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CRINGLEFORD NEIGHBOURHOOD DEVELOPMENT PLAN 2013-2026



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2013-2026

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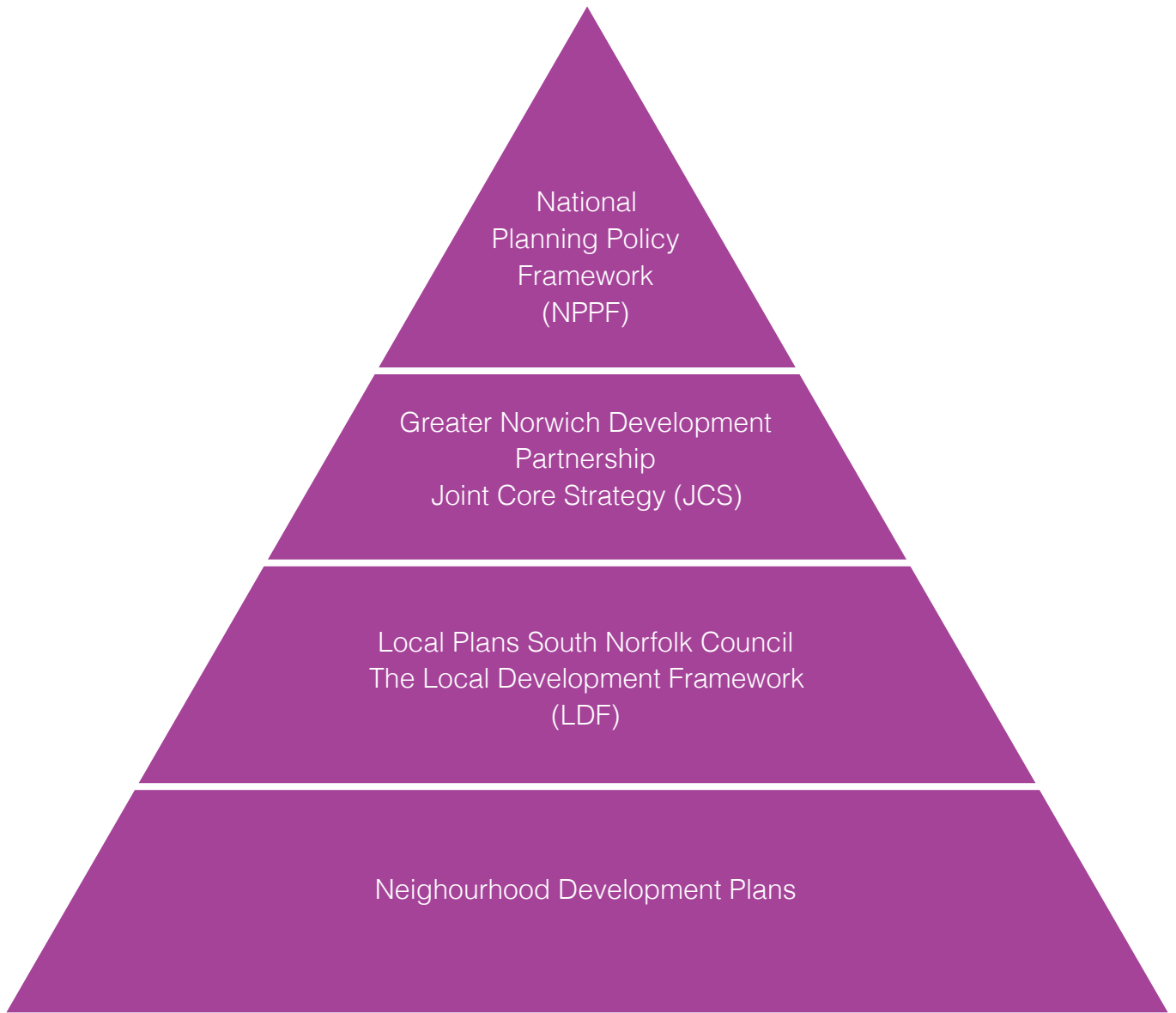
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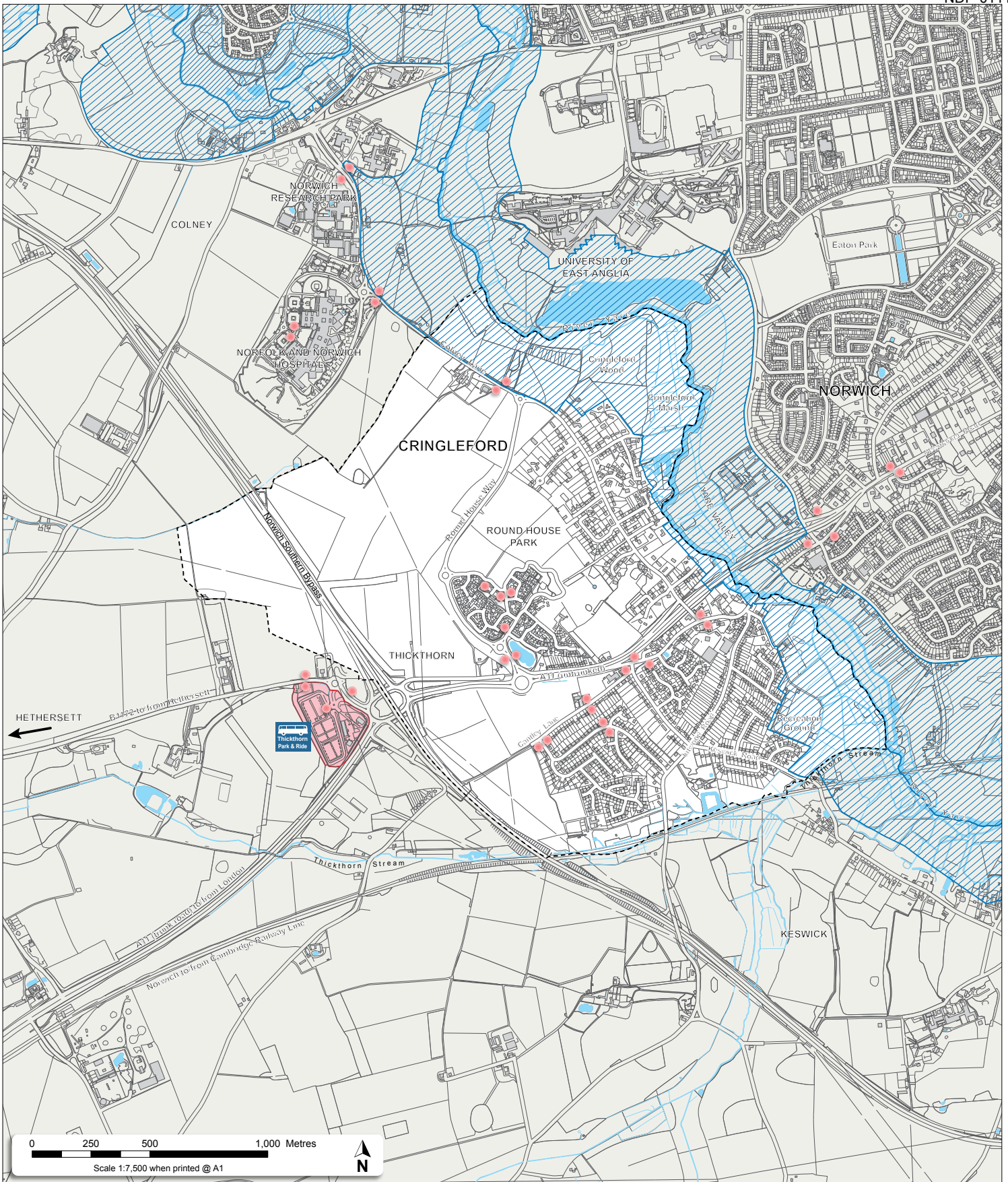
1. Introduction

