

# STOKE FERRY

## Design Codes

June 2022

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## Quality information

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Introduction

01



# 1. Introduction

## 1.1. Background

Through the Government's Neighbourhood Planning Programme led by Locality, AECOM was commissioned to provide design support to the Stoke Ferry Neighbourhood Plan Working Group. The support is intended to provide design codes based on the character and local qualities of the village.

## 1.2. Purpose of this document

This document is an annex to Stoke Ferry's Neighbourhood Plan. Its purpose is to add depth and illustration to the Plan's policies on design and growth, offering guidance on the community's expectations.

The National Planning Policy Framework (2021, para 127) states that "neighbourhood planning groups can play an important role in identifying the special qualities of each area and explaining how this should be reflected in development"; this document does this for Stoke Ferry.

## 1.3. Preparing the Design Codes

The following steps were undertaken to produce this document:

- Initial meeting between AECOM and the Stoke Ferry Neighbourhood Plan Working Group and as this was during the national Covid 19 lockdown, a joint virtual 'site visit' was carried out via Teams and Google Street view;
- Review of existing baseline documents;
- Urban design analysis; and
- Preparation of Design Codes document.



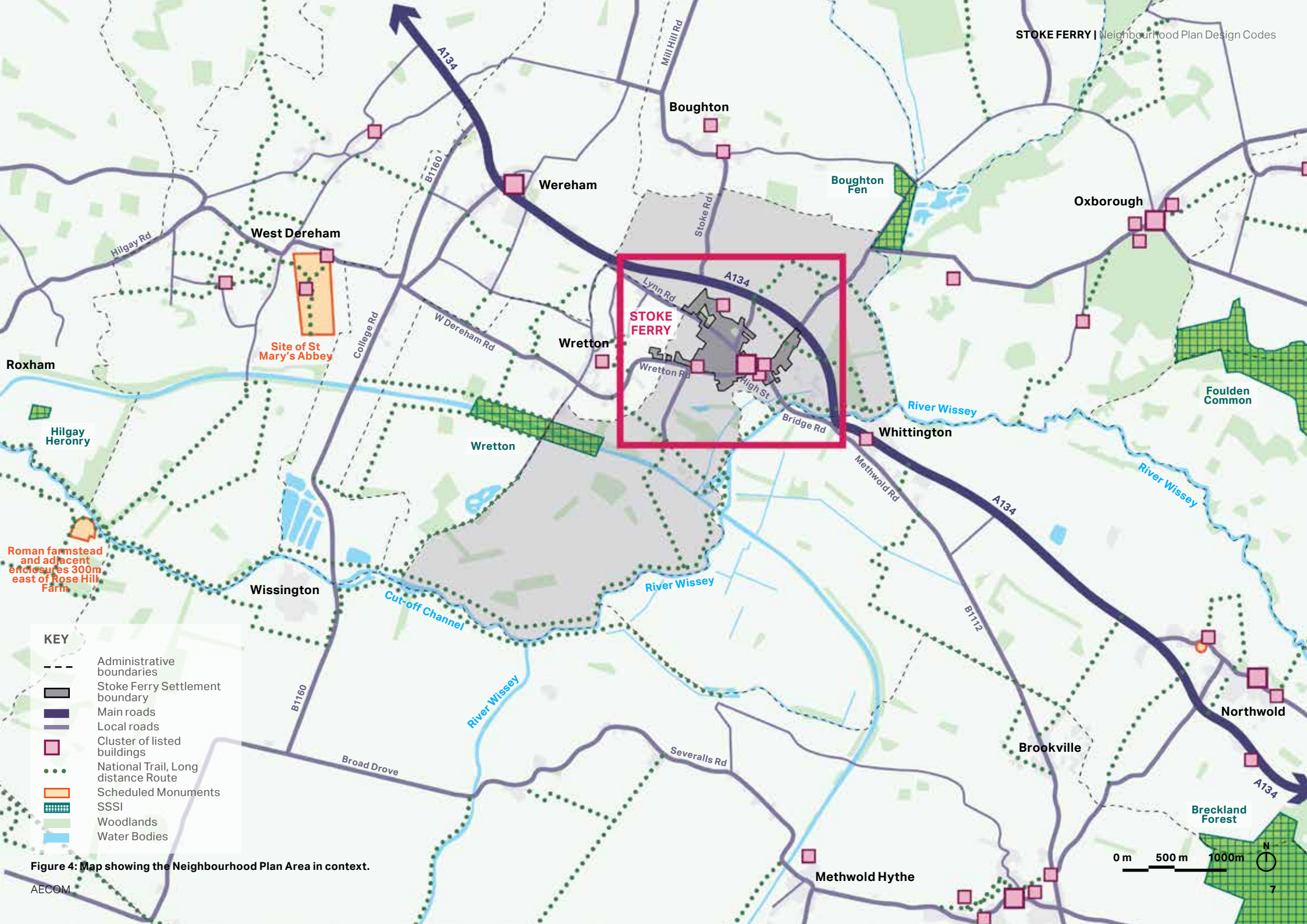
Figure 1: Grade II listed Tower Mill



Figure 2: View of the Norfolk Fens landscape



Figure 3: View of High Street in historic core of the village











Local Context

02



## 2. Local Context

This section describes the local context and the key constraints and opportunities to be considered.

### 2.1. Local context of Stoke Ferry

The Norfolk village of Stoke Ferry is located in the Borough of King's Lynn and West Norfolk. The village lies in a transition from higher ground to the east towards the distinctively flat and open landscape of The Fens. Stoke Ferry is remote from major population centres and is approximately 14 miles south of the main regional service centre King's Lynn, 17 miles north-west of Thetford, 8 miles east of Downham Market and 11 miles south-west of Swaffham. The village has a population of 1,020 and is therefore one of the larger villages in this predominantly rural and agricultural part of Norfolk.

Stoke Ferry is connected to its surrounding hinterland by the A134 trunk road, which bypasses the village and links to Downham Market, King's Lynn and Thetford. The B1112 and B1160 minor roads link to other villages such as Methwold and Southery. Stoke Ferry is in closer

proximity to the villages of Boughton, Wereham, Whittington and Wretton which all lie within a 2 mile radius. In terms of public transport, there is a long distance bus service between Thetford and King's Lynn which stops at Stoke Ferry and runs in both directions. The nearest railway station in Downham Market offers services to Cambridge, Ely, King's Lynn and London.

Stoke Ferry is a historic village with many listed buildings and an intimate, well preserved medieval settlement pattern at its core. Of particular importance are its views into the open countryside from within the Conservation Area. The surrounding landscape is rich in wildlife, with two SSSIs at Wretton and Boughton Fen. The village centre is unique for its vibrant and diverse mixture of different housing types with use of different traditional building materials. The other parts of the village are also distinctive in terms of the character of their built form and historic buildings.

This report sets out seven character areas across Stoke Ferry in Section 3 to explain and illustrate the different qualities of respective parts of the village. These include CA1:, which covers the most ancient part of the village and encloses the High Street. CA2: Bridge Road, is a continuation of the historic core and High Street

leading south-east towards the River Wissey and Whittington. CA3:

Oxborough Road, Little Man's Way leading north-east is a secondary historic core of the village. CA4: Furlong Road/Furlong Drove/Boughton Road/Lynn Road has a mix of historic and modern housing. CA5: Buckenham Drive/Bradfield Place/Fairfield Road/Border Road/Oak Road has a distinctive suburban quality with more modern housing. CA6: Wretton Road/School Lane includes older housing and is more rural. CA7: Limehouse Drove/Joe's Plantations is mostly rural and consists of farmland with a scattering of properties.

Stoke Ferry is a village supported in its long history by the wildlife and agricultural wealth of The Fens, wetlands and their rich soils and its trading wealth as an East Anglian inland port. It lies at a strategic location at The Fen's edge where a ridge of high ground rises from a crossing over the River Wissey. There is evidence of dense settlement in this area of slightly higher ground from Palaeolithic times in contrast to the majority of The Fens which were drained and converted to farmland much later. The village was recorded in the Domesday Book and is thought to have its etymological



origin with 'stoches' from 'stow' for habitation and 'ches' meaning water. Stoke Ferry became a wealthy inland port for the local region as the River Wissey was navigable as far as the village and enabled trade with the surrounding area. This era has left many of the important listed buildings in the village which can be seen prominently on the High Street. Today these give a strong sense of civic pride and prosperity. Unlike other smaller rural villages, Stoke Ferry demonstrates a legacy of trade and transport, and shares an association with other larger Norfolk towns such as King's Lynn, that present many noble and fine buildings from the late medieval and early modern periods.

The village has a number of important listed buildings mostly concentrated on a short stretch of the High Street between Lynn Road and Oxborough Road. These include the Grade II\* listed Stoke Ferry Hall and Grade II listed redundant Church of All Saints among many other Grade II listed houses. The Stoke Ferry Conservation Area covers much of the village, stretching to its outskirts. Landscape is an important element of the village's coherence and historic qualities. The Conservation Area Character Statement notes that the Wissey river crossing and topography contributes to

the overall setting of the village. The landscape topography provides dramatic approaches to the village as the High Street is oriented steeply away from flat ground to the south and east. Additionally, views out into the open countryside connect the historic village core with its agricultural hinterlands.





Stoke Ferry

Lynn Rd

A134

Boughdon Rd

Lynn Rd

Village Hall

High Street  
All Saints' Church

Oxborough Rd

A134

Wretton Rd

Wretton Rd

Community Centre

School and Nursery

Bridge Rd

Wretton

River Wissey

River Wissey

Bridge Rd

Whittington





## 2.2. Constraints and opportunities

### LANDSCAPE AND TOPOGRAPHY

The landscape and topography of Stoke Ferry contribute to its recognisably Norfolk Fens visual identity. The parish falls within The Fens National Character Area (NCA) designated by Natural England. This is a distinctively historic and human influenced wetland landscape which stretches from Lincoln and Peterborough all the way to King's Lynn and Cambridge. Stoke Ferry is located towards the eastern edge where it meets the North West Norfolk NCA and The Brecks NCA. The landscape is recognisable from its large, flat and open character with vistas to level horizons. This creates the appearance of very large skies in contrast to the rest of the UK. There are patches of higher elevation that rarely pass the 10m contour, as with famous hills like the Isle of Ely, their isolation and rarity renders these higher points dramatic and visible for miles. Stoke Ferry is an example of a small area of elevated topography by a river course, and this makes the village visible from the surrounding flat landscape. Much of The Fens landscape is intensively drained and cultivated, but the salt marshes and wetlands which remain support internationally important populations of birds.

King's Lynn and West Norfolk Borough Council have prepared a Landscape Character Assessment for the area. Stoke Ferry falls within the H Settled Farmland with Plantations Landscape Character Type, and more specifically the Landscape Character Area H4 Wereham. The Settled Farmland with Plantations Landscape Type consists of a transition from the low-lying flat landscape of The Fens and the more elevated and variable landscapes of The Brecks heathlands. Fields are medium to large, interspersed by belts of woodland that provide some enclosure. Landmark features include churches and windmills, such as at Stoke Ferry where the old windmill is prominently visible on higher ground. While the landscape is less open as a result of trees and sparse settlement, there are still very extensive views out towards the Fens from the settlements. The H4: Wereham Landscape Character Area has several linear villages strung along the A134 and nearby roads between Downham Market and Stoke Ferry. Moving towards Stoke Ferry the settlement becomes denser and the villages become closer together. There is a strong sense of rural tranquillity and peaceful roads connect many of the farms and villages together away from the busy transport corridor of the A134. Of particular

importance to conserve in this landscape are the hedgerows and woodlands, views out into the wider landscape and the sense of tranquillity. New development should seek to conserve the area's rural character and ensure that it acknowledges the historic settlement patterns.

Land between the built-up area of Stoke Ferry and Wretton is intended to be a 'Strategic Gap' with the aim to prevent the physical joining up of the settlements and further ribbon development along Wretton Road.

### ACCESS AND FOOTPATHS

Stoke Ferry benefits from a scenic network of public rights of way linking the village to other nearby villages, hamlets and farmsteads and scenic walking routes along the River Wissey and The Cut-Off Channel. From north clockwise, footpath FP1 leads from Furlong Drove northwards connecting to restricted bridleway RB7 which loops east and south to bridleway BR8 coming back into the village by the River Wissey. This provides an attractive walking route through the countryside to the north. In addition two connector footpaths FP4 and FP5 run between Furlong Drove, Oxborough Road and the River Wissey. FP5 is also known

as Little Man's Way and offers a scenic walking route through some woodland east of the A134 bypass. A corridor of bridleways BR8, BR9, BR10, BR15 run along the north hand side of the River Wissey away to the south west before a fork. Here walkers or riders can choose to head straight on along the River Wissey on a long distance bridleway all the way to Hilgay, or turn right towards Wretton on restricted byway RB14.

Wretton is within easy walking distance of Stoke Ferry and the villages are partially linked by pavement. Wretton Road has a 40mph speed limit and a pavement on its southern side meaning that is safe and pleasant for pedestrians and cyclists. Lynn Road, Oxborough Road and Stoke Road are examples of less pleasant routes out of the village because they have a 60mph speed limit and no pavement. Other minor lanes can be enjoyable for pedestrians and cyclists because of the limited amount of traffic, and narrowness which acts to naturally restrain the speed of motorists. Good examples of this effect are Great Man's Way and School Lane which are attractive lanes linking several scattered homes.

## HERITAGE

Conservation Area Character Statement notes that its unique character is derived from its important river crossing site, views outwards of the surrounding countryside, the settlement pattern along lanes with twists and turns, the fine listed buildings of its High Street, the assemblage of unlisted historic buildings, the use of traditional vernacular building materials and the varied and interesting spaces between buildings.

There are several important spaces in the Conservation Area which provide a historic character as a function of not just a single building but the atmospheric visual scene. Starting from the river and working into the historic core and further beyond, Bridge Road at the River Wissey has particularly charming views of The Fens landscape, complemented by attractive dwellings and The Moorings development with its small boats moored along a riverside jetty. This is a very inviting introduction to the village arriving from the south-east and relates the village to its historic river trading past. Continuing into the village there are several water meadows and these represent a key feature of Stoke Ferry: the many gaps provided by large gardens and open fields

that break up the built form and contribute to its linear and dispersed settlement pattern. The junction of Bridge Road and Oxborough Road introduces the townscape's core.

The High Street rises gradually and offers an exceptionally complete view of varied historic buildings. Gaps between the ranges offer views into the gardens and landscapes beyond. This sense of connection to the countryside from within a High Street is rare and has often been lost to infill developments in other villages. There are key views at the centrepiece of the village where the redundant church, churchyard, war memorial and other historic buildings such as Stoke Ferry Hall are located. Other key areas of importance in the Conservation Area are the roads running out of the village, including Furlong Road, Furlong Drove, Wretton Road and Lynn Road.

