk, Pg 11)

The current boundary treatments in the conservation area *"are all important features of the townscape and generally add to the quality of the environment. Improvements could be made, particularly where there is perhaps rather too much close boarded fencing fronting the main street in the western half of the conservation area. The more unusual older boarded fence at the front boundary of 10 Newmarket Road, with its pyramid shaped finial detail on each post, blends much better with the historic architecture and natural character of the area than much of the late c20 fencing."* These points will be considered in the code.

Figure 50 Example of iron railings and low brick walls along Brettingham Avenue



Figure 51 Example of low flint walls along Newmarket Rd



Figure 52 Example of the historic brick and flint wall along Newmarket Road adjacent to Ford End



Figure 53 Example of hedgerow boundaries along Colney lane



Figure 54 Example of low wooden fencing along Cringleford Chase



Figure 55 Example of low post and chain fencing along Brettingham Avenue



Figure 56 Example of brick and flint wall boundaries along Newmarket Road



Boundary Treatments Design Codes:

The code has one category:

- “Must”- mandatory requirement in an application

BT1: Development proposals must identify existing boundary treatments and apply those listed under the relevant Character Area to ensure positive integration with the prevailing context.

BT2: Boundary treatments must use locally distinctive materials or hedging compromising native species.

BT3: Boundary treatments used in new developments within Cringleford Conservation Area must avoid the use of close boarded fencing.

Relevant Sections from the National Design Guide and Code:

-Identity

Relevant Sections from the Broadland and South Norfolk Design Code Document DRAFT:

-3.2 Responding to existing local context (N7 Local Context)

-4.2 Streets for walking, cycling and interacting (S2 Streets)

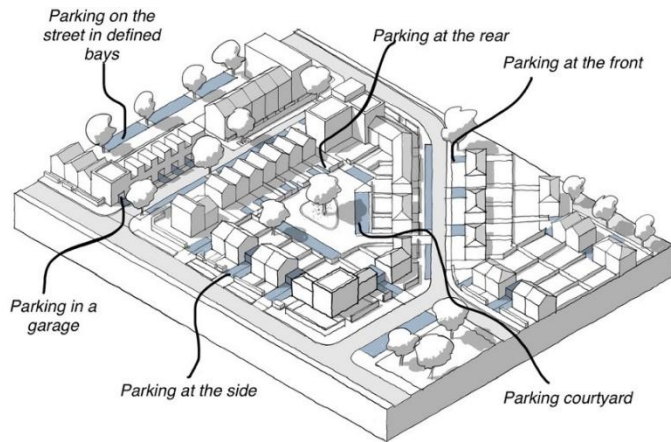
-4.4- Building and Street Interface (S6 Building Line and Rhythm and S7 Boundary Treatments)

-5.5 Outdoor Space (H7 Outdoor Space)

-5.6 Building elevations and roofs (H8 Elevations)

Car Parking

Figure 57 Adapted Image from the National Design Code Illustrations



The arrangement of cars within a development can have a large impact on the quality and appearance of a place. Key principles for movement in well-designed places are to provide connection between streets for the pedestrian, cyclist and those accessing public transport. The need for a car particularly in rural or semi-urban settings is still needed in modern times due to the lack of good public transport networks to allow one to not need private transport to access their everyday needs.

As set out in the National Design Guide/Code, car parking in development schemes is expected to have a minimal impact within the street scene and

should vary depending on the context of the setting. Car parking on the street should be softened by street trees to reduce its impact visually within its setting and should be conveniently sited for the user.

Figure 58 On road parking bays softened by street trees to reduce visual impact within St Giles Park development along Calthorpe Drive



Negative impacts on the street scene can be when cars are parked on a pavement, corner junctions, or crammed on both sides of the street scene, due to a lack of onsite parking within residential or commercial developments for family members, visitors, employees or customers. As set out in the Broadland and South Norfolk Design Code anti-social parking has been an issue within the district and has led to the restricting access on streets and pavements. This common negative dominator within the

street scene in developments over the country may become a further issue in the newer estates in Cringleford as more residents move in.

Figure 59 Example of parking issues on pavements within the Roundhouse Park development



Parking standards are set locally by the relevant Local Authority so a neighbourhood plan cannot have more control over how many spaces can be provided within a development. Car parking varies in the different character areas of Cringleford with ample parking space being provided in the older areas compared to the newer developments.

Figure 60 Ample front parking along Intwood Road



In the higher density developments, it is more common for on street parking due to housing includes terraces, flats and apartments as well as community facilities and services.

Figure 61 Onstreet parking in front of terraced dwellings along Dragonfly Lane within Roundhouse Park development



Examples of parking in the parish included:

- Courtyard parking (newer estates)
- Front and side on-site parking

- Garages for parking
- On street parking

New development coming forward in Cringleford must have regard to the siting of parking in the relevant character areas.

Figure 62 Garage and side parking along Newmarket Road



Figure 63 Example of front parking spaces within St Giles Park development



Figure 64 Example of courtyard parking within Roundhouse Park development



Figure 65 Example of side parking spaces within St Giles Park development



Car Parking Design Codes:

The code has two categories:

- **“Must”**- mandatory requirement in an application
- **“Should”**- expected requirement in an application unless there is strong justification provided as to why this cannot be done.

CP1. For major development proposals car parking on the street must be designed with the integration of street trees to minimise the appearance on the street scene.

CP2. Parking layouts should reflect the pattern and character set out in the relevant Character Area codes.

Relevant Sections from the National Design Guide and Code:

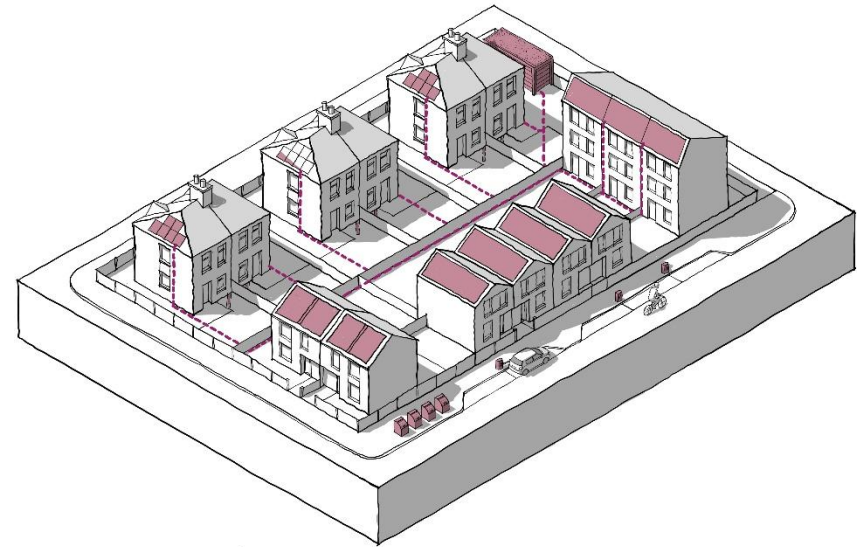
-Movement (M3- Well- considered parking, servicing and utilities Infrastructure for all users)

Relevant Sections from the Broadland and South Norfolk Design Code Document DRAFT:

- 4.3 Integrating cars (Code S5)

Climate Resilience and Energy Efficiency

Figure 66 Image National Design Code Illustrations



Within the new development estates, both residential and community buildings, have incorporated energy efficient features such as solar panels and electric vehicle charging points which will help towards climate resilience. The new Jubilee Centre is a good example of an energy efficient building with solar panels and air source heat pumps. There are also several homes in older Cringleford who have installed features on their properties to Improve their energy efficiency.

Across the parish, however, these measures have been applied inconsistently. Some of the newer estates show strong approach to

sustainable design, while others could make better use of opportunities for passive solar gain, rainwater harvesting, and biodiversity-friendly planting. Retrofitting older homes also remains a challenge, with limited space for on-plot renewable systems and varying awareness of what is possible within the Conservation Area.

Looking ahead, climate resilience will become increasingly important for Cringleford. The combination of its growing population, changing weather patterns, and proximity to the Yare Valley means that development needs to consider energy efficiency, flood risk, and overheating together. Future schemes should integrate renewable energy systems, sustainable drainage, and green infrastructure as part of a single, coordinated design approach.

The Design Code therefore sets out expectations for all new development to achieve high standards of environmental performance, while encouraging innovation and supporting residents to adapt existing buildings for a low-carbon future.