The Cringleford Neighbourhood Development Plan (the Plan) is a new type of planning document based on the views of our local community. It is part of the Government's new approach to planning, which aims to give local people more say about how their area is developed. This is particularly important for Cringleford as the parish is under considerable development pressure, primarily as a result of its location. The Greater Norwich Development Partnership's Joint Core Strategy (2011) allocated 1,200 dwellings to the parish. This number is in addition to the 1,000 dwellings approved by South Norfolk District Council and in the process of being constructed at Round House Park. The additional 1,200 dwellings is the maximum number which the parishioners will accept. The Plan covers the same period as the Joint Core Strategy and will end in 2026.

The Plan has been developed by a small team of parish councillors and the Clerk, taking into account the views of parishioners expressed particularly in response to the questionnaire distributed in March 2012. Additional comments and suggestions are now invited before the Plan is finalised. A comment sheet is provided on the back of the covering letter distributed with the Plan. Any necessary amendments will be made by the Plan Team and a final version produced. South Norfolk District Council will then appoint a qualified person to examine the Plan. Following that, the District Council will arrange for a referendum on the Plan. An approval rate of over 50 per cent of respondents will result in the Plan being incorporated into the South Norfolk Planning Framework and have statutory authority, unlike the previous parish plans. The approved Plan will implement the Vision which parishioners have for Cringleford and shape its future down to 2026.