These respective parts of the village will be described in more detail in Section 3 as Character Areas.

In terms of listed buildings, the following list provides a brief summary of their most important features:

- Stoke Ferry Hall, Grade II\*: Dating from 1792, grand mid- Georgian house of brick with a



pantile roof, of note is the dramatic door with a pair of Tuscan columns

- Bayfield's, Grade II: c.1700, flint and carrstone refaced in brick with pantile roof
- All Saints House, Grade II: House dating from late c17th and mid c18th, flint, carrstone and clunch partly colour washed with a pantile and plain tile roof
- Crown House, Grade II: Early c16th with c19th alterations, brick, carrstone and rubble with slate roof, former public house
- House Immediately East of All Saints Lodge, Grade II: mid c18th former inn, Gault brick with plain tile roof
- Deanscroft House, Grade II: Late Georgian house of brick with pantile roof
- Park House Including Stable Yard to East, Grade II: Dates from 1770, coursed clunch and carrstone with rendered brick façade and slate roof
- The Old Granary, Grade II: Former maltings built mid c18th of colour washed brick, clunch and carrstone and slate roof
- The Pineapple Coach House, Grade II: Stable yard with brick gate piers with pineapple finials, visually dramatic set of six arches with keystones
- Holmleigh and Vine House, Grade II: mid c18th brick with slate roof, notable as one of the larger houses in the village

- Osbourne House, Grade II: c.1840, Gault brick with slate roof, attractive mix of sash and bay windows
- Moulsham House, Grade II: Late c18th with earlier core, colour washed brick, flint and clunch, roof of concrete tiles, charming, irregular façade with changes in roof line
- Lodge Cottage, Grade II: Early c18th, whitewashed brick and pantile roof
- The Old Chemists Shop, Grade II: Exceptionally well restored late Georgian shop with shop window dating 1824 and rest of building from late c18th. Flint with Gault brick dressings and pantiled roofs, distinctive use of simple ornament achieved by use of flint and brick
- Redundant Church of All Saints, restored in 1987, Catholic, later Church of England Grade II: Parish church originally built c15th, tower fell 1578 with nave later rebuilt c18th, nave and chancel also rebuilt in 1848. Ashlar, clunch and flint with slate roofs. Bellcote at apex of western gable
- Canterbury House, Grade II: Late c16th altered in c19th, brick, clunch and carrstone with pantile roof
- K6 Telephone Kiosk, Grade II: Type K6 telephone kiosk which was designed in 1935 by Sir Giles Gilbert Scott, iconic for its domed roof on a red square kiosk with glazed panels
- Stoke Ferry War Memorial, Grade II: Erected around 1920. The plaque was replaced to

accommodate Second World War additions, a 3-metre tall grey granite wheel-head cross on a plinth. Commemorates the memory of those of the village who died in the First and Second World Wars

- The Lodge, early c19th house of whitewashed brick with pantile roof

## FLOODING

The southern part of the village suffers flooding from the River Wissey. Development in areas of significant flood risk is generally to be avoided unless there are substantial opportunities and requires further flood risk assessment to be carried out.

## LOCAL GREEN SPACES AND VIEWS

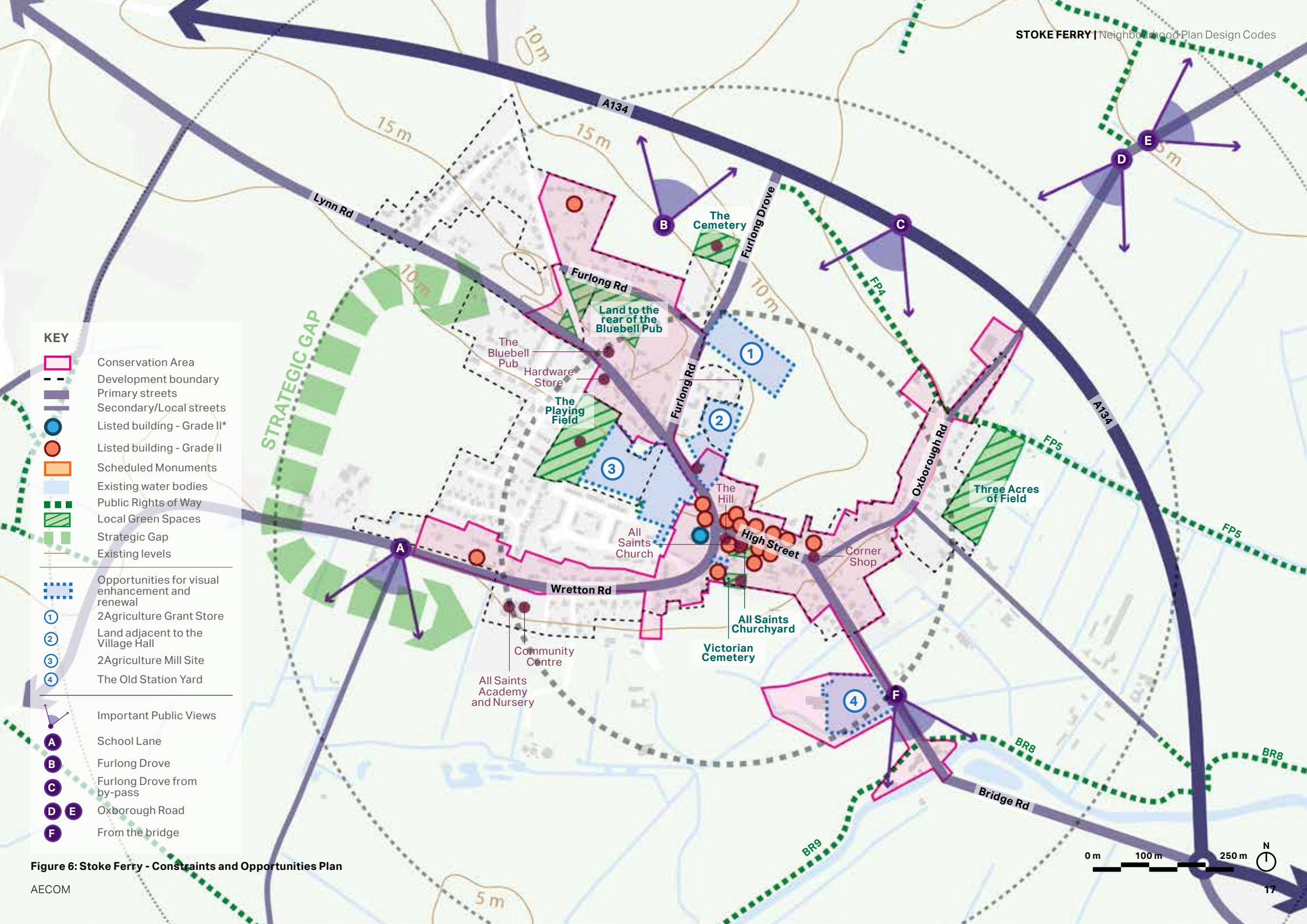
The significant and important local green spaces are shown on the plan opposite and represent important public spaces for the community in Stoke Ferry. Development on these areas will only be allowed in very, special circumstances.

There are also a number of key views identified as Important Public Local Views along Wretton Rd, Oxborough Rd and the A134 trunk road towards open landscape and the River Wissey. Future Development will have to visually enhance and avoid obstruction of these strategic key views.



Figure 5: Flood Risk





**Figure 6: Stoke Ferry - Constraints and Opportunities Plan**





STOKE FERRY

Bus Stop





Local Character Analysis

03



# 3. Local Character Analysis

This section identifies and describes the key physical features and key characteristics of the village.

## 3.1. Introduction

This chapter provides the key characteristics of the village of Stoke Ferry that define its special character. It describes the distinctive village structure and how development relates to the surrounding landscape, the different characters or places within the village and the way that buildings and spaces are orientated, formed and what relationships they form.

## 3.2. Village structure

Figure 7 describes the existing development structure of the village. The historic core represents the heart of Stoke Ferry with a high concentration of historic buildings and narrow lanes providing opportunities to discover historic parts of the village and access open fields. It is centred around two ancient crossroads with the Hill, the hub of the village, the former All Saints Church and other landmarks. There are significant landscape gaps throughout the settlement, particularly on Bridge Road. This is

in contrast with adjacent development areas.. Oxborough Road is considered the second historic core in the village due to the presence of old buildings such as the Old Brewery and Craftsman Cottages. Other features within the village include Tower Mill, which provides a landmark feature, the Blue Bell Public House, Buckenham Drive, Manor House/Manor Lodge and other clusters of historic buildings throughout the village. Combined, these features contribute to the unique character of Stoke Ferry.



There are a number of opportunities for visual enhancement and renewal of currently underused and derelict sites. If not designed sensitively and sympathetically future developments might have a significant negative impact on the character of the village.

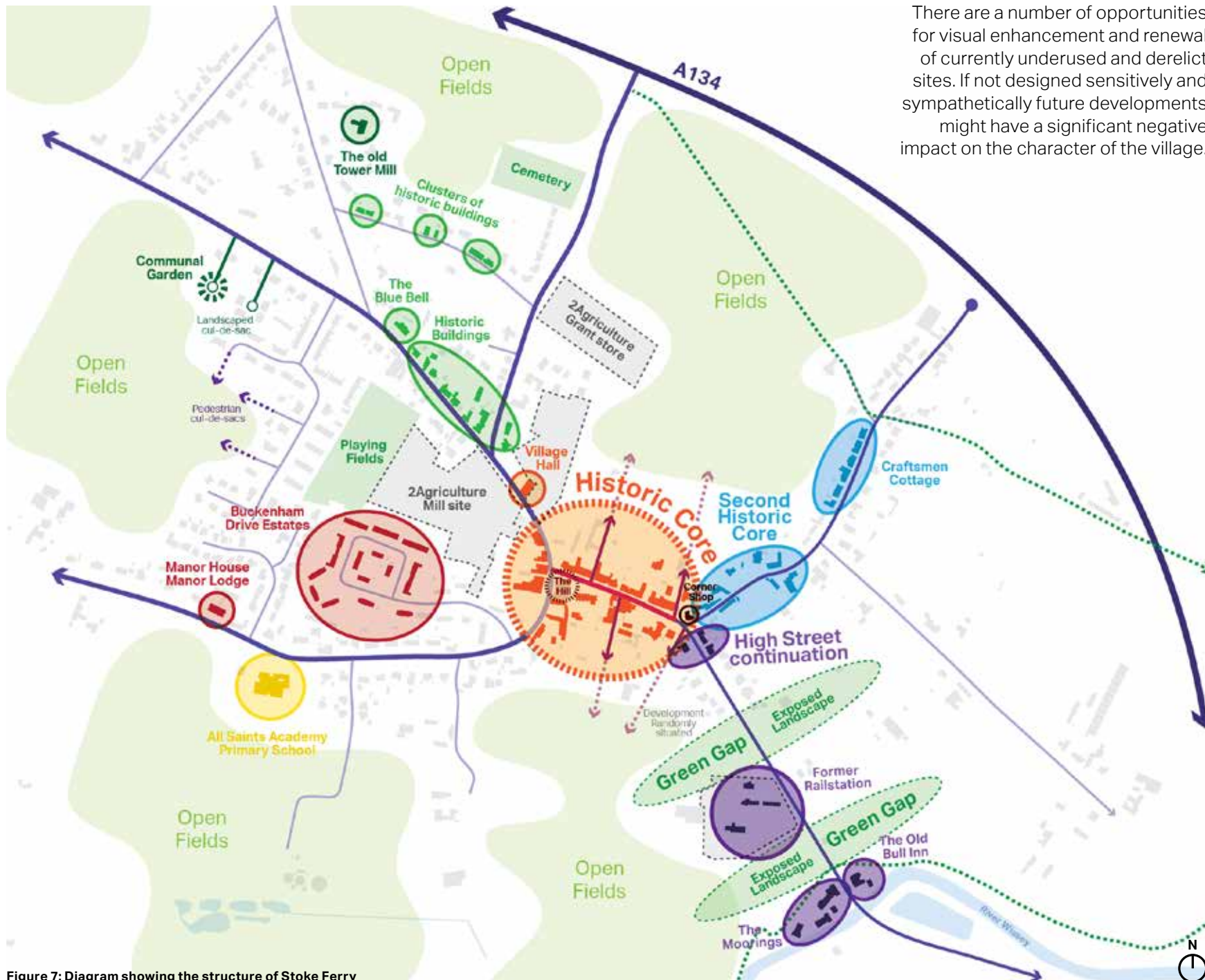


Figure 7: Diagram showing the structure of Stoke Ferry

3.3. Topography

The village of Stoke Ferry is situated on rising ground above the River Wissey. Buildings to the north of the village are set on higher ground than the buildings to the south. Variation in roofline is important and any rooftop extensions should be considered with this in mind.