Figure 67 The Jubilee Centre includes solar panels and air source heat pumps



Figure 68 Example of solar panels on residential dwellings within St Giles Park



Figure 69 Examples of solar panels on residential dwellings within St Giles Park



Figure 70 Solar Panels on Cringleford CEVA Primary School



Figure 71 Electric vehicle parking points at the Jubilee Centre



Figure 72 Electric vehicle charging point on new residential dwellings within St Giles Park



Figure 73 Example of solar panels on housing along Newmarket Road



Figure 74 Solar panels on residential dwellings along Brettingham Avenue



Climate Resilience and Energy Efficiency Design Codes:

The code has two categories:

- “Must”- mandatory requirement in an application
- “Should”- expected requirement in an application unless there is strong justification provided as to why this cannot be done.

CREE1: All new development must incorporate low-carbon design and energy efficiency measures such as solar panels, air/ground source heat pumps, and high-performance insulation.

CREE2: Layouts should maximise passive solar gain and natural ventilation while avoiding overheating.

CREE3: Major development should demonstrate the integration of climate adaptation measures, including SuDS, green roofs, and water efficiency systems such as water butts.

Relevant Sections from the National Design Guide and Code:

-Resources (R1-R3)

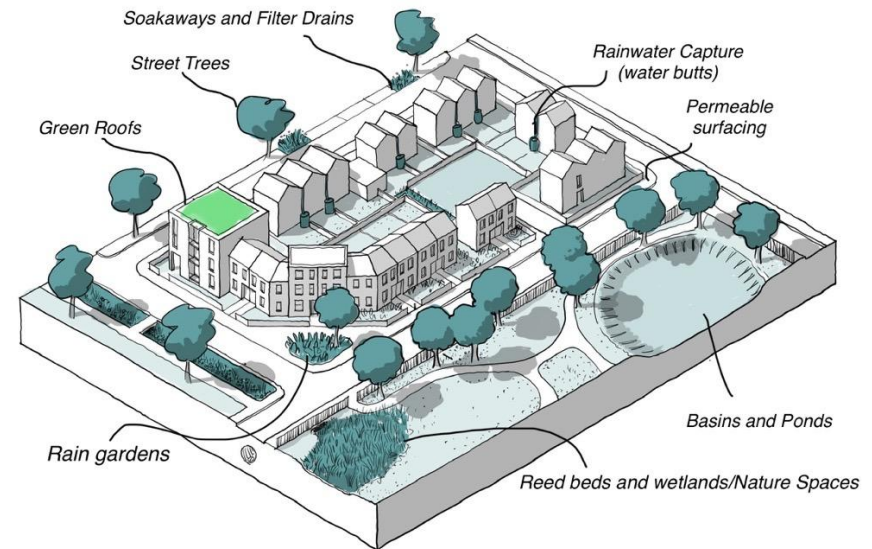
Relevant Sections from the Broadland and South Norfolk Design Code Document DRAFT:

-Homes 5.8 Climate Resilience and Energy Efficiency

Water management

Sustainable Drainage

Figure 75 Adapted Image: National Design Code Illustrations



Effective management of surface water is essential to protect homes, reduce flood risk, and maintain the green character of Cringleford. Sustainable Drainage Systems (SuDS) help achieve this by slowing down run-off, improving water quality, and providing opportunities for wildlife and landscape enhancement. Drainage design should be considered from the outset and form an integral part of the overall landscape and public-realm strategy.

In Cringleford, new development has already shown how sustainable drainage can be successfully delivered. The Round House Way and St Giles Park neighbourhoods include large attenuation basins that double as community green spaces, with gentle slopes, marginal planting and walking routes that make them attractive year-round. Cringleford Heights has incorporated permeable paving on local streets and swales alongside footpaths, helping to capture and filter surface water before it reaches the Yare Valley. These examples demonstrate how well-designed drainage features can become valued parts of the parish's green network rather than hidden infrastructure.

Future development should continue this approach by designing SuDS as visible, natural features that link to existing green corridors and contribute to biodiversity net gain.

Figure 76 Balancing Pond (SuDS) at the entrance of the Roundhouse Park Development



Sustainable Drainage Design Codes:

The code has one category:

- **“Must” - mandatory requirement in an application**

SD1: All new developments must ensure surfaces for access; car parking and amenity space are permeable.

SD2: All new developments must be provided with a rainwater capture system such as a water butt in an appropriate location on site.

Relevant Sections from the National Design Guide and Code:

-Nature N2 Improve and Enhance Water Management

Relevant Sections from the Broadland and South Norfolk Design Code Document DRAFT:

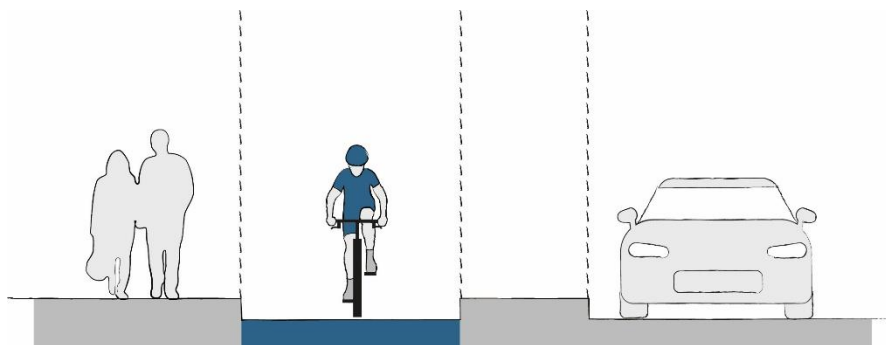
- 3.4 Integrating nature and biodiversity

-4.1 Streets that incorporate planting and drainage

Access and Amenity

Sustainable Modes of Movement

Figure 77 Image: National Design Code Illustrations



Good access and movement are essential to creating a connected, inclusive and liveable community. In Cringleford, residents have identified a need for better pedestrian and cycle connections, safer crossings, and more resting places throughout the parish.

Recent development has delivered some strong examples of accessible design, including new footpaths through the Round House Way and St Giles Park estates, and shared pedestrian-cycle routes linking into Cantley Lane, Newmarket Road and the hospital. These routes have improved connectivity between new and older parts of the parish. However, there remain notable gaps in the network, particularly between Cringleford Heights and the older village streets, and between new estates and key destinations such as the bus interchange and local schools.

Figure 78 Shared walking and cycling path from St Giles Park onto Cantley Lane



Figure 79 New footpath within the St Giles Park development



Some sections of pavement are narrow or uneven, and several alleyways are difficult for wheelchair users and parents with pushchairs to navigate.

Figure 80 Example of barriers within an alleyway in Cringleford



Figure 81 Example of a narrow pathway along Intwood Road



Crossing points at main junctions such as Newmarket Road and Intwood Road can feel unsafe or inconvenient due to traffic speed and a lack of visibility.

Figure 82 Zebra crossing along Colney Lane



Figure 83 Cycleway along Newmarket Road



Seating and resting places are limited along longer walking routes and within new and older residential estates which can make movement more

difficult for less mobile residents. The lack of seating in the public realm also provides a challenge to any person wishing to sit to rest, eat or socialise. This then leads some on observation to have to sit on structures or in spaces unintended for such use for resting such as kerbs, grass verges, walls and railings.

Figure 84 Bench alongside a new footpath within the St Giles Park development



As set out in the Norfolk County Council Safe, Sustainable Development - Aims and Guidance notes for Local Highway Authority requirements in Development Management (2022) document:

Walking and cycling are good for our well-being, good for getting us around, good for our public spaces and good for our society. For all of these reasons we need to encourage more people to choose to walk and cycle more often. Walking and cycling offer the opportunity to build moderate, pleasant exercise into people's routines. This kind of exercise can help us to counteract problems of overweight and obesity as well as coronary heart disease, stroke, diabetes and cancer in addition to improving mental well-being.

Increasing walking and cycling levels will also improve our public space and the social interactions we have. Both modes allow us to stop and chat or just say 'hello' in a way which it is difficult to do when closeted in the car. As such, they improve our sense of community. They also provide for more pleasant and sustainable public spaces and serve to support local facilities.

The document set outs requirements to meet the aim of encouraging residents to explore active and healthier ways of travel such as providing high quality walking and cycle networks within developments in accordance with [LTN1/20- Cycle Infrastructure Design](#), linking new development into the existing cycle network and public rights of way, ensuring routes are attractive and comfortable to use allowing people to reach their day-to-day destinations easily and logically, and ensuring cycling provision must not negatively impact the accessibility of pedestrian routes for disabled people as much as possible.

