



# Cricklade Neighbourhood Plan 2026

## Basic Conditions Statement

April 2017



Cricklade Town Council



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# 1. Legal Requirements

**1.1** This Statement has been prepared for the Neighbourhood Plan Working Group of Cricklade Town Council to accompany its submission to the local planning authority Wiltshire Council of the Cricklade Neighbourhood Plan ("the Neighbourhood Plan") under Regulation 15 of the Neighbourhood Planning (General) Regulations 2012 ("the Regulations").

**1.2** The Neighbourhood Plan has been prepared by the Neighbourhood Plan Working Group of Cricklade Town Council. The Town Council are the qualifying body, for the Neighbourhood Area covering the whole of Cricklade Parish. The designation was approved by Wiltshire Council on the 28th February 2013.

**1.3** The policies described in the Neighbourhood Plan relate to the development and use of land in the designated Neighbourhood Area only. The plan period of the Neighbourhood Plan extends from 2016 until 2026, and it does not contain policies relating to excluded development in accordance with the Regulations.

**1.4** This Statement addresses each of the four 'basic conditions' required by the Regulations and explains how the Neighbourhood Plan meets the requirements of paragraph 8 of Schedule 4B to the 1990 Town & Country Planning Act.

**1.5** The Regulations state that a Neighbourhood Plan will be considered to have met the basic conditions if:

- Having regard to national policies and advice contained in guidance issued by the Secretary of State, it is appropriate to make the neighbourhood development plan;
- The making of the neighbourhood development plan contributes to the achievement of sustainable development;
- The making of the neighbourhood development plan is in general conformity with the strategic policies contained in the development plan for the area of the authority (or any part of that area);
- The making of the neighbourhood development plan does not breach, and is otherwise compatible with, EU obligations.

## 2. Introduction and Background

**2.1** The Town Council decided to commence working on a neighbourhood plan in 2012, just after they had completed their Town Plan. The opportunity was there to further develop the Town Plan and its evidence base, so that the town had a neighbourhood planning document with a firmer statutory role.

**2.2** After extensive consultation, a draft plan was produced in November 2016 and the Reg 14 consultation undertaken between the 14th November 2016 and the 6th January 2017. Responses from this consultation have been considered, and some minor changes made to the policies in the plan as a result. The comments from this consultation, and the responses of the Town Council Neighbourhood Plan Working Group, are detailed in the Consultation Statement; a document also submitted with this Plan to Wiltshire Council, the Local Planning Authority.

## 3. Conformity with National Planning Policy

**3.1** The Neighbourhood Plan (NDP) has been prepared with regard to national policies as set out in the National Planning Policy Framework (NPPF) of April 2012. It is also mindful of the National Planning Practice Guidance (NPPG) published by the Government in April 2014 in respect of formulating neighbourhood plans.

**3.2** Set out in Table 1 below, is a brief summary of how each policy conforms to the NPPF. The particular paragraphs referred to in the table are those considered the most relevant to each policy but are not intended to be an exhaustive list of all possible relevant paragraphs.

**Table 1: Conformity of the Neighbourhood Plan (NDP) policies to the NPPF**

NDP Policy	NPPF paragraph	Comment on conformity
<b>Policy H1: The Settlement Boundary</b>	154	Policy H1 makes clear where development is encouraged.
<b>Policy H2: Visual Separation of Settlements</b>	58	Policy H2 aims to maintain the sense of place Cricklade has.
<b>Policy H3: Design of New Housing</b>	57, 58, 60	Good design and local distinctiveness is promoted by Policy H3.
<b>Policy H4: Housing Mix on Sites</b>	50	Policy H4 looks to ensure new housing meets the needs of the local community and assist in maintaining a strong community.
<b>Policy H5: Affordable Housing</b>	47, 50	There is evidence of some demand for intermediate affordable homes, so Policy H5 asks that this is considered.
<b>Policy H6: Local Connection and Strong Communities</b>	50, 69	Policy H6 aims to assist people wanting to stay in the town to do so, and thus maintain the strong community and social capital in Cricklade.
<b>Policy H7: Housing for the Elderly and Disabled</b>	50	Cricklade has evidence of under-occupation of property, and better provision of housing suited to the elderly as well as the disabled should reduce this.
<b>Policy H8: Nursing Home Provision</b>	54	There is a local need for this facility, of a suitable scale, and para 54 requires policy to be responsive to local need including exception sites where appropriate.
<b>Policy H9: Residential Car Parking</b>	57, 59	The siting, massing, landscaping and location of parking areas can make a great difference to the visual impact of them and Policy H9 aims to reduce potential adverse visual impact.