3.4. Special buildings and places



Figure 8: From top left clockwise: Grade II listed The Old Tower Mill, The Corner Shop, The Hill public realm, All Saints Church

Change contrast of contours in the photo, these don't show up clearly



Figure 9: Topography of Stoke Ferry



### 3.5. Character Areas

The steering group has identified 7 different character areas within the village of Stoke Ferry. The following pages provide a summary of the characteristics of these Character Areas (taken from the full description provided by the steering group):

- **CA1: Historic Core**
- **CA2: Bridge Road, Great Man's Way**
- **CA3: Oxborough Road, Little Man's Way**
- **CA4: Furlong Road/ Furlong Drove/ Boughton Road/Lynn Road**
- **CA5: Buckenham Drive/Bradfield Place/ Fairfield Road/Oak Road/ Border Road**
- **CA6: Wretton Road/School Lane**
- **CA7: Limehouse/Joe's Plantations**



CA1: Historic Core



CA2: Bridge Road, Great Man's Way



CA3: Oxborough Road, Little Man's Way



CA4: Furlong/Boughton Road/Lynn Road



CA5: Buckenham Drive/School Lane



CA6: Wretton Road/School Lane



CA7: Limehouse/Joe's Plantations

KEY

CA1 - Historic Core

CA2 - Bridge Road, Great Man's Way

CA3 - Oxborough Road, Little Man's Way

CA4 - Furlong/Boughton Road/Lynn Road

CA5 - Buckenham Drive/School Lane

CA6 - Wretton Road/School Lane

CA7 - Limehouse/Joe's Plantations

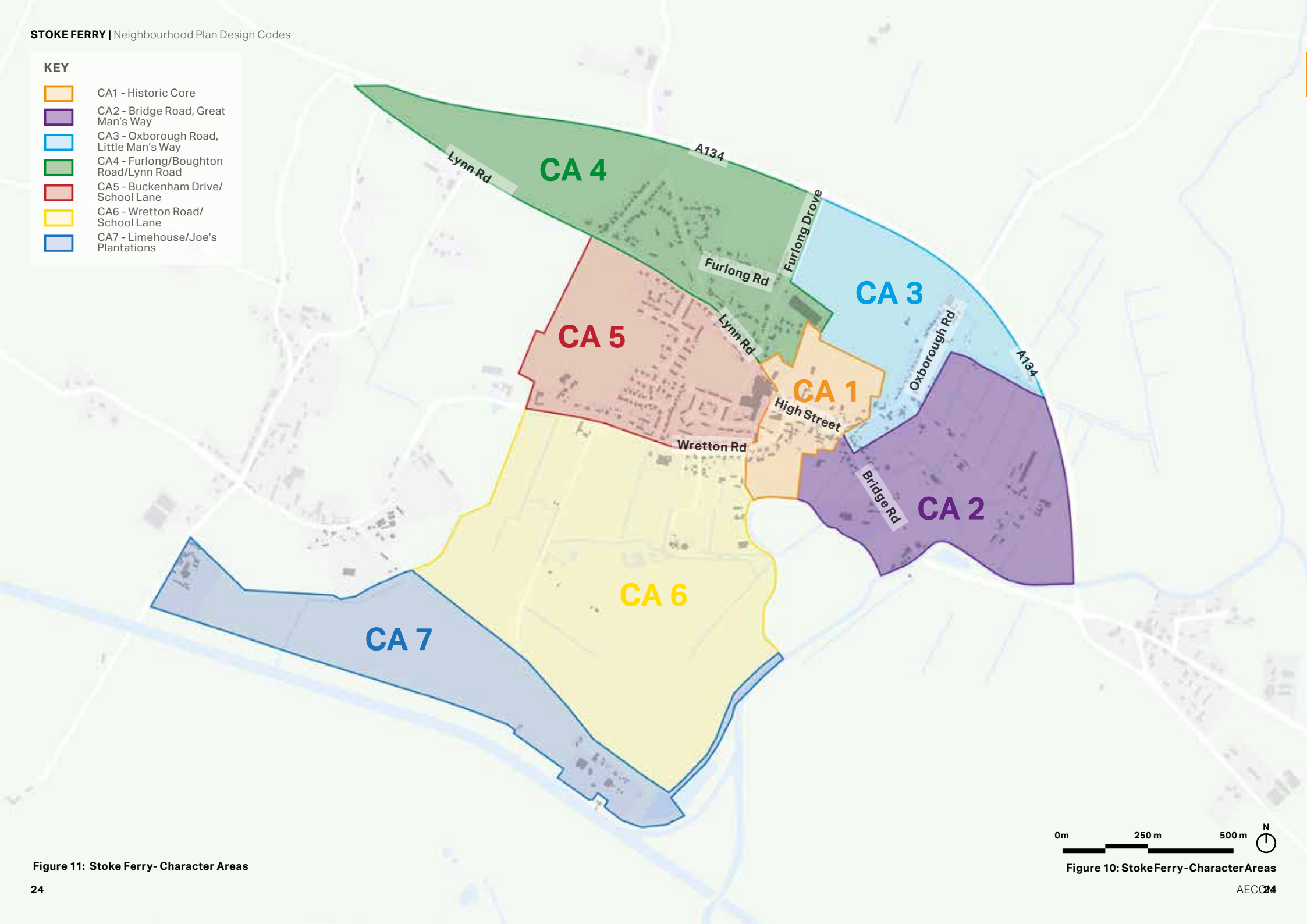


Figure 11: Stoke Ferry- Character Areas



Figure 10: StokeFerry-CharacterAreas



## 3.6. CA1: Historic Core

### STREETS AND PUBLIC SPACES

The Historic Core of Stoke Ferry begins where Bridge Road becomes High Street, at the junction of Oxborough Road. The High Street forms the main route through the village and historic development is generally lined up with the pavement, particularly on the north side of the street.

The High Street is narrow and not suitable for high traffic volumes or large vehicles. The layout of the village was determined by the convergence of an ancient road network.

Narrow lanes leading off the High Street represent a key characteristic of the older part of the village. They are crannies, dead ends, that provide access to properties located down these lanes.

Wretton Road is a wider road with pavement on the northern side of the roadway and green verges along the southern one. The high volume of heavy goods vehicles along part of Wretton Road and Lynn Road cause noise, pollution and potential damage to historic buildings.

### PATTERN AND LAYOUT OF BUILDINGS

The great diversity of housing types, building materials and the varying ages of buildings, contributes to the uniqueness of the village centre.

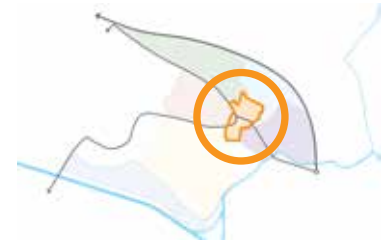
Buildings are generally set parallel to the High Street. There are exceptions, where they are set at right angles, forming lanes or yards leading away from the High Street.

Many large houses on the High Street have green open aspects behind them and generous back gardens.

Building materials are traditional and varied within the Historic Core. They include cobble, clunch, flint, render, Gault and rendered brick. Roofing materials include grey slate, red pantile and shingle roofs. Galletting and ashlar are also quite common. The use of brick and flint cobble is a distinctive feature of the area, and walls and boundaries to properties continue its use, forming enclosure and consistency. Wooden and traditional cast iron front railings also set public-private boundaries.

The Corner Shop is the only commercial property along the High Street and is a focal point for the village.

The Village Hall is located along the eastern side of Lynn Road, north of the Hill, on the fringe of the Historic Core. It is surrounded by redundant and derelict land. Planning permission has been granted for twenty-nine houses plus a car park on the vacant land either side of the Village Hall.



### BUILDING HEIGHTS AND ROOFLINE

The density and varying heights of the buildings is a unique characteristic of the Historic Core.

The historic buildings generally are defined by steeply pitched roofs (with a very similar pitch/gradient). Most development is 2-storey, with some 3-storey buildings. The steep roof pitches make some of the historic buildings seem taller/more prominent. Other types of roofs present include hipped, shed, and mansard roofs. The variety of chimneys and gabled roofs adds interest to the street scene.

### CAR PARKING

The Hill is partly used as a car parking space for the Village.

### OPEN SPACES

Historically The Hill is the hub of the village and the main open space in the area. It was originally a marketplace and is now used for parking and community events. It is overlooked by prominent listed buildings, and the redundant Church.

The churchyard is another important local green space in the village, with grassed surface and mature trees. There are also two small, attractive communal garden areas situated at the junction with Wretton Road, the High Street and Lynn Road, maintained by the Parish Council.

**2 Agriculture Mill Site**

Potential significant impact on the character of the village if not designed sensitively and sympathetically.

**Land adjacent to the Village Hall**

Potential significant impact on the character of the village if not designed sensitively and sympathetically.

**Village Hall**

Frequent **narrow lanes** providing opportunity to **discover unique parts** of the village and direct **access to open**

**LISTED BUILDINGS**

①	Stoke Ferry Hall
②	Bayfields
③	Cobbles
④	All Saints Lodge / Crown House
⑤	House immediately east of All Saints Lodge
⑥	Deanscroft House
⑦	Church of All Saints
⑧	Park House including Stable Yard to East

⑨	The Old Granary
⑩	The Old Chemists Shop
⑪	The Lodge
⑫	Lodge Cottage
⑬	Moulsham House
⑭	The Pineapple Coach House
⑮	The Surgery
⑯	Osbourne House
⑰	Stoke Ferry War Memorial & K6 Telephone Kiosk
⑱	Canterbury House

**THE HUB OF THE VILLAGE**

Extensive back gardens and big green open spaces

Historic buildings set close to the street

High presence of historic listed buildings

Take-away

Old walled garden

Grassed amenity areas

Victorian Graveyard

Playing Fields

**The Corner Shop**

**Great diversity** of house types and materials that contributes to the **uniqueness** of the village

**Density and varying heights** of the buildings is a **unique characteristic** of the historic core



Figure 12: CA1: The Historic Core





Figure 13: The Hill public realm



Figure 14: Varied facade showing use of sash windows



Figure 15: Sash windows are a key feature of the historic core



Figure 16: Village Hall



Figure 17: Distinctive use of materials on side gable



Figure 18: Side passage with flint wall





Figure 19: Grade II listed Stoke Ferry Hall



Figure 20: View by the Corner Shop along High Street



Figure 21: Grade II listed Osbourne House



Figure 22: Grade II listed All Saints Church (now privately owned)



Figure 23: Distinctive spaces are found across the historic core



Figure 24: Distinct roofscapes add character and variety to the built environment



### 3.7. CA2: Bridge Road, Great Man's Way

#### STREETS AND PUBLIC SPACES

Bridge Road is the continuation of the Historic Core and High Street and leads to the River Wissey and Whittington Parish to the south. This busy road has a pavement to the northern side and discontinuous green verges along the southern side of the roadway. Anecdotal evidence points to speeding being an issue on this road.

Modern bungalows and houses are randomly situated along Bridge Road with significant landscape gaps that provide long distance views to open fields and countryside.

Great Man's Way is a historic drove way leading away from Oxborough Road with an eclectic mix of modern housing and those of a rural character. This area has a very rural atmosphere and feels separated from the village. There is noise pollution from the A134.

There are key strategic views and vistas towards the surrounding natural environment (farmland, copses, river, swans, river boats and waterfowl) approaching from the Whittington roundabout and the Bridge. The present bridge is relatively modern and not in keeping with its historic setting, replacing a cast iron bridge, demolished in 1899. It represents a key access point to the village.

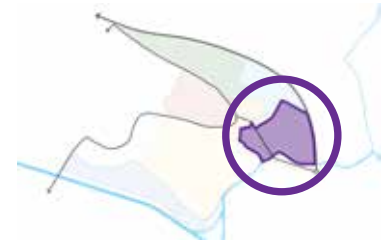
River Walk is a public Bridleway (BR8 ) running alongside the River Wissey. There are pleasant views across the River and to meadows.

There is another Public Right of Way (FP6) that intersects Bridleway 8 at the approach to Great Man's Way.

#### PATTERN AND LAYOUT OF BUILDINGS

Housing along Bridge Road is diverse with various buildings from different eras lining the street including bungalows, flats, semi-detached, detached and terraced houses.

A cluster of buildings of historic interest is located at the northern end of the street, just before Bridge Road becomes High Street. They are set parallel to the roadway similarly to the historic buildings along the High Street. To the south is Trafalgar House built in 1913 as a tribute to Admiral Horatio Nelson. Stained glass in the door panels and entrance flanked by two imposing lions. Across from Trafalgar House are a group of terraced houses (1-5 Bridge Road). They have an urban character, something that you rarely find in a village. Built with Gault Brick, they have a mix of original and modern sash windows as well as traditional iron fences along the property boundaries.



More modern buildings in the form of bungalows and houses lie further south along Bridge Road and are generally set back from the road with generous front and back gardens. There is a Georgian house, Hawthorn Lodge, with traditional sash windows along the western side of the street screened by tall hedges and mature trees. Next to it there is a new house, Acer House, built in Georgian style to complement the character of the adjacent property.

Further south along the eastern side of Bridge Road is the former Stoke Ferry Railway Station. At the time of writing, residential development is due to take place at the former railway station.

South of the railway station development is the Moorings, an attractive modern mix of flats and houses of varying sizes centred around some of the earlier buildings connected to the, once important, malting trade. These houses represent an example of good design in the village, providing variety in terms of materials and typologies. The Old Bull Inn is located on the other side of the road. It was originally a Public house now converted into residential use. The existing building was built in 1929 after the original Old Bull Inn was destroyed by fire.

## CA2: Bridge Road, Great Man's Way

Many of the older properties on Bridge Road have traditional wrought iron fencing; some others have mature hedges

Great Man's Way is a mix of houses and bungalows. There is still open and undeveloped ground forming gaps between developments, similarly to Bridge Road. New properties (bungalows and houses) have been built over the last few years all of which are brick and set back from the road. There are also two static caravans.

Building materials across this character area include red and yellow (Gault) brick, brown shingle, white-washed brick and cobble. Roofing materials include red pantiles, modern black slate and Welsh slate. Overall, there is a strong presence of existing mature trees and hedgerows, particularly on Great Mans' Way.

### BUILDING HEIGHTS AND ROOFLINE

There is a mix of 1 and 2-storey development along Bridge Road and Great Man's Way. The development at the north of Bridge Road generally mimics the historic roofline with steeper pitches and chimneys. The development to the south and on Great Man's Way is distinguished by the use of hipped, gabled and mansard roofs.

### CAR PARKING

Generally car parking is located on-plot, within front gardens, either on generous gravel driveways or within garages that reflect the character and materials of the residential buildings. There is a private parking courtyard at the Moorings and some on street parking which creates traffic queues during busy times of the day on Bridge Road

Parking on the approach to the bridge can create a traffic hazard for vehicles leaving the village.

### OPEN SPACES

There are no public open spaces within the area. Extensive green spaces and open fields are located along Bridge Road and the River Wissey.