The [LTN1/20- Cycle Infrastructure Design](#) promotes high quality cycle infrastructure that is safe, coherent, direct, comfortable and attractive to use. The most appropriate design solution will vary depending on the location, function and level of use of a route. In busier urban streets, greater separation between pedestrians, cyclists and vehicles may be

appropriate, whereas within residential neighbourhoods, open spaces and low traffic environments, shared routes or alternative design approaches may be more suitable. The design of walking and cycling infrastructure should avoid unnecessary clutter, excessive widths or overly engineered solutions and should be integrated sensitively into the character of the surrounding area.

The following codes aim to build on what already works well, while addressing these barriers to ensure all residents can move safely and comfortably around the parish.

Access and Amenity Design Codes:

The code has one category:

- **“Must”- mandatory requirement in an application**

AA1: Development layouts must provide safe, direct and well-connected walking and cycling routes that connect into existing paths, schools, bus stops, and community facilities, avoiding isolated cul-de-sacs. The design of these routes should respond to their location and expected levels of use, balancing the needs of pedestrians, cyclists, accessibility requirements and biodiversity considerations.

AA2: Pedestrian routes and shared surfaces must be fully accessible for people using wheelchairs, mobility scooters, and pushchairs, with appropriate widths, gradients, and surfacing.

AA3: Streets and open spaces within new development must include resting points such as formal benches at suitable locations where this will

not result in social nuisance or obstruct a sustainable transport route to support comfortable movement for all ages and abilities.

Relevant Sections from the National Design Guide and Code:

- Movement (M1-M3)

Relevant Sections from the Broadland and South Norfolk Design Code Document DRAFT:

-4.2 Streets for walking, cycling and Interacting

Lighting and Surveillance

Figure 85 Image: National Design Code Illustrations



Good lighting and natural surveillance contribute to safety and the sense of security within streets and public spaces. Lighting should provide sufficient illumination for movement and visibility without creating glare, light pollution, or harm to biodiversity. The layout of buildings should support natural surveillance by positioning active frontages and windows to overlook streets, paths, and open spaces.

Streetlights and natural surveillance from frontage development was apparent in the new estates and older parts of Cringleford. Streetlights were spaced out at the entrances of walkways, community buildings, green spaces, parking areas and residential properties.

Lighting and building layout should support safe movement and a sense of security, while remaining in keeping with Cringleford's suburban and semi-rural setting. Although the parish experiences relatively high background lighting from main roads and nearby development, new lighting should still be designed to minimise unnecessary glare and light spill.

Figure 86 Street lighting along Dragonfly Lane within the Roundhouse Park development



Figure 87 Examples of street lighting along Taylor Avenue



Figure 88 Examples of street lighting along Colney Lane



Figure 89 Examples of street lighting within St Giles Park development



Figure 90 Examples of street lighting along a pathway in the Roundhouse Park development



Figure 91 Examples of street lighting at the entrance of green open space within the St Giles Park development



The following codes complement the Broadland and South Norfolk Design Code.

Lighting and Surveillance Design Codes:

The code has two categories:

- **“Must”- mandatory requirement in an application**
- **“Should”- expected requirement in an application unless there is strong justification provided as to why this cannot be done.**

LS1: Lighting in new development must provide safe and comfortable levels of illumination for pedestrians and cyclists.

LS1a: Design should minimise glare and light spill onto neighbouring properties and green spaces.

LS2: The layout of buildings must promote natural surveillance.

LS2a: Main entrances and windows should face onto streets, paths, and public spaces to create well-overlooked environments.

LS3: In peripheral or less-developed areas, external lighting should be limited to what is necessary for safety. Columns and fittings should be of an appropriate scale and warm colour temperature to reflect the local character.

Relevant Sections from the National Design Guide and Code:

- Movement (M1- A connected network of routes for all modes of transport)

-Public Spaces (P2 Provide well-designed spaces that are safe)

Relevant Sections from the Broadland and South Norfolk Design Code Document DRAFT:

- 3.2 Responding to existing local context (N.9 and N.14)

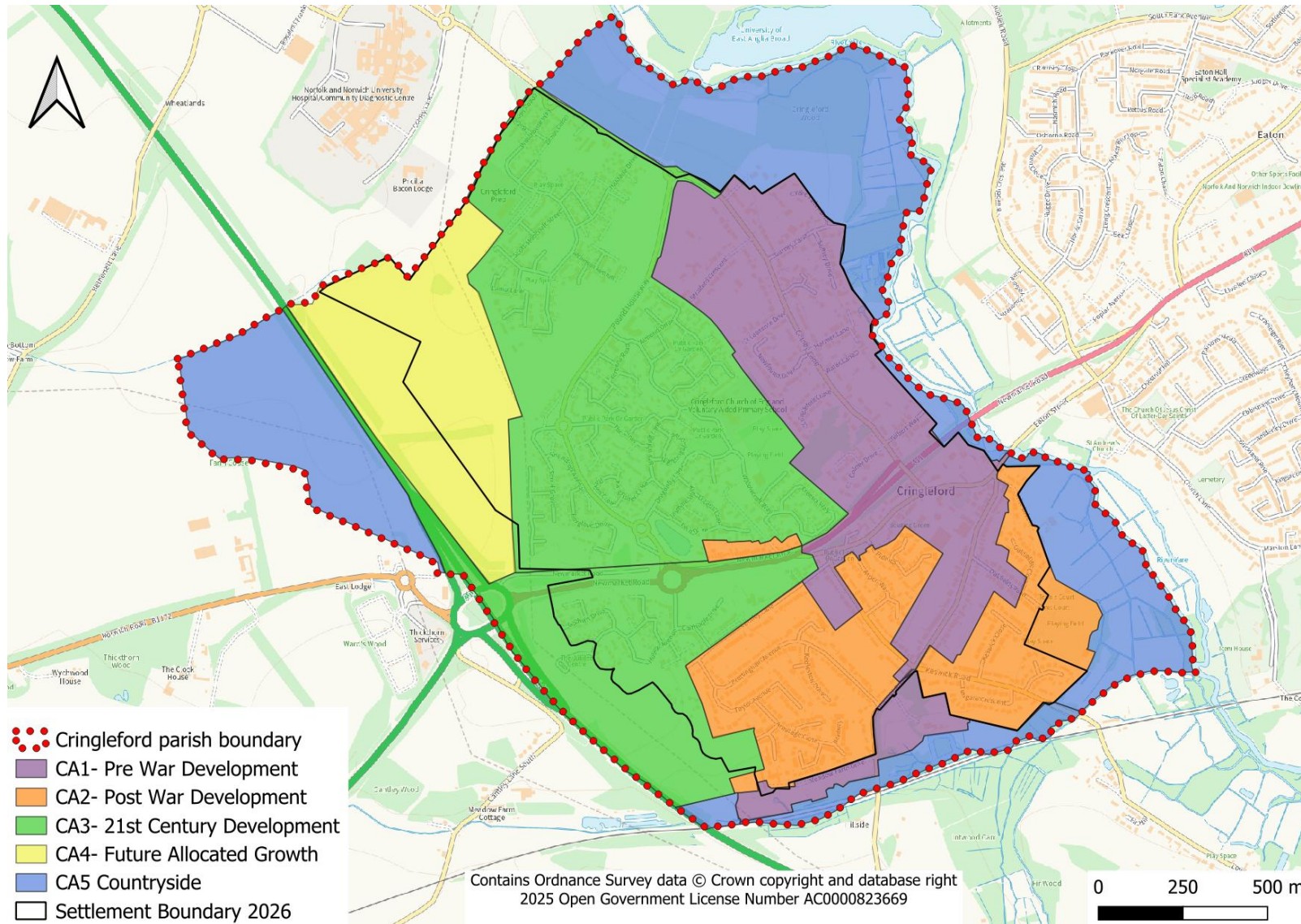
Cringleford Character Areas

Defining Character Areas (CAs) and describing their distinctive features provides the foundation for the focused design codes that guide future development in Cringleford. The CAs divide the parish into recognisable areas, each with its own layout, landscape, and architectural qualities.

For this Design Code, five Character Areas have been identified and mapped across Cringleford. These were established through a detailed site visit carried out by Collective Community Planning (CCP) in August 2025, followed by discussions with the Neighbourhood Plan Steering Group and analysis of historic OS maps dating back to the 1800s.

