Strumpshaw

Design Codes and Guidance

Updated final document

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Delivering a better world

Quality information

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Revision History

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Contents

Introduction

01

1. Introduction

This chapter includes all the introductory information about this package, the process that has to be followed and the importance of design codes.

1.1 The importance of good design

As the National Planning Policy Framework[1] (NPPF) (paragraph 131) notes, '*good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities*.'

Research, such as for the Government's Commission for Architecture and the Built Environment (now part of the Design Council; see, for example, The Value of Good Design[2]), has shown that good design of buildings and places can improve health and well-being, increase civic pride and cultural activity, reduce crime and anti-social behaviour and reduce pollution.

1 https://www.gov.uk/government/publications/national-planning-policy-framework--2
2 https://www.designcouncil.org.uk/sites/default/files/asset/document/the-value-of-good-design.pdf

This document aims to offer guidance for future development that promotes good design within Strumpshaw, that respects and preserves local characteristics, whilst encouraging modern and innovative design.

1.2 The purpose of this document

AECOM was commissioned to provide design support to Strumpshaw Parish Council, through the MHCLG Neighbourhood Planning Programme led by Locality.

The NPPF 2023 (132-133), states that:

'*Plans should… set out a clear design vision and expectations, so that applicants have as much certainty as possible about what is likely to be acceptable. Design policies should be developed with local communities, so they reflect local aspirations, and are grounded in an understanding and evaluation of each area's defining characteristics. Neighbourhood plans can play an important role in identifying the special qualities of each area and explaining how this should be reflected in development…*'

'*To provide maximum clarity about design expectations at an early stage, plans… should use visual tools such as design guides and codes. These provide a framework for creating distinctive places, with a consistent and high-quality standard of design. However, their level of detail and degree of prescription should be tailored to the circumstances in each place and should allow a suitable degree of variety where this would be justified*.'

1.3 Process

The following steps were agreed with the Group to produce this document:

Step 1 - Inception meeting between AECOM and the Neighbourhood Plan (NP) Steering Group

Step 2 - Site visit of AECOM representatives

Step 3 - Preparation of document contents

Step 4 - Draft document issued to the NP Steering Group

Step 5 - Review by the Steering Group and amendments to the document

Step 6 - Development of final document and submission to Locality

1.4 Area of study

The Neighbourhood Area is the Civil Parish of Strumpshaw, located in the Broadland district of Norfolk.

The village of Strumpshaw is located in the north of the parish and constitutes its main settlement. The parish also includes the distinct hamlets of Buckenham and Hassingham, located approximately 1.5 and 2.5 km south-east of Strumpshaw village, respectively. Another loose settlement, known locally as Lower Strumpshaw, is located 1 km south-west of the main village and includes Strumpshaw Hall, Strumpshaw Steam Museum and associated buildings. The parish also includes a built-up area that is contiguous with the neighbouring settlement of Lingwood located east of Strumpshaw; and an area of housing to the west of the village, on the parish boundary with Brundall.

The northern two-thirds of the parish comprises arable farmland, while the remaining southern part contains large areas of wetland and woodland located along the River Yare inside the Broads (refer to Figure 02 overleaf), within which are many overlapping nationally and internationally designated conservation sites, namely: Broadland Ramsar wetland, Yare Broads and Marshes, Cantley Marshes Sites of Specific Scientific Interest (SSSIs), part of The Broads Special Area of Conservation (SAC) and part of Broadland's Special Protection Area (SPA).

696
RESIDENTS
2021 Census

1169ha
STUDY AREA

Figure 01: Diagram showing the wider location of Strumpshaw.

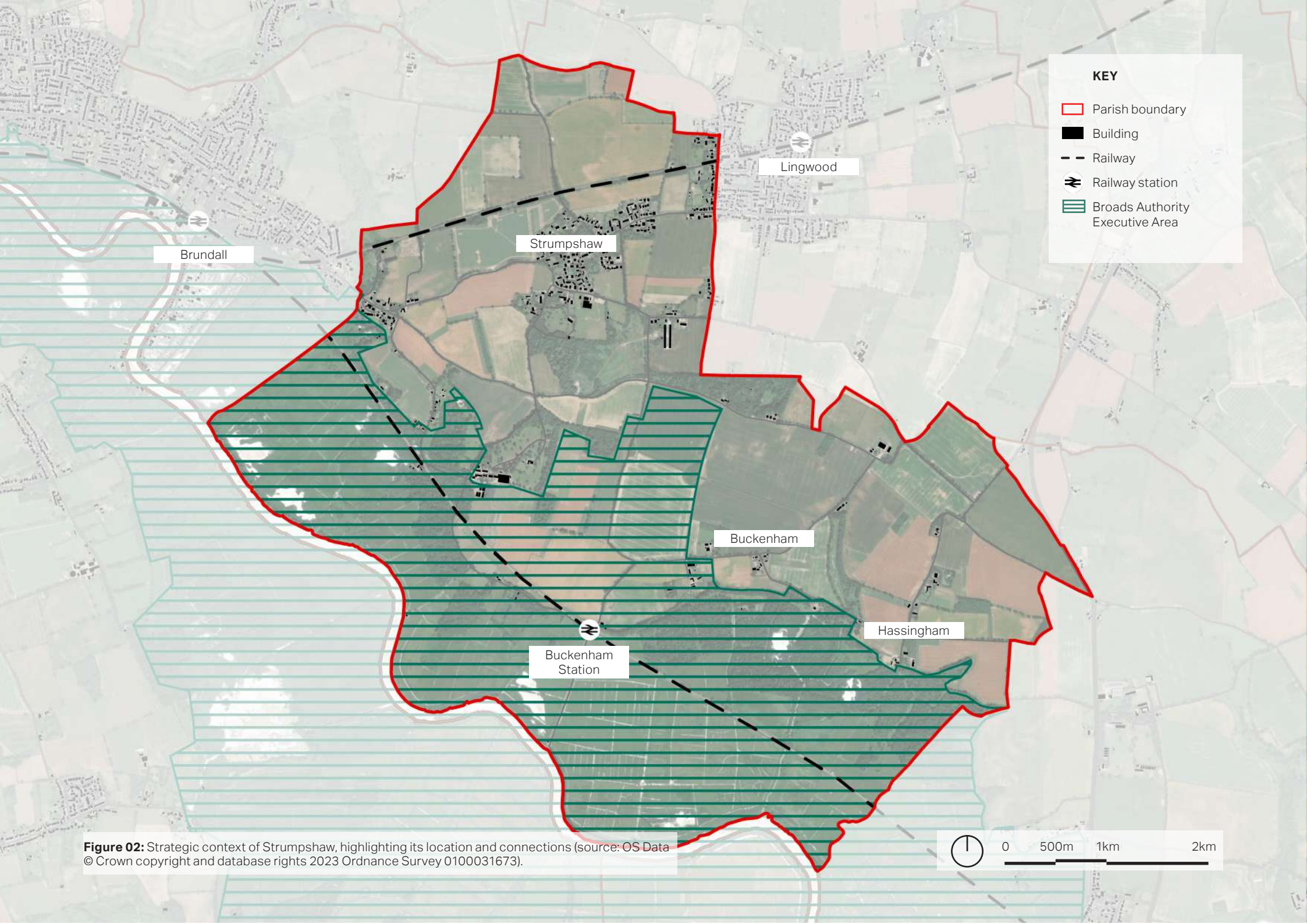

Figure 02: Strategic context of Strumpshaw, highlighting its location and connections (source: OS Data © Crown copyright and database rights 2023 Ordnance Survey 0100031673).

1.5 Planning policy and guidance

This section lists the relevant design policy and guidance produced at national and local levels that have been incorporated into the production of the design codes for the Strumpshaw Neighbourhood Plan, as outlined in this document. Any application for new development should be aligned with this policy guidance.

National planning policy

2024 - National Planning Policy Framework
MHCLG

2021 National Model Design Code
MHCLG

2020 - Building for a Healthy Life
Homes England

2019 - National Design Guide
MHCLG

2007 - Manual for Streets
Department for Transport

Local planning policy

2024 - Greater Norwich Local Plan (GNLP)
Greater Norwich Development Partnership

2015 - Adopted Broadland Local Plan - Development Management DPD
Broadland District Council

2012 - Adopted Broadland Local Plan – Place Shaping Guide SPD
Broadland District Council

2019 - Local Plan for the Broads
The Broads Authority

Local character

2

2. Local character

This chapter distills the key place-making and spatial characteristics of the parish that have been analysed in other relevant policy documents. It mainly links to these documents where readers can find more detailed information in each section. These key characteristics will be the reference for Chapter 3: Design guidance and codes. This chapter also incorporates the character area analysis work undertaken by Strumpshaw Parish Council.

2.1 History and heritage

Historic environment

• Strumpshaw Neighbourhood Plan Data Profile - Section 2.1

• Broads Authority - Guidance on Solar PV and Building Regulations in Conservation areas

Listed buildings

• Strumpshaw Neighbourhood Plan Data Profile - Section 2.2

2.2 Settlement patterns

• Broads Authority - The Local Plan for the Broads: Review Plan period 2021 to 2024. Preferred Options Consultation

Traditional settlement patterns

• Local Plan for the Broads – Section 3.5

Regional development patterns

• Greater Norwich Local Plan (GNLP)

2.3 Landscape and spatial setting

Open space, recreation, and green infrastructure framework

• Strumpshaw Neighbourhood Plan Data Profile - Section 4.8

Landscape character

• Strumpshaw Neighbourhood Plan Data

Figure 03: Church of St. Peter is a Grade I Listed Building and the tallest structure in the main village of Strumpshaw.

Figure 04: Oaklands Farmhouse is a Grade II Listed Building on Norwich Road in Strumpshaw (credit: Strumpshaw Neighbourhood Plan Steering Group) .

Profile - Section 6.1

• Local Plan for the Broads – Section 3.5

• The Broads Landscape Character Areas – Section 12

• National Character Area Profile 79 North East Norfolk and Flegg

• National Character Area Profile 80 The Broads

• Broads Authority Landscape Character Assessment - Area 12 Yare Valley

• Broads Authority - Landscaping strategy guide

Biodiversity and environmental designations (National Nature Reserve, Site of Special Scientific Interest, National Park, Special Area of Conservation, Special Protection Area, Ramsar Wetland of International Importance, County Wildlife Site, Ancient Woodlands)

• Strumpshaw Neighbourhood Plan Data Profile - Section 6.2

• Local Plan for the Broads – Section 3.7

•Broads Authority - Biodiversity Net Gain Interim guidance for Suffolk

•Broads Authority - Towards a Dark Sky Standard

• Broads Authority - Biodiversity Enhancements guide

• Broads Authority - Sustainability guide

Water and flooding

• Strumpshaw Neighbourhood Plan Data Profile - Section 6.3

2.4 Access and movement

Public transport, traffic and pedestrian safety, and travel patterns

• Strumpshaw Neighbourhood Plan Data Profile - Section 5

• Local Plan for the Broads – Section 3.13

Navigation

• Local Plan for the Broads – Section 3.9

Figure 05: Strumpshaw features dense hedgerows and tree coverage as boundary treatments.