Planning Policy Hierarchy in Relation to Cringleford's Neighbourhood Plan








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Location of Cringleford

KEY

- Cringleford Parish boundary and Neighbourhood Development Plan boundary
-  River Valleys (SNDC Policy ENV2 and NCC Policy NE1)

-  Thickthorn Park and Ride
-  Local bus stops

2. Place Setting

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

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

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

Hedges, lawns and a diversity of mature trees (many planted in the nineteenth century but others in the 1980s by the Parish Council) give a 'green' appearance to the village.

The great majority of the population is aged over 45, with more than 30 per cent older than 60. More than half are female. Life expectancy is over 80 for both men and women. Although their health is generally better than for similar age groups in the rest of England, provision for the elderly is a community priority.

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



▲ Jasmine Pond

▼ Kingfisher Close



3. Plan Content and Status

The Neighbourhood Development Plan for Cringleford covers the whole of the civil parish. Its boundaries are clear and well established. The Plan provides a vision for the future of the parish, agreed by residents. It sets out the parish's objectives, together with the policies required for their realisation. Objectives and policies were formulated following an analysis of the natural environment of the parish, of the social and economic characteristics of its settled population and of the responses of residents and other interested parties to consultation.

4. Plan Development

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

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

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

5. The Vision: Cringleford 2026

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

5.1

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

5.2

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

5.3

The parish accepts the need to accommodate a further 1,200 dwellings by 2026 as a contribution to meeting the demand for housing identified for the Greater Norwich Partnership Area in the Joint Core Strategy (Policy 9). However, residents wish to see the 'semi-rural' character of the village acknowledged through the adoption of appropriate building styles, low densities, and green infrastructure. Development at the scale and density seen at Round House Park is counter to their aspiration.

6. The Objectives of the Neighbourhood Development Plan

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

6.1

To view the parish as one single Development Area with the development boundaries shown on the Proposals Map.

6.2

To preserve and enhance the landscape setting and internal character of the village, minimising the visual impact of new development when seen from the approach roads to Norwich.

6.3

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

6.4

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

6.5

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

6.6

To sustain the vitality, health and safety of the community and to allow long-term residents the opportunity of remaining part of it.

6.7

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

6.8

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

6.9

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

7. Policies

To meet the objectives set out above (Section 6), policies have been designed to ensure that new development enhances the setting and character of the village, promotes a sense of community and provides for the social and economic needs of residents. Infrastructure mentioned in the Plan and considered to be fundamental to the implementation of the Greater Norwich Development Partnership's Joint Core Strategy and to physical growth will be delivered through the Partnership's Local Investment Plan and Programme. These essential projects include improvements to the Thickthorn Interchange and the provision of a new primary school (Great Norwich Development Partnership Local Investment Plan and Programme).

7.1. Policies for the Environment

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

The Neighbourhood Development Plan seeks to conserve and enhance the environmental setting of Cringleford in line with the Joint Core Strategy. It retains the Southern Bypass Protection Zone* because this provides an important corridor for the movement of wild life, screens the road from the village, attenuates noise and will provide a soft edge to any development on neighbouring sites. Gardens and trees are important elements in the existing built-up area of the village. They provide diversity and richness to the landscape, as well as forming wildlife havens and corridors and providing a rich source of food for insects, birds and wild animals. Hedges and trees associated with potential development sites divide the landscape into recognisable units and give them soft edges.

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

ENV1

A defined, continuous green landscaped corridor of 250m depth from the edge of the carriageway of the A47 will be provided to maintain the landscape setting of the village and to mitigate traffic noise (Landscaped Protection Zone). In most site allocations this will be a protected strip planted with trees but with pedestrian access. No new built development will be allowed within the zone unless the proposers can demonstrate that it will enhance the landscape and not have an adverse impact.

ENV2

The visual impact of new development when viewed from approaching main roads and the surrounding countryside should be minimised by the use of landscape bunding, screening and mature tree planting.

ENV3

The A11 approach to Norwich from the Thickthorn roundabout will be landscaped with a 30-50m tree belt, as indicated on the Proposals Map (50m Gateway Zone).

ENV4

Hedgerows shown on the Proposals Map will be protected at all times and, where appropriate, enhanced.

ENV5

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

ENV6

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

ENV7

Open spaces and community woodland should interconnect and provide defined areas for public access (Green Infrastructure Links). Suggestions are shown on the Proposals Map. Opportunities exist to improve the quality of existing green spaces where they are related to development proposals.