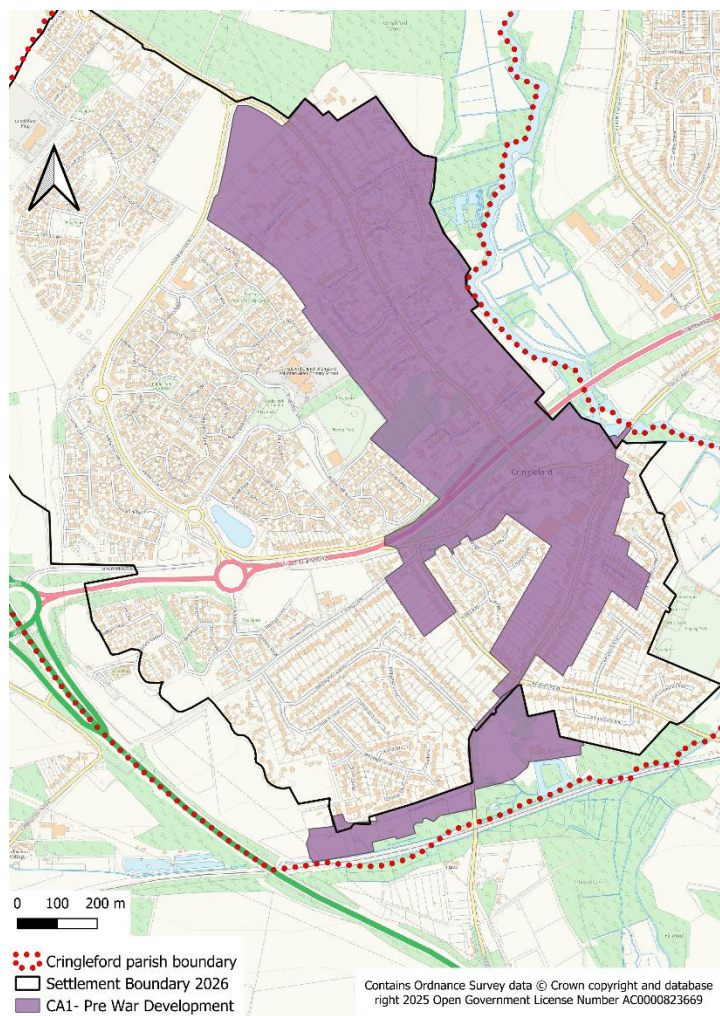
All new development should take place within the existing built-up area and must respond positively to the defining characteristics of its location. Applicants and designers are expected to use the Character Area analysis in conjunction with the focused design codes to demonstrate how proposals reflect the distinctive qualities, layout, and scale of the relevant area. The Character Areas are described below.

Figure 92 Character Areas Map



Character Area 1: Pre-War Development:

Figure 93 Character Area 1 (CA1): Pre-War Development Map



The Pre-War Development character area covers the original core of Cringleford, focused around Newmarket Road, Colney Lane, and the adjoining streets leading towards Cringleford Bridge which is a Scheduled Monument.

The central part of Character Area 1 falls within Cringleford Conservation Area which was designated in 1976. This includes elements of Newmarket Road, Intwood Road, Keswick Road, Colney Lane and residential side lanes which adjoin these roads. Within the Conservation Area there are 9 listed buildings all being Grade II except St Peter's Church which is Grade II*. The Grade II listed buildings include The Millhouse, Ford End, Hill Grove, Cringleford House, Rosiland House, Pond Farmhouse, Milestone No.3 against Pond Farmhouse and the 1947 Waterpump within the village green south of Newmarket Road.

Reviewing OS maps dating back to 1880, buildings which were established in this area included St Peter's Church, Cringleford Mill, Cringleford House, Ford End and the Old School along Newmarket Road and Grove House, the Lodge and Hill Grove along Colney Lane. The majority of these buildings fall within the Conservation Area and are Grade II listed today. The Colney Lane junction has been a central feature to the establishment of this historic settlement.

As detailed in the Cringleford Evidence Base courtesy of a member of Cringleford Historical Society there are a large amount of buildings within this Character Area which pre-date 1925 and many being notable buildings such as those which are Grade II listed. These buildings are present along Newmarket Road, Intwood Road, Oakfields Road, Keswick Road, Gurney Lane, Water Lane, Meadow Farm Drive and The Loke.

Figure 94 Image of Ford End in 1905 (Source Cringleford Historical Society)



Figure 95 Image of Mill House in 1935 (Source Cringleford Historical Society)

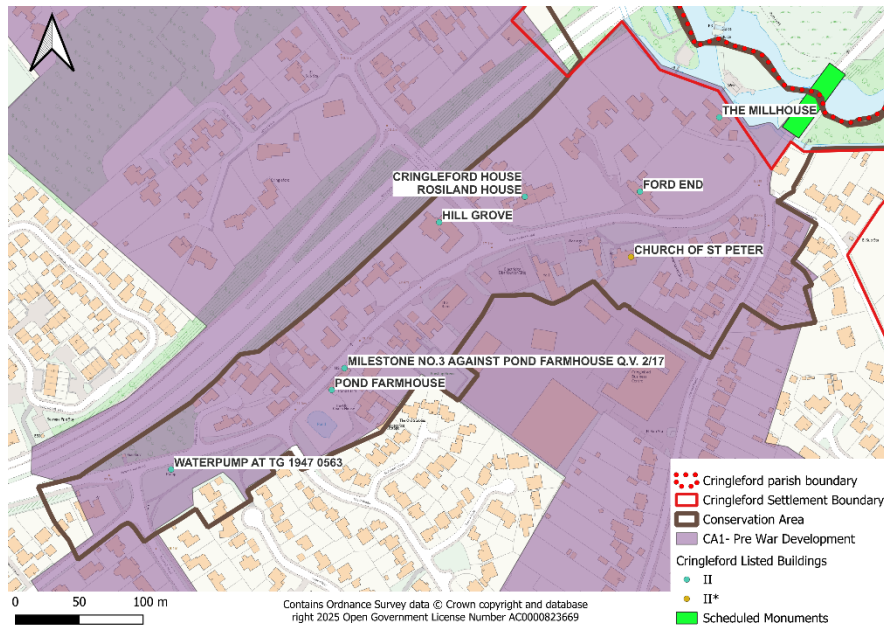


Figure 96 Image of Colney Lane Junction in 1935 (Source Cringleford Historical Society)



Development along the northern end of Colney Lane and the side streets has changed considerably over time when reviewing historic maps showing that older buildings such as Cringleford Lodge, the old Harris Lane and extensive landscape of fields and trees have been replaced with built up residential cul de sac development.

Figure 97 Historic assets present within CA1



As set out in the South Norfolk Cringleford Conservation Area Character Appraisal and Management Plan (2014¹²), the only building remaining from the early Medieval village core is the Parish Church of St. Peter and this is due to a great fire that took place in 1570 as stated earlier in this document. Pond Farmhouse and Ford End, however, do contain fifteenth and sixteenth century fabric respectively. The former is part timber framed and thatched.

¹² <https://www.southnorfolkandbroadland.gov.uk/asset-library/imported-assets/cringleford-character-appraisal-small.pdf>

The listed buildings Mill House, Ford End, Cringleford House, Rosiland House and Hill Grove which are located on the north side of Newmarket Road are all considered late eighteenth-century buildings. However, Millhouse and Ford End are stated to be on more ancient sites as detailed in the Cringleford Evidence Base Paper.

Figure 98 Image of Ford End from August 2025



The unique character of the Cringleford Conservation Area is defined by a combination of factors. Essentially, the remnants of the original village core are still intact and there is still a feeling of a village “street”.

Figure 99 Cringleofrd House along Newmarket Road



There is a variety of building types within the conservation area with most being domestic use excluding the Church of St. Peter, the previous Hill House, Cringleford Bridge and former agricultural buildings.

The buildings within the conservation area and beyond in Character Area 1 contribute to townscape quality. This area represents the oldest part of the parish and retains much of its historic layout and village character. Mature trees, brick walls, and generous plots create a distinctive, well-established feel, marking a clear contrast with the later suburban and estate developments that surround it. Examples of the view of mature

trees, hedgerows and brick walls along Colney Lane and Gurney Lane looking across the Yare Valley are shown next.

Figure 100 Mature trees along Colney Lane



Figure 101 View along Gurney Lane looking across the Yare Valley



The area is characterised by larger detached two or three storey homes, many set back from the road within spacious gardens. Buildings vary in age and style but share a consistent sense of scale and quality. Materials include red brick and white render, often under red clay pantile roofs, with traditional features such as chimneys, gables, and decorative detailing. Many properties have side garages or parking to the front or side, accessed by brick or pillared driveways.

As shown below Oakland House was built in 1876 and is on the east side of Colney Lane.