NDP Policy	NPPF paragraph	Comment on conformity
<b>Policy H10: Foul Water Management</b>	94, 100	Cricklade is in an area vulnerable to flooding and future increased risk due to climate change. Policy H10 introduces measures to ensure future development does not worsen the risk.
<b>Policy H11: Flooding Risk and Surface Water Management</b>	94, 100	Cricklade is in an area vulnerable to flooding and future increased risk due to climate change. Policy H10 introduces measures to ensure future development does not worsen the risk.
<b>Policy TT1: Traffic Impact</b>	29, 32	Cricklade already suffers severe impact from HGV traffic and Policy TT1 aims to ensure this does not get any worse.
<b>TT2: Traffic Calming</b>	29	Promoting sustainable transport includes making the road network more encouraging of walking and cycling journeys.
<b>Policy TT3: Off-road routes in Cricklade</b>	29, 58	Off-road paths are a distinctive feature of residential areas in Cricklade, and they encourage sustainable travel.
<b>Policy B1: The Primary Shopping Area</b>	23	Policy B1 promotes a healthy retail and commercial heart to the town.
<b>Policy B2: The Town Centre Area</b>	23	Policy B2 promotes a vibrant town centre with flexible uses.
<b>Policy B3: Town Centre Car Parking</b>	23, 40	The provision of free parking is considered necessary and appropriate in Cricklade to encourage the use of local facilities and support a vibrant and well-used town centre.
<b>Policy B4: Police Station Site</b>	56, 57, 137	This sensitive site within the Conservation Area offers opportunities during any redevelopment to improve the contribution of the site to the wider historic environment.
<b>Policy B5: Promotion of Business</b>	19	Cricklade is keen to support local business and the tourist economy.
<b>Policy B6: The Chelworth Commercial Area</b>	14, 19, 69, 109	The commercial area at Chelworth is an economic asset but has created some environmental problems; particularly visual intrusion in the countryside and HGV traffic flows with health and amenity problems that the town cannot easily accommodate. The policy is looking to balance benefits of economic sustainability with the social and environmental sustainability needed.
<b>Policy LAF1: Open space</b>	73, 74	Cricklade's open space resource is protected with this policy.
<b>Policy LAF2: Allotments</b>	73, 74	Policy LAF2 looks for new residential development to provide allotment space proportionate to the size of that development so that current waiting list demand is not increased with new development.

NDP Policy	NPPF paragraph	Comment on conformity
<b>Policy LAF3: Provision of Public Open Space</b>	73	New development is required to provide open space provision that is of most use to the community in Policy LAF3.
<b>Policy LAF4: Local Green Space</b>	76, 77	As allowed and determined by paras 76 and 77, Local Green Space is designated with this policy and figure 17.
<b>Policy LAF5: Sustrans Cycleway 45 and Thames Path National Trail</b>	28, 75	The health, recreational and tourism economic benefits of long-distance paths are recognized by the NPPF.
<b>Policy LAF6: Cricklade Canal</b>	28, 75	The health, recreational and tourism economic benefits of long-distance recreational routes are recognized by the NPPF.
<b>Policy LAF7: Swindon and Cricklade Railway</b>	28, 29	Development of the Railway offers travel, tourism and leisure facilities for the town.
<b>Policy LAF8: Community Facilities</b>	69, 70	Policy LAF8 protects existing community facilities in order that the strong community in Cricklade is protected and nurtured.