Figure 06: The majority of Strumpshaw Parish is open countryside with rural lanes and Public Rights of Way (PRoW).

2.5 Built character

• Strumpshaw Neighbourhood Plan Data Profile - Section 2.1

• National Character Area Profile 79 North East Norfolk and Flegg

• National Character Area Profile 80 The Broads

• Broads Authority Design Guide

2.6 Character area appraisal

The Strumpshaw Neighbourhood Plan Steering Group has carried out a character appraisal of the parish, in which 12 distinct character areas (CAs) are identified. The map in Figure 07 (overleaf) shows the location of each of these character areas as well as the spatial relationship between them. The 12 CAs are:

• **CA 1** Lower Strumpshaw, Long Lane bordering with Brundall

• **CA 2** Strumpshaw edge of village, bordering on main road through village. Private housing and Shoulder of Mutton Pub

• **CA 3** Strumpshaw – Central area of settlement focused on north side of main road through village and secondary road heading north

• **CA 4** Oakland Mews, William Black Way, east end of Norwich Road

• **CA 5** Chapel Road (far-east boundary of the village, outside main built area)

• **CA 6** West end of settlement focused on medieval church, and bounded by main through-road and secondary road to Buckenham

• **CA 7** Mill Meadow – off Mill Road

• **CA 8** Strumpshaw – Properties south of Buckenham Road and either side of Barn Hill

• **CA 9** East Strumpshaw around junction of Buckenham Road/Buckenham Lane/Mill Hill with Poultry Farm

• **CA 10** Strumpshaw Hall and end of Low Road

• **CA 11** Buckenham

• **CA 12** Hassingham

Appendix: Character area appraisals contains a spatial analysis of each character area related to the following main characteristics: movement, nature, built form, identity, public space, use, and homes and buildings. This analysis informs the design guidelines and codes presented in Chapter 3, ensuring that any new development in the area is sensitive to the local character and unique qualities of the parish as a whole, as well as to each character area.

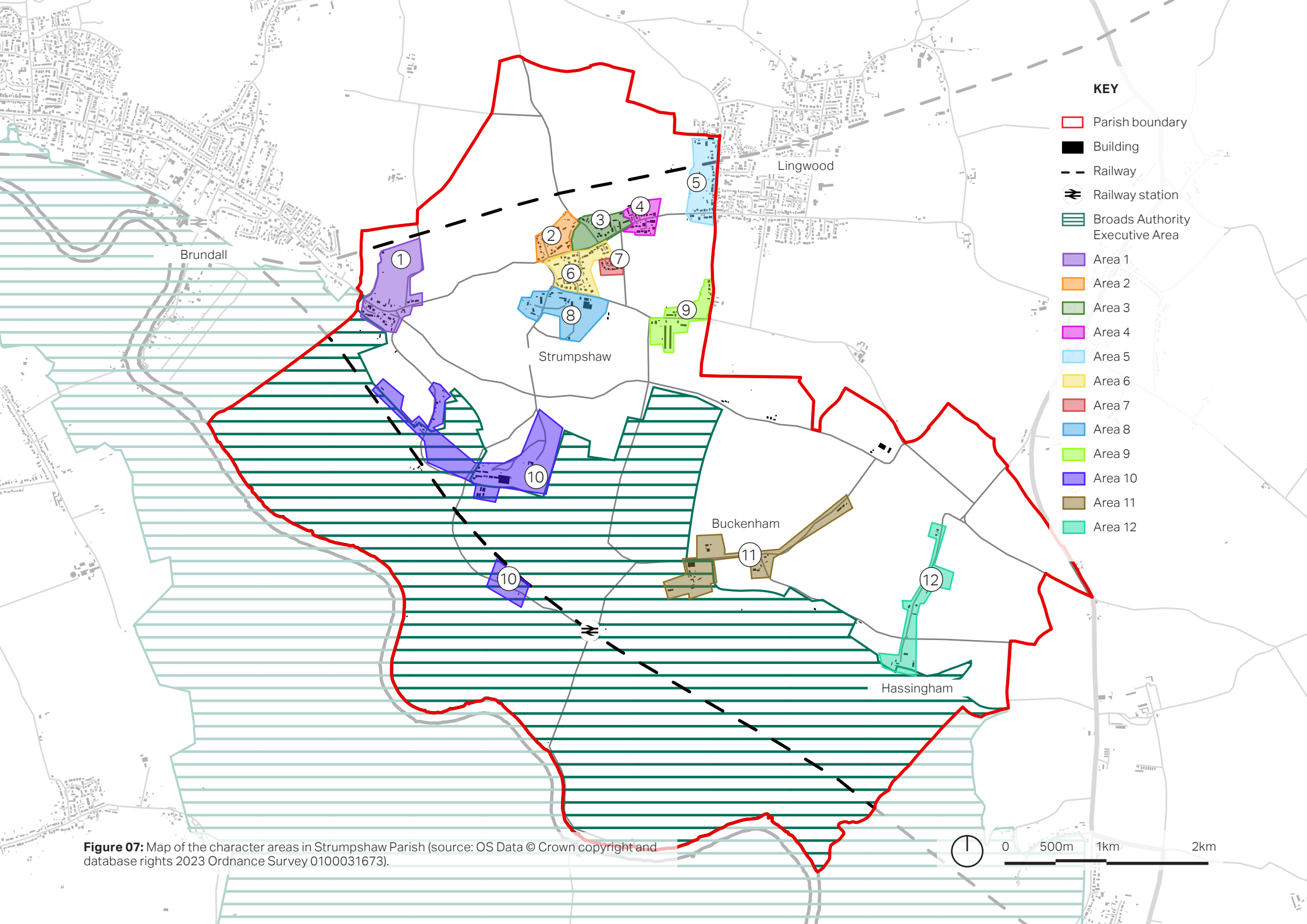

Figure 07: Map of the character areas in Strumpshaw Parish (source: OS Data © Crown copyright and database rights 2023 Ordnance Survey 0100031673).

Design guidance and codes

3

3. Design guidance and codes

This chapter provides guidance for future developments, and building extensions and conversions, with a focus on potential impacts on the surrounding landscape.

3.1 Introduction

This chapter sets out the principles that will influence the design of potential new development and redevelopment of existing properties in Strumpshaw. Design guidance identifies how development can be carried out in accordance with good design practice. Design guidance is desirable but not mandatory. Design codes are mandatory requirements that provide specific, detailed parameters for development. Proposals for development within the Neighbourhood Area should demonstrate how the guidance has informed the design and how the design codes have been complied with. Where a proposal cannot comply with a code (or several) a justification should be provided.

Throughout this chapter, the elements shown in **blue** are the **design guidance**, other elements are the **design codes**, shown in **black**. Where appropriate, local images are used to illustrate the design guidelines and codes.

Overall, the design guidance and codes aim towards 'placemaking', which is about creating the physical conditions that residents and visitors find attractive and safe, with good levels of social interaction and environmental protection. Placemaking has been recognised in the National Design Guide as playing a crucial role in creating inclusive, sustainable, and livable communities while enhancing the quality of public spaces.

The design guidelines and codes are organised by theme and illustrated in the adjacent table. Each theme is an important element of the rural environment of Strumpshaw that needs to be addressed to preserve the current character of the parish in any future development.

Most guidance and codes apply to the entire parish including areas not covered within the character area appraisal. In some instances, summary tables list how the interest is to be treated separately in each Character Area.

Theme	Code
3.2 Village and settlement layout	Patterns of growth
	Settlement boundaries and development edges
	Building density
	Building setback and orientation
	Building heights and roofline
	Infill development and back of plot development
	Housing extensions and conversions
3.3 Maintaining the rural character	Materials and architectural details
	Heritage and landmarks
	Continuity and enclosure
	Boundary treatments
3.4 Traffic and mobility	Options for traffic calming
	People-friendly streets
	Walking connectivity and wayfinding
	Parking
3.5 Sustainability and eco-housing	Biodiversity
	Water management and SuDS
	Domestic water management
	Minimising energy use
	Photovoltaic panels
	Electric vehicle charging points

3.2 Village and settlement layout

As analysed in Appendix A, there are a variety of settlement layouts that correspond to different character areas. Each area exhibits a distinct pattern of street, plot and building arrangements, whose positive characteristics must be respected in accordance with the Neighbourhood Plan policies.

3.2.1 Patterns of growth

Strumpshaw has developed through incremental growth, with no large housing development schemes. The adopted Greater Norwich Local Plan does not identify a specific housing allocation for Strumpshaw; therefore, the predicted short-term growth will likely focus on infill development.

- **Guidance:** Any development located within the settlements should respect the character of neighbouring buildings. This includes reflecting their building lines, setback and orientation. See Section 3.2.4 for more guidance.
- **Guidance:** Similarly, the size and pattern of plots, as well as front and back gardens, should embrace informal variations, as locally exemplified in Figures 08 and 09. This is particularly important along cul-de-sac developments in order to avoid overly formal arrangements that clash with the overall character of the parish.
- **Code:** New development of any scale must not overwhelm the current coherence of the existing settlement pattern, and maintain the strategic gaps between settlements within the parish and with neighbouring parish settlements.
- **Code:** Any development located on the edges of strategic gaps in between Strumpshaw village and Lingwood, and Strumpshaw village and Brundall must mitigate its visual impact. In some places, this could be in the form of tree planting and soft landscaping on its interface with the settlement gaps to ensure a sympathetic transition with the countryside.

Figure 08: Variations in the building line and orientation (source: OS Data © Crown copyright and database rights 2023 Ordnance Survey 0100031673).

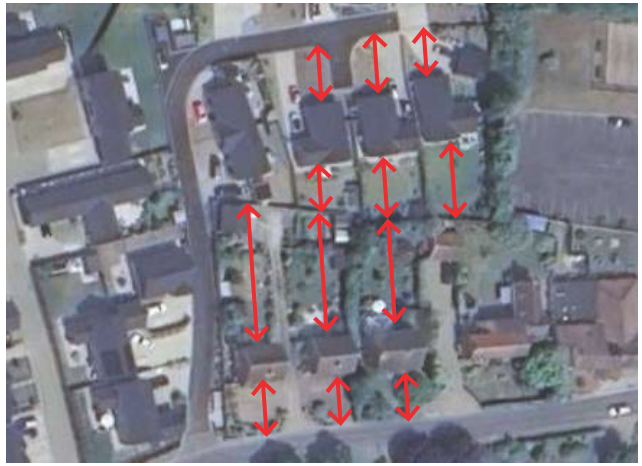

Figure 09: Variations in the size of front and back gardens, Norwich Road and William Black Way (source: OS Data © Crown copyright and database rights 2023 Ordnance Survey 0100031673).

3.2.2 Settlement boundaries and development edges

Settlement boundaries (or settlement limits) help control sprawl and maintain coherence of the parish.

- **Guidance:** Development should respect existing settlement boundaries (settlement limits).
- **Guidance:** Development should respect the existing building density and important views. Therefore, appropriate building grain and gaps between buildings, open views and vistas should be respected and enhanced where possible.

3.2.3 Building density

The building density of any development should reflect the rural character of the parish.