Figure 102 Oakland House, Colney Lane



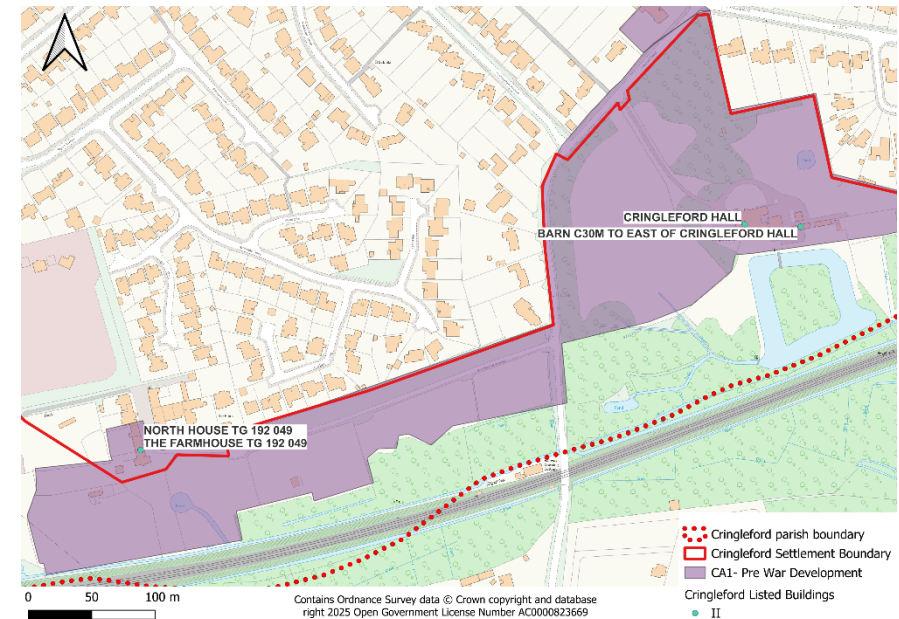
Along Colney Lane and the side streets there are a number of mock Tudor style houses and river side houses as shown below.

Figure 103 Examples of mock Tudor style houses along Colney Lane



In 1908 development started to extend along Intwood Road and then further south dwellings were established along Intwood Road, Oakfields Road and Keswick Road in the 1920s. Notable buildings along Intwood Road to the south is Cringleford Hall and the barn south of Cringleford Hall which are both Grade II listed buildings. Cringleford Hall is understood to occupy the site of the historic manor known as Heylesdon's Manor, also recorded as Hellesdon's Manor¹³.

Figure 104 Listed buildings within CA1



¹³ J. E. Bellinger, A Brief History of Cringleford, Cringleford Historical Society, revised 2003 and 2018

Within Character Area 1 further south along Meadow Farm Drive, the Farmhouse is Grade II listed as shown above. All farm buildings associated with Meadow Farm and now houses and bungalows. The official listing gives a date of 1829 for the farmhouse (most likely built for Richard Hanbury Gurney) and late 18th century for North House. Oakfields Road is entirely 1920s with the exception of 22-31 and Clever Clogs Nursery which are 1930 -35. Examples of photos taken along Intwood Road are shown below.

A defining feature of this area is the strong sense of enclosure and greenery created by mature trees, brick and flint boundary walls, and established hedgerows, particularly along Colney Lane. The old brick wall running through the historic core adds visual continuity and heritage value. Tree-lined streets and private front gardens contribute to the leafy, semi-rural character, while the pattern of linear development along Newmarket Road with a number of cul-de-sacs leading off reflects the area's organic growth over time.

Figure 105 Examples of buildings within CA1 along Intwood Road



Figure 106 Examples of trees within CA1 along Colney Lane and Newmarket Road

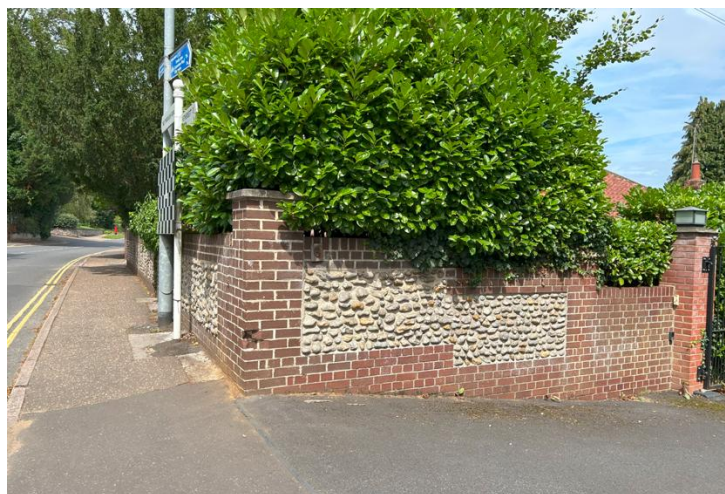




Figure 107 Church of St Peter



Overall, the Pre-War Development Character Area is defined by its spacious plots, traditional architecture, mature landscaping, and historic

boundaries, all of which give it a calm, established, and distinctive village identity that new development must respect and respond to.

Intent for Design in this Character Area

The design codes for the Pre-War Development area aim to preserve and enhance the traditional village character that defines this part of Cringleford. New development or alterations should reinforce the area's spacious, leafy setting, traditional materials, and sense of heritage, ensuring that changes sit comfortably within their historic context and maintain the calm, well-established quality of the village core.

Suggested Design Codes

These codes should be read alongside the relevant focused design codes for nature, buildings and access set out earlier in this document.

The code has two categories:

- **“Must”- mandatory requirement in an application**
- **“Should”- expected requirement in an application unless there is strong justification provided as to why this cannot be done.**

CA1.1 Building heights must not exceed two storeys and should follow traditional proportions, with pitched roofs and varied ridge heights that reflect the existing streetscape.

CA1.2 Materials must be of high quality and locally characteristic, including red or yellow brick, white or cream render, clay pantiles, and flint where

appropriate. The use of synthetic or highly reflective materials should be avoided.

CA1.3 New development must respect established building lines and plot patterns, maintaining generous front gardens and the well-spaced layout typical of the area.

CA1.4 Boundary treatments must reflect the prevailing character of the area. Brick or flint walls, hedges, and traditional gates or pillars should be used in preference to fencing. Close-board fencing fronting the public realm is not acceptable.

CA1.5 Existing mature trees, hedgerows, and boundary walls must be retained and integrated into new development wherever possible. Removal should only occur where demonstrably unavoidable and with appropriate replacement planting.

CA1.6 Extensions and alterations to existing dwellings must be subordinate in scale, use complementary materials, and preserve the area's mature, leafy setting.

CA1.7 Driveways and parking areas should be positioned to the side of dwellings or within plots. Hardstanding areas should use permeable or bound gravel surfaces to maintain a soft, landscaped appearance.

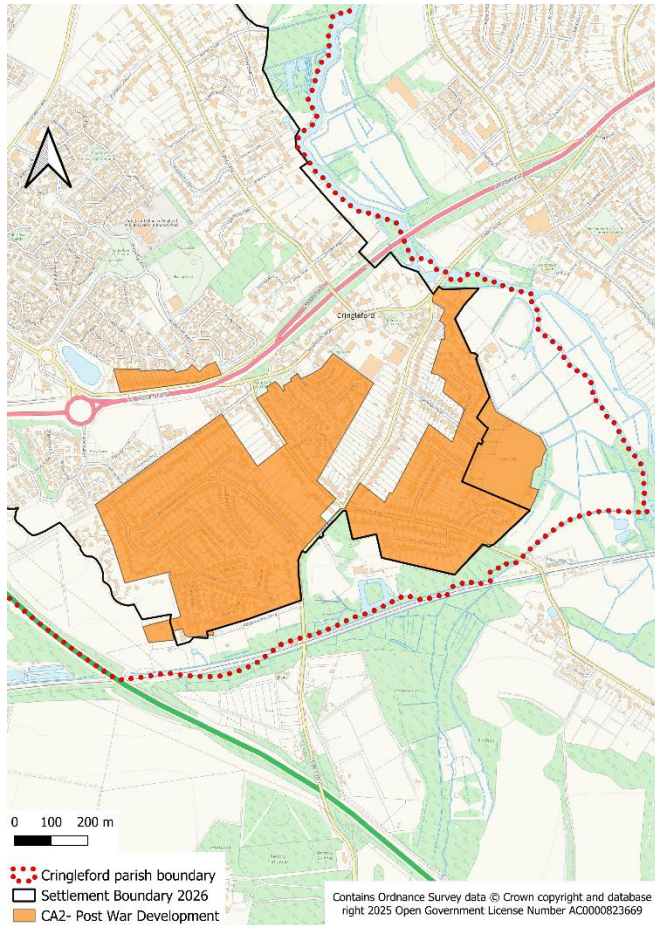
CA1.8 Lighting should be discreet, downward-facing, and positioned to avoid unnecessary light spill, maintaining the area's softer, semi-rural night-time character.