## 4. General Conformity with the Strategic Policies of the Development Plan

**4.1** The development plan for Cricklade is the adopted Wiltshire Core Strategy and saved policies from the North Wiltshire Local Plan. There are also other documents dealing with minerals and waste lands issues, but these documents are not applicable to this plan as they deal with 'excluded development' that neighbourhood plans are not allowed to consider. The ongoing Core Strategy Review document has provided very useful evidence for the Plan, but as it is not an adopted development document yet, it is not part of the Development Plan for Cricklade.

**4.2** The Cricklade Neighbourhood Plan needs to be in general conformity with the development plan for Wiltshire, so Table 2 below sets out how each policy is in general conformity with the Wiltshire Core Strategy 2015 (WCS) and the saved policies of the North Wiltshire Local Plan 2011 (NWLP).

**Table 2: Conformity of Neighbourhood Plan policies with the strategic development plan policies**

NDP Policy	NWLP	WCS	Comment on conformity
<b>Policy H1: The Settlement Boundary</b>	H4	CP1, CP19	The NWLP boundary, saved in the WCS, has been updated to take account of more recent development and planning permissions. As a Local Service Centre, Cricklade has now provided for more than the indicative housing allocation in the WCS.
<b>Policy H2: Visual Separation of Settlements</b>	NE2	CP1, CP51	CP51 aims to maintain the separate identity of settlements and their landscape settings. Policy NE2 set a rural buffer between Swindon and Cricklade.
<b>Policy H3: Design of New Housing</b>		CP57	Promotes high quality design and place shaping.
<b>Policy H4: Housing Mix on Sites</b>		CP45	Policy H4 introduces local evidence into the WCS requirement for housing to address local need.
<b>Policy H5: Affordable Housing</b>		CP43, CP45	Policy H5 has updated the requirement on affordable housing to reflect the written ministerial statement of March 2015, and now reflects the recent Housing Bill proposal that sites of 10 dwellings or over will be required to provide affordable housing.

**Table 2: Conformity of Neighbourhood Plan policies with the strategic development plan policies**

NDP Policy	NWLP	WCS	Comment on conformity
<b>Policy H6: Local Connection and Strong Communities</b>		CP48	Policy CP48 does not directly address priority for local people in housing, but it is a policy looking to address isolation and promote community empowerment. Policy H6 is in line with the WCS’s strategic objective 4: “helping to build resilient communities”. Helping families and friends staying together, and promoting people wishing to stay in the town to do so, helps keep and strengthen social ties and thus social capital.
<b>Policy H7: Housing for the Elderly and Disabled</b>		CP46	The housing needs of an ageing population are addressed in CP46. The local need and development guidelines are indicated in policy H7 of the Cricklade NP.
<b>Policy H8: Nursing Home Provision</b>		CP46, CP44	Local evidence of need for Nursing Home provision is detailed in Policy H8 of the Cricklade NP, and the potential acceptability, subject to details, of exception policy CP44 being appropriate for it.
<b>Policy H9: Residential Car Parking</b>		CP57	Sympathetic and in-scale development proposals for residential car parking in Cricklade are essential if the town’s rural ambience and leafy visual attributes are to be protected.
<b>Policy H10: Foul Water Management</b>	NE22		Local flooding problems make foul water management and sewage a sensitive issue that needs to be robustly managed.
<b>Policy H11: Flooding Risk and Surface Water Management</b>	NE21, NE22	CP67	The location of Cricklade in the floodplain of the Thames makes potential flooding risk acute. Policy NE22 requires new development not to increase run-off from the undeveloped situation.
<b>Policy TT1: Traffic Impact</b>		CP60, CP62	The traffic impact of development is acknowledged in Policy CP62 of the WCS, and the amount of HGV traffic in Cricklade is an acknowledged issue in the WCS (para 5.102). Policy TT1 deals with the local impact of existing HGV traffic on the town centre and its severe environmental impact on the High Street. Mitigation, as suggested by CP60 is included in policy TT1 as an option.