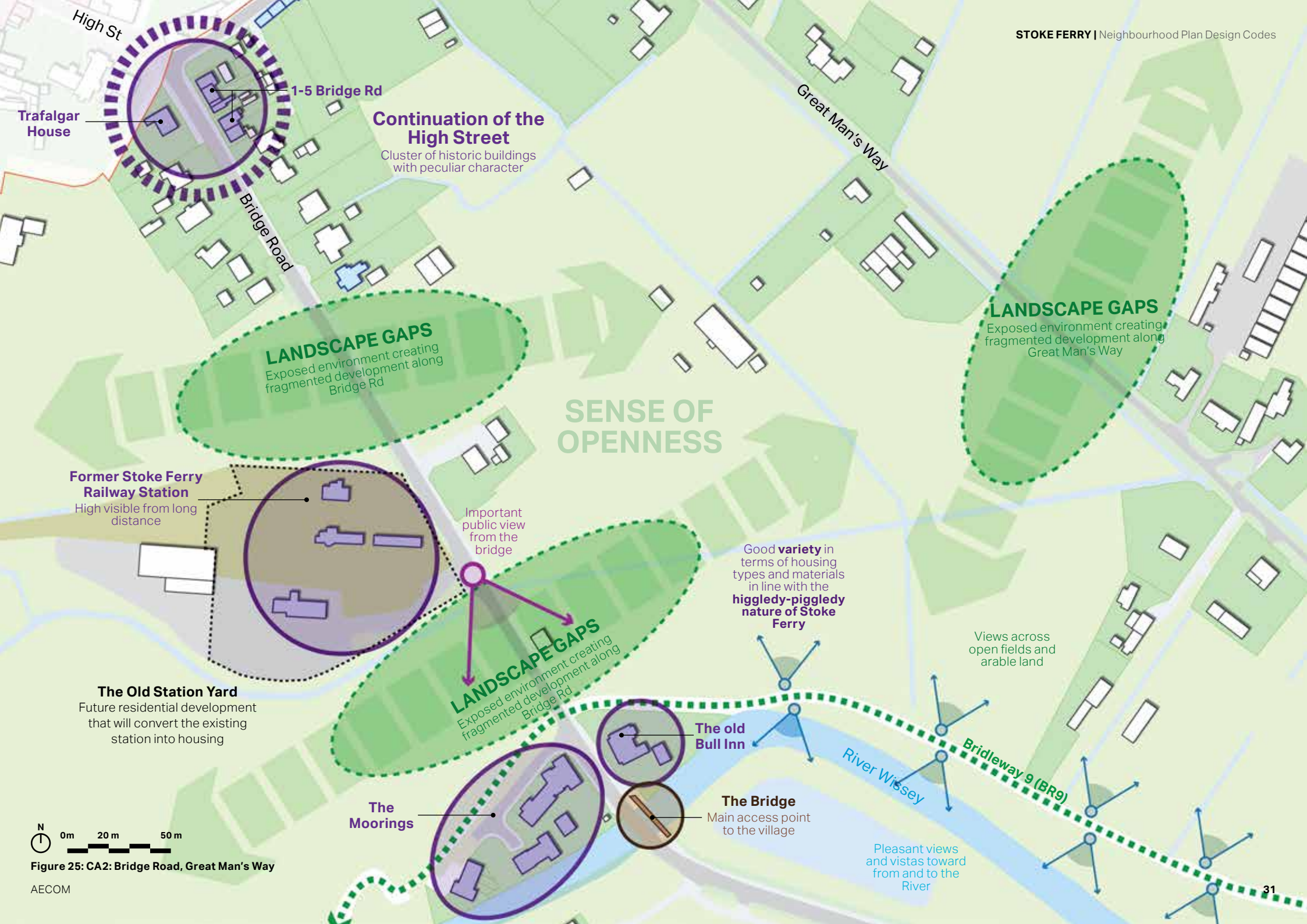


Figure 25: CA2: Bridge Road, Great Man's Way





Figure 26: The former Old Bull public house on Bridge Road



Figure 27: Scenic view of River Wissey



Figure 28: Boats moored along River Wissey



Figure 29: The Moorings - mansard roof creating distinctive roofscape



Figure 30: Example of quiet residential access road



Figure 31: Example of modern housing along Bridge Rd





Figure 32: Terraced houses at the northern end of Bridge Rd



Figure 33: Attractive semi-detached pair with grand doorways



Figure 34: Impressive detached property with strong presence (Trafalgar House)



Figure 35: The old station yard - varied roofscape creates visual interest

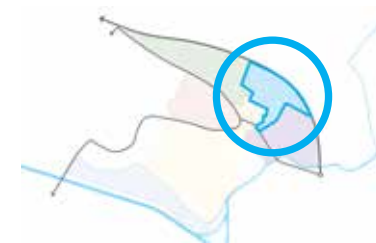


Figure 36: Tranquil rural scene along Great Man's Way



Figure 37: Bungalow and static caravans on Great Man's Way

### 3.8. CA3: Oxborough Road, Little Man's Way



#### STREETS AND PUBLIC SPACES

Because of its high number of historic buildings, Oxborough Road can be considered Stoke Ferry's second historic core. It connects to the High Street and runs north-east and across the A134 towards Oxborough village.

This was an important historic route for travellers from Oxborough, Swaffham and beyond, bringing them into the village and to the ferry and bridge crossings on route to London. Originally it was a busy road with commercial activities, inns and farms, along with its brewery and granary. It was a busy hub in the village and it still retains character and distinctiveness.

Today, there are no commercial activities. It is a quietly trafficked, winding road with a pavement to the northern side, which stops approximately where Oxborough Road meets Barker's Drove. Pavement along the eastern side is discontinuous and interspersed with green verges. The roadway is lined with planting, trees, hedgerows, brick walls, and traditional iron fences forming the property boundaries. Oxborough Road also forms part of the National Cycleway (Regional Route 30) that links Stoke Ferry to Lowestoft via Thetford. Moving to the end of the

road its character becomes more rural. There is a large tract of arable land from Barker's Drove east to the A134 and beyond and north to Furlong Drove that gives a clear sense of spaciousness and openness. Barker's Drove continues as Footpath 4 across arable land to Furlong Drove, while Footpath 5, along Little Man's Way, has very much of a rural feel.

#### PATTERN AND LAYOUT OF BUILDINGS

Oxborough Road presents a homogeneous character despite its many types of housing. Generally, historic buildings and cottages are set close to or directly on the edge of the street and more modern houses are set back from the roadway with large front gardens with tall hedges and mature trees, creating a feeling of space. Along the eastern edge of the road there are properties with large back gardens..

The first property on the west side of Oxborough Road after the Corner Shop is the 18th century Old Brewery with wooden sash windows and whitewashed brick and cobble, two and three stories, and a pantile roof. At an angle and adjacent to this is the Old Granary (1746), of brick and cobble, red pantile roof set behind a cobble wall. Cockshill is a single-storey

shingle bungalow with pantile roof. It is followed by Millstones, a 20th century bungalow set well back from the road with generous gardens and parking. Fernleigh is a traditional cottage (1746), cobble and galletting and a red pantile roof. Attached is the Haven behind the low wall and hedge. Both have large gardens. This is followed by two, modern infill, red brick houses with pantile roofs. Both are set back from the road along with The Chalet. Meadow View, probably 18th century, is well set back behind a low brick wall, it was formerly The Cock inn. There then follows a row of thirteen, two-storey cottages, known as Craftsman Cottages, with small gardens behind traditional iron railings and long plots to the rear. Three of these cottages retain decorative curved capping. No 1 Craftsman Cottages has retained its original wooden sash windows. At the corner of Barker's Drove is Hunter's Moon, possibly a former farmhouse, of cobble with decorative quoining and brick infill, with red pantile roof set at an angle from Oxborough Road. White's Farmhouse (circa late 1700s) is on the southern side of Barker's Drove. To the north of Barkers Drove is a modern development of five detached and two semi-



detached houses. Built in 2017, they have large front gardens and ample parking space, existing hedgerow has been retained. Beyond this development is a large agricultural metal barn.

From the corner of Bridge Road along the east side of Oxborough Road is the modern Toll House (2017), built on the site of the original toll house of the 1770s. This is followed by two picturesque, semi-detached, two-storey cottages. Trowel House, with its extensive gardens, stands at an angle to the main road. It was formally an inn and alehouse (The Trowel & Hammer or Shovel & Hammer). Beyond the conservation area is Ferry Way, a modern red brick bungalow set well back with a large garden. The Hollies, on the corner of Great Man's Way, is a 20th century brick house which is again set back from the main road. All the houses along this side of Oxborough Road have large gardens. After Great Man's Way the houses are of modern construction and set back from the road. Three, much older, traditional properties line the remaining stretch of Oxborough Road; Hope Cottage, Holme Cottage and The Old Farmhouse.

Little Man's Way (Footpath 5) is a delightful tree-lined, grassy track leading down towards the River Wissey. It has many smallholdings and paddocks with sheep, horses, geese, chickens, and ducks. With its ditches it is a haven for wildlife. It has two houses of which Rose Cottage (pre 1840) is a traditional whitewashed two-storey cottage.

Building materials are mostly traditional and include carrstone, brick, galletting, flint, cobble, clunch, and colour washed render. Roof materials include orange/red pantiles, grey/black pantiles, clay pantiles and Welsh slates. Most older properties have replaced original wooden sash windows with UPVC windows in such ways that are unsympathetic to the historic character of the area.

#### **BUILDING HEIGHTS AND ROOFLINE**

There is a mix of one and two-storey development. The Old Brewery is the road's only 3-storey building. The rooflines are varied, with hipped and gabled roofs, shed dormers, chimneys, and gable ends

#### **CAR PARKING**

Generally, car parking is located on-plot, within front gardens, on generous gravel driveways or within garages that reflect the character and materials of the residential buildings. Craftsman Cottages mainly have on-street car parking at the front of their properties

#### **OPEN SPACES**

There are no public open spaces within the area. There are large open fields and arable land on both sides of Little Man's Way and Barker's Drove.

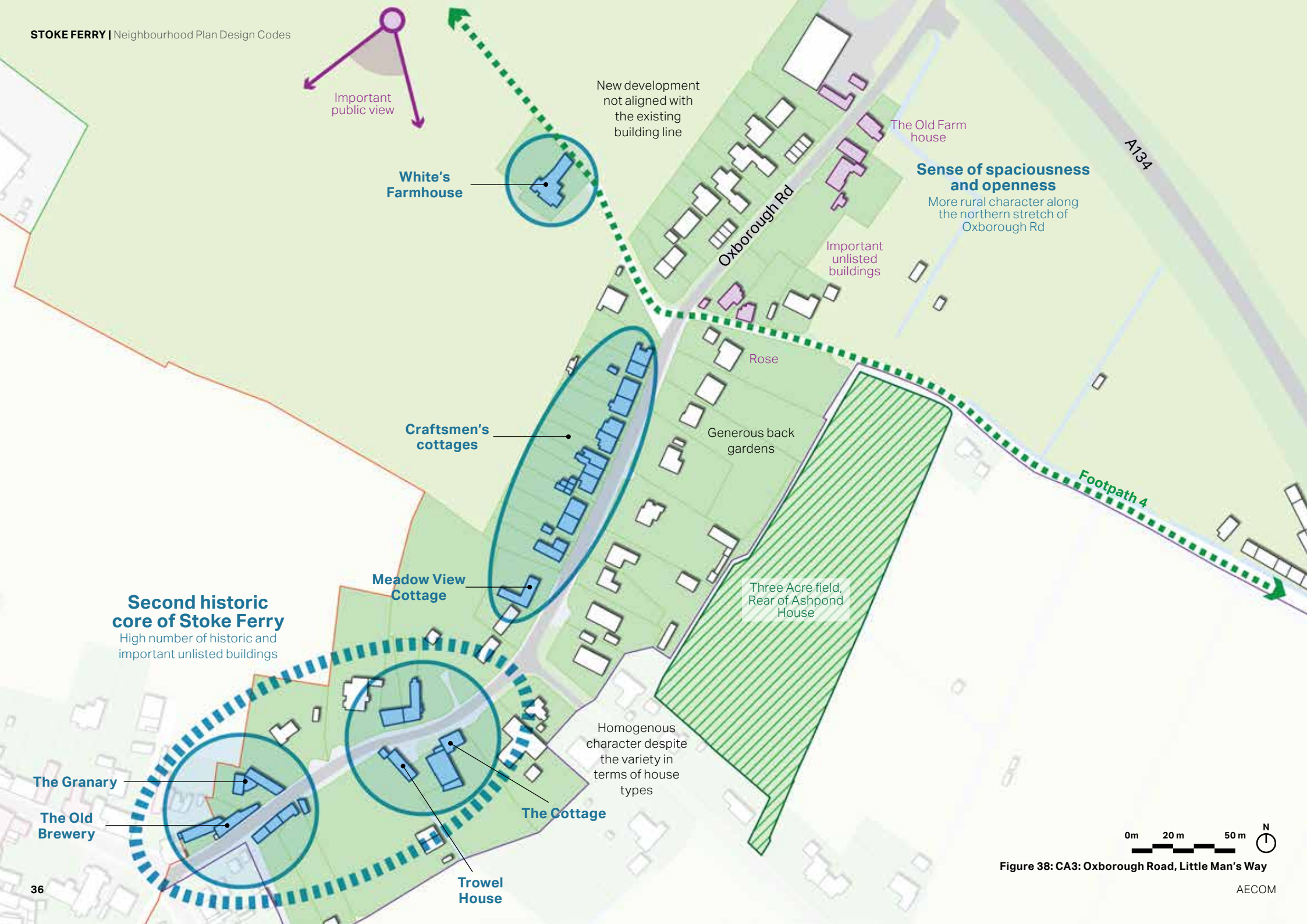


Figure 38: CA3: Oxborough Road, Little Man's Way





Figure 39: Wonderfully distinctive facade of the Old Brewery with varied window types



Figure 40: The old Brewery with its contemporary door on Oxborough Rd



Figure 41: Distinctive and attractive porch



Figure 42: Example of property aligned perpendicular to road



Figure 43: Rural part of Oxborough Road



Figure 44: The White's Farmhouse



Figure 45: Contemporary house set back from the street and incorporating good surface materials



Figure 46: Modern property with single storey extension (The Granary)



Figure 47: Distinctive property facing towards road at acute angle



Figure 48: Example of an iconic corner building which assists with wayfinding



Figure 49: Bungalow with gravel surface material



Figure 50: A134 bypass



### 3.9. CA4: Furlong/Boughton Road/Lynn Road



#### STREETS AND PUBLIC SPACES

This area begins where Lynn Road meets the southern corner of Furlong Road and comprises a mix of historic and modern housing with pleasant views across open fields and arable land.

Lynn Road and Furlong Road are the main arteries in the north-west part of the village providing direct connection to the A134 trunk road. They are heavily trafficked roads with a high volume of heavy goods vehicles. Lynn Road is a single carriageway with two lanes and narrow pavements on both sides of the roadway which stop at the intersection with Boughton Road. From there up to the end of the settlement, there is only a single pavement to the south side of the roadway with sections of green verges along the northern side. Beyond this point, Lynn Rd has no pavements and is framed by large tracts of open farmland providing a strong sense of openness and rural character.

Furlong Road extends northwards to the A134. It is a busy road with a regular procession of HGVs coming from and to 2Agriculture. The ancient layout of Furlong Road is not designed for heavy traffic and this creates noise and air pollution as well as potential damage to historic

buildings nearby. It has a mix of pavement and green verges on both sides of the roadway and a wide grassy verge near the cemetery. In some places, there are pleasant views across arable fields. The northern stretch of Furlong Road is quite rural with a strong presence of mature trees, hedgerows and open spaces. Originally, this area was rich in chalk and limestone pits that create a steep drop to the quarry floor, particularly evident to the south of Furlong Road (The Hollow).

Boughton Road and Little Lane take local traffic and provide access to properties. They have a distinctly rural character.

#### PATTERN AND LAYOUT OF BUILDINGS

Most older buildings are located along Lynn Road and Furlong Road.