ENV8

Planting programmes should be developed for new developments and incorporate native arboreal species.

ENV9

The sub-division of existing large gardens in the village will be discouraged and will be permitted only when minimal effects on flora and fauna have been demonstrated and where building densities in the surrounding neighbourhood are not compromised.

▼ Newfound Farm, looking towards the hospital



7.2. Policies for Housing

Residents are willing to accommodate up to 1,200 new dwellings in the parish, but believe this is the maximum which can be accommodated on the available land to ensure that their environmental requirements are met. The Plan allocates sufficient land for this number of dwellings between the edge of the built-up area as it was in the autumn of 2012 and the Norwich Southern Bypass (A47). The Neighbourhood Plan Team anticipates mixed use development on land north of the A11 (Sites A and B on the Proposals Map) providing in all around 1,017 dwellings but residential development to the south of the A11 (Site C) for around 162 dwellings. Both suggestions are subjected to detailed assessment, master-planning and appraisal (see 'A Note on Measuring Areas on the Proposals Map and the Allocation of Land Use to Sites' in the Evidence Base).

The Plan also recognises that development on the scale required will have a profound effect on the village and its community. It provides an opportunity for holistic planning to create high-quality, attractive places to live, in which a sense of community is retained and the natural infrastructure is enhanced.

HOU1

All new housing developments should conform to the South Norfolk Planning Making Guide (2011).