- **Guidance:** Housing densities should be reduced towards development edges and along rural edges to create a gradual density transition towards the countryside.
- **Guidance:** Development density should allow for spaces between buildings to preserve views of the countryside and maintain a character of openness. Gaps between buildings should be planned in relation to the natural context and to ensure privacy between neighbours.
- **Guidance:** Small-scale development and infills should follow the existing grain and street pattern and, therefore, retain the character of the area. However, infill development should not result in an overcrowded appearance.

Specific design codes on building density per character area can be found overleaf.

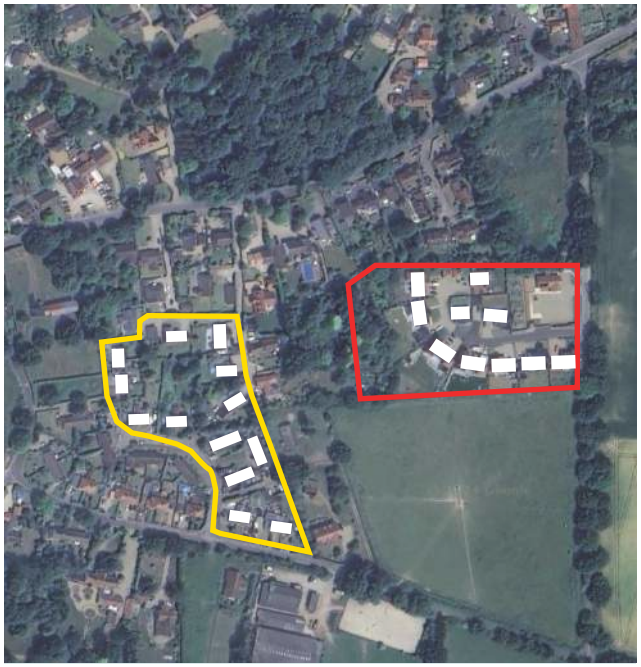

Figure 10: Comparison of building densities (within a comparable land area) between Area 6 in yellow and Area 7 in red (source: OS Data © Crown copyright and database rights 2023 Ordnance Survey 0100031673).

Area-specific design guidance on building density

Area	Design guidance on building density
Area 1	Retain a low density with the large size of plots and gaps between buildings, especially along Long Lane. The area is bound by the strategic gap with the village of Strumpshaw which must be respected.
Area 2	Higher building density on Herbert Colman Close compared to the cul-de-sac to the east, which features large plots and long driveways.
Area 3	Retain the low-density organic arrangement, with slightly tighter arrangement along Norwich Road and more recent infill development.
Area 4	Higher densities in newer developments due to smaller building grain and tighter arrangement, which is common for infill and back-of-plot developments.
Area 5	Respect local variations in densities, which are higher along Norwich Road and Chapel Road at the edge with Lingwood and highest north of Pack Lane. Densities are lowest along the strategic gap to the west.
Area 6	More compact development due to its role as the core of Strumpshaw. Developments must respect the setting of important heritage assets, such as St. Peter's Church.
Area 7	Slightly higher building densities than the average of Strumpshaw.
Area 8	Lower building density due to large gaps between properties and their generous plot sizes. Any new development should maintain the organic and loose arrangement of buildings without significant increase in the existing building density and disturbance to the Strumpshaw Riding Centre.
Area 9	Respect the low building density and spacious arrangement, without disturbance to the rural landscape.
Area 10	Very low building densities with large properties laid along rural routes and neighbouring farmlands and the Mid Yare Valley National Nature Reserve. Densities are likely to remain low to preserve the setting of existing natural assets.
Area 11	Generous open countryside with few properties scattered along School Road and Church Road. New development should maintain the open feel and low density of the hamlet.
Area 12	Retain the low density and openness created by properties laid along Church Road on large plots and with generous gaps between each other.

3.2.4 Building setback and orientation

Due to the eclectic nature of the settlements within the parish, each character area displays individual building setbacks and orientations, which can also vary between individual properties. This largely impacts the local character, which is further reinforced by Policy 5 of Strumpshaw Neighbourhood Plan.

- **Guidance:** The arrangement of new plots, including the setback of new buildings, should meet the typical pattern of their immediate context. The resulting level of enclosure, detailed in Section 3.3.4, must also be considered.
- **Guidance:** Gentle variation in the setback and orientation of building could be introduced to create an informal rural character.
- **Guidance:** The orientation of buildings and location of windows should reflect solar gain and passive cooling considerations in order to improve energy efficiency and lower the need for heating and cooling. More guidance on energy efficiency can be found in Section 3.5.
- **Guidance:** Buildings should be designed with their principal elevations facing the street unless there are particular circumstances relating to the context which justify a different orientation. This is to ensure appropriate relationship with the public realm as well as natural surveillance. Buildings on street corners should address both sides as frontages.
- **Code:** Linear developments with uninterrupted frontage, for example in the form of long terraces, must be avoided.

3.2.5 Building heights and roofline

Strumpshaw's rural character is reinforced by the coherence of building heights and irregular rooflines.

- **Guidance:** Roofline and building gaps should allow views of the surrounding countryside to be maintained. The impact of the roofline on the topography and vegetation should also be considered.
- **Guidance:** The local vernacular architecture employs simple roof shapes dominated by pitched, gabled, and hip roofs. These should be favoured in new development and extensions.
- **Guidance:** Complex roof shapes as well as jerkinhead/half hip and flat roofs should be avoided.
- **Code:** New development must propose maximum heights of 2 storeys to respect the existing local scale as well as the surrounding countryside and heritage assets. Buildings may exeptionally reach 2.5 storeys in appropriate locations if they do not negatively affect views or neighbouring properties.

Specific design guidance on building heights and roofline per character area can be found in the table overleaf.

Area-specific design guidance on building heights and roofline

Area	Design guidance on building heights and roofline
Area 1	Even taller properties are screened from external views by trees.
Area 2	Simple pitched roofs on Herbert Colman Close and with less prominent roofline neighbouring the woodland to the west, which is broken by tall and dense vegetation.
Area 3	Similar to Area 2 with a similar proportion of pitched roof with gaps and trees breaking the roofline.
Area 4	The height and roofline of any new development on either side of Norwich Road should strongly adhere to their immediate context: a clear roofline with 2-storey properties to the north of Norwich Road, and most bungalows surrounded by some trees on the south side of Norwich Road.
Area 5	An even mixture of bungalows and 2-storey buildings. The roofline must remain consistent, with trees and chimneys breaking the line of pitched roofs. The building heights must remain consistent along the edge of Lingwood, including the bungalows on Pack Lane.
Area 6	A mix of one- and 2-storey buildings, with bungalows dominating St. Peter's Close and The Loke allowing views of the church.
Area 7	Mostly 2 storeys with a minority of bungalows enclosing the cul-de-sac. Due to low level of vegetation and variations in height, the roofline is clear and only interrupted by gaps between buildings.
Area 8	The building heights and roofline must remain shielded by tall trees and hedges.
Area 9	Larger development on Buckenham Road. In case of bulkier buildings, appropriate setbacks and vegetation screening should be applied to reduce their visual impact on the countryside.
Area 10	Any new development should respect the existing building heights and generous vegetation minimise their visual impact.
Area 11	Due to the prevailing openness and rural quality, building heights should be kept at or below 2 storeys and respect the setting of the church as the tallest building.
Area 12	Similarly to Buckenham, building heights should be kept at or below 2 storeys to respect the setting of the church as the tallest building.

3.2.6 Infill development and back of plot development

Infill development has the potential to change the character of the village by increasing building density and enclosure and introducing new architectural styles. Therefore, it must be carefully and sensitively designed.

- **Guidance:** As explained in Section 3.2.3, any development, including infill development, should respect the existing building pattern and density of their immediate area while ensuring sufficient private amenity space with adequately sized front and back gardens.
- **Guidance:** If neighbouring an important heritage or natural asset, or in the case of facing the open countryside, infill development should employ appropriate buffering in the form of vegetation screening.
- **Guidance:** Infill development should consider subsequent effects on the existing infrastructure, such as traffic and access, during the design development stages and incorporate appropriate solutions.
- **Code:** Infill or back of plot development must neither visually overwhelm neighbouring properties nor threaten the privacy of neighbours. It should not block any important views in and out of the village, such as views towards the landscape, listed buildings, or St. Peter's Church.

3.2.7 Housing extensions and conversions

While some household extensions fall under permitted development rights[3] and do not require planning permission, with an exception for listed buildings and those within the Broads, the design guidelines and codes outlined here serve to establish expectations for the desired design outcomes.

Side extensions

- **Guidance:** Side extensions should not distract from the appearance of the building, its surroundings, and the wider rural setting.
- **Guidance:** Single- and two-storey side extensions should be set back from the main building and complement the materials and detailing of the original building, creating a smooth transition.
- **Guidance:** The roof of the extension should harmonise with that of the original building, while flat roofs should be avoided.

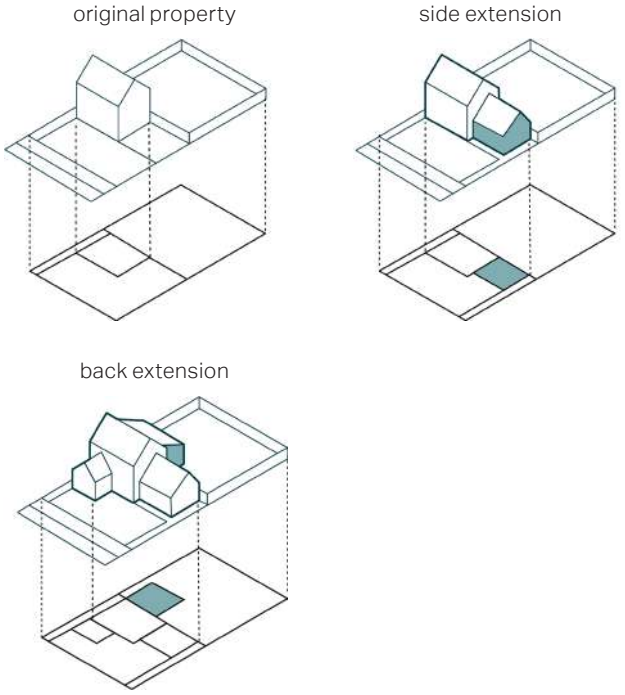

Figure 11: Diagrams displaying examples of house extensions with appropriate proportion.

3 https://www.gov.uk/government/publications/permitted-development-rights-for-householders-technical-guidance

- **Guidance:** Side windows could be used to provide surveillance of outside space except when they would result in overlook of neighbouring properties.

Front extensions

- **Guidance:** Front extensions should be avoided as they disturb the general building line. If front extensions are suggested, they should reflect the structure of the current building, match the roof pitch, and have a lower cornice and ridge height.
- **Code:** Front extensions must neither dominate nor overwhelm the front façade.

Rear extensions

- **Guidance:** Rear extensions should be set below any first-floor windows and designed to minimise any effects of neighbouring properties, such as blocking daylight.

Upward extensions

The new permitted development rights[4] for upward extensions mean that houses, amongst other building types, may add additional storeys to create housing space.

- **Guidance:** Upward extensions in Strumpshaw should not be overbearing and be sensitive to the surrounding context in terms of materials and massing. They should not disturb the prevailing roofline setting and other existing extensions.
- **Guidance:** Upward extensions should minimise overlooking to preserve the privacy of adjacent properties and gardens.