CA1.9 New planting and landscaping should reinforce the existing character, with native or traditional species such as beech, holly,

hornbeam, and yew used for hedging, and mature broadleaves such as oak, lime, and chestnut for tree planting.

CA2: Post War Development

Figure 108 Character Area 2 (CA2): Post-War Development Map



The Post-War Development character area lies adjacent to the Pre-War Development area, focused around Brettingham Avenue, parts of Keswick Road, the northern end of Intwood Road and adjacent residential cul de

sacs. Reviewing the OS Maps, many of the residential estates were developed in the late 1960s onwards up to 1990s representing one of the first phases of Cringleford's expansion beyond the original core along Newmarket Road. This is similar time frame to when the A11 was established through Cringleford which is believed to take place in the early 1970s.

Figure 109 Examples of bungalows within CA2



This area has a distinctly open and suburban feel, defined by wide plots, generous front gardens, and mature trees lining the streets. It is predominantly made up of single-storey bungalows and two-storey detached homes with hipped or gabled roofs, chimneys, and simple brick

or rendered facades. Homes are typically set well back from the road with large driveways, some featuring separate garages.

Figure 110 Examples of two storey dwellings within CA2



Boundaries are informal, often marked by post-and-rail fencing, hedgerows, or low brick walls, allowing greenery to dominate the street scene. Green verges and incidental open spaces contribute to the spacious and leafy character, while mature trees along Brettingham Avenue are an important unifying feature.

Figure 111 Examples of houses with large front driveways set back from the street



Figure 112 Example of the boundary treatments within CA2



Although peaceful and low-density, some narrow alleyways and uneven paths limit accessibility for wheelchair and pushchair users. Future

development and alterations should therefore seek to retain the area's generous layout and soft landscape structure while improving accessibility and pedestrian comfort.

Figure 113 Example of narrow alleyways with limited accessibility in CA2



Intent for Design in this Character Area

The design codes for the Post-War Development area aim to maintain its open, green, and low-rise suburban character. New development or alterations should continue the pattern of wide plots, generous setbacks, and soft landscaping while improving accessibility and environmental performance. The area's distinctive mix of bungalows, mature trees, and spacious gardens should remain central to its identity, ensuring that future change respects the established rhythm and scale of the streetscape.

Suggested Design Codes

These codes should be read alongside the relevant focused design codes for nature, buildings and access set out earlier in this document.

The code has two categories:

- **“Must”- mandatory requirement in an application**
- **“Should”- expected requirement in an application unless there is strong justification provided as to why this cannot be done.**

CA2.1 Building heights must not exceed two storeys. Single-storey dwellings, particularly bungalows, are an important part of the character and should be retained or reintroduced where redevelopment occurs.

CA2.2 Development must maintain the existing pattern of wide plots, substantial building setbacks, and landscaped front gardens that contribute to the area's open feel.

CA2.3 Boundary treatments must be consistent with the informal, green character of the area. Hedges, post-and-rail fencing, or low brick walls

should define front boundaries. Close board fencing or solid walls facing the street are not acceptable.

CA2.4 Extensions and alterations must be modest in scale, subordinate to the main building, and use matching or complementary materials to retain the consistency of the street scene.

CA2.5 New or replacement dwellings must include measures for energy efficiency and climate resilience, such as sustainable drainage, EV charging, and opportunities for renewable energy where feasible, without compromising the area's character.

CA2.6 Existing mature trees and green verges along Brettenham Avenue and nearby streets must be retained wherever possible.

CA2.6a New planting should use native or traditional species to reinforce the green framework.

CA2.7 Materials should reflect the simple and traditional palette found locally, including red or buff brick, occasional light-coloured render, and tiled roofs (clay or concrete) with hipped or gabled forms and chimneys where appropriate.

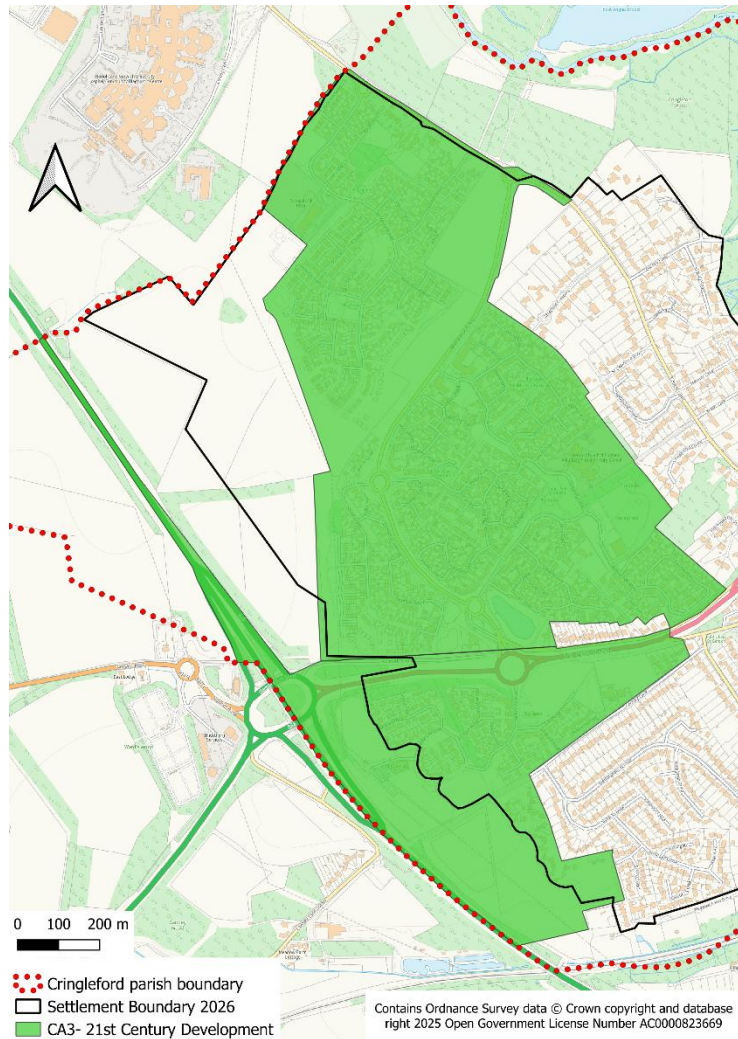
CA2.8 Driveways and parking should remain within plots or to the side of dwellings. Surfaces must be permeable to reduce surface water run-off and maintain a soft landscaped appearance.

CA2.9 Paths, shared surfaces, and alleyways should be designed or upgraded to ensure full accessibility for wheelchair and pushchair users, avoiding steep gradients and narrow widths.



CA3: 21st Century Development

Figure 114 Character Area 3 (CA3): 21st Century Development



The 21st Century Development character area covers the large residential neighbourhoods built from the 2010s onwards, including Round House Way, Cringleford Heights and St Giles Park. These areas represent the most recent phase of Cringleford's growth and accommodate most of the parish's housing completed over the past decade.

Figure 115 Looking towards St Giles Park from Newmarket Road



The character is contemporary suburban, with a mix of detached, semi-detached and terraced homes, alongside small apartment blocks and community or commercial buildings. Building heights range from two to three storeys, with taller buildings marking key corners or gateways such

as around the A11 roundabouts. Homes are generally set close to the street, creating a more enclosed feel than in the older parts of the village.

Figure 116 Cavell Court Care Home along Dragonfly Lane in the Roundhouse Park Development



Materials and detailing vary but are unified by a consistent palette of red brick, pale render, and occasional use of timber or coloured panelling. Boundaries include low hedges, iron railings, and some timber fencing. Many streets incorporate green corridors, swales, and landscaped areas which soften the urban form and link open spaces across the estates.

Figure 117 New residential housing and green space within St Giles Park development



Figure 118 Green open space opposite residential housing within the Roundhouse Park development



The layout provides a network of streets and cul-de-sacs, though some pedestrian and cycle connections remain incomplete. Parking is a mixture of on-plot, side, and small courtyard spaces, with some on-street parking that can appear visually dominant.

Figure 119 Cul de sac within St Giles Park



Figure 120 Example of side parking within St Giles Park



Figure 121 Example of on street parking within Roundhouse Park development



Street trees and planting help reduce this impact but could be strengthened. Overall, the area has a pleasant, green and family-focused character which should be maintained and enhanced as new development comes forward nearby.