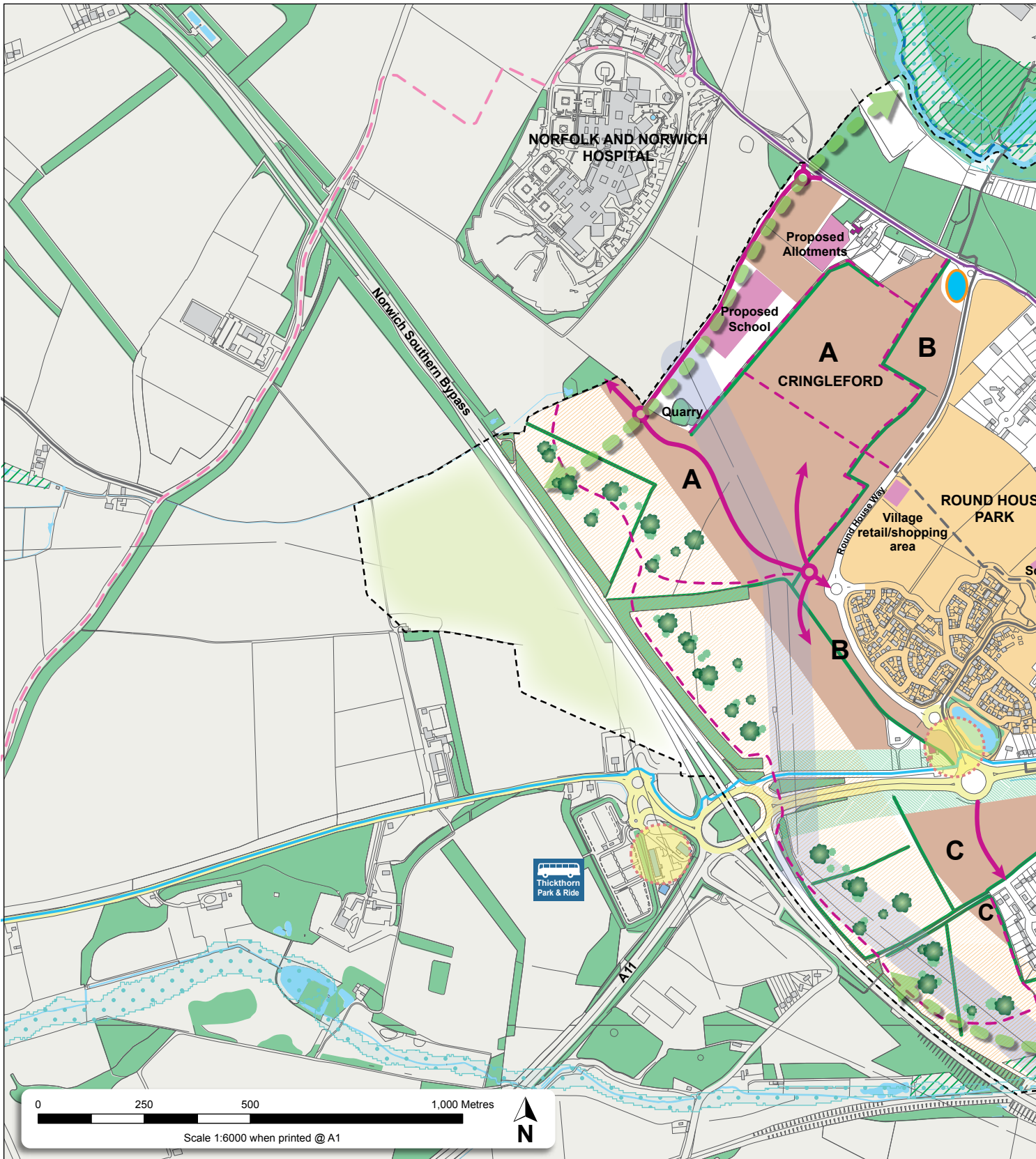
HOU2

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

- make sensitive use of local topography
- make generous provision for open green space, linked to the wider natural environment and accessible to the public
- provide streets characterised by sections comprising road, tree-lined verges (with provision for parking), footpaths, soft-boundary treatments and well-managed front and rear gardens
- provide well-designed groups of houses, located in beautiful, inclusive and secure spaces
- maintain a 'human scale' in which individuals feel comfortable and secure
- provide for sustainable waste management and run-off from rainfall higher than the current mean.

HOU3

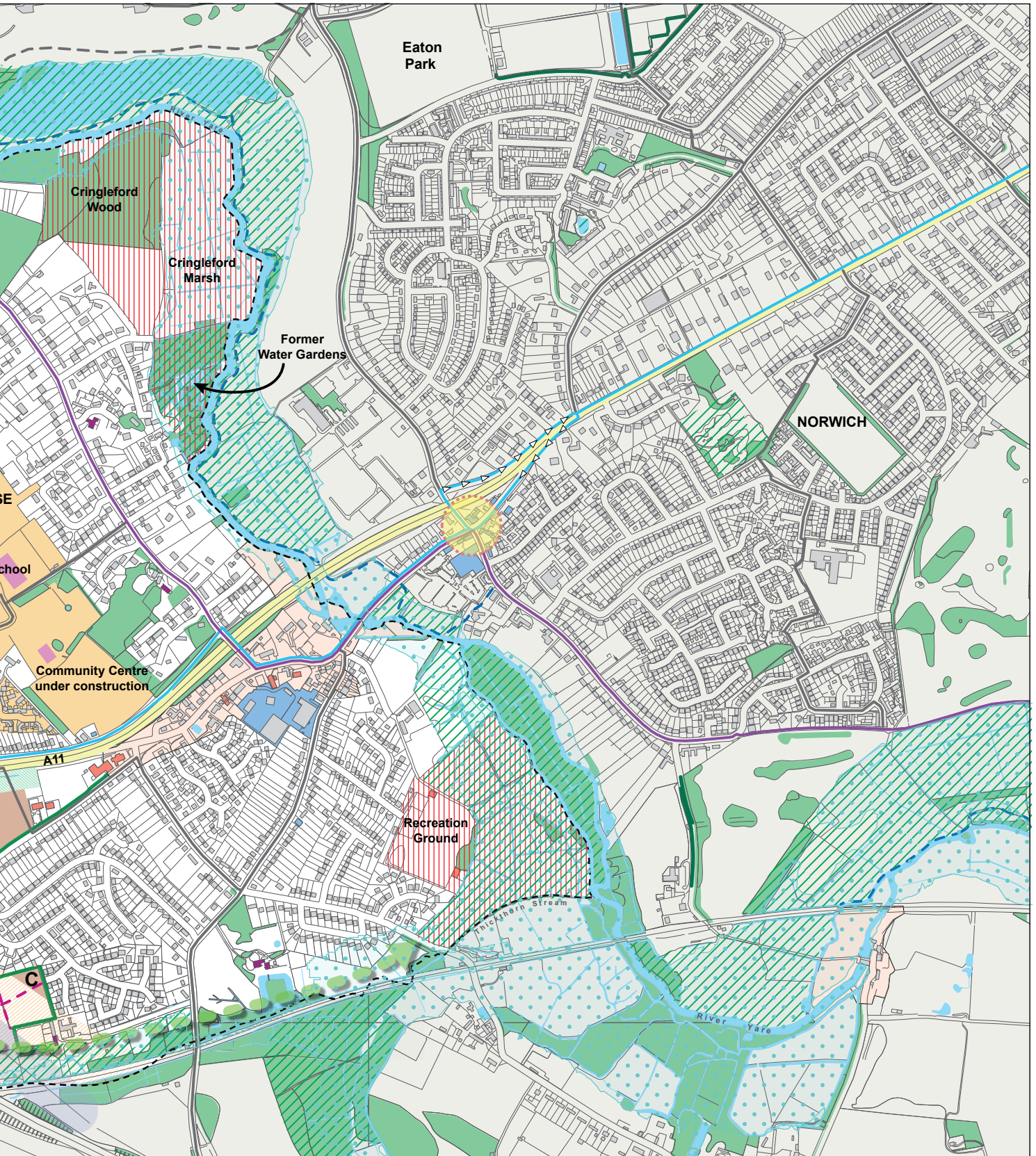
Building Densities should be in the range 20-25 dwellings per hectare, though variation should be sought within those limits.