Loft conversions

Loft conversions can provide extra livable space in a house. Additional considerations will apply if the property is a listed building, with respect to the heritage and surrounding historic assets.

- **Guidance:** Skylights are generally the most recommended form of loft conversion because it does not alter the shape of the existing roof. Any skylights should be proportionate in scale to the building and excessive use of glazing should be avoided to maintain good aesthetics and energy efficiency of the interiors, as large areas of glazing tend to transfer large amounts of heat. Additionally, skylights can cause internal light spill, which in areas of areas of intrinsic dark skies should be appropriately mitigated against.
- **Guidance:** Generally, gabled dormers should use forms which are proportionate to the roof and should reflect the existing window rhythm of the building.

4 https://www.gov.uk/government/publications/permitted-development-rights-for-householders-technical-guidance

3.3 Maintaining the rural character

The rural character of the parish is a result of numerous factors that must be respected. These include: the architecture of houses and historic buildings, and the degree of openness and continuity of properties within character areas affected by the natural boundary treatments and tree coverage. Additional detail regarding development within the Broads landscape can be found in Broads Authority guidance[5].

3.3.1 Materials and architectural details

The parish contains many high-quality examples of Norfolk vernacular architecture, which must be respected.

- **Guidance:** Future constructions and renovations should demonstrate respect for, and draw from existing positive architectural elements found in the parish (see adjoining examples).
- **Guidance:** It is important that high-quality materials are utilised to avoid poor imitation of traditional styles.
- **Guidance:** In particular, careful attention should be given to the traditional colour, size, texture, and patterns of bricks.
- **Guidance:** New development and renovations should favour the following materials used in the local vernacular:

Brickwork

Figure 12: Stretcher bond

Figure 13: Flemish bond

Figure 14: English bond

Façade

Figure 15: Red brick in English, Flemish or stretcher bond

Figure 16: Off-white/cream render

Figure 17: Timber weatherboarding

Roofs

Figure 18: Red clay pantile

Figure 19: Black glazed pantiles

Figure 20: Thatch

Boundaries

Figure 21: Landscaped hedges

Figure 22: Low red brick walls (secondary flint detail)

Figure 23: Low timber or metal railings (secondary material)

Details

Figure 24: Dormers, white ornamental fascia board

Figure 25: White painted sash windows, door canopy

Figure 26: Steep roof pitch and gabled projections

5 https://www.broads-authority.gov.uk/__data/assets/pdf_file/0025/241369/Landscaping-Strategy-guide_2017-Appendix-B-ba280717.pdf

3.3.2 Heritage

Development near a heritage asset should not compromise its setting, but rather protect and add value, in accordance with Policy SP5 of the Local Plan for the Broads.[6]

Guidance: This should be achieved by a combination of the following:

- Introducing a substantial setback from the asset;
- Adopting a massing and scale that aligns sensibly with neighbouring structures to avoid overpowering a neighbouring historic asset;
- Considering how trees, hedges and soft landscaping can assist in integrating and
- Using architectural details and materials that harmonise with those employed in the neighbouring heritage assets, while avoiding pastiche duplication. Intelligent contemporary interpretations that complement the existing character are encouraged.

6 https://www.broads-authority.gov.uk/planning/planning-policies/local-plan-for-the-broads

3.3.3 Boundary treatments

In the parish, there is a preference for green boundaries in the form of native hedges, native trees[7], and green landscaping in order to reinforce the rural character of the area, maintain a visual connection with the landscape, and contribute to biodiversity net gain. Green boundaries are preferred in Long Lane, Buckenham, and Hassingham in order to maintain the immediate link with the rural countryside. In the more built-up areas of Strumpshaw and the edge of Lingwood, green boundaries may be combined with low brick walls or railings in timber or metal.

- **Code:** Long stretches of tall and impermeable fences must be avoided because they impede surveillance and wildlife movement. For example, developments could use hedgehog gaps (hedgehog permeable fencing) instead.
- **Code:** The retention and planting of native hedgerows, such as beech and hornbeam, is preferred.
- **Code:** Front boundary walls must be no higher than 1 m for surveillance.
- **Code:** Concrete posts, opaque timber panelling for front boundaries, and large ornate gates must be avoided because they distract from the rural character of the parish.

7 https://www.norfolkwildlifetrust.org.uk/documents/nature-recovery-network/wildlife-advice/school/nwt-hedgerows

Figure 27: Low metal railing with additional green screening.

Figure 28: Low timber gate adjoining hedgerows.

Area-specific design guidance on building enclosure level

Area	Design guidance on building enclosure level
Area 1	Street width to building height ratio of 1:3 to 1:5. Enclosure mainly defined by mature trees and changes in levels.
Area 2	Street width to building height ratio of 1:4 to 1:6. Large gardens with well-defined boundaries.
Area 3	Street width to building height ratio of 1:3 to 1:5. High levels of variation in enclosure.
Area 4	Street width to building height ratio of 1:2 to 1:5. Medium levels of enclosure, with higher levels at the back of Oakland Mews.
Area 5	Street width to building height ratio of 1:3 to 1:4. Medium levels of enclosure, with variations.
Area 6	Street width to building height ratio of 1:1 to 1:5. Very high enclosure on The Loke, while other houses on Norwich Road have larger setbacks.
Area 7	Street width to building height ratio of 1:3 to 1:4. Medium-sized gardens with more consistent setbacks and low vegetation at property boundaries.
Area 8	Street width to building height ratio of 1:3 to 1:6. Mostly very large gardens with a few buildings closer to the road.
Area 9	Street width to building height ratio of 1:2 to 1:5. Wider variations in enclosure.
Area 10	Street width to building height ratio of 1:1 to 1:8. Cottages with side gables abutting the road, while other properties are sited on very large plots with 20+ metres deep front gardens. Very sparse settlement patterns, with properties are set on alternate sides of the road.
Area 11	Street width to building height ratio of 1:3 to 1:6. Very sparse settlement patterns, with only properties on Carrs Road facing both sides of the road.
Area 12	Street width to building height ratio of 1:2 to 1:4. A higher sense of openness is created by unimpeded views of the fields west of Church Street.

3.4 Traffic and mobility

Norwich Road forms the main spine of Strumpshaw village, with a posted speed limit of 30 mph in the built-up area. It measures approximately 5.5 metres in width, with some localised narrowing and wider sections. A footway is provided intermittently along it on different sides, interfering with the quality of pedestrian movement.

3.4.1 Options for traffic calming

Data recorded by a mobile Speed Awareness Message (SAM2) speed and traffic monitoring sign has shown that there are vehicles speeding within the village, although it is not generally excessive. There are however occasions when vehicles have been recorded traveling at speeds of up to 60 mph. One collision was recorded between 2017 and 2022 and several near-misses reported since the introduction of the SAM2 sign in December 2022.

It is unlikely that a reduction in the speed limit to 20 mph would be possible under the requirements of Norfolk County Council's 'Norfolk Speed Management Strategy[8]'.

8 https://www.norfolk.gov.uk/article/39697/Speed-limits

There are however multiple ways in which those speeds occurring over the posted limit could be reduced:

- **Guidance:** Village gates at the entrance to built-up areas confirm to drivers that they are approaching a residential area and should drive at or below the posted speed limit. Village gates denote a change in the driving environment and can be combined with other physical measures to reinforce speed reduction.
- **Guidance:** Changes to the signing and lining within the village could be implemented. The addition of white line features acts as 'psychological traffic calming' device as they create uncertainty, suggest a change of environment whilst also breaking up what could be seen as straight road. This has been shown in research by Transport Research Laboratory (TRL) to reduce speeds considerably. The carriageway could be visually narrowed through new lining intermittently placed along Norwich Road. There is also evidence shown that the removal of the centre white line marking also provide an impression of reduced width and therefore slowing vehicles. Continuous signing of the speed limit within the village would also assist in reinforcing the speed limit.
- **Guidance:** Speed tables like those in Brundall, or speed cushions like those in South Park Avenue in Norwich could be installed; however, Norfolk County Council considers such measures to be a last resort for when all others have been exhausted. These are as a physical feature whereby vehicles are required to slow down or risk damaging their vehicles. They have the greatest impact on reducing speeds however, they can create noise, air quality, and vibration issues. Speed tables may cause issues for emergency vehicles that need to travel at speed through the village when on blue lights. Speed cushions would have less impact on noise, air quality and vibration and would be easier for emergency vehicles and cyclists to navigate. They can however be both disruptive and expensive to construct. These would need to be funded and would only be

provided with support of the Highway Authority.

- **Guidance:** Rumble devices act as a deterrent to speeding vehicles and could be combined with the gateway features. These would have limited impact on the emergency vehicles but have noise issues for those living in proximity. These could be implemented in the village but would require consultation with the Highway Authority.
- **Guidance:** The physical measure considered as a 'last resort' is the provision of a priority give-way/chicane systems. These are utilised across the UK on roads whereby pinch points are introduced to the carriageway to provide priority to the oncoming traffic. These are only a partial solution to speed reduction because vehicles with priority are not required to slow down and vehicles without priority only need to slow down if there are oncoming vehicles. These could also result in delays during increased traffic flows and would need the support of the Highway Authority.

Recommendations

1. Continue to gather evidence on speeds through the village via the SAM2 sign, along with collisions and incidents which occur. These will form the basis of any assessment which the Highway Authority will undertake when proceeding with implementing traffic calming measures.
2. Discuss with the Highway Authority any concerns regarding speeding within the village and if there are any plans for future improvements in the area which might impact on speeds and traffic flows.
3. With the Highway Authority, identify which of the measures could be implemented and the best funding streams which could be used to implement any scheme.

Figure 29: Norwich Road connecting Strumpshaw and Lingwood, with green verge providing more pedestrian safety.

Figure 30: Speed limit applied on a rural road in Strumpshaw.

3.4.2 People-friendly streets

- **Guidance:** The typology of new streets, if proposed, should respect the local rural character in terms of layout, width, and enclosure.
- **Guidance:** New streets and driveways should incorporate greening and vegetation to match the surrounding rural context. The use of permeable paving with a context appropriate palette should be promoted (see further design guidance chapters for more details on permeable paving).
- **Guidance:** Verges and hedgerows should be maintained as grass; any new development should seek to retain or improve grass verges.
- **Guidance:** New development should seek to connect to and, if possible, improve the existing footpath network.
- **Code:** New residential streets must be designed for low traffic speed and all road users, prioritising the most vulnerable road users. See Section 3.4.1 for additional design considerations.

3.4.3 Walking connectivity and wayfinding

Additional measures can be implemented to improve walking connectivity and wayfinding in Strumpshaw.