Figure 122 Example of play space overlooked by new housing within St Giles Park development



Figure 123 Example of play space overlooked by new housing within Roundhouse Park development



Intent for Design in this Character Area

The design codes for the 21st Century Development area aim to build on the attractive landscape structure and varied architecture of these newer neighbourhoods while addressing identified issues around permeability, parking, and public realm quality. Future development should reinforce the sense of place through consistent materials, active frontages, improved pedestrian and cycle links, and the continued use of greenery as a defining feature of the streetscape.

Suggested Design Codes

These codes should be read alongside the relevant focused design codes for nature, buildings and access set out earlier in this document.

The code has two categories:

- **“Must”- mandatory requirement in an application**

- **“Should”- expected requirement in an application unless there is strong justification provided as to why this cannot be done.**

CA3.1 Materials must be of high quality and reflect the contemporary vernacular of existing estates, typically red or buff brick, light-coloured render, and limited use of timber or coloured cladding for detailing.

CA3.2 Development must incorporate street trees, verges, and landscape planting throughout, maintaining or strengthening existing green corridors and biodiversity links.

CA3.3 Parking design must ensure that vehicles do not dominate the street. Where on-street parking is provided, it should be softened with tree planting. Courtyard parking areas must be small-scale, overlooked, and include landscaping.

CA3.4 New footpath and cycle links must connect seamlessly with existing routes and provide safe, direct access between neighbourhoods, schools, bus stops, and community facilities.

CA3.5 Public spaces must include seating, lighting, and tree planting to support community use and safe movement, particularly near play areas and key routes.

CA3.6 Extensions or infill development must be designed to respect the established building line, roof pitches, and material palette of surrounding properties.

CA3.7 Where development adjoins open countryside or the future allocated growth area (CA4), 145 metre landscape buffers and 30-35 metre

tree planting must be provided to ensure a soft transition and maintain the village's green edge.

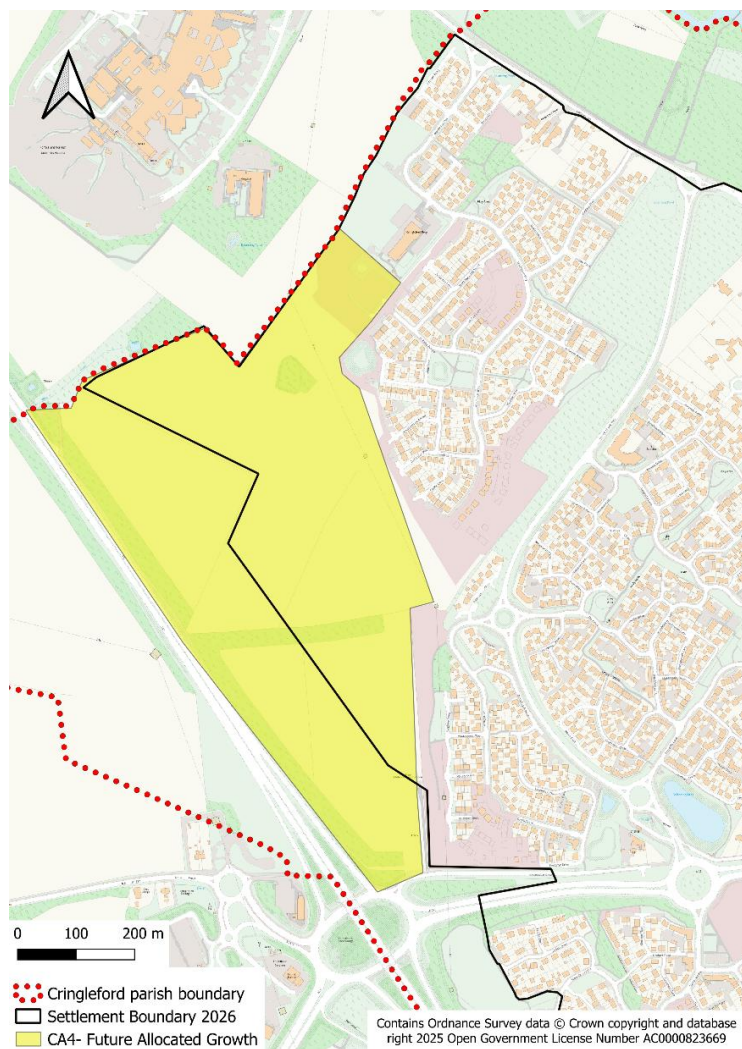
CA3.8 Building heights should generally be two storeys, with three storeys limited to focal buildings, corners, or gateway sites where they form a positive feature in the townscape.

CA3.9 Boundary treatments should consist of hedgerows or low railings to the street frontage, with timber fencing restricted to rear gardens only.

CA3.10 New dwellings should integrate energy-efficient measures such as solar panels, green or bio-solar roofs, and water-saving systems where suitable, without detracting from the overall street character.

CA4: Future Allocated Growth

Figure 124 Character Area 1 (CA1): Future Allocated Growth Map



The Future Allocated Growth character area relates to land north of the A11, identified in the Greater Norwich Local Plan as site STR.07. This area is allocated for approximately 1,060 new homes, a new primary school, and associated infrastructure. It forms the next phase of Cringleford's planned growth and will play a major role in shaping the northern gateway into the parish.

At present, the site comprises open farmland with hedgerows, trees, and views towards the Yare Valley and the existing built-up area of Cringleford to the south. It adjoins the newer residential areas around Round House Way (CA3) and lies close to key transport connections including the A11, A47, and Thickthorn Interchange. Its edge-of-settlement position means that landscape and design quality will be essential in maintaining Cringleford's separate identity and ensuring that the new neighbourhood integrates sensitively with both the countryside and the existing community.

Development proposals for this area will be brought forward through master planning and planning applications. The Neighbourhood Plan design codes provide guidance on the principles that should underpin those proposals — creating a well-connected, landscape-led, and sustainable extension to Cringleford that complements its existing character.

Intent for Design in this Character Area

The design codes for the Future Allocated Growth area aim to ensure that new development is distinctive, landscape-led, and fully integrated with the rest of Cringleford. The new neighbourhood should strengthen

connections to schools, services, and public transport; include generous green and blue infrastructure; and deliver homes that are energy-efficient, adaptable, and designed to foster community life. Development must also safeguard the parish's separate identity by providing strong green buffers to the A11 and Yare Valley.

Suggested Design Codes

These codes should be read alongside the relevant focused design codes for nature, buildings and access set out earlier in this document.

The code has two categories:

- **"Must"- mandatory requirement in an application**
- **"Should"- expected requirement in an application unless there is strong justification provided as to why this cannot be done.**

CA4.1 Masterplans and planning applications must demonstrate a clear landscape-led design approach, using existing hedgerows, trees, and topography to shape development and define green corridors and open spaces.

CA4.2 Development must deliver a connected network of walking, cycling and road routes that link seamlessly to existing neighbourhoods (CA3) and provide direct, safe access to schools, the bus interchange, the research park, and the hospital.

CA4.3 The layout must include a hierarchy of streets and spaces, with tree-lined avenues, smaller residential streets, and safe shared spaces that encourage walking and cycling.

CA4.4 A landscape buffer of 145 metres must be maintained along the A47 and to the north edges of the site to preserve Cringleford's distinct identity and prevent coalescence with Colney.

CA4.5 Development must provide a balanced mix of housing types and tenures, including bungalows, adaptable homes, and opportunities for self or custom-build, to meet local needs identified in the Housing Needs Assessment.

CA4.6 The design and construction of buildings must embed high environmental performance, including low-carbon materials, passive solar design, renewable energy generation, EV charging, and sustainable drainage.

CA4.7 All major green infrastructure, including SuDS features, green corridors, and open spaces, must be multifunctional, supporting biodiversity, recreation, and flood management.

CA4.8 The layout and design of the new primary school and community facilities must place them at the heart of the neighbourhood and ensure they are safely accessible by foot and cycle from surrounding areas.

CA4.9 Public realm and street design must include seating, lighting, and tree planting, creating attractive and safe environments that encourage social interaction and a strong sense of community.