**Table 2: Conformity of Neighbourhood Plan policies with the strategic development plan policies**

NDP Policy	NWLP	WCS	Comment on conformity
<b>TT2: Traffic Calming</b>		CP60	The 20mph zone is an attempt to improve the road environment and safety in the town, necessary for economic reasons as well as environmental and social reasons. This policy sets out places in the road network particularly felt to be in need of traffic-calming and a re-balance of the road network in favour of walking and cycling.
<b>Policy TT3: Off-road routes in Cricklade</b>		CP60	The existing asset of many off-road routes for pedestrians and cyclists is a local resource for the promotion of sustainable travel.
<b>Policy B1: The Primary Shopping Area</b>	R1		The NWLP policy has guided policy and the defined Primary Shopping Area in the Cricklade NP, but local survey work revealed that aiming for the targets in policy R1 were not realistic. Evidence gathered for the Core Strategy Review has also informed the development of this policy as realistic protection of a town centre suited to the diverse range of retail and community uses to be expected.
<b>Policy B2: The Town Centre Area</b>	R2; TM1	CP39, CP40	Policy R2 has informed Policy B2; with a new objective of promoting tourism services added.
<b>Policy B3: Town Centre Car Parking</b>		CP48, CP49	Proposals for car parking in the Town Centre do not completely accord with the WCS Policy CP64, which is looking for parking restraint to promote alternative modes of travel. However in the smaller rural towns like Cricklade, parking restraint will merely further discourage potential customers. The town centre is under pressure, and any advantage it can gain is supported for economic and social sustainability reasons.  The standard of public transport into and within Cricklade is not good enough to make a parking restraint policy effective and will adversely affect town centre businesses. Policy CP49 of the WCS acknowledges the need to protect existing services including local shops, and Policy B3 is a part of that protection.
<b>Policy B4: Police Station Site</b>		CP57, CP58	Policy B4 promotes good design that enhances the Conservation Area.

**Table 2: Conformity of Neighbourhood Plan policies with the strategic development plan policies**

NDP Policy	NWLP	WCS	Comment on conformity
<b>Policy B5: Promotion of Business</b>		CP48, CP60	Policy B5 goes beyond the general support for rural living in policy CP48, identifying that people need local employment as well as services. Supporting working locally is a sustainable way to develop self-sufficiency and reduce commuting in rural areas.
<b>Policy B6: The Chelworth Commercial Area</b>		CP34, CP62, CP51	Commercial and Industrial development at Chelworth does not comply well with policy CP34. It is an existing site and offers employment for Cricklade residents, but it is not a suitable site for further expansion due to its countryside location and existing traffic impact on the town. Policy CP51 requires landscape character to be protected.
<b>Policy LAF1: Open space</b>	CF2		Policy LAF1 sets out the local situation with open space in Cricklade and protects it in line with the town's needs.
<b>Policy LAF2: Allotments</b>	CF3		Policy LAF2 is addressing a shortfall in provision and ensuring it does not get worse with new development making a proportionate contribution to provision. This complies with policy CF3.
<b>Policy LAF3: Provision of Public Open Space</b>	CF2, CF3		New development is required to provide and improve open space provision as deemed most effective in policy LAF3.
<b>Policy LAF4: Local Green Space</b>			No existing policy in the development plan, as it is relatively new designation.
<b>Policy LAF5: SUSTRANS Cycleway 45 and Thames Path National Trail</b>	TM4	CP60, CP39	The Thames Path Trail is protected in the NWLP. The Sustrans Path is added in the Cricklade NP as an important recreational resource for local people and tourists, as well as a sustainable travel facility. Both are well suited to the scale and landscape requirements of policy CP39 on development for tourism.
<b>Policy LAF6: Cricklade Canal</b>		CP53	Policy CP53 supports the restoration and reconstruction of Wiltshire's canals subject to some environmental safeguards. LAF6 promotes the local canal restoration scheme in the neighbourhood area.
<b>Policy LAF7: Swindon and Cricklade Railway</b>	TM3	CP39, CP60	A potential tourist attraction, which the Cricklade NP wishes to see linking to the town centre for economic and sustainable travel benefits.
<b>Policy LAF8: Community Facilities</b>		CP49	Policy LAF8 puts local detail onto the WCS support for the retention of local community facilities and services.