- **Guidance:** Non-motorised connectivity within the parish should be improved, for example by creating new cycleways. Such routes should connect to the existing cycling network and surrounding settlements like Brundall. They could take the form of shared cycleway/footpaths.
- **Guidance:** Existing links to natural assets (green spaces and open countryside), heritage assets (listed buildings and landmarks), cultural assets (community facilities) and socio-economic interests (museum, riding centre and other industries) should be protected and new connections should be prioritised.
- **Guidance:** The Public Rights of Way network should be improved and connected to, prioritising links with the one's of the neighbouring parishes to support local communities.
- **Guidance:** Strategically placed signposts should assist pedestrians with orientation and increase awareness of publicly accessible paths and cultural assets beyond the built-up areas such as the Strumpshaw Steam Museum, Strumpshaw Fen, and the banks of the River Yare.
- **Guidance:** The design and placement of signposts should respect the local character and avoid creating visual clutter.
- **Guidance:** Outdoor areas should incorporate various captivating focal points and landmarks to assist with orientation. Signage[9] should be provided and maintained.

9 https://www.gov.uk/guidance/public-rights-of-way-landowner-responsibilities

Figure 31: Local example of signpost using QR code (credit: Strumpshaw Neighbourhood Plan Steering Group).

3.4.4 Parking

Due to the rural location of the parish, the demand for private cars and car parking remains high.

- **Guidance:** Generally, planting and vegetation should be integrated into the design of any car parking to soften the presence of cars and preserve the local rural character. Especially, soft landscaping, hedges, hedgerows, and trees, should be used to increase the visual appeal of the parking, at the same time provide wildlife habitat.
- **Guidance:** On-plot parking should be sufficient for the residents' needs, however this should not dominate the overall visual appearance of the property.
- **Guidance:** Garages should not dominate the appearance of dwellings and must not reduce the amount of active frontage to the street. The design of any garage enclosure should integrate well with the surroundings in terms of visual and physical impact. Open car barns offer an attractive parking solution that harmonise with the surrounding character.
- **Guidance:** Any cycling sheds within a dwelling curtilage should be well integrated having no negative visual impact. Bicycles should be locked and secured in an easily surveilled location.
- **Guidance:** Where there is no on-plot garage, covered and secured cycle parking should be provided within the domestic curtilage. Cycle storage must be provided at a convenient location with easy access (min. 900 mm wide).
- **Code:** The design of parking, including minimum dimensions, must conform to Norfolk County Council's Parking Guidelines (2022)[10].
- **Code:** No more than a third of the front garden space must be dedicated to parking, while two-thirds of the front garden should remain as green space.

10 https://www.norfolk.gov.uk/article/39617/Roads-and-transport

Figure 33: Local example of cart shed.

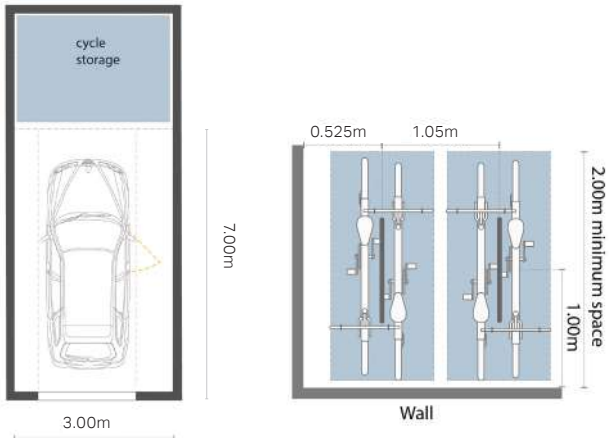

Figure 32: Illustrative layout of a garage with a cycle storage area (left), and illustrative layout for Sheffield cycle stands for visitors (right).

3.5 Sustainability and eco-housing

Due to emerging requirements (The Future Home Standard, due 2025), recent updates to the Building Regulations (Part L, 2021) and Net-zero targets by 2050, the design of new homes must be carefully considered with respect to their long-term impact and functionality.

- **Guidance:** Strategies listed in Figure 34 should be considered in the design process as design guidance.
- **Code:** New development must aim for maximum resource efficiency and minimum greenhouse gas emissions in accordance with national net-zero ambitions, Policy 1 of the Greater Norwich Local Plan[11], and Policy DM15 of the Local Plan for the Broads[12].

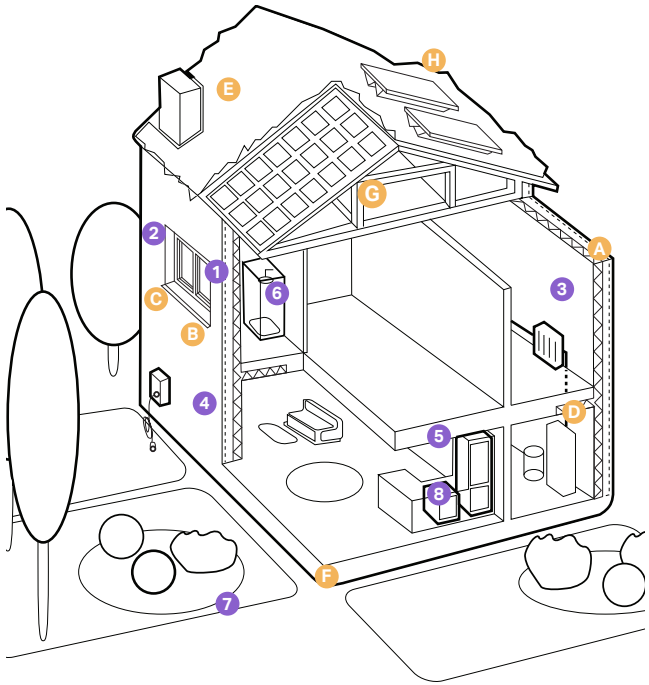

Figure 34: Diagram showing general strategies to achieve sustainability and eco-standards in homes in both existing and new build conditions.

Required strategies:

1. **Insulation** in lofts and walls (cavity and solid)
2. **Double or triple glazing with shading** (e.g. blinds, curtains and trees outside)
3. **Low- carbon heating** plus no new homes on the gas grid by 2025
4. **Draught proofing** of floors, windows and doors
5. **Highly energy-efficient appliances** (A++ or A+++ rating)
6. **Highly waste-efficient devices** with low-flow taps, insulated tanks and thermostats
7. **Green space (e.g. gardens and trees)** that help reduce risks and impacts of flooding
8. **Flood resilience and resistance** with removable air brick covers, treated wooden floors, Norfolk pamment tiles etc.

Desired strategies:

- A **High levels of airtightness**
- B **Triple glazed windows and external shading** especially on south and west faces
- C **Low-carbon heating** with heat pumps or connections to heat network
- D **More fresh air** with mechanical ventilation, passive systems
- E **Water management and cooling** more ambitious water efficiency standards, green roofs, rainwater harvesting
- F **Flood resilience and resistance** e.g. raised floors and greening the garden space
- G **Construction and site planning** timber frames, active travel etc.
- H **Solar panels** refer to 3.5.5 for more information

11 https://www.gnlp.org.uk/regulation-19-publication-part-1-strategy-section-5-strategy/policy-1-sustainable-growth-strategy
12 https://www.broads-authority.gov.uk/__data/assets/pdf_file/0036/259596/Local-Plan-for-the-Broads.pdf

3.5.1 Biodiversity

Local fauna and flora should be protected and improved in line with Policy EN1 of the Broadland Development Management DPD[13], Policy SP6 of the Local Plan for the Broads[14] and the Greater Norwich Local Plan[15] (GNLP).

- **Guidance:** Gardens and boundary treatments should be designed to allow the movement of wildlife and provide habitat for local species. For that reason, vegetation rich in species is suggested, instead of continuous solid fencing.
- **Guidance:** All areas of biodiversity that require further planting/ enhancement should be planted before start of construction and comprise predominantly native species.
- **Code:** Any development must protect and enhance the existing habitats and biodiversity corridors. It should help increase movement between isolated wildlife populations and provide shelter from harsh weather and predators. This could be achieved through the creation of new habitats and wildlife corridors, e.g. by aligning back and front gardens of neighbouring properties; and through installing wildlife features, like bird boxes or hedgehog highways.
- **Code:** Existing mature trees and hedges must be preserved by incorporating them in the new landscape design. If removal is necessary, new planting must compensate for the loss.
- **Code:** The choice of plants in new development must be appropriate to the setting of the proposal and its proximity to Yare Broads and Marshes, and Cantley Marshes SSSIs, part of the Broads Special Area of Conservation. Some notable plant species are detailed in the Broad's Biodiversity Action Plan Framework (2009)[16].

3.5.2 Water management and SuDS

Given that the southern part of Strumpshaw parish lies within part of the Broads that includes the Yare Broads & Marshes and Cantley Marshes SSSIs, which are also designated as a Special Area of Conservation (of habitats), Special Protection Area (for birds) and Ramsar Wetland of International Importance, much of it is wetland and open water. Therefore, it is flood prone due to its low altitude, geology, and proximity of the River Yare that is also tidal. The nature conservation interests are extremely high at local, national and international levels, hence all existing and potential sources of flooding must be considered early in the design process to ensure that appropriate design strategies are applied. Due to the evidence of water stress and environmental considerations, the Local Plan for the Broads and Policy 2 of the GNLP require all new, replacement, or converted dwellings to achieve maximum water consumption of 110 l/p/d.

- **Guidance:** Increasing storage: Implementing temporary storage areas, such as storage ponds, which can fill up during floods and gradually release water afterwards.
- **Guidance:** Increasing catchment: Enhancing resistance to water flow through measures such as planting trees, restoring meandering rivers, and installing leaky dams, which slow down surface and in-channel water flow.

13 https://www.southnorfolkandbroadland.gov.uk/downloads/file/134/development-management-dpd-adopted
14 https://www.broads-authority.gov.uk/__data/assets/pdf_file/0036/259596/Local-Plan-for-the-Broads.pdf
15 https://www.norwich.gov.uk/planning/planning-policy/local-plan-norwich
16 https://www.broads-authority.gov.uk/__data/assets/pdf_file/0028/180964/Biodiversity-Action-Plan-framework.pdf

- **Guidance:** Increasing losses: Enhancing water drainage into the ground or evapo-transpiration back into the atmosphere through methods such as improving soil structure, reducing compaction in agriculture, and installing sustainable urban drainage systems (SUDS).
- **Guidance:** De-synchronizing peak flows from tributaries: Adjusting the flow rates of different tributaries, particularly slowing down one compared to another, especially downstream.
- **Guidance:** Runoff water should be addressed via infiltration into the ground or by providing attenuation for excess water. Any captured water should be filtered from pollutants to help avoid contamination.
- **Guidance:** Trees and vegetation have the ability to absorb moisture and control the level of surface water. Therefore, planting should be integrated into the design wherever appropriate. The addition of green roofs and/or green walls to buildings should be encouraged where possible and appropriate.
- **Guidance:** SuDS should harmonise with the character of the surrounding landscape. This could include shaping SuDS to look like natural ponds, or integrating with existing or lost natural features such as ghostponds.
- **Guidance:** Permeable paving should be considered where appropriate on footpaths, private access roads, driveways, car parking spaces (including on-street parking) and private access roads.
- **Code:** Water management solutions must be considered early in the project and designed to fit appropriately by aligning with the policies of the Broads Local Plan, Broadland Ramsar Wetland, Yare Broads and Marshes, and Cantley Marshes SSSIs, Broads SAC and Broadland SPA.