The south-east stretch of Lynn Road is lined with historic houses and some of them are close or directly on the edge of the pavement. They provide overlooking and natural surveillance. The Blue Bell is a public house at the junction of Lynn Road and Boughton Road. It has large garden areas at the front and to the right-hand side. Alongside the Blue Bell and Flint House

there are four large new-build houses with generous gardens, they incorporate a high variety of modern materials; brick, napped flint, grey slates, and red tiles. Crossing Boughton Road there are a number of large houses, historic and modern, on the northern side of Lynn Road. On the southern side there is modern housing before the road becomes rural with views across open space.

Furlong Road to Furlong Drove. This section of Furlong Road consists of mainly older properties, including former farm buildings, with large gardens and brick and flint boundary walls. On the western side is the former 19th Century Methodist Ebenezer Chapel. A little further is The Hollow. Hidden from view and set in a former quarry, The Hollow contains a number of dwellings which incorporate energy efficient/eco features; grass roofs, straw bale walls, triple glazing, re-used materials, etc. There is a modern estate, Indigo Road, on the eastern side. Immediately after Indigo Road is a patch of derelict land with extensive metal security fencing; an eye-sore that detracts from the charm of Stoke Ferry and provides an opportunity for a managed site or future

development. The 250-year-old oak at this location is worthy of recording.

Furlong Road to Boughton Road. The southern side of this narrow stretch of Furlong Road overlooks The Hollow development and has views across to Lynn Road, especially as one approaches the open field at the junction with Boughton Road. On the northern side of the road there are a number of cottages reminiscent of Craftsman Cottages on Oxborough Road (CA3). They line the road's edge thus creating an enclosure. This narrow lane is unsuitable for many modern road vehicles and the wall bordering the quarry needs to be reinstated along its length. Nevertheless it is one of the most scenic and tranquil parts of the village.

Furlong Drove includes the entrance to the 2Agriculture Grain Store on the northern side. On the southern side it consists of mainly modern bungalows, set back from the road. They stretch up to the village cemetery after which there are fine open and important views across fields on either side and to the countryside beyond the A134. In contrast with the other main arteries into the village, this is a wide road with generous grassed verges, typical of an old droveway.

Boughton Road and Little Lane have a distinctly rural feel with wandering ducks and only local

traffic. Tower Mill (c1860s) is an important Grade II listed landmark for the village and is clearly visible both from within the village and from across the A134. Cul-de-sac clusters of dwellings around the mill create a quiet calm as well as micro-communities. At the end of Boughton Road there are important countryside views to the north and east.

Most of the bungalows on Little Lane are well established in mature gardens and are set back from the road. The narrowness of the lane restricts on street parking. Modern bungalows, with occasional generous gardens, allow for on-site parking. Generally, the houses in this area try to reflect the form of the traditional architecture sympathising with the local vernacular.

Lynn Road, Furlong Drove/Furlong Road to Lynn Road, are heavily trafficked, with a regular procession of HGVs coming from and to 2Agriculture on an ancient road network not designed for such heavy traffic. Not only does this create noise and air pollution but may also be damaging historic buildings nearby. Narrow pavements and on-street parking at the corner of Furlong Road and Lynn Road also make this traffic hazardous to pedestrians.

The boundary treatment of properties and gardens is generally composed of brick and flint walls, wooden fencing, traditional iron railings,

hedgerows, and mature trees. Building materials and techniques include clunch, knapped flint, cobble, red and Gault brick, and galletting. Roofs are mostly red tile and grey slate.

### **BUILDING HEIGHTS AND ROOFLINE.**

There is a mix of one and two-storey development. Old buildings generally are defined by steeply pitched roofs. The roofline is varied, using hipped and gable roofs, shed dormers, chimneys and gable ends.

### **CAR PARKING**

Generally car parking is located on-plot, within front gardens, either on generous gravel driveways or within garage buildings.

### **OPEN SPACES**

This area is characterised by a strong presence of open fields and arable land in the north western and eastern corners. There is a triangular paddock at the corner of Furlong Road and Boughton Road and another triangular green space where Boughton Road meets Lynn Road.





Figure 51: CA4: Furlong/Boughton Road/Lynn Road





Figure 52: Grade II listed Old Tower Mill



Figure 53: 2Agriculture industrial uses



Figure 54: 2Agriculture Grant Store



Figure 55: Quiet side lane



Figure 56: Boughton Road's rural lane feel



Figure 57: Older property with pantile roof





Figure 58: Distinctive rustic patterned facade



Figure 59: Wide green verges near the cemetery



Figure 60: Bungalows with generous front gardens on Little Ln



Figure 61: Heritage property set behind attractive stone wall (Rose Cottage)

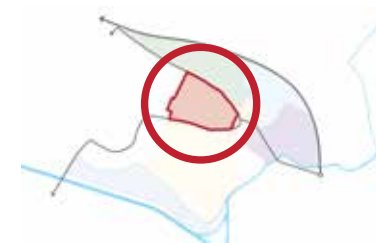


Figure 62: Points of enclosure with buildings set right on the edge of the roadway along Furlong Road



Figure 63: The Blue Bell - existing pub with variety in roofscape height and material

### 3.10. CA5: Buckenham Drive/School Lane



#### STREETS AND PUBLIC SPACES

This V-shaped character area includes all the development bounded by Lynn Road to the north-east and up to the curtilages of properties on Wretton Road to the south. It is dominated by the presence of the 2Agriculture site, located just behind the listed buildings on the Hill.

Lynn Road is a wide street with high volumes of traffic causing noise, pollution and potential damage to the surrounding historic buildings. Generally it has continuous pavement on both sides of the road, occasionally interspersed with green verges. Wretton Road gives access to Oak Road and Border Road developments.

There are a number of residential access roads such as Buckenham Drive, Bradfield Place, Fairfield Road, Oak Road and Border Road that are quietly trafficked and only serve the properties along them. They have footpaths and green verges running parallel to the roadway and lined with planting.

At the northern end of Lynn Road, there are two little lanes (the Pines and Field View) leading off from the road. They are landscaped cul-de-

sacs which form communal gardens at their end, making these spaces special and well perceived by people in village. They provide pleasant views, a sense of place as well as pleasant places to live.

There is an existing Public Right of Way (FP17) which runs along the western edge of the 2Agriculture mill site connecting Lynn Road to Buckenham Drive.

#### PATTERN AND LAYOUT OF BUILDINGS

The 2Agriculture site represents an issue for the village and its historic core in particular. It is currently an industrial factory used for animal feed production. It can be very noisy and causes air, noise and traffic pollution issues. In 2020, it was granted outline planning permission to develop the site into 70 houses. This potential future development might have a significant impact on and change the character of the village if not designed and developed sensitively and sympathetically.

To the north along the southern edge of Lynn Road, there is a mix of houses and bungalows that are set back from the road with extensive front gardens. Older properties are generally

located closer to the historic core. Apart from some historic buildings on Lynn Road, this character area has a high concentration of c20<sup>th</sup> and modern development.

On Bradfield Place there are small bungalows (affordable housing), on sloping ground, set parallel to and back from the street. Two fields located to the south of the Bradfield Place development have been earmarked for self-build housing by the Borough Council. Further south is Fairfield Road with a mix of modern detached and semi-detached houses and bungalows. They are set at right angles to the street in contrast with the historic core and lack variety in form and building materials. There is a clear lack of mature trees and vegetation. There are numerous pedestrian cul-de-sacs on Fairfield Rd which open up to pleasant views across open fields and arable land. Oak Road, just north of the Wretton Road, is a development of retirement bungalows built in 1999.

Buckenham Drive is the oldest estate in the village (1945) and represents a valuable precedent of good design with strong character and sense of community. Many of these houses have large front and back gardens with mature



trees. There are dated plaques on some of the façades. This estate has been carefully planned and hangs together well.

These areas have a distinct suburban character in contrast with the rest of Stoke Ferry and a very high concentration of houses despite having several open grassed spaces.

The boundary treatment of properties and gardens is generally composed of brick and flint walls, wooden fencing, iron railings, hedgerows and mature trees.

Building materials and techniques include clunch, knapped flint, cobble, red and Gault brick, galletting. Roofs are mostly red tile and grey slate.

### **BUILDING HEIGHTS AND ROOFLINE.**

There is a mix of one and two-storey housing in the area as well as a tall industrial factory with large stainless-steel silos within the 2Agriculture site visible from long distance. The houses mostly have gable, cross gable and hipped roofs with variation in terms of building orientation. Many buildings have chimneys.

### **CAR PARKING**

Generally car parking is located on-plot, within front gardens, gravel driveways or within garages. The amount of off-road car parking on green verges on Fairfield Road, Bradfield Place and Buckenham Drive is an issue that detracts from the attractiveness of the area

### **OPEN SPACES**

There is a number of small green amenity spaces spread out across the area, particularly on street corners. The playing field owned by the Playing Field Trust is located north of Border Road.

Communal Garden

Good example of landscaped cul-de-sacs. They are **well-perceived** by people in the village and create strong **sense of place**

Modern bungalow (affordable) set back from the street on Bradfield PI

Spread out green amenity spaces

Area **planned carefully** that does not detract from the historic core

SENSE OF SPACIOUSNESS

Pedestrian cul-de-sacs providing access to open fields and pleasant views

Building on Fairfield road set perpendicular to the road

Distinct suburban area with high concentration of twentieth century and modern houses

Large amount of off-street car parking on green verges and lack of vegetation make Fairfield Rd an **opportunity for improvement**

2Agriculture Mill Site

Potential significant impact on the character of the area if not designed sensitively and sympathetically.

Buckenham Drive

Example of good design creating strong sense of community. Large houses with big front and extensive back gardens with mature trees.

Manor House Manor Lodge

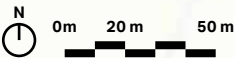


Figure 64: CA5: Buckenham Drive/School Lane





Figure 65: Buckenham Drive is the oldest estate in the village (1945) and creates strong character and sense of community



Figure 69: Community gardens



Figure 66: Bradfield Place from Lynn Road



Figure 67: Pleasant view towards open field and surrounding landscape from a pedestrian cul-de-sac on Bradfield Place



Figure 68: Fairfield Roads bungalows orientated perpendicular from the road



Figure 73: Traditional use of patterned brick



Figure 74: Green amenity space for recreation on Oak Rd



Figure 75: Bungalows with attractive front gardens on Wretton Road



Figure 70: 2Agriculture site showing the presence of large industrial structures



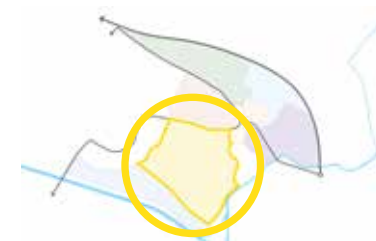
Figure 71: Inactive wall creates a break in the built form of the village here



Figure 72: Tall industrial structures within the 2Agriculture site visible from Buckenham Drive



### 3.11. CA6: Wretton Road/School Lane



#### STREETS AND PUBLIC SPACE

CA6 includes both sides of Wretton Road as far as Wretton Parish boundary. It is a diverse mix of c19th and more modern properties.

Wretton Road is a key thoroughfare in the village, providing connections to Wretton and beyond. It is a heavily trafficked single carriageway, with noise and pollution issues. It provides access to Oak Road and Boundary Road. The south side of Wretton Road has green verges and no pavement except for a short stretch near All Saints' Academy (primary school) and Little Oaks Nursery.

Thompson's Lane and Lark Road are two narrow lanes that branch off from the west side of Wretton Road. The former is an unmade private track framed by both old and new buildings. There are open fields and mature trees. Lark Road has modern housing and vistas over arable fields. It leads to a water treatment plant.

School Lane, formerly Stoke Drove, is a rural lane that becomes River Drove and leads to East Anglian Waterworks and offices. It is busy at times with waterworks and local farm traffic as well as visitors to the Common. The line of the old railway track is still visible.

#### PATTERN AND LAYOUT OF BUILDINGS

On the residential fringe of the village, the former Bradfield Free School (1819), and Bradfield Lodge, an L-shaped barn conversion, present an interesting cluster of historic buildings.

School Lane has only two houses. Abbey Cottage is the former signalling station for the dismantled Stoke Ferry railway line.

Beechwood House is a modern red brick detached house set in a large garden.

The north side of Wretton Road also contains a diverse mixture of housing including attached cottages similar to those on Oxborough Road (Tuck's Cottages is a good example), a working farm (Home Farm), modern bungalows, and converted farm buildings. The Limes is an impressive c19th house set back behind a large barn conversion. The Grade II Manor House/Manor Lodge was home to several Lords of the Manor, including James Bradfield, the benefactor of Bradfield Free School.

Generally, the character of this area is quite rural with mature trees and vegetation and open fields. Some houses to the south of Wretton Road have pleasant views across arable land.

Boundary treatment of properties and gardens is flint and brick walls, wooden fencing, hedging and trees. Some flint walling complements the building materials used in associated historic properties, creating continuity. Existing fields are bounded by mature trees and hedgerows.

Building materials include red and Gault brick, flint, clunch, render and galletting. Roofing materials are primarily red tiles or grey slate.

#### BUILDING HEIGHTS AND ROOFLINE

There is a mix of one and two-storey development within CA6. Rooflines are mainly defined by gable and hipped roofs, gable ends, gable and shed dormers. Many houses have chimneys.