## 5. Contribution to Achieving Sustainable Development

**5.1** A Sustainability Appraisal has not been undertaken as this is not a requirement for a Neighbourhood Plan. However, the Neighbourhood Plan has taken account of the need to contribute to the achievement of sustainable development.

**5.2** The vision of the Plan is:

**“ In 2026 Cricklade, the first town on the Thames and the Southern Gateway to the Cotswolds, will have:**

- **Retained its heritage, unique character and pleasant appearance**
- **A strong community that is proud to live in Cricklade**
- **A vibrant and viable High Street**
- **Great community facilities and community spirit**
- **Good open spaces and surrounding countryside ”**

The strategic objectives of the Neighbourhood Plan have sustainability at their heart. The plan aims to promote walking and cycling as sustainable travel and protects open green spaces in the town. Social capital is nurtured and social infrastructure protected, while sustainable business and working from home are both encouraged. In order to increase resilience to global warming, policies require potential flood risk in development to be robustly factored in.

**5.3** Table 3 below has assessed the plan’s policies in terms of how it will deliver sustainable development in the economic, social and environmental aspects of sustainability. It shows that the plan’s policies are delivering well on sustainability in all three aspects. Some environmental protection may impact slightly on economic gain, but promoting an attractive historic town with green spaces and visually pleasing design will have economic benefits of further developing the tourist industry and could attract new businesses to the town as well.

**Table 3: Assessment of sustainability of Neighbourhood Plan policies**

Policy no. and title	Economic factors	Social factors	Environmental factors	Comments
<b>Policy H1: The Settlement Boundary</b>	–	–	**	Protects the countryside while promoting development within the settlement.
<b>Policy H2: Visual Separation of Settlements</b>	x	*	**	May restrict some development, but promotes a sense of community and protects the countryside.
<b>Policy H3: Design of New Housing</b>	–	–	**	Visual and practical improvements to design are an environmental benefit.
<b>Policy H4: Housing Mix on Sites</b>	–	**	–	Provides housing for local need.
<b>Policy H5: Affordable Housing</b>	–	**	–	Promotes affordable housing
<b>Policy H6: Local Connection and Strong Communities</b>	–	**	–	Promotes social cohesion and a strong community.
<b>Policy H7: Housing for the Elderly and Disabled</b>	*	**	–	Assists the growing elderly population in Cricklade.
<b>Policy 8: Nursing Home Provision</b>	*	**	–	Promotes social care and responsible development.
<b>Policy H9: Residential Car Parking</b>	–	*	*	Improves the appearance of new development.
<b>Policy H10: Foul Water Management</b>	x	–	**	Climate change mitigation is an environmental benefit with minor cost implications for developers.
<b>Policy H11: Flooding Risk and Surface Water Management</b>	x	–	**	Climate change mitigation is an environmental benefit with minor cost implications for developers.
<b>Policy TT1: Traffic Impact</b>	x	*	**	Some costs for business, but an environmental and social improvement for the town.
<b>Policy TT2: Traffic Calming</b>	–	*	**	Roads better suited to walking and cycling journeys promote a more social, interactive community and are an environmental improvement.

