

CRINGLEFORD

1. Settlement characteristics

Cringleford is a large, attractive village located immediately south of Norwich, either side of the A11, separated from the City by the Yare Valley. The River Yare and its floodplain form the eastern limit to the built-up area of the village, and the landscape outside the Development Limit is protected by policy ENV 3: river valleys.

Areas of the village, particularly along Colney Lane, are characterised by individual properties set in large plots. There are also many trees throughout the village, contributing in some parts to a spacious, 'green' outlook. The quality of the environment in the core of the village is reflected by the designation of a Conservation Area (see policies IMP 16, 17 and 18), which stretches from the water meadows in the Yare Valley at Gilberts Way to the Keswick Road/Newmarket Road junction.

Within the Conservation Area the large trees and hedges along the Newmarket Road frontage (from 4 Newmarket Road to 1 Colney Lane) appear as a green 'screen' when approaching from Eaton. Any development which would impair this frontage will be resisted. The church is a focal point in this part of the village, occupying an elevated position on a bend in the road. Another focal point in the Conservation Area is the village green at the Keswick Road/Newmarket Road junction.

The A47 Norwich Southern Bypass has a major impact on the landscape west of the village, and severs some smaller areas of farmland adjoining the village from the surrounding countryside. Policies ENV 2 and ENV 6 seek to protect the character and open appearance of the landscape to the west of the village, as identified on the Proposals Map. The railway line forms a physical barrier to the south of the village; with areas of very attractive landscape between the built-up area and the line. These include the floodplains of the River Yare and the Intwood Stream along Keswick Road, the valley of Cantley Stream to the west, and the grounds of Cringleford Hall. These areas form an attractive soft edge to the village and contribute to its setting. The wildlife value of this area is recognised by the designation of a number of County Wildlife Sites (see policy ENV 13)

The village possesses a good range of social and community facilities including a shop/post office, village hall, medical centre and primary school. The village also has access to the facilities in Eaton, across Cringleford Bridge.

Cringleford has good access to both the A11 and A47 trunk roads; direct access to Norwich City Centre is provided along the A11, whilst the A47 Norwich Southern Bypass provides good access to the southern edge of the city.

Policies and proposals (see Inset Map 16)

2. Development Limit

The Development Limit has been tightly drawn around the existing development to the east of Colney Lane to protect the Yare Valley in line with policy ENV 3. Similarly the valleys of the Yare and its tributaries the Intwood and Cantley Streams are also protected to the south and south east, and the boundary has been tightly drawn around the existing development in the adjoining areas to reflect this. To the west the limit is drawn to protect the open character of the Norwich Southern Bypass Landscape Protection Zone (policy ENV 6) and the Cringleford – Hethersett gap (policy ENV 2).

Further housing proposals on sites within the Development Limit may be approved if they meet the provisions of policy HOU 4. Outside the Development Limit, proposals for any new development will be assessed against policy ENV 8 and other more specific Local Plan policies where appropriate.

3. Housing

Due to its good location in terms of the A11 and A47 and its access to a range of services, facilities and employment, the District Council considers Cringleford a good location for new housing development. A major site totalling 37 hectares, located on the western edge of the settlement between Colney Lane and the A11, is allocated under policy CRI 1 for residential development; this will provide 25 hectares of housing land. The 37 hectares also includes approximately 6 hectares of structural landscaping to protect the open undulating landscape, a site of 4 hectares for community facilities and open space, and a site of approximately 2 hectares for a new primary school.

Development of the site will take place in 2 stages. The first phase of development to mid-2006 (13 hectares) should provide approximately 380 completions, leaving approximately 370 units of "Strategic Land Reserve" to be completed on the remaining 12 hectares post mid-2006 (see policy HOU 3).

As part of the new development, a new road link will be created between the A11 and Colney Lane, bypassing the existing residential development on Colney Lane and creating a through route to the B1108 Watton Road. The existing Colney Lane closure near the hospital will have to be removed, at the developer's expense, to enable the new link road to function as a through route. Removal of the Colney Lane road closure will include the necessary legal processes as well as removal of the rising bollard mechanism and reinstatement of the carriageway. Investigation, public consultation and possible implementation of another closure of Colney Lane to the south-east of the new link road (including the re-installation of the rising bollard mechanism) will also have to be undertaken at the expense of the developer.

The site's location in relation to other new and planned development in the Cringleford/ Colney area has implications for the road network in this sector. As part of the South West Sector Study, the County Council has considered the transportation impact of all extant and proposed development in the area. It has concluded that there are no transportation reasons why this residential allocation cannot proceed, so long as the link road is completed and the impact of the development for modes of transport other than the car are addressed.

In relation to the developer requirements for public transport provision, the County Council has clarified that the developer will be expected to provide and fund a 'frequent' service as defined in the Norfolk County Council's Public Transport policies document. This is to be in place before completion of the first dwelling and to remain in place for a period of 5 years or until the service becomes commercially viable, whichever is the sooner. At March 2001 a 'frequent' service for the site was defined as a 10 minute frequency bus service between the site and Norwich city centre, with a minimum 30 minute frequency service for evenings and Sundays.

The development of this site will require major structural landscaping, both on- and off-site, particularly on its western side. This is to prevent future extension towards the bypass and to integrate the site into its surroundings. A landscaping scheme will be produced for the site as part of the planning application, to ensure amongst other things the location and early phasing of the landscaping. The landscaping will need to incorporate some screening, on the land to the rear of 65 Colney Lane, to protect the amenity of the properties on Stratford Crescent which back onto the site.