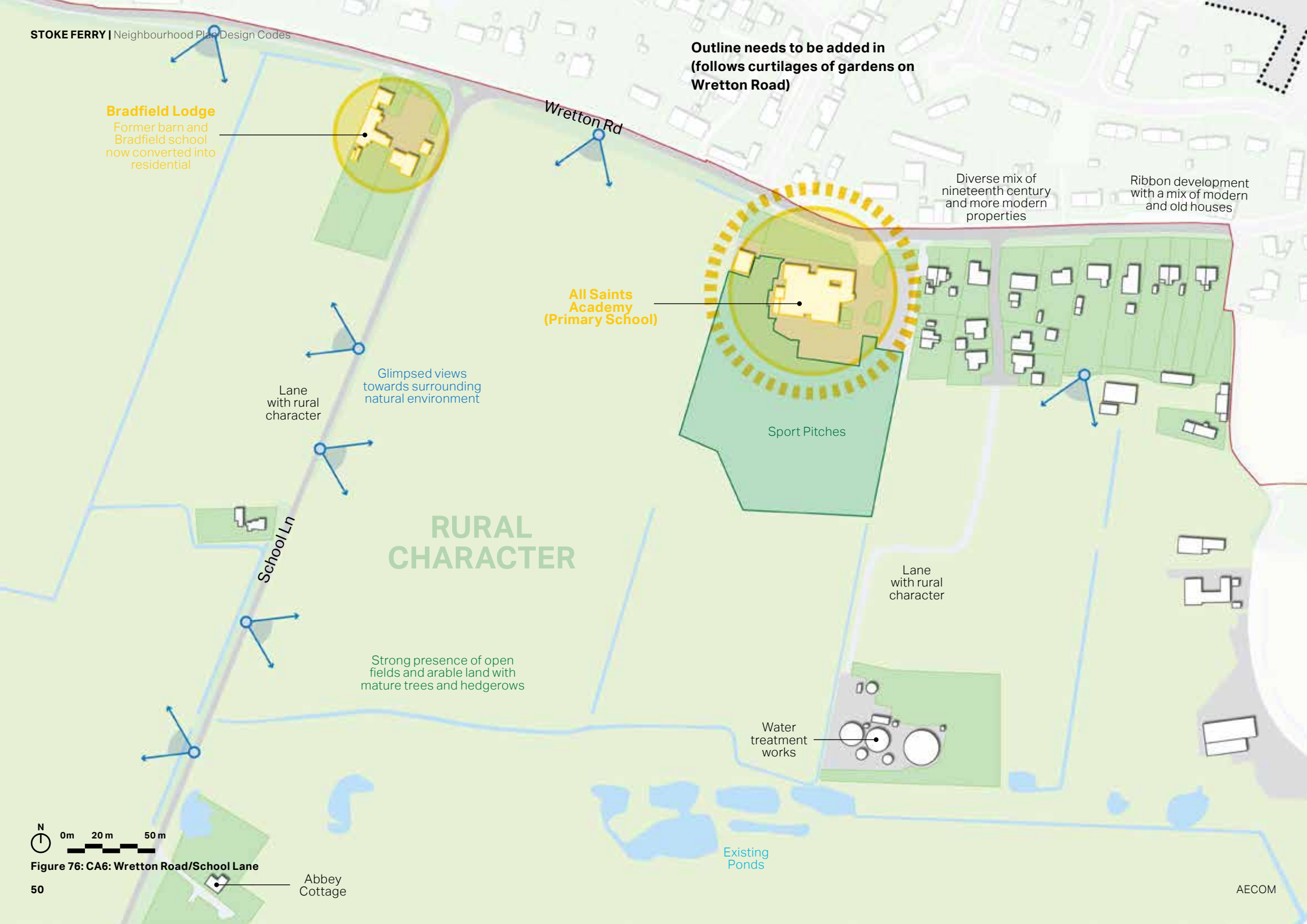
#### CAR PARKING

Generally not so visible and located on-plot where buildings are set back from the road, or within garages located away from the street. All Saints' Academy has its own dedicated car parking.

#### OPEN SPACES

There is a strong presence of open fields and arable land as well as existing mature trees and hedgerows throughout the area.

Playing fields are located to the south of the primary school.



**Bradfield Lodge**  
Former barn and  
Bradfield school  
now converted into  
residential

**Outline needs to be added in  
(follows curtilages of gardens on  
Wretton Road)**

Wretton Rd

Diverse mix of  
nineteenth century  
and more modern  
properties

Ribbon development  
with a mix of modern  
and old houses

**All Saints  
Academy  
(Primary School)**

Glimpsed views  
towards surrounding  
natural environment

Lane  
with rural  
character

Sport Pitches

**RURAL  
CHARACTER**

Strong presence of open  
fields and arable land with  
mature trees and hedgerows

Lane  
with rural  
character

Water  
treatment  
works

Existing  
Ponds

N  
0m 20m 50m

Figure 76: CA6: Wretton Road/School Lane

Abbey  
Cottage





Figure 77: View showing varied heights and styles of properties in the area (K-Plant Hire and 17 Sidena House)



Figure 81: Heritage property with distinctive roofscape (Higglescote)



Figure 82: Attractive road verge with wide pavement by the All Saints Academy



Figure 78: Sometimes there are very deep front gardens as shown here



Figure 79: View of countryside from Lark Road



Figure 80: Industrial facility creates an eyesore





Figure 86: Expansive views into open fields are a feature of this character area



Figure 87: Properties on School Lane have very large front gardens



Figure 88: Isolated property among open fields



Figure 83: Bradfield Lodge provides rural fringe character



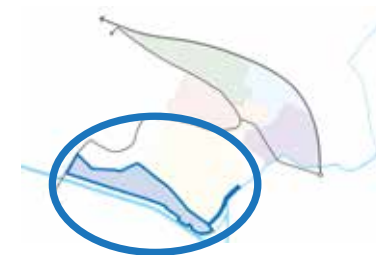
Figure 84: Regular gaps in hedgerows provide views



Figure 85: Rural landscape along School Lane



## 3.12. CA7: Limehouse/Joe's Plantations



### STREETS AND PUBLIC REALM

This long, narrow character area is located to the south west of the village. It has a very rural and informal character with a strong presence of open fields and mature vegetation. It consists of arable farmland, the Common, river walks, bridleways and small clusters of residential buildings located along Wretton Fen Road to the west. It is bounded by Restricted Byway 14 (RB14) to the north east and Bridleway 15 (BR15) to the east as well as back of fields following the parish boundary to the north west. It also follows the River Wissey to the south and borders Wretton Fen Drove to the west.

Wretton Fen Road is a narrow rural lane that runs north south at the south western corner of the CA7. It has no pavement and it is mainly flanked by open fields and mature trees and occasionally provides access to small clusters of houses.

Bridleway 9 represents a key and valuable recreational asset running along the river all the way to Wretton Fen Drove. It is frequented by walkers and horse riders. There are pleasant views along the river and on the opposite side of the path across panoramic landscape with

beautiful trees. This provides a great sense of openness and spaciousness as well as a feeling of tranquillity.

The path widens near the Pumping Station and leads to the Wissey Sluices. It then narrows to a road of grit and sand and runs past The Cut and south entrance to the Water Works becoming Bridleway 15. It continues past two large ponds and becomes Restricted Byway RB14. The road continues as a single grit and sand track until it becomes River Drove, a fully tarmacked single-track, well-maintained road. A short cul-de-sac with two modern detached houses is located immediately to the left. It also leads to the main water treatment plant entrance surrounded by a high steel fence and gates

### PATTERN AND LAYOUT OF BUILDINGS

This area has a clear rural character and comprises of only a few properties. A cluster of modern red and Gault brick houses is located to the west along the eastern side of Wretton Fen Road.

They are all set back from the road and within large plots and gardens and gravel courtyards.

They also have gable ends facing the street and brick walls defining the property boundaries.

There are two detached houses located on a little cul-de-sac on River Drove. They are set back from the road with extensive front and rear gardens with mature trees. They are built with red-brick and have gabled porches as well as red-tiled gable roofs.

The Pumping Station is a red-brick building with flat roof and an adjacent concrete tiled red-brick storage shed. It is surrounded by a steel mesh security fence.

Located at the end of the River Drove cul-de-sac, the water treatment works consists of a stand-alone red-brick, flat-roofed buildings, pipes, ducts, walkways, large stainless-steel silos and steel-clad sheds.

The physical and visual impact of both the pumping station and water works are to a large extent mitigated by the existing vegetation.

Building materials are mostly red and Gault bricks. Roof materials are tiles and slates.

## **BUILDING HEIGHTS AND ROOFLINE**

Generally properties are of two storeys. The roofline with gabled roofs, occasionally with chimneys and gabled dormers. Roof pitches of property on Wretton Fen Road are quite steep.

## **CAR PARKING**

Located on-plot within front gardens, garage buildings or gravel driveways and courtyards.

## **OPEN SPACES**

Characterised by the existing natural environment and vegetation, this area represents an important recreational and landscape feature for the community of Stoke Ferry.

There are key pleasant views and vistas across the River Wissey and surrounding landscape.

The River Wissey is a key natural asset with a network of formal and informal footpaths along its winding course.

The Common is a small publicly accessible area of grassy land located by the river and south of River Drove. It is accessed via a tarmacked path and bounded by copses to the south.



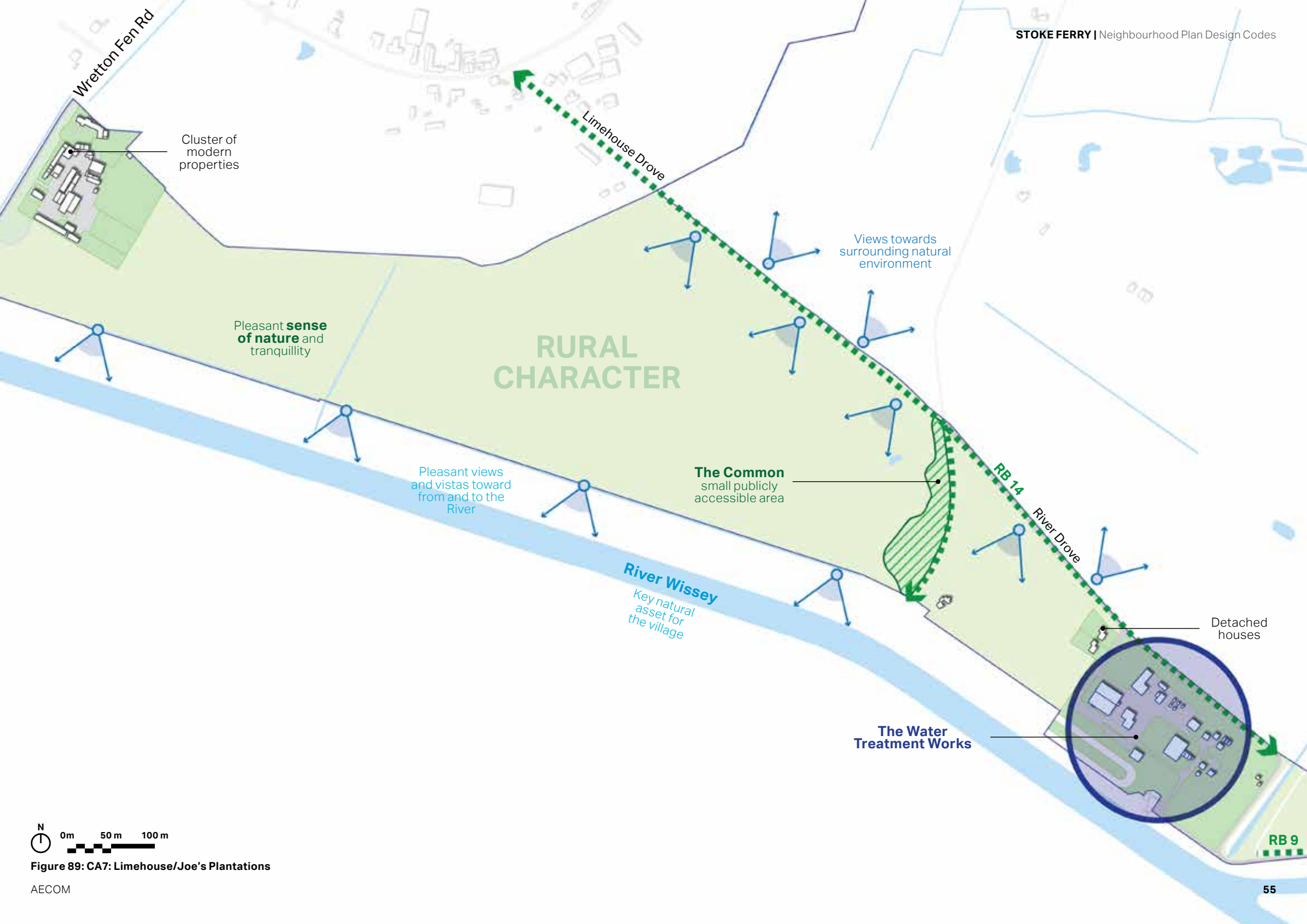


Figure 89: CA7: Limehouse/Joe's Plantations



Figure 90: Anglian Water Treatment Works



Figure 91: View into the Common



Figure 92: Wild shrubbery and grassland





**Figure 95: The Cut**



**Figure 93: River Drove is an attractive rural lane**



**Figure 94: Properties near the Water Treatment Works have large setbacks and front gardens**







**Design Guidelines**

**04**

# 4. Design Guidelines

## This section outlines key design principles to consider when assessing a design proposal.

The aim of this Design Guidance is to ensure that future developments consider local character and enhance local distinctiveness by creating good quality developments, thriving communities and a prosperous place to live.

This chapter provides a set of specific principles for the seven character areas of the village of Stoke Ferry. It then sets out solid general principles that can be applied to any development that may take place throughout the village.

This section is accompanied by descriptive text, general guidelines and principles, images of Stoke Ferry or examples elsewhere, illustrations and explanatory diagrams.

### 4.1. The Importance of Good Design

As the National Planning Policy Framework (paragraph 124) 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 the Government’s Commission for Architecture and the Built Environment (now part of the Design Council; see The Value of Good Design<sup>1</sup>) 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.

Local people understand what good design means in the context of Stoke Ferry. Consultation work carried out by the Neighbourhood Plan Working Group shows the villagers appreciate the quality of their surroundings.

This document seeks to emphasise an understanding of how good design can make future development as endearingly popular as the best of what has gone before.

<sup>1</sup> The Value of Good Design <https://www.designcouncil.org.uk/sites/default/files/asset/document/the-value-of-good-design.pdf>





Figure 96: The Old Tower Mill - a key feature in the village



Figure 97: View from the Moorings



Figure 98: A view from the Hill towards the High Street and the Church of All Saints

## 4.2. Character Area Specific Requirements

### CA1 Historic Core:

- MV.04 – Parking areas are acceptable in this Character Area but must be sensitively designed and benefit from natural overlooking and surveillance
- LA.01 – Development should avoid blocking views between The High Street and the open countryside
- LA.03 – Heights may extend to 3 storeys. Terraces may be suitable where the immediate context supports them
- LA.04 - Narrow gaps between buildings are appropriate in this area
- PL.03 – Buildings may extend up to the pavement where the immediate site context supports this
- BU.01 – Contemporary styles of architecture will only be encouraged where they are exemplary and enhance or express the historic character of the area
- BU.02 – Developments should consider using traditional building materials

### CA2: Bridge Road / Great Man's Way

- LA.01 – Development should avoid blocking views of the River Wissey
- LA.03 – Heights may extend to 3 storeys. Terraces may be suitable where the immediate context supports this
- PL.03 – Buildings may extend up to the pavement where the immediate site context supports this
- BU.03 – Roofing should be comprised of traditional building materials
- There should be no development in the flood plain

### CA3: Oxborough Road / Little Man's Way

- LA.03 – Heights may extend to 3 storeys. Terraces may be suitable where the immediate context supports this

### CA4: Furlong Road / Furlong Drove/ Boughton Road/ Little Lane / Lynn Road

- LA.01 - Development should particularly consider views of the open fields from footpaths and lanes, and the views of the Grade II listed Tower Mill
- LA.03 – Heights may only extend to 2.5 storeys where the immediate context supports this
- PL.03 – Residential developments should incorporate front gardens of a minimum of 2.5 metres depth. Setbacks should be varied to avoid a monotonous line
- PL.07 – Landscaping should have regard for the countryside gap between Stoke Ferry and Wretton
- BU.03 – Roofing may include modern materials



**CA5: Buckenham Drive / Oak Road / Border Road / Fairfield Road / Bradfield Place**

- LA.03 – Heights may only extend to 2.5 storeys
- PL.03 – Residential developments should incorporate front gardens of a minimum of 2.5 metres depth. Setbacks should be varied to avoid a monotonous line
- PL.07 – Landscaping should have regard for the countryside gap between Stoke Ferry and Wretton
- BU.03 – Roofing may include modern materials
- Terraced housing may be considered

**CA6: Wretton Road / School Lane**

- LA.01 - Development should consider the rural scenery and should avoid impacting on key views towards the River Wissey and the surrounding landscape
- LA.03 – Heights may only extend to 2.5 storeys
- PL.03 – Residential developments should incorporate front gardens of a minimum of 2.5 metres depth. Setbacks should be varied to avoid a monotonous line
- PL.07 – Landscaping should have regard for the countryside gap between Stoke Ferry and Wretton

**CA7: Limehouse / Joe's Plantations**

- LA.01 - Development should consider the rural visual scenery and should avoid impacting on key views across The Cut and the River Wissey and the surrounding landscape
- LA.03 – Heights may only extend to 2.5 storeys
- PL.03 – Residential developments should incorporate front gardens of a minimum of 2.5 metres depth. Setbacks should be varied to avoid a monotonous line
- PL.07 – Landscaping should have regard for the countryside gap between Stoke Ferry and Wretton

### 4.4. Design Principles

The aim of this Design Code is to ensure that future developments in Stoke Ferry consider the distinctive local character by creating good quality development and contribute to the village as a thriving community.