Area-specific design guidance on water-management and SuDS can be found in overleaf. Regulations, standards, and guidelines relevant to permeable paving and sustainable drainage can be found in:

- Sustainable Drainage Systems;
- The SuDS Manual (C753);
- Guidance on the Permeable Surfacing of front gardens;
- NCC, LLFA, Statutory Consultee for Planning;
- Sustainable Drainage Systems; Maximising the Potential for People and Wildlife.

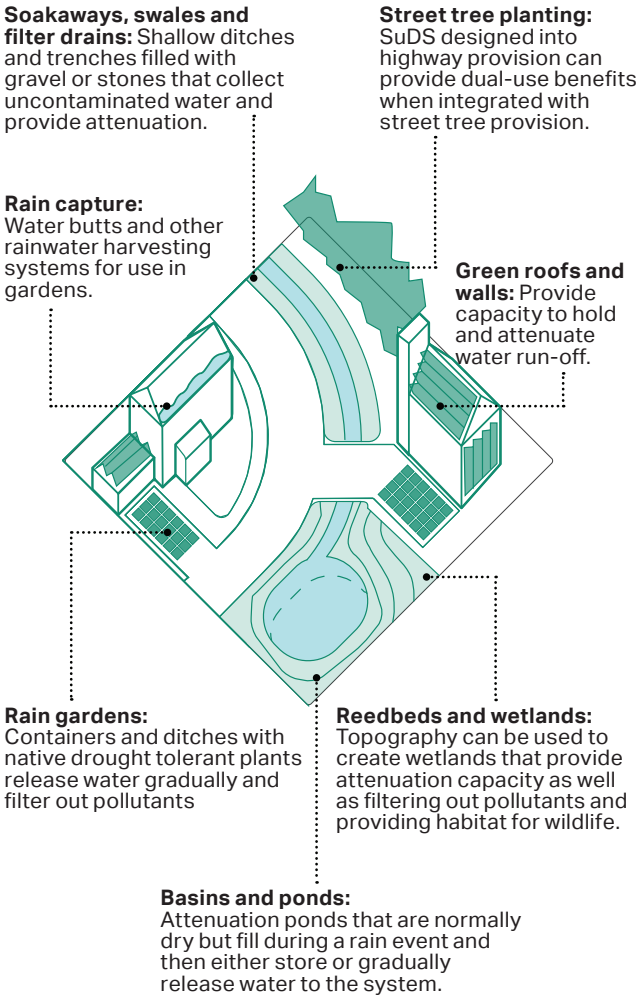

Figure 35: Example of water management strategies in a rural context, combining public space with private ownership, that could be used in reference to Policy STR10: Localised surface water flooding and sewage management.

Area-specific design guidance on water-management and SuDS

Area	Design guidance on water-management and SuDS
Areas 1 and 10	Areas 1 and 10 lie within the flood risk zone (see flood map on p.64, para 6.23 of the main document). New developments should be located within the least vulnerable parts of the site, i.e. of lowest flood risk and should consider raised floors above predicted and future flood levels. Properties should prioritise prevention methods, such as installing a flood prevention gate, moving electric switches and sockets up, installing non-return valves onto water pipes and considering water-resistant and resilient materials.
Areas 2-9	Areas 2-9 lie outside the flood risk zone from rivers and the sea. However, surface flooding may occur due to run-off or poor infiltration. General surface and rainwater management is crucial in any new development to prevent potential impacts on neighbouring areas.
Areas 11-12	Areas 11 and 12 are outside floor risk zone. Area 12 is located on a hill. New development should omit areas affected by flooding and prioritise sites of higher altitude. New development must consider long-term climate and environmental predictions to achieve climate resilience.

3.5.3 Domestic water management

Effective domestic water management helps conserve water resources by reducing wastage and pollution from wastewater to the environment, promoting efficient usage practices.

- **Guidance:** Collecting and storing rainwater should be encouraged. Water harvesting can be useful for various domestic purposes such as irrigation, toilet flushing, and laundry, using systems like rain barrels, cisterns, and rooftop catchment systems to reduce reliance on mains water supply.
- **Guidance:** Any rainwater collected should be treated via filtration, disinfection, or desalination, to remove contaminants and make it safe for drinking and other domestic uses.
- **Guidance:** Wastewater from domestic activities should be treated to prevent pollution of water bodies and minimise health risks associated with improper disposal.
- **Guidance:** Reusing wastewater could offer an effective solution for non-potable purposes like landscape irrigation, to conserve water resources and reduce the strain on sewage systems.
- **Guidance:** Gardens could be designed to incorporate water-efficient plants, irrigation systems, and landscaping techniques to minimise outdoor water usage.
- **Guidance:** Due to nutrient neutrality, septic tanks should not be allowed where there is no connection to mains sewerage. Packaged Treatment Plants (PTP) are allowed instead.

3.5.4 Minimising energy use

The climate emergency has created the need to decrease our carbon footprint towards net-zero by providing innovative solutions to the energy use of buildings. Buildings contribute almost half (46%) of carbon dioxide (CO2) emissions in the UK.

Paragraph 17 of the NPPF[17] states that planning should support the transition to a low carbon future.

17 https://www.gov.uk/government/publications/national-planning-policy-framework--2

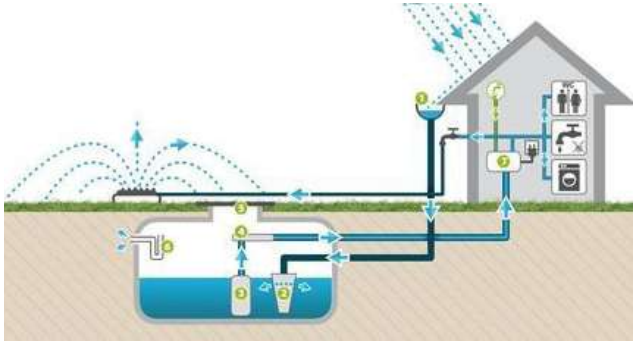

Figure 36: Diagram illustrating rainwater harvesting systems that could be integrated into open space and residential developments.

- **Guidance:** For example, new development should consider orientation of walls and main windows towards the sun to reduce heating and cooling requirements, as illustrated in Figure 37.
- **Code:** New developments must achieve net-zero standards expressed in Policy GC5 of the Broadland Local Plan[18] and Policy DM14 of the Local Plan for the Broads[19] and have minimal impact on the surrounding natural environment.

3.5.5 Photovoltaic panels

Photovoltaic (PV) panels are a growing technology of harnessing renewable energy from solar gain, alternative to fossil fuels.

- **Guidance:** PV panels should be integrated in the roof design rather than add-ons and have a low visual impact on the surrounding natural and historic assets.

18 https://www.southnorfolkandbroadland.gov.uk/downloads/file/134/development-management-dpd-adopted
19 https://www.broads-authority.gov.uk/__data/assets/pdf_file/0036/259596/Local-Plan-for-the-Broads.pdf

- **Guidance:** For retrofits, photovoltaic (PV) add-ons should be sensitively integrated into the building's exterior to minimise visual impact, ideally oriented away from the street (if possible). If screening with vegetation is proposed, the design must ensure it does not compromise the efficiency of the PV panels.

3.5.6 Electric vehicle charging points

As global efforts focus on decreasing greenhouse gas emissions and reliance on fossil fuels, the shift towards electric vehicles stands out as a crucial tactic. EV charging stations serve as essential infrastructure, enabling drivers to recharge their vehicles and thus promoting the uptake of EVs.

- **Guidance:** New and existing retrofits should utilise external renewable energy systems, EV charging ports and other add-ons.
- **Guidance:** EV charging ports should be incorporated into the exteriors having low visual impact, including low level of light pollution.

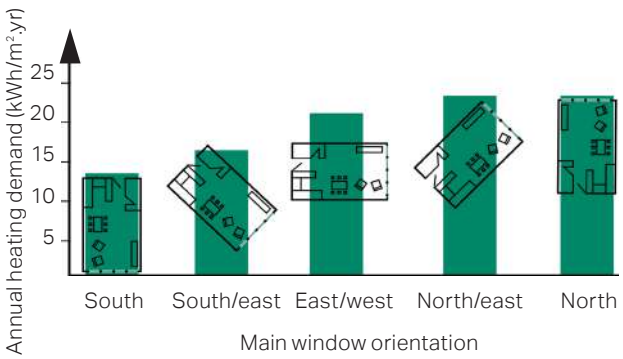

Figure 37: Illustrative graph showing solar orientation of a room against the annual heating demand.

Figure 38: Example of off-street electric vehicle charging points.

Next steps

4

4. Next steps

This chapter will explain the benefits of this document to different stakeholders, and how to use it in the future.

The Design Guidance and Codes will be a valuable tool in securing context driven, high-quality development in Strumpshaw. They will be used in different ways by different actors in the planning and development process, as summarised in the table.

A valuable way they can be used is as part of a process of co-design and involvement with the community that takes account of local preferences and expectations of design quality. In this way, the guidance and codes can help to facilitate conversations on the various topics that should help to align expectations and help understand the balancing of key issues. A design code alone will not automatically secure optimum design outcomes.

Actors	How they will use the Design Guidelines and Codes
Applicants, developers, & landowners	As a guide to Strumpshaw's expectations on design, allowing a degree of certainty – they will be expected to follow the Design Guidance and Codes as planning consent is sought.
Local Planning Authority	As a reference point, embedded in policy, against which to assess planning applications. The Design Guidance and Codes should be discussed with applicants during any pre-application discussions.
Parish Council	As a guide when commenting on planning applications, ensuring that they are compliant with the Design Guidance and Codes.
Community organisations	As a tool to promote community-backed development and to inform comments on planning applications.
Statutory consultees	As a reference point when commenting on planning applications.

Appendix

A

Appendix

Character area appraisals

Area 1 & Area 10 - Long Lane and bottom of Long Lane leading to Brundall

Feature	Characteristics
Movement Streets, junctions, active travel, parking arrangements	One T-junction: Long Lane to Stone Road which leads to the Recycling Centre and Strumpshaw Steam Museum. Immediately right from Stone Road leads to Low Road and the RSPB reserve (Strumpshaw Fen), Riding Stables and Buckenham Marshes. There is off-street parking available from all properties in the area.
Nature Open spaces, drainage, green infrastructure, biodiversity	RSPB Strumpshaw Fen and Buckenham Marshes. River Yare and Lackford Run. Agricultural fields surrounded by ditches and banks. Overflow of wildlife from the RSPB reserve into the adjoining area, including owls, swallowtail butterflies, numerous dragonflies (including the Norfolk Hawker) and wintering geese. Public footpaths/byways across the fields. Grazing horses in fields next to the stables. Drainage: in the event of heavy rainfall the current drainage system is unable to cope with the extra water. This results in the bottom of Stone Road and Long Lane (adjacent to Kelcrows) flooding. Gardens in Low Road are subject to flooding due to their high water levels.
Built form Type, density, grain, building line, height, public/private	There are no public buildings. A former water treatment works in Tinkers Lane near the RSPB reserve was sold in November 2023 for unspecified development. A smaller water treatment works in Low Road is currently for sale.
Identity Design of buildings, detailing, sense of place	The buildings are predominantly detached and privately owned. There are both houses and bungalows with front gardens and driveways. The driveways are mainly gravel (for drainage) and the majority of front gardens contain hedges. There are also some wooden fencing and brick walls. The properties are mainly of different designs and ages. The roofs are mainly tiled, although there are a couple that have thatched roofs. There are also several marshman's cottages. Strumpshaw Hall was built in 1646. It is a very peaceful and rural setting, allowing residents to connect with nature.
Public space Street types, lighting, social interaction, security	There is no street lighting. There is only a pavement on one side of the road in Long Lane. Low Road is a rural country lane which is mainly one car wide and is unable to provide two-way traffic. Apart from cars driving to/from the RSPB reserve, the road is also used by farm vehicles (tractors) and horses from the local stables. When public events are held at Strumpshaw Hall a one-way traffic system is implemented.
Use Mix of activity, housing mix, community use, active frontages	There is no active frontage. RSPB reserve and Steam Museum for community use. The Steam Museum's grounds are used for camping. Several public footpaths. There is one business: Kelcrows in Long Lane which is a vehicle repair business.
Homes and buildings Well designed and accessible, gardens	All properties have front and back gardens with off-road parking. There is a sense of space between properties.