Cringleford Neighbourhood Development Plan: Proposals Map





KEY






- Parish boundary & Neighbourhood Development Plan boundary
- Open water
- Woodland
- Environmentally Sensitive Areas (i.e. SSSIs & CWS)
- Open farmland/countryside
- Conservation Area
- Buildings of Historical interest outside of Conservation Area
- Commercial area and business premises
- Community buildings
- Area under development 2012 (Round House Park)
- Yare Valley Walk
- Flood Zone
- Bus Rapid Transport route
- Proposed transport interchange



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PROPOSALS FOR DEVELOPMENT

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

-  Protected areas
-  Proposed line of roads
-  Proposed line of cycleway/footpath
-  Hedgerows to be retained
-  Green Infrastructure Links

PEDALWAYS

-  Cringleford - Sprowston
-  N&N Hospital - Heartsease
-  Outer Circuit
-  Local Cycle Routes

HOU4

The assessment of housing need in the Greater Norwich Development Area and in South Norfolk (Housing Market Assessment 2007; Joint Core Strategy 2011, Sections 5.24-5.27) indicates that the majority of dwellings proposed for any new development must be detached or semi-detached dwellings (houses and bungalows) of 3 to 5 bedrooms. Those adjacent to existing houses should be similar in style and built at similar densities.

HOU5

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

HOU6

Maintenance of a stable population and community in the village requires the provision of dwellings capable of adapting to the needs of the elderly, including sheltered housing and a care home.

HOU7

All dwellings should be energy efficient and the use of renewable energy sources will be encouraged.

HOU8

Where possible all new dwellings should be designed so that principal rooms face between south-east and south-west to utilise solar gain and improve energy efficiency.

HOU9

The amount of space provided in each dwelling must meet and preferably exceed the minimum standards recommended by the RIBA in The Case for Space (2011). Adequate storage space must be provided.

HOU10

Garages must be built in direct association with the houses whose inhabitants may be expected to use them. They must be spacious enough to accommodate modern cars and bicycles. Proposals for rear or separate parking courts will not be permitted.

HOU11

Any affordable housing provided should be dispersed in small groups throughout the development area.

HOU12

On grounds of high landscape value, the village Conservation Area must be maintained and the following significant buildings outside it should be protected: Cringleford Hall (with its associated parkland), the original farm house and associated converted barns on Meadow Farm Drive, the Round House, the original farm house (now divided) and associated converted outbuildings at Newfound Farm, The Grove, and Oaklands properties. Proposals for development in the Conservation Area and at the properties mentioned must contain appropriate mitigation measures.

▼ Brettingham Avenue



7.3 Policies for the Local Economy

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

▼ Cringleford Business Centre



ECN1

The creation of additional business accommodation in Cringleford is desirable, but the scale of development must be limited to the micro level (employing fewer than 10 people).

ECN2

New business development must not impact adversely on the character and amenity of residential areas.

ECN3

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

ECN4

Proposals for superstore development which lead to significant adverse impact on the environment and transport network and are contrary to national planning guidance will not be permitted.

ECN5

Proposals for change of use of existing business premises away from employment generation will be resisted.

ECN6

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

ECN7

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

ECN8

Proposals which would result in the loss of existing local shopping facilities will not be permitted, unless they include proposals for alternative local shopping provision nearby.