Policy CRI 1: Housing allocation, west of Colney Lane and north of the A11, Cringleford

25 hectares of land to the west of Colney Lane and to the north of the A11 is allocated for residential development (out of a gross site area of 37 hectares), of which about 13 hectares is to be permitted for development during the Plan period to mid-2006 ("Phase 1"), to be located as indicated on Inset Map 16, together with a link road between the A11 and Colney Lane. The developer(s) of the site will be expected to provide for the following:

Adult/older children's open space

- i) On-site provision of adult/older children's open space of a minimum of 2000 sq.m plus an extra 42.5 sq.m for every unit over 50 dwellings, some of which is to be located adjacent to the new community hall.**

Affordable housing

- ii) Provision of affordable housing to be phased across the development as a whole, subject to an up-to-date local needs survey.**

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(Policy CRI 1 continued)***Bus facilities***

- iii) Contributions to the provision or improved provision of public transport services in line with the County Council's Passenger Transport policies document;
- iv) Provision of bus stops and shelters as appropriate to the standards set out in the Norfolk County Council's Transport policies document.

Children's playspace

- v) Provision of on-site children's playspace of a minimum size of 1000 sq.m plus 17.5 sq.m for each additional dwelling over 50, distributed across a number of sites/locations, to include a minimum of 3 items of play equipment on each site.

Community facilities

- vi) Provision of land and buildings for a community centre and associated parking, to meet the needs arising from the development, to be provided in the first phase of development (to mid 2006), and located centrally within the site.

Education facilities

- vii) The provision in Phase 1 of the development of a 1 to 1.8 ha site, to be transferred free of charge to the LEA for a new on-site primary sector school; the funding by the developer of all building works, to be completed in Phase 2 of the development; and provision from the outset of development of necessary extensions or alterations to the appropriate high school needed to accommodate pupils arising from the above development.

Environment

- viii) Environmental Impact Assessment as a Schedule 2 project;
- ix) Noise attenuation works, to be specified following the EIA;
- x) The developer will be expected to carry out a landscape assessment prior to submission of an application, and an explanation of how the development fits with, and its relationship to, the adjacent landscape character areas. The developer will be expected to design and plant on and off-site landscaping to accord with the assessment. The on-site buffer zone element will be approximately 3 ha in size, and a minimum allowance of

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(Policy CRI 1 continued)

approximately 3 ha should be made for other on-site landscaping. The extent of the off-site landscaping will be determined by the assessment. Both on- and off-site landscaping should form a cohesive whole.

Fire hydrants

- xi) 1 fire hydrant per 50 dwellings to be provided on site during the development of the site.

Footpath/cycle links

- xii) Cycleway and footway links to be provided in Phase 1 towards the Hospital and Norwich Research Park; Eaton retail centre; Colney Lane; and Cringleford Primary School and Cantley Road Medical Centre.

Library facilities

- xiii) Contributions towards the improvement of the local library service by the end of Phase 1.

Shopping facilities

- xiv) Provision of suitable sites in Phase 1 of the development for local shopping facilities (to include provision for a post office if the demand arises).

Transportation

- xv) A junction on the A11 and access into the southern part of the site before any housing development is begun, and completion of a link road (Type 1 Link Road as defined in Norfolk Residential Design Guide, February 1998) through to Colney Lane before completion of 200 dwellings;
- xvi) The resources to remove the existing road closure on Colney Lane including the rising bollard mechanism and reinstatement of the carriageway; and the resources to carry out investigation, public consultation and possible implementation of a closure of Colney Lane to the south-east of the new link road including the re-installation of the rising bollard mechanism at this location.

Waste facilities

- xvii) Provision of on-site facilities for the storage, collection and recycling of waste likely to be generated by the development, in accordance with the Council's Supplementary Planning Guidance for mini-recycling centres.

4. Commercial and employment uses

There are a number of commercial premises in the centre of the village, between Newmarket Road and Intwood Road, including the Cringleford Business Centre, the Iron Bed Company and Jewsons. They are surrounded by residential properties, which can give rise to problems of traffic nuisance and noise. If a suitable alternative location could be found for Jewsons, redevelopment of the site for housing would be the most appropriate alternative use.

Policy CRI 2: Redevelopment of Jewsons site, Cringleford

Favourable consideration will be given to the redevelopment of the existing commercial premises occupied by Jewsons for residential development, subject to normal planning requirements.

5. Transportation

In terms of new transport infrastructure, policy TRA 5 safeguards a new Park and Ride site adjacent to the A11/A47 Thickthorn junction, as illustrated on the Proposals Map. A new road linking the A11 to Colney Lane will form part of the housing allocation CRI 1, giving the village a more direct access to the Norfolk and Norwich University Hospital and Norwich Research Park.

The new Norfolk and Norwich University Hospital, the proposed extensions to the Norwich Research Park (policies COL 1, 2 and 4) and the housing development proposed in policy CRI 1 make it desirable for Colney Lane to be traffic calmed north of the Development Limit, in the vicinity of Newfound Farm.

6. Burial ground

It is likely that, within the lifetime of this Plan, the church burial ground will experience a capacity problem.

Policy CRI 3: Burial ground, Cringleford

The District Council will assist the relevant authorities in achieving a solution to the problem of capacity in the burial ground in Cringleford.