Area 2 - Strumpshaw edge of village, bordering on main road through village. Private housing and Shoulder of Mutton Pub

Feature	Characteristics
Movement Streets, junctions, active travel, parking arrangements	Combination of older properties, a pub and a small newer estate in a cul-de-sac. Large, detached family houses with substantial gardens. Large front gardens and driveways with plenty of parking. Situated on the edge of the village with 'C' class road through with a junction to a minor road. Plenty of parking in general but constraining on-road parking for the pub during busy periods.
Nature Open spaces, drainage, green infrastructure, biodiversity	Edge of village with large gardens and hedgerows. Surrounded by farmland. Migration of wildlife from nearby Strumpshaw Fen. Small woodlands.
Built form Type, density, grain, building line, height, public/private	Modern traditional detached houses and older character houses. Large two-storey houses. Private ownership. Low housing density.
Identity Design of buildings, detailing, sense of place	Primarily traditional brick built. Small private estate of 8 houses (1980s) with open front gardens. Pub. Free House (19th century). Other properties, some of 19th century and newer with large gardens.
Public space Street types, lighting, social interaction, security	Moderately busy 'C' road providing access to villages rather than thoroughfares. No street lighting – preservation of dark skies. Pavements one side.
Use Mix of activity, housing mix, community use, active frontages	Private housing. Active pub providing food and regular entertainment as well as a day-time meeting venue (e.g. Coffee Break, Ramblers, pensioners lunch).
Homes and buildings Well designed and accessible, gardens	Well-designed and relatively sparsely located housing. Generally, well preserved and maintained. Variety of traditional house styles, periods and gardens. Level ground and good drainage soils/sand.
General	Opportunities for infill developments but undesirable. The seasonal influx of birds (snipe, wagtails, song thrush, little barn and tawny owls) and butterflies (swallowtail, comma) is enhanced by the close proximity of Strumpshaw Fen and the variety of established habitat.

Area 3 - Strumpshaw – Central area of settlement focused on north side of main road through village and secondary road heading north

Feature	Characteristics
Movement Streets, junctions, active travel, parking arrangements	Primarily large older character properties (19th century and earlier) set in large gardens surrounding houses. A couple of large new houses on small plots and a couple of small houses. All within 30 mph speed restricted. Relatively busy road junction.
Nature Open spaces, drainage, green infrastructure, biodiversity	Edge of village with generally large gardens and some hedgerows. Open spaces and surrounded by farmland. Low lying and susceptible to surface water and sewage flooding. Private woodland/garden circa 1 acre with woodland preservation attached to the old rectory.
Built form Type, density, grain, building line, height, public/private	Traditional detached houses with character. Primarily brick with lime mortar and some cement. Set back from the road. Old manor house (Rectory) with large, wooded gardens – circa 19th century. Old 19th century house and garden. Old farmhouse 15th century with large garden. Large two-storey houses. Private ownership. Low housing density.
Identity Design of buildings, detailing, sense of place	Pleasing design and build and generally visible. Tree-lined and overhanging road. Some heavy shading from the sun provides a suitable environment for wildlife.
Public space Street types, lighting, social interaction, security	Moderately busy 'C' road providing access to villages rather than thoroughfares. No public space, but low density – rural housing. No street lighting – Preservation of dark skies. Pavements one side.
Use Mix of activity, housing mix, community use, active frontages	Large private, family housing. Partially open frontages with low walls but some tall evergreen hedges. No community buildings or spaces.
Homes and buildings Well designed and accessible, gardens	Well-designed and relatively sparsely located housing. Well-preserved and maintained. Variety of traditional house styles, periods and gardens. Low, but relatively level ground. Poor drainage with overflowing.
General	Private gardens bordering on farms, and grassland. Good diversity of plants and wildlife. Semi-open gardens enabling sight of houses. Houses set back from the road with lawns and some flower beds. Large gardens but no real scope for any infill housing.

Area 4 - Oakland Mews, William Black Way, East-end of Norwich Road

Feature	Characteristics
Movement Streets, junctions, active travel, parking arrangements	C.15 new houses (built 2019/2020). Oakland Mews & William Black Way built in contemporary barn conversion style, set back in cul-de-sacs. C.10 houses (est. 1950s built). Properties are of varied size, all with parking facilities.
Nature Open spaces, drainage, green infrastructure, biodiversity	Properties have relatively large gardens, with some backing onto farmland. Affordable/social housing exists within the 2019/2020 development.
Built form Type, density, grain, building line, height, public/private	The new builds are red brick, tiled roof structures, mainly 2 storey with some bungalows, set on private roads. The 1950s houses are similarly red brick, tiled roof constructions, 2 storeys.
Identity Design of buildings, detailing, sense of place	2019/2020 houses present as contemporary, modern barn conversion style properties, creating a sense of separation from Norwich Road and the traditional building style in the village. The houses on Norwich Road are built in a traditional style and complementary to the general style found in the village.
Public space Street types, lighting, social interaction, security	No lighting/street lighting, set on or just off the main road through the village. No public spaces other than paths and trails.
Use Mix of activity, housing mix, community use, active frontages	Some affordable housing. Generally retired and professional couples. Some families.
Homes and buildings Well designed and accessible, gardens	Properties are relatively sparsely located in the area, primarily detached. Houses appear well designed. Disused/vacant pub in this area. Generous gardens, some front gardens.
General	The newer properties are designed with a sense of seclusion, which is less common across the rest of the village.

Area 5 - Chapel Road (far-east boundary of the village, outside main built area)

Feature	Characteristics
Movement Streets, junctions, active travel, parking arrangements	Row of houses on the west side of Chapel Road, just inside the village's east boundary. Effectively part of the built-up area of Lingwood.
Nature Open spaces, drainage, green infrastructure, biodiversity	Properties surrounded by farmland to the west and north.
Built form Type, density, grain, building line, height, public/private	Some c.1950s built houses, built in traditional style. Some late 18th century houses. A couple of modern/contemporary houses. Generally off-street parking off Chapel Road, some properties set further back. Combination of 2 story houses and bungalows.
Identity Design of buildings, detailing, sense of place	Houses generally built in traditional style, reflective of the general style in the area. Couple of exceptions in the form of modern/contemporary builds.
Public space Street types, lighting, social interaction, security	No lighting/street lighting, set on or just off Chapel Road. Play area few hundred metres to the east. Close to local convenience store in Lingwood. Good/easy access to Lingwood train station and bus stop on Chapel Road.
Use Mix of activity, housing mix, community use, active frontages	Residential use.
Homes and buildings Well designed and accessible, gardens	Properties are relatively sparsely located in the area, primarily detached. Houses appear designed in traditional style.
General	Although part of Strumpshaw Parish, this area is geographically closer to built area of Lingwood.

Area 6 - West end of settlement focused on medieval church and bounded by main through-road and secondary road to Buckenham. Diverse housing from 18th century onwards

Feature	Characteristics
Movement Streets, junctions, active travel, parking arrangements	Network of informal tracks, footpaths and estate roads set between two main thoroughfares through the village (Norwich Road and Buckenham Road). Parking provided through a mixture of informal gravel drives and shared allocated parking areas, with more formal hard landscaped drives off Norwich Road. No through traffic.
Nature Open spaces, drainage, green infrastructure, biodiversity	No public open spaces but backs onto the large church graveyard on west side, with its mature trees visible from within the area. Green corridor along footpath with hedge boundaries in south-west corner. Quite extensive mature hedge boundaries to properties throughout but few mature trees.
Built form Type, density, grain, building line, height, public/private	Single and two-storey private housing. Mixture of detached and semi-detached. Development has been in several phases, starting with historic development along The Loke, which has created a sense of gradual organic growth. St Peter, Grade I listed church with large cemetery at west boundary. Most properties set back from access roads in moderate to large-sized plots. Boundaries formed by a mix of hedge, timber fencing and low brick walls, with an area of open front gardens along St Peter's Close.
Identity Design of buildings, detailing, sense of place	Mixed design and materials ranging from 19th century vernacular red brick and tile, 1930s ex-local authority through to late 20th century render and cladding, with some examples of flint and thatch. Frequent framed views of the medieval church give historical context. Distinct (in the village context) semi-rural, informal, relatively unplanned area.
Public space Street types, lighting, social interaction, security	Mixture of tarmac estate roads with pavements and more informal unmade tracks. No through traffic but links through west and south boundaries via footpaths. No street lighting.
Use Mix of activity, housing mix, community use, active frontages	Private residential.
Homes and buildings Well-designed and accessible gardens	Mix of housing types and eras, more compact layouts with higher building density. Well-preserved traditional architecture with new buildings using the local material palette. Good amount of garden spaces and vegetation throughout.
General	The landmark church tower is visible above and in between buildings from certain locations along the residential lanes.

Area 7 - Mill Meadow – off Mill Road

Feature	Characteristics
Movement Streets, junctions, active travel, parking arrangements	Enclave of 7 houses, 3 bungalows, Community Hall and 8 allotments completed in 2019/2020. Access is from Mill Road. Ample provision of off-road parking for each property; Community Hall has separate provision for 3 disabled vehicles and circa 14 cars, also bike stands. Mill Meadow is the outcome of provisions made in the 2014 Neighbourhood Plan: to locate a new community room and up to 8 allotments outside the settlement limits (Policy 4).
Nature Open spaces, drainage, green infrastructure, biodiversity	Mill Meadow is surrounded by green space: a narrow belt of trees to the north, small woodland to the west, pasture to the south and arable land to the east. Oak trees line Mill Road. Muntjac and Chinese water deer, tawny and barn owls use these spaces, which connect with woods to the north and south.
Built form Type, density, grain, building line, height, public/private	Modern, detached houses and bungalows privately owned; and single-storey community hall owned by the parish council. Low-density properties built either in red brick with matching roof tiles, or cream brick with dark grey tiles.
Identity Design of buildings, detailing, sense of place	Well-designed enclave of quality properties accommodates private housing and community interests. Houses set back from road, with spacious areas of gravel/garden at the front. Congenial sense of open neighbourliness enhanced by low black railings at the front rather than garden walls or fencing panels; and their mix of designs and colours of houses, with their fronts opening onto each other.
Public space Street types, lighting, social interaction, security	Lack of street lighting aligns well with dark skies, particularly on the periphery of the village settlement limits. Design of enclave lends itself to social interaction among residents.
Use Mix of activity, housing mix, community use, active frontages	Community Hall can accommodate circa 100 people or 70 when seated, and has kitchen and toilet facilities. It has been very successful to date. Mix of housing with community hall and allotment uses works well to date, with many different activities for old and young people, as well as one-off lectures, musical events and parties. Allotments all used.
Homes and buildings Well designed and accessible, gardens	Well-designed and on moderately level ground. Mill Road slopes down to Norwich Road and a lot of water flows into ditches during times of heavy rain. Provided these are well maintained, flooding is unlikely, especially as water flows away from the enclave. Gardens, allotments and community hall are all well maintained.
General	Key issue is pavement provision along Mill Road ends at junction with Norwich Road, which is getting busier with traffic. Funds recently secured by Parish Council for Highways to pave south side of Norwich Road as far as Oakland Mews, from where the pavement continues on the northern side of Norwich Road.