7.4 Policies for Society, Community and Culture

The people of Cringleford enjoy a rich and vibrant social life. Twenty-five organisations meet in the parish and make use of three public halls. Scouting and Guiding are active. Sport is popular and demand already exceeds the existing facilities. The parish church has strong support. A Primary School caters for more than 200 pupils, but its buildings are inadequate and the school will be relocating to a 420 pupil building on Dragonfly Lane. The new school will be at full capacity once the Round House Park development is complete and the Joint Core Strategy (ED.8) recognised that another school will be needed to serve future residential development. An established GP practice provides medical care and this has been enhanced with the provision of a pharmacy. A veterinary surgery is situated nearby. Continued house building in the parish will increase the total population to a conservative estimate of 7,000 by 2026. Pressure on existing services and facilities has already increased with the gradual occupancy of the Round House Park development (from 2006-07). The Joint Core Strategy noted that further development would require a growth in medical facilities, including dentistry. Anticipated demand for more social/cultural facilities led to the inclusion of a new community centre with adjacent playing fields, in the master plan for Round House Park. The Willow Centre, as it has been named, will provide high quality facilities to support communal requirements such as the arts, life-long learning, and healthy lifestyle activities. Community use will be encouraged and The Willow Centre will offer a safe and accessible place for residents of all ages and abilities to meet formally and informally. Further demand for recreational facilities is expected and locations will be proposed by the developers. Most of the new developments will be funded by a Community Infrastructure Levy through the Greater Norwich Development Partnership Local Investment Plan and Programme.

▼ Cringleford Pavilion



SCC1

Provision must be made in areas of new development for a 210 place primary school with 60 place pre-school provision.

SCC2

Provision must be made in areas of new development for further communal facilities, medical facilities, playing fields (with changing facilities) and communal open space.

SCC3

An extension of The Willow Centre will be required. This will be funded by contributions from developers over and above those made through Community Infrastructure Levy and Section 106 Agreements.

SCC4

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

SCC5

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

SCC6

Play areas for children must be provided and in accordance with the guidelines in force at the time.

SCC7

Improved broadband infrastructure should be provided to guarantee the fastest available speed and thus assist both community integration and business activity.

SCC8

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



▲ St Peter's Church, Cringleford

7.5 Policies for Transport

Accessibility and ease of movement are essential not only to the economic and social life of the village but also to the integration of its community. The A11 through the village is a major barrier to community cohesion. Improvement in transport, however, will be shaped by the Highways Agency, the Highways Authority (Norfolk County Council) and the Greater Norwich Development Partnership's Joint Core Strategy. Relevant considerations include the expansion of Norwich Research Park in the neighbouring parish of Colney (4,700 new posts envisaged in 2013-26) and the construction of 2,200 new dwellings at Wymondham and 1,200 at Hethersett. Traffic flows through Cringleford are likely to increase, putting pressure on its existing infrastructure including, critically, the Thickthorn interchange (already at full capacity), Colney Lane to Watton Road and the medieval Cringleford Bridge over the River Yare where peak-hour queues are of major concern to residents. At present most parishioners use private cars for their travel needs, adding to traffic volumes, and increasing atmospheric pollution with its effects on climate. Two bus companies currently provide services to Cringleford and these will require improvement and enhancement as housing development progresses.

TRA1

Improvements to the Thickthorn interchange have long been recognised as essential to further development in Cringleford and neighbouring parishes (Joint Core Strategy T4 and T17). Plans must be brought forward as a matter of urgency.

TRA2

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

TRA3

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

TRA4

Traffic flows to and from the employment hub in Colney along Round House Way and Colney Lane would be improved by constructing a road around the edge of the land west of Round House Way, as shown on the Proposals Map, and extending it to the Norfolk and Norwich University Hospital and the Norwich Research Park. It would define the location of the school and other facilities. The road should be a minimum of 6.5m wide and be capable of accommodating service and emergency vehicles, as well as buses. Local roads could lead from it.

TRA5

Integration of the village will be improved by the construction of appropriate walking and cycling routes between and within neighbourhoods, as recommended by the Joint Core Strategy.

A footway/cycleway route should be incorporated into layout designs for land west of Round House Way to connect with the community facilities planned for Round House Park and those located in newer developments (see Proposals Map). A safe crossing of Round House Way will be required, while consideration should be given to extending the route to the Norfolk and Norwich University Hospital.

TRA6

New link roads providing access to the main development sites west of Round House Way and Cantley Lane should be provided along the lines indicated in the Proposals Map.

TRA7

The concept of 'Walking Neighbourhoods' (10 minutes walking distance or about 800m) must be used in locating new community facilities, including a school, medical centre and playing fields, and in the provision of public transport.

TRA8

The creation of new residential areas should lead to a reconsideration of bus routes through the village and the frequency of services.

TRA9

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

TRA10

Footway/cycleway routes must be clearly signed with destinations. Roads intended for vehicles must be clearly differentiated from footway/cycleway routes.

TRA11

Means should be sought to avoid on-street parking, and its consequent problems. Rear court parking will not be permitted (See HOU10).