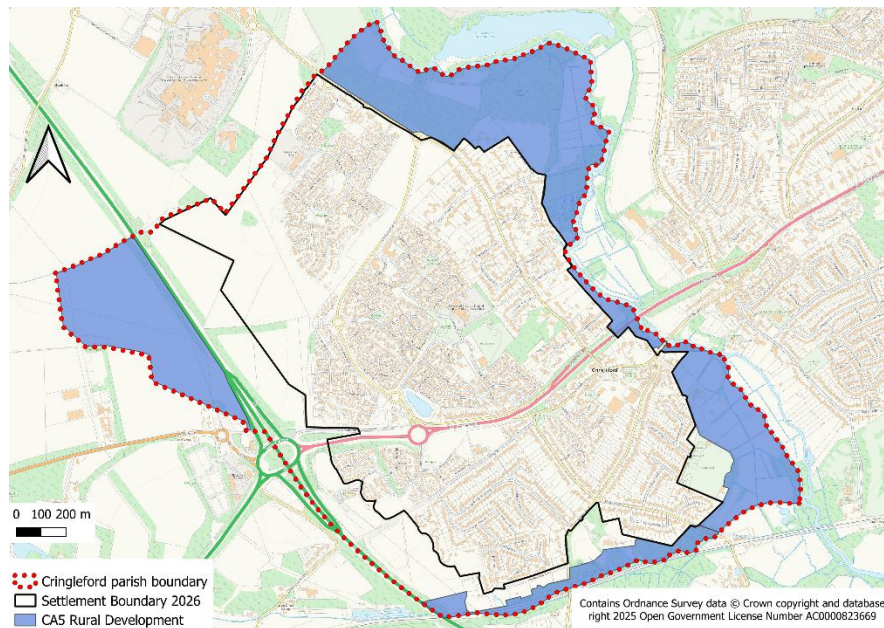
CA4.10 Edge-of-settlement plots must transition to lower densities and heights to blend with the surrounding countryside.

CA10a: Building heights should generally be two storeys, with three storeys limited to key nodes or public spaces where additional height assists legibility.

CA11 Net building densities should average approximately 25 dwellings per hectare to preserve the open and green character of the parish and its role in the urban/rural transition zone.

CA5: Rural Development

Figure 125 Character Area 5 (CA5): Rural Development Map



Cringleford, as shown on the Character Areas map. It comprises open farmland, woodland, and river valley landscapes that form the rural setting of the parish. This area provides an important transition between the compact built form of Cringleford and the wider countryside, including the Yare Valley, the farmland west of the A47, and areas to the south towards Intwood and Keswick.

Figure 126 Views of the Yare Valley



The landscape is predominantly agricultural, defined by a network of hedgerows, tree belts, and small woodlands that enclose gently rolling arable fields. Scattered throughout the area are individual dwellings, farmsteads, and small clusters of buildings, typically accessed by narrow rural lanes or farm tracks. These properties are usually traditional in form and materials, sitting comfortably within the landscape.

Figure 127 Fields within the Yare Valley



The countryside contributes significantly to Cringleford's identity by giving the parish a distinct edge and preventing coalescence with Norwich, Hethersett, and Wymondham. Public rights of way, bridleways, and informal walking routes provide valued access to the landscape, connecting residents with open views, wildlife habitats, and the Yare Valley corridor.

Figure 128 Views of the River Yare from Cringleford Marsh



Figure 129 Public footpath within the Yare Valley



Figure 130 Cringleford Marsh



Figure 131 View looking towards Cringleford Bridge and the River Yare



Intent for Design in this Character Area

The design codes for the **Rural Development** character area aim to conserve and enhance the parish's rural setting and landscape character while supporting appropriate small-scale uses that respect the open, agricultural nature of the land. Development should be limited to individual dwellings, conversions, or rural enterprises that maintain the sense of openness, reinforce local identity, and protect biodiversity and long views across the landscape.

Proposals should also apply the nature and biodiversity codes (WCF1-WCF4) where relevant to ensure continued habitat connectivity across the parish.

Suggested Design Codes

These codes should be read alongside the relevant focused design codes for nature, buildings and access set out earlier in this document.

The code has two categories:

- **“Must”- mandatory requirement in an application**
- **“Should”- expected requirement in an application unless there is strong justification provided as to why this cannot be done.**

CA5.1 Development outside the built-up area must remain limited in scale, typically comprising individual dwellings, farmsteads, or conversions of existing buildings. Proposals must demonstrate that they protect or enhance the rural landscape and visual character of the area.

CA5.2 The visual separation between Cringleford and neighbouring settlements must be preserved. Landscape buffers, tree belts, hedgerows, and green corridors must be retained or strengthened to maintain the parish's distinct identity.

CA5.3 The siting of new buildings must follow traditional rural patterns — set back from roads, within generous plots, and integrated with existing vegetation or farmstead groupings to minimise visual impact.

CA5.4 Development visible from key approaches to Cringleford must include landscape measures such as tree belts or soft planting to reduce visual prominence and blend with the surrounding countryside.

CA5.5 Public rights of way and access routes must be protected and, where possible, enhanced. Proposals should maintain or improve connections to the wider walking and cycling network and the Yare Valley corridor.

CA5.6 Lighting within the countryside must be avoided unless essential for safety. Where necessary, lighting must be low-level, downward-facing, and designed to protect dark skies and wildlife.

CA5.7 Existing hedgerows, trees, and rural lanes must be retained and managed as part of the parish's green infrastructure network.

CA5.7a New planting should use native species typical of the local landscape character.

CA5.8 Materials should reflect the local vernacular, including red or buff brick, clay pantiles, flint, and timber detailing. Modern materials may be acceptable where they are of high quality and complement the landscape setting.

CA5.9 Opportunities to enhance biodiversity through hedgerow management, habitat creation, and naturalised drainage features should be integrated into any proposals affecting the countryside

Appendix A: Glossary

Accessible design

Design that ensures buildings, streets, and spaces can be used safely and comfortably by everyone, including people with mobility, sensory, or cognitive impairments.

Active frontage

A building frontage with doors and windows facing the street or space, helping to create visual interest and natural surveillance.

Biodiversity Net Gain (BNG)

An approach to development that leaves the natural environment in a measurably better state than before, achieved by protecting, restoring, or creating habitats.

Building line

The position of buildings in relation to the street or plot boundary, contributing to the rhythm and enclosure of a street.

Character Area

A defined part of Cringleford with distinctive design features, building forms, and landscape characteristics. The Design Code identifies five Character Areas.

Green infrastructure (GI)

A connected network of green spaces, trees, hedgerows, rivers, and habitats that provide environmental, social, and health benefits.

Hedgerow

A line of closely planted shrubs or trees forming a boundary or screen, often providing important habitat for wildlife.

Natural surveillance

Designing buildings and spaces so that streets, footpaths, and open areas are overlooked by windows and doors, helping to create a sense of safety.

Permeable surface

A surface that allows water to drain through, reducing surface water run-off and helping to prevent flooding.

Post-war

Residential architecture produced from 1945 through the 1960s, defined by modernist design, standardised construction, and rapid suburban expansion to meet acute post-WWII housing demand.

Public realm

All external spaces that are open and accessible to the public, including streets, squares, parks, and footpaths.

Sustainable Drainage Systems (SuDS)

Drainage solutions that mimic natural processes to manage surface water, such as swales, ponds, and permeable paving.

Universal nesting brick

A built-in brick or block that provides nesting space for a range of bird species, such as swifts, sparrows, and starlings.

Wildlife corridor

A continuous area of habitat that allows wildlife to move safely between different parts of the landscape.

Yare Valley

The river valley and associated green spaces that form the eastern boundary and a defining landscape feature of Cringleford parish.

Appendix B: Supporting Documents

This appendix lists national, strategic, technical and local guidance documents referenced in the Cringleford Design Code. These documents provide the policy, design and technical context that informs the design principles and codes set out in this document.

National policy and design guidance

- National Planning Policy Framework (NPPF)
- National Design Guide, Ministry of Housing, Communities and Local Government (2019)
- National Model Design Code, Ministry of Housing, Communities and Local Government (2021)

Local planning and design guidance

- Greater Norwich Local Plan (2024)
- South Norfolk Design Guide
- South Norfolk Place-Making Guide Supplementary Planning Document (2012)
- Broadland and South Norfolk Design Code (Draft)

Historic environment and character evidence

- Cringleford Conservation Area Character Appraisal and Management Plan (2014)
- Norfolk Landscape Character Assessment (2001)

Environmental and biodiversity guidance

- NHBC and RSPB guidance on wildlife features in new housing (2021)
- British Standard BS 42021: Biodiversity — Code of practice for planning and development (2022)

Transport, movement and accessibility guidance

- Norfolk County Council Safe, Sustainable Development — Aims and Guidance Notes for Local Highway Authority Requirements in Development Management (2022)
- LTN 1/20 Cycle Infrastructure Design, Department for Transport (2020)

Other referenced sources and datasets

- Environment Agency flood-risk mapping (October 2025)
- PRE Dark Skies Mapping
- Public Rights of Way mapping (Norfolk County Council)