Area 8 - Strumpshaw – Properties south of Buckenham Road and either side of Barn Hill

Feature	Characteristics
Movement Streets, junctions, active travel, parking arrangements	Properties, accessed from Buckenham Road or Barn Hill, lie on the edge of or in open/green space comprising woods or parkland, with fields beyond. These two country lanes have frequent traffic, and, at busy times (weekends/Bank Holidays), it may queue along Barn Hill and Stone Road to access the recycling centre. Residents mostly have long gravel drives, a few hard-paved (brick/tarmac), with ample car parking space. The recently extended property on the corner of Buckenham Road/Barn Hill junction, which includes adjacent former Parish Room, now accessed from Buckenham Road; no longer accessible from Barn Hill – closed by new hedge. The only property now accessed from the SE side of Barn Hill (road) is The Woodlands, via track at the crest of Hill.
Nature Open spaces, drainage, green infrastructure, biodiversity	Extensive open space (arable fields and pastures) surrounds all 6 property locations along NW side of Barn Hill (road), which has woods both sides. Properties are largely hidden behind hedges, boundary walls and winding drives, exceptions being Kingslare and the bungalow nearest to Buckenham Road junction. Barn Hill / Buckenham Road polygon, comprising bulk of Area 8 with 6-8 properties, has extensive green space to south (park and woodlands) and pastures in vicinity of stables to east). The woodlands and pastures provide corridors for wildlife that link up with: Strumpshaw Hall's woodlands, restored landfill site between Barn Hill and Mill Hill, and its adjacent County Wildlife Site, Buckenham Wood.
Built form Type, density, grain, building line, height, public/private	Area 8 is cohesive to the extent that properties are very individual, private, mostly two-storey (except for former Parish Room and two bungalows), generally well set back from road with long drives, and spacious gardens. Barn Hill properties have fine views across Yare Valley.
Identity Design of buildings, detailing, sense of place	Strong sense of place. Oldest properties along Barn Hill date back to the 19th century; and the oldest property is Hollies Farmhouse (possibly 18th century) with its stables and outbuildings, which were the only buildings along Buckenham Road in mid-1900s, rest of the land farmed. Hollies' farmland sold in 1983, stables and farmhouse remained, and decaying barn converted into a bespoke residence, Klein Constantia, influenced by South African architecture. Most buildings are red brick, sometimes painted over in white (also grey, pink), a few are partly/fully rendered and painted white; red pantiles predominate along Buckenham Road in contrast to grey pantiles or slate along Barn Hill. Hollies Farmhouse is brick, painted pink and re-thatched in 2007. Strumpshaw Riding Centre at east end of Buckenham Road has large, corrugated iron warehouses, outbuildings and part brick, part timber-framed, tiled chalet bungalow.
Public space Street types, lighting, social interaction, security	Buckenham Road is two-way with a pavement; Barn Hill is single lane with passing bays. Neither road has lighting. No public spaces for social interactions: Parish Room, gifted in 1915 to the parish by Barnes family is now privately owned, once the new Community Hall was built (Area 7).
Use Mix of activity, housing mix, community use, active frontages	Private domestic use, with exception of Strumpshaw Riding Centre and riding arena. Agricultural use of land long since finished in 1980s, other than the few remaining fields grazed by horses.
Homes and buildings Well designed and accessible, gardens	Very private residential area with individually designed houses of all ages (17th to 21st centuries) that are mostly hidden from view, in stark contrast to uniform, very visible ex-local authority 1930s properties (red brick and render) on opposite side of Buckenham Road. Spacious gardens. Stables area with its corrugated iron barns very utilitarian.
General	Limited opportunities for bespoke in-fill developments are undesirable, especially given corridor role of these woodlands.

Area 9 - East Strumpshaw. Around junction of Buckenham Road/Buckenham Lane/Mill Hill with Poultry Farm

Feature	Characteristics
Movement Streets, junctions, active travel, parking arrangements	2 satellite settlements at the southeast edge of the village. Approximately 12 domestic properties in total, a poultry farm and a water treatment plant that is no longer in use. Area encompasses Buckenham Road, Mill Hill and Buckenham Lane. No public parking spaces but plans afoot to have a small number off Mill Hill lane on the former landfill site (Strumpshaw Hill). Mill Hill regularly used to access nearby recycling centre off Stone Road.
Nature Open spaces, drainage, green infrastructure, biodiversity	Arable and sheep grazing land between the 2 satellite settlements. No public open spaces or footpaths. One of the properties has a pond adjacent to the road which attracts local wildlife.
Built form Type, density, grain, building line, height, public/private	Mixture of 19th and 20th century domestic properties (detached and semi-detached), comprising bungalows, 2 storey houses and barn conversions. Poultry farm has 2 large concrete and tiled roof poultry houses and 4 feed silos. Water treatment plant has large square grass mound topped with aggregates. No public buildings or local authority owned properties.
Identity Design of buildings, detailing, sense of place	All domestic properties appear to be traditional brick and tile construction. Poultry farm buildings typical for indoor reared birds. Area typical of small rural settlements that have grown over time with most properties being individual designs.
Public space Street types, lighting, social interaction, security	No streetlights or pavements. Poultry farm has mesh fence and gates, with security lighting. Water treatment plant has high mesh fence and gates, both topped with barbed wire.
Use Mix of activity, housing mix, community use, active frontages	Private housing. Poultry farming. Water plant automated.
Homes and buildings Well designed and accessible, gardens	All housing of different designs typical of the period they were constructed in. Generally, well-maintained and easily accessible. All domestic properties have gardens.
General	The area is bordered by farmland and woodland, making it unsuitable for infill development.

Note: Appraisal for Area 10 is combined with Area 1 on page 39.

Area 11 - Buckenham

Feature	Characteristics
Movement Streets, junctions, active travel, parking arrangements	Rural settlement loosely arranged in a series of satellites along the single-track lanes of Stone Road merging into School Road, running roughly east west. Junctions with Carrs Road next to the school; and Church Road, a no-through road, which runs south, close to the church.
Nature Open spaces, drainage, green infrastructure, biodiversity	Arable landscape of large open fields, bounded by banks and ditches at western end; some sections of established hedging mixed with more recent replanting along eastern section. Three Public Right of Ways: one north-south across fields from the junction of Church Road toward Buckenham Wood; one across fields to the church, between Church Road and Station Road; one along edge of Long Meadow, a County Wildlife Site. Wildlife observed reflect proximity of Buckenham Marshes Nature Reserve: pink-footed geese, rooks, jackdaws and lapwings in the winter; other wildlife typical of open arable landscape including hares, barn and little owls, linnets and mistle thrush. Three publicly accessible open spaces: the churchyard; the small grassy area associated with the community room; and Long Meadow (CWS), a river meadow with associated flora and fauna, including wild orchids, many types of dragonflies, and several mature boundary oaks.
Built form Type, density, grain, building line, height, public/private	Historic centre of the hamlet is at west end: redundant medieval church (Grade I) of St Nicholas; former site of Buckenham Hall, now occupied by 20th century semi-detached houses and modern agricultural buildings; and 19th century Old Rectory (House, outbuildings and perimeter wall listed Grade II). Two further groups reflect 19th century pattern of satellite settlement along the lane, one on the junction of School Road and Carrs Road adjacent to 19th century School House (converted), and a group of 19th century semi-detached cottages further north-east. Buildings are a mixture of 19th and 20th century detached and semi-detached houses, set back from the road in large plots.
Identity Design of buildings, detailing, sense of place	Each group of buildings contains historic buildings with more modern individual development or extensions. Apart from the flint church, the main construction materials are brick and tile, although painted timber cladding, slate and thatch are also present.
Public space Street types, lighting, social interaction, security	No street lights or pavements.
Use Mix of activity, housing mix, community use, active frontages	Building use is predominantly private domestic. Community room adjacent to the old School House. Agricultural activity in low-lying modern buildings close to church.
Homes and buildings Well designed and accessible, gardens	Variety of architectural styles and detailing, using predominantly red brick and clay roof tiles. Properties are large, with generous gardens and vegetation.
General	The area adjoins farmland to the north and woodland to the south, which is also partially within the Broads Authority Executive Area. The church located away from the road is a key landmark.

Area 12 - Hassingham

Feature	Characteristics
Movement Streets, junctions, active travel, parking arrangements	Rural settlement loosely arranged along Church Road, a single-track lane running north-south between high grass banks and roadside ditches. South end turns into a private track onto marshes. Crossroads at south end with Carrs Road.
Nature Open spaces, drainage, green infrastructure, biodiversity	Arable landscape of large fields, most without hedges. Long unimpeded views across the valley. Two plantations, and two small areas of private woodland. Public right of way runs east west across fields at the north end, bounded by a recently planted mixed hedge. Wildlife typical of open arable landscape. Drainage via roadside ditches. Churchyard is managed for wildlife.
Built form Type, density, grain, building line, height, public/private	Historic centre of hamlet is the medieval church (Grade II*) of St Mary at south end, adjacent to a small cluster of early 19th century houses and outbuildings. Houses north of the crossroads are largely 20th century but follow the grain of historic common-edge settlement: a loose development scattered along the lane, with fields between. A mix of detached and semi-detached, single and two-storey buildings, set well back from the road in large plots.
Identity Design of buildings, detailing, sense of place	Building group around and including the medieval church is largely vernacular in construction, with some more recent extensions. Church is flint and black tile, other buildings are red brick (some painted), with mostly black tile roofs. One building retains its thatched roof. Buildings north of crossroads are generally more varied in design, largely 20th century, and developed individually.
Public space Street types, lighting, social interaction, security	Churchyard is the only public space. No street lighting or formal pavements.
Use Mix of activity, housing mix, community use, active frontages	Building use is private residential.
Homes and buildings Well designed and accessible, gardens	Variety of architectural styles and eras, including new buildings with rendered walls contrasting with traditional red brick properties. Projections and varied roof forms are present. Gardens are well-vegetated and generous, with examples of narrow front gardens along Church Road.
General	The area is surrounded by farmlands and parcels of woodland, adjoining the Broads Authority Executive Area to the South. The stone church tower is a prominent landmark.

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