▼ Cringleford Bridge, junction with Intwood Road



8. Proposals Map

The Parish's spatial policies for realising its Vision for Cringleford 2026 are shown on the Proposals Map (see pages 16-17). While some of the mapping is indicative and suggests where circulation routes should run and various facilities could be located, the implementation of the appropriate policies will be the responsibility of the developers. However, other elements in the map are definitive and non-negotiable. These include the exclusion of residential and commercial development from the valleys of the River Yare and the Thickthorn Stream, the retention of ancient hedgerows, the enhancement of green infrastructure alongside the Norwich Southern Bypass (A47) and the creation of a green gateway on the A11. Similarly, the Conservation Area and outlying historic buildings will be preserved.

9. Sustainability of the Plan

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

▼ Newmarket Road, morning rush hour



10. Risk Assessment

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

10.1.

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

10.2.

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

10.3.

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

10.4.

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

10.5.

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

10.6.

Failure to relate the Neighbourhood Development Plan adequately to the Greater Norwich Joint Core Strategy.

11. Monitoring and Review

The Neighbourhood Development Plan covers the period 2013 to 2026. Development will take place during this time, both in the parish and outside it, and will have an impact on the community as well as on the physical fabric of the village. Each new development will influence what happens next and where. It is, therefore, essential to the long-term success of the Plan that developments in Cringleford and neighbouring parishes are monitored and reviewed against the Plan's objectives and against the policies designed to implement them. The Parish Council will make arrangements to monitor developments and carry out an annual review.

12. Evidence Base

1. National Planning Documents

National Planning Framework (2012)

Statutory Instrument 2012 No. 637, Town and Country Planning, England (2012)

Department of Transport, Building Sustainable Transport into New Developments (2008)

Department of Transport, Manual for Streets (2007)

Planning Policy Statement 1; Delivering Sustainable Development (2005)

The Localism Act (2011)

2. Local Planning Documents

Town and Country Planning Act 1990 (Section 61G) Neighbourhood Planning (General Regulations 2012 (Regulation 6) Designation of a Neighbourhood Area Approval

Town and Country Planning Act 1990 (Section 61G) Neighbourhood Planning (General) Regulations 2012 (Regulation 6) Cringleford Parish Council's approval as a 'Relevant Body' to propose a Neighbourhood Development Plan for the parish

Broadlands District Council: *Neighbourhood Planning Guidance (2011)*

Cringleford Parish Council: *Cringleford Parish Plan (2006)*

Cringleford Parish Council: *Cringleford Parish Plan (2011)*

Cringleford Parish Council: *Questionnaire March-April 2012*

South Norfolk District Council: *Site Specific Policies and Allocations Document, 2nd Regulation 25 Consultation (South Norfolk District Council 2011)*

South Norfolk Council, Place-Making Guide (draft 2012)

Greater Norwich Development Partnership: *Joint Core Strategy for Broadlands, Norwich and South Norfolk (2011) and Submission Documents (2007-09)*

Greater Norwich Development Partnership: *Local Investment Plan and Programme (working document v.4 June 2011)*

Greater Norwich Development Partnership, Joint Core Strategy: *Annual Monitoring Reports 2009/10, 2010/11*

Norfolk County Council: *Parking Standards for Norfolk (2007)*

Norwich City Council, Norwich Area Transport Strategy (2010)

Partnership of Norfolk District Councils: *Strategic Flood Risk Assessment Main Report (2008)*

South Norfolk Alliance, Your Sustainable Community Strategy for South Norfolk: Important Issues: Local Action 2008-18

South Norfolk District Council: *South Norfolk Local Plan (2003)*

The Norfolk Structure Plan (1999)

3. Other Published Sources

Cringleford Historical Society: *Cringleford: Past and Present* (1990)

A.T. Grove: 'Climate', In *Norwich and its Region* (British Association for the Advancement of Science 1961), pp. 42-43.

Regional Cities East: *A Business Case for Enabling Measures from Government*, 2007

Royal Institute of British Architects (RIBA): *The Case for Space: The Size of England's New Homes* (2011)

Town and Country Planning Association: *Creating Garden Cities and Suburbs Today* (2012)

UK National Censuses 1801-2011

4. Cringleford Parish Council Documents

Statement of Community Involvement

Questionnaire

Analysis of the Results of the Questionnaire

Sustainability Appraisal

Site Specific Allocations

Supporting Documents:-

1. Population Totals
2. Map of the Historical Development of Cringleford
3. Age/Sex Structure
4. Journey to Work
5. Household Incomes
6. Council Tax Bands
7. Businesses in Cringleford
8. Club and Societies

5. Selected Websites

Greater Norwich Development Partnership

Norfolk County Council, Planning, Performance and Partnership

Norfolk Heritage Explorer, Parish Summary: Cringleford

Norfolk Insight

Planning Advisory Service

South Norfolk Council Local Plan 2003

Weatherspark

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