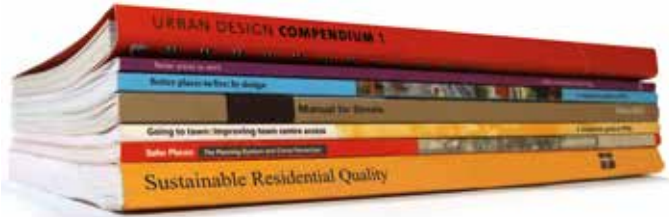
This chapter provides a set of design codes than should be applied to all new development.

### 4.3. Placemaking and Design Codes

These design codes are underpinned by a set of placemaking principles that should influence the design of future development areas, public realms, homes and green spaces, and the interfaces between them.

‘Placemaking’ is about creating the physical conditions our residents and users find attractive and safe, with good levels of social interaction and layouts that are easily understood.

The placemaking principles in the following pages should be used to assess the design quality of future development or regeneration proposals. These key principles should be considered in all future development as they reflect positive placemaking and draw on the principles set out in many national urban design best practice documents including the National Design Guide, Building for a Healthy Life and the Urban Design Compendium.





## 4.5. Structure of Design Codes

These design codes are structured by five key topic areas which include Movement (MV), Layout (LA), Place (PL),

Buildings (BU), and Sustainability (SU). This structure generally follows a process of zooming in from the broad scale down to the finer scale, for example from lanes and footpaths down to solar panels and tree planting.

## 4.6. Movement

### MV.01: Walking and cycling friendly places

New developments should provide opportunities for walking and cycling to local services and facilities and the countryside beyond. How successful a place is could be easily measured by how pleasant it is for walkers and cyclists. Stoke Ferry benefits from a well-connected built form and many public footpaths and bridleways into the countryside. Improving and extending this permeability is key to ensuring that development enhances Stoke Ferry.

#### Actions:

- Always connect the development to existing pavements and paths within the settlement and to the surrounding countryside
- Propose new paths, pavements and cycle lanes where site constraints allow, to ensure that the development seeks to maximise opportunities for walking and cycling
- Seek to provide secure bicycle parking facilities
- Ensure that pavements are well lit and avoid the use of narrow alleyways, less than 2m in width, or circuitous routes with poor visibility for pedestrians. All pedestrian routes must have a minimum width of 2 metres

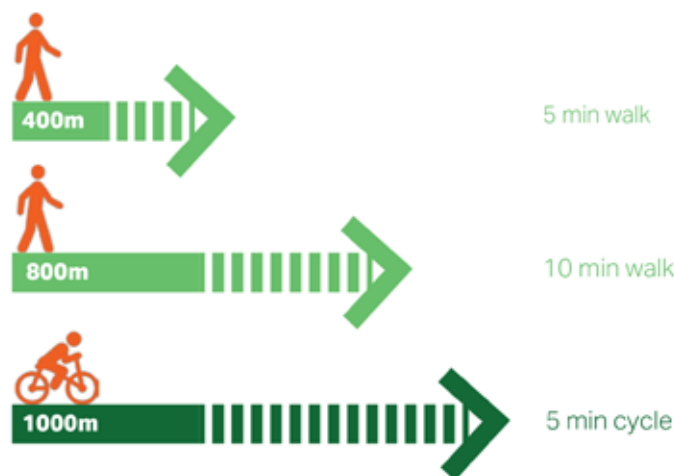


Figure 99: Travelling times by mode

## MV.02: Accessibility and safety

Developments should provide a coherent movement network for road users, cyclists and pedestrians of all ages. Developments should be designed to enable direct and convenient walking and cycling routes into the village. There should be a clear hierarchy of movement in

the order of pedestrians, cyclists and motor traffic. New developments should strive to calm traffic and reduce the speed of motor vehicles by incorporating a variety of traffic calming measures

### Actions:

- Design out crime by considering the safety and comfort of pedestrians
- Ensure that road and pavement surfaces encourage easy access to developments, especially for elderly and disabled pedestrians and wheelchair users, and those with pushchairs, whose needs must be considered
- For the largest developments, consider new pedestrian crossings to improve access to different parts of Stoke Ferry
- Schemes of at least 10 dwellings should consider how they will incorporate traffic calming measures to reduce car speeds and make residential developments tranquil and safe for pedestrians. Traffic calming measures can include attractive tree and shrub planting, raised pedestrian crossings and painted verges for pedestrians and cyclists where a pavement is not possible
- Avoid road dominated visual scenes in new developments by incorporating attractive and varied road surfaces and beautifying developments with trees and planting
- Where possible existing verges should be used to develop cycle lanes and pavements



Figure 100: Narrow pavements along the High Street



Figure 102: Green verges and planting forming strong rural character on Little Lane



Figure 101: Oxborough road with single pavement to the north side of the street and green verges along the south one

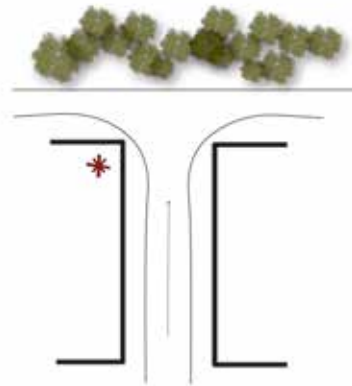


### MV.03: Legibility and wayfinding

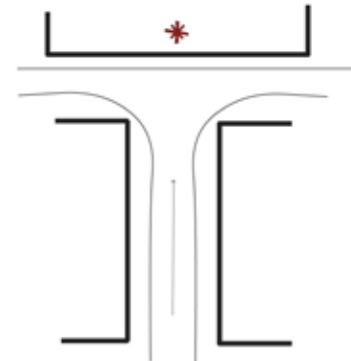
A legible and well signposted village is easier for the public to understand as people can orientate themselves with visual landmarks and direct routes. Being able to navigate around a place makes people feel safer and creates a more pleasant living environment

#### Actions:

- Use opportunities such as corners and junctions to incorporate landmark buildings, gateways and focal points so that each part of the development is visually distinct and recognisable
- These gateways and nodes should incorporate distinctive and characterful architectural elements which nod to Stoke Ferry's diversity of built heritage
- New developments should closely consider their relationship with each of the designated character areas and foster a contiguous sense of place for each respective character area
- Wayfinding must be clearly established, particularly along pedestrian and cycle routes
- Signs should avoid cluttering the public spaces and can be an opportunity for attractive and distinct features which complement the neighbouring properties rather than detract from the visual scene
- Street and development names should seek to reflect relevant local history



**Figure 104: A view terminating at a wooded area with a landmark buildings located on the left**



**Figure 105: A landmark building located at the termination of the view**



**Figure 103: Local example of signage for wayfinding**



**Figure 107: The Hill, War memorial**



**Figure 106: Mile Stone on Lynn Rd**

MV.04: Parking

Adequate parking solutions must be integrated into new developments in line with the Borough Council Local Plan requirements. Parking is a necessary fact of life in rural areas. However, when done without sensitivity, parking can contribute to the urbanisation of villages and also present problems for pedestrians, cyclists, the disabled and other road users.

Domestic car parking sometimes presents constraints which mean that different solutions will have to be considered. For Stoke Ferry, the following types are considered most recommendable for the village:

Most homes should have on-plot parking wherever possible and cars should be located at the front or the side of the property.

Rear parking courts can be acceptable where necessary as in CA1: Historic Core but can detract from the rural character of villages, and impinge on space for back gardens and nature.

**Actions:**

- On-plot parking is preferred, with cars placed at the front or side either in a garage or a parking space
- Car parking should be designed to avoid being visually intrusive, such as by screening these areas with planting and high quality landscaping. Boundary treatment is key to ensuring this and can be achieved by using elements such as hedges, trees, flower beds, low walls and high quality paving materials

- Driveways must be constructed from porous materials to minimise surface water run-off. These materials such as cobbles or flagstones are also much more attractive than the use of tarmac
- Garages should be designed either as a free standing structure or an additive form to the main building. In both cases, garages should reflect the architectural style of the building and look an integral part of it rather than a mismatched unit. Garages should be behind or in line with the building, never positioned ahead of the building line, unless this is the prevailing condition
- Where on-street parking is the only option, it must avoid blocking the way of pedestrians, wheelchair user and cyclists, in particular by discouraging pavement parking. Recessed parking bays with trees and planting can reduce the negative visual impacts of on-street parking which can have an urbanising effect on villages
- Parking courtyards may be of practical use in some circumstances and these must benefit from natural surveillance and ensure overlooking. These courts should have a high-quality design incorporating attractive materials and landscaping to avoid detracting from the built environment. Surfaces must be water permeable to avoid drainage issues
- There is no reason why new developments should not seek to incorporate cycle parking, as it occupies very little space and can be incorporated into the domestic curtilage, either with a secure cycle store at the front, or space for bicycles behind a secure side gate to a back garden. Cycle parking should be incorporated into all new housing and commercial developments.
- Developments should incorporate electric car charging facilities as these are likely to substantially increase in model share with HM Government's commitment to Net Zero
- Adequate visitor parking should be incorporated into development following the principles above
- Non-residential development should provide adequate car parking for users including employees and customers to avoid parking on pavements or green verges

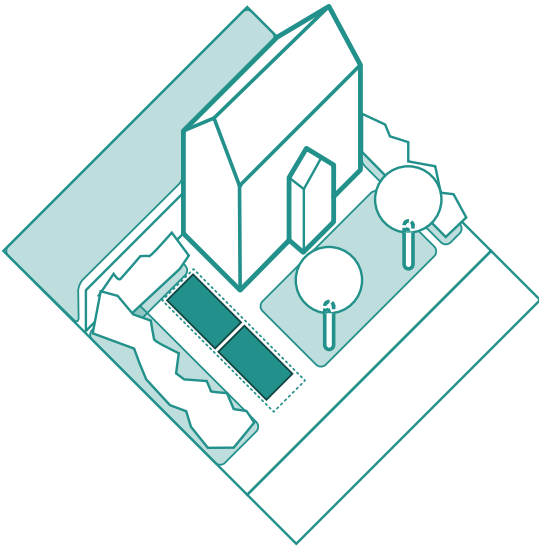


Figure 108: Diagram showing side-parking



Figure 109: Example of side-parking on Wretton Rd



Diagram showing on-street car parking?

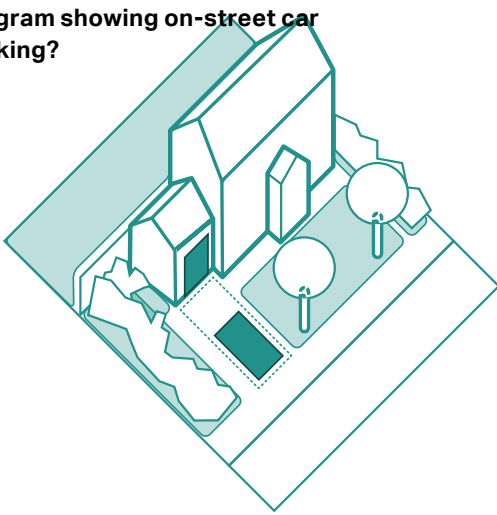


Figure 110: On-plot parking with garage

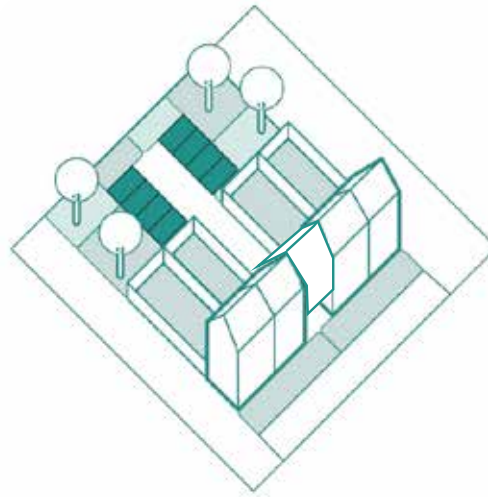


Figure 112: Diagram showing on-street car parking

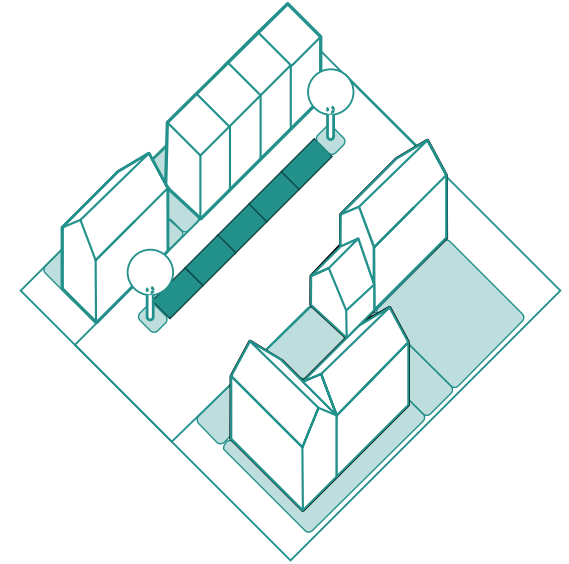


Figure 111: Diagram showing on-street car parking



Figure 114: Modern bungalow with on-plot parking with garage and soft landscaping on Bridge Rd



Figure 115: Rear parking courtyard accessible through a converted barn on Wretton Rd



Figure 113: On-street car parking on High Street by the Old Granary

## 4.7. Layout

### LA.01: Views

Stoke Ferry has a sensitive character as a result of the interplay between its historic environment and its Fens landscape setting. Development which creates a new settlement edge must seek to ensure that it responds to its landscape setting. Natural England notes that The Fens NCA is particularly sensitive as a result of its large, flat and open landscape with very expansive skies and views to distant horizons. Stoke Ferry is elevated on a small area of higher ground above the Fens landscape, and visible from scenic footpaths and bridleways for many miles around.