**SCALE USED:** \*\* very positive \* positive – neutral x negative xx very negative

**Table 3: Assessment of sustainability of Neighbourhood Plan policies**

Policy no. and title	Economic factors	Social factors	Environmental factors	Comments
Policy TT3: Off-road routes in Cricklade	–	*	**	Promoting sustainable travel creates a more social, interactive community and are an environmental improvement.
Policy B1: The Primary Shopping Area	**	**	–	Promotes a vibrant town centre which is a social benefit and an economic benefit to existing businesses in the town centre.
Policy B2: The Town Centre Area	*	*	–	Promotes a wide range of business uses in the town, and helps maintain a town centre people want to visit.
Policy B3: Town Centre Car Parking	**	–	x	May encourage a few more car journeys, but maintains a vibrant local centre.
Policy B4: Police Station Site	*	–	**	Promotes a re-development that will enhance the conservation area.
Policy B5: Promotion of Business	**	*	*	Support for SME businesses offers economic and social advantages. A reduction in commuting could also be an environmental benefit.
Policy B6: The Chelworth Commercial Area	x	–	**	Further expansion at Chelworth is discouraged which is an economic disbenefit, but the environmental costs of further expansion are considered unacceptable.
Policy LAF1: Open space	–	**	*	A social and environmental benefit.
Policy LAF2: Allotments	–	**	**	A social and environmental benefit, offering a chance for people to grow their own food and reduce the travel miles of produce consumed.
Policy LAF3: Provision of Public Open Space	–	**	**	A social and environmental benefit.
Policy LAF4: Local Green Space	–	*	**	A social and environmental benefit which offers particularly robust protection for green areas of particular importance to the town and community.
Policy LAF5: SUSTRANS Cycleway 45 and Thames Path National Trail	**	**	**	Projects supporting sustainable travel, offering economic benefits of increased tourism and new leisure opportunities for residents.

**SCALE USED:**

\*\* very positive   \* positive   – neutral   x negative   xx very negative

**Table 3: Assessment of sustainability of Neighbourhood Plan policies**

Policy no. and title	Economic factors	Social factors	Enviromental factors	Comments
Policy LAF6: Cricklade Canal	*	**	*	A project that may cause some disruption during development, but offers sustainable leisure and a new tourism attraction.
Policy LAF7: Swindon and Cricklade Railway	*	**	*	A project that may cause some disruption during development, but offers sustainable leisure and a new tourism attraction.
Policy LAF8: Community Facilities	–	**	–	Protects the community facilities that will maintain a strong community.

**SCALE USED:**      \*\* very positive    \* positive    – neutral    x negative    xx very negative

## 6. Compatibility with EU Obligations and Legislation

**6.1** The Neighbourhood Plan has regard to the fundamental rights and freedoms guaranteed under the European Convention on Human Rights and complies with the Human Rights Act. The needs of protected groups are considered in Policy H7, with regard to the housing needs of the disabled and elderly. The Plan complies therefore with the Basic Condition requirement that it has regard to the Human Rights Act.

**6.2** A screening opinion was issued by Wiltshire Council in May 2016 which advised (para 5.3) that the Cricklade Neighbourhood Plan was not likely to have significant environmental effects and so does not require an environmental assessment. This decision was based on the facts that it is not allocating land for development and development is unlikely to occur outside of the settlement boundary. This screening opinion is submitted along with this Basic Conditions Statement as required by the Neighbourhood Planning Regulations 2012 (as amended).

**6.3** The Neighbourhood Area is in close proximity to North Meadow and Clattinger Farm Special Area of Conservation (SAC), a European designated nature site as well as being a Site of Special Scientific Interest (SSSI) and including a National Nature Reserve. A Stage 1 Screening Assessment under the Habitats Regulations has been undertaken and it was decided the plan did not have any direct potential impact that required further assessment. However textual changes to policies B5 and LAF6 were requested as a result of the screening to make it clear that future development that promoted tourism may need to consider whether environmental impacts from increased recreational use were acceptable. These textual changes were made to the plan prior to submission, as detailed in the Consultation Statement and Appendices. The HRA screening also stated that aspects of the plan could have a positive impact; in that it was avoiding greenfield development to the north of the town and promoting alternative recreational areas to the sensitive North Meadow SAC.