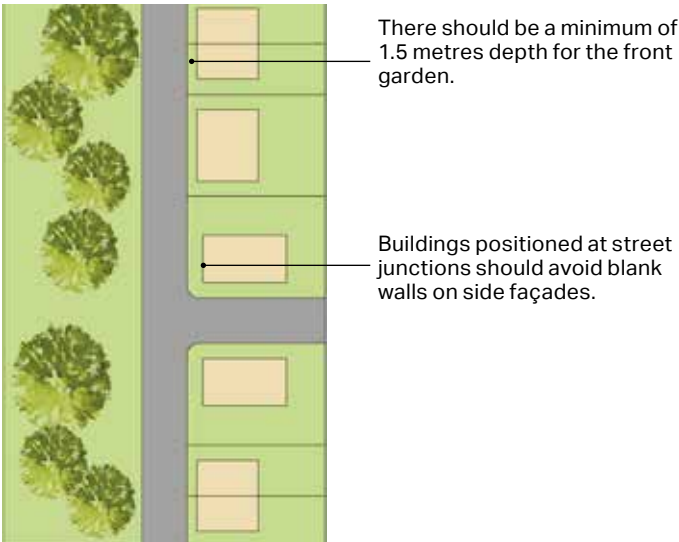


Figure 116: Diagram showing best practice arrangement for development edge

#### Actions:

- Development affecting the transitional edges between the village and the open countryside should be softened by landscaping which seeks to complement the identified landscape character of Stoke Ferry
- In line with the Borough Council's Landscape Character Assessment, development should seek to maintain existing hedgerows and woodlands and provide additional plantings of hedges and trees so that development blends into the landscape
- Views to and from Stoke Ferry and The Fens and Breckland are of the utmost sensitivity, especially in the Conservation Area. Development should avoid creating new harsh edges to the settlement edge and consider how the massing and height of buildings sits within the landscape
- In the CA1 Historic Core Character Area, development should avoid blocking views to and from the High Street and the open countryside
- In CA2 Bridge Road, Great Man's Way Character Area, development should avoid negatively impacting on views of the River Wissey
- In the CA4 Furlong Road / Furlong Drove / Boughton Road / Lynn Road Character Area, development should particularly consider views of the open fields from footpaths and lanes, and the views of the Grade II listed Tower Mill
- In the CA6 Wretton Road / School Lane and CA7 Limehouse Drove / Joe's Plantation Character Area, development should consider the rural visual scenery and should avoid impacting on key views across the River Wissey, The Cut and the surrounding landscape
- Development will not be supported where it negatively impacts on the identified views: 1. View south from School Lane

- - 2. Views looking west towards the Tower Mill from Furlong Drove - 3. Views from the bypass looking south towards the village - 4. Views a) south and b) north along Oxborough Road - 5. Views from the Bridge looking a) east along the River Wissey, b) south away from the village, c) west along the River Wissey



Figure 117: Some of the important public views identified by the community: 1 View from the bridge towards open fields by the Moorings; View to Furlong Drove from the by-pass; View from Oxborough Road.



## LA.02: Layout and grain

It is very important that future development is sympathetic to local character and history and establishes a strong sense of place by incorporating a well-considered layout and grain (meaning the size of plots and the spaces between them). Developments should avoid monotonous layouts or automatically deploying cul-de-sacs and long curving roads which are more associated with suburbs rather than villages. Stoke Ferry has a consistently well-connected built form with all parts of the village linking into the High Street and its historic core.

### Actions:

- Developments should deploy a mix of form, layout and sizes that create visual variety and respect their respective character area of the village
- Layouts should encourage walkability, legibility and wayfinding and prioritise the needs of pedestrians, cyclists and road users in this order
- The siting and layout of developments should respond to existing buildings and street patterns, especially within the Conservation Area and where in proximity to listed buildings and other non-designated heritage assets
- Developments should avoid seeking high densities and narrow plots as this is not in keeping with the rural character of the village. Development should not normally exceed a density of 25 homes per hectare.
- Where cul-de-sacs are considered, developments should incorporate an approach to landscape design which aims to foster a community space within the dead-end to avoid a missed opportunity and should avoid impacting on key views across the River Wissey and the surrounding landscape



**Figure 118:** Pictures above show how the urban structure of Stoke Ferry is characterised by a high degree of variety in terms of layout, built form and street pattern



### LA.03: Scale, form and massing

The scale, form and massing of buildings are important to the character of a place; therefore, the existing context needs to be considered and new development needs to react sensitively to preserve and enhance the best characteristics of a place, ensuring a harmonious relationship with neighbouring buildings, spaces and streets.

#### Actions:

- The scale of new buildings should be consistent with or respond to that of neighbouring properties.
- In terms of form, residential developments should incorporate a variety of types of housing to create visual interest and also respond to identified local housing needs. In general, housing should tend to be bungalows, semi-detached or detached houses. However, in certain locations, where it is suitable in terms of the immediate local context, developments could consider incorporating terraced houses and flats. Terraces should maintain the rural character of the village and therefore only extend to five dwellings. Flats should be designed in line with the local character (The Moorings) as well as provide variety and not exceed 2.5 storeys in height.
- The massing of development should respond to the landscape and topography and also avoid being overbearing or dominating existing buildings



Figure 119: Local examples reflecting good built form proportions



## LA.04: Enclosure

Enclosure is the relationship between public spaces and the buildings or other features that surround them. A more cohesive and attractive village form is achieved where this relationship is in proportion.

### Actions:

- Building heights should respond to the width of the street
- Narrow gaps, which are not walkways, between buildings in new developments should generally be avoided, buildings should be either detached/semi-detached or properly linked. However, in older parts of the village CA1 narrow gaps between buildings can be an important element of the built character
- Building lines should run parallel to the road
- In the lower density Character Areas CA4, CA5 and CA7, the sense of enclosure can be provided from the use of natural elements such as trees and hedges
- Proposals should consider the existing enclosure in an area and seek to positively respond in terms of the siting and position of any new buildings



Figure 121: Points of high enclosure along the High Street

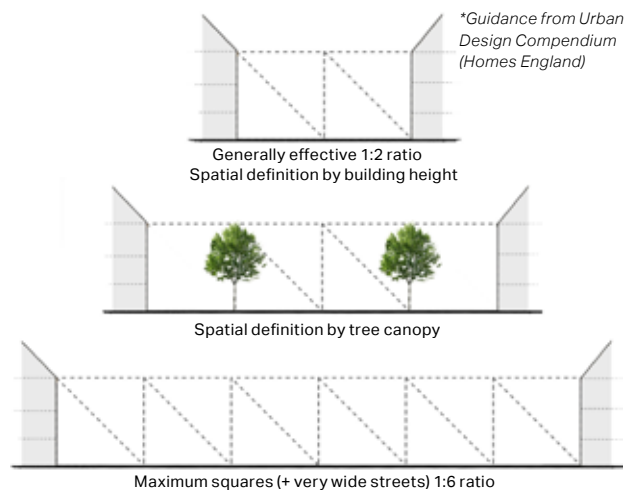


Figure 120: Old buildings set right on the edge of Furlong Road providing sense of enclosure

## LA.05: Open and green spaces

Stoke Ferry has many important Local Green Spaces and a good connection of footpaths linking different areas of the village. Existing open spaces should be protected and future open spaces are encouraged.

### Actions:

- Development should protect and enhance the Neighbourhood Plan's designated Local Green Spaces. Development on Local Green Spaces will only be supported in very exceptional circumstances in line with National Planning Policy Framework (NPPF) paragraph 101. Development should not negatively impact on the community use or special qualities of a Local Green Space
- New open spaces should not be designed as an afterthought but should incorporate opportunities for nature, play and recreation
- New open spaces should retain all woodland, hedgerows and trees within their layout with new planting to supplement existing vegetation
- Proposals for allotments, community gardens and flexible space for events will be encouraged



Figure 122: Central open space



Figure 123: Rural amenity



Figure 124: Fenced green space on Lynn Road



Figure 125: Communal garden



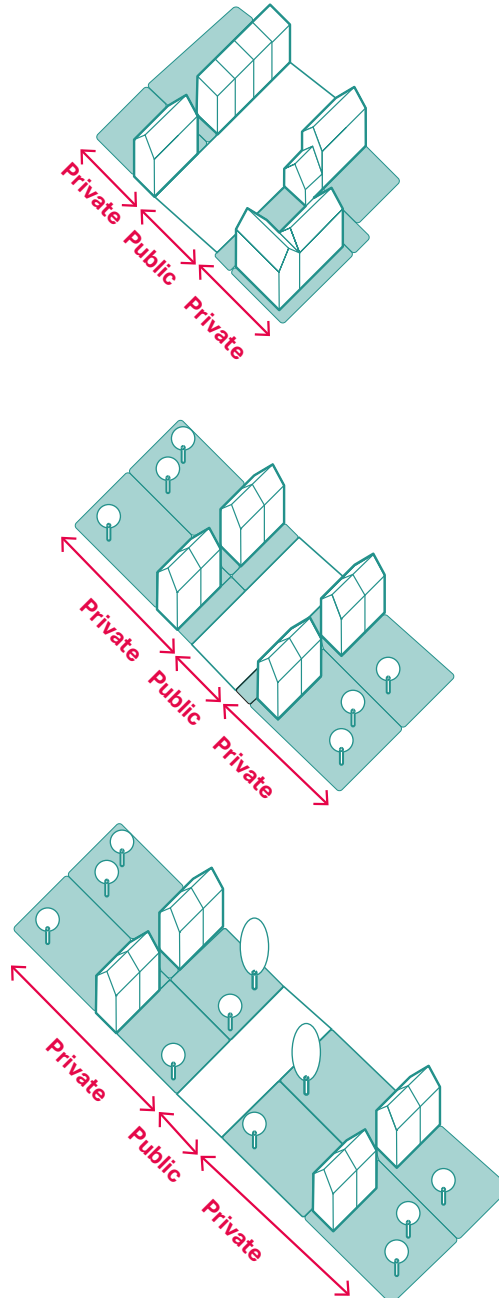
## 4.8. Placemaking

### PL.01: Public and private spaces

A clear definition between public and private space is a fundamental principle for good placemaking. Buildings fronting the streets and open spaces give life to the public realm, primary access and principal frontages should therefore generally face onto public spaces. However, the use of buildings which are perpendicular to the road can break the monotony of new build and reflect the building layouts that exist in the older, historic parts of the village.

#### Actions:

- In residential areas, the distances between the backs of the properties need to be proportioned in consideration with privacy
- Setbacks from the street and front garden landscaping, together with more detailed architectural design should seek to balance privacy for front living rooms with natural surveillance of the streets, and the need for street enclosure
- The privacy distance between the backs of properties should usually be a minimum of 20m. When this is not possible, the layout should be a back to-side arrangement or use single-aspect buildings (north facing single aspect units should be avoided) to prevent creating overlooking issues.
- Appropriate boundary treatments including low walls, hedges and iron railings must be incorporated into design proposals to clearly distinguish public and private space.
- Private open amenity space is important to wellbeing and is, in the form of front and back gardens, also part of the character of Stoke Ferry. All new houses will be expected to have usable outside amenity space



### PL.02: Corner buildings

An important design principle is for buildings to satisfactorily address the corner. Where corner sites are visually prominent buildings, they should define the corner architecturally.

#### Actions:

- Buildings should have multiple entrances if possible and two active frontages should be created by incorporating prominent entrances and windows. Dwellings must not have a blank wall on one side of a corner
- When a terraced, detached or semi-detached house faces out onto the corner, the building should have the main entrance and habitable room windows facing both sides to create activity, and should overlook the public realm. This building could also have a distinctive architectural element to ensure a greater presence.



Figure 126: The Corner Shop

PL.03: Active frontages

Active frontages means windows and doors fronting on to streets and public spaces, and are an important component of good places.

**Actions:**

- Introducing regular doors, windows, front gardens and front and side parking, providing it does not dominate, can stimulate activity and social interactions
- Narrow frontages with a vertical rhythm can create a more attractive and interesting streetscape, while articulation on façades and use of bays and porches can create a welcoming feeling
- Exposed blank façades facing the public realm must always be avoided. They should generally be fenestrated
- Buildings should be positioned at varied setbacks to avoid monotonous frontages in CA4, CA5, CA6 and CA7 where there is a pattern of having deeper front gardens. It may not always be necessary to vary setbacks in the other more historic character areas where the existing built form supports building up to the pavement in some specific cases



Figure 129: Modern bungalow with deep front gardens located on Little Ln



Figure 128: Listed building with front doors and windows facing the High St creating strong sense of safety

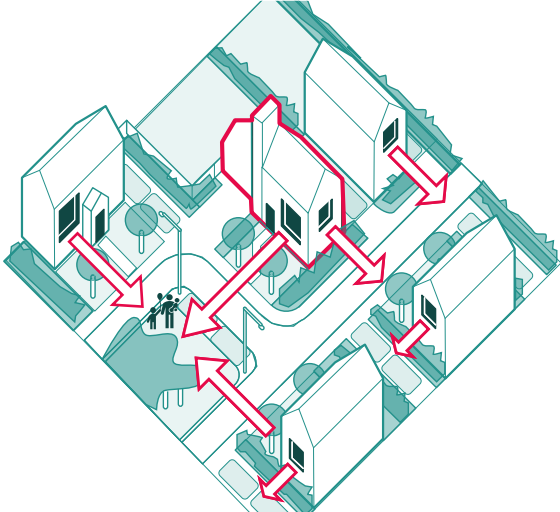


Figure 127: Diagram illustrating building providing active frontages and natural surveillance.



Figure 130: Corner buildings and buildings set parallel to the street providing overlooking on Oxborough Rd and Bridge Rd



## PL.04: Aspect and orientation

Buildings should be designed to maximise solar gain, daylight and sun penetration, while avoiding overheating. Subject to topography and the clustering of existing buildings, they should be orientated to incorporate passive solar design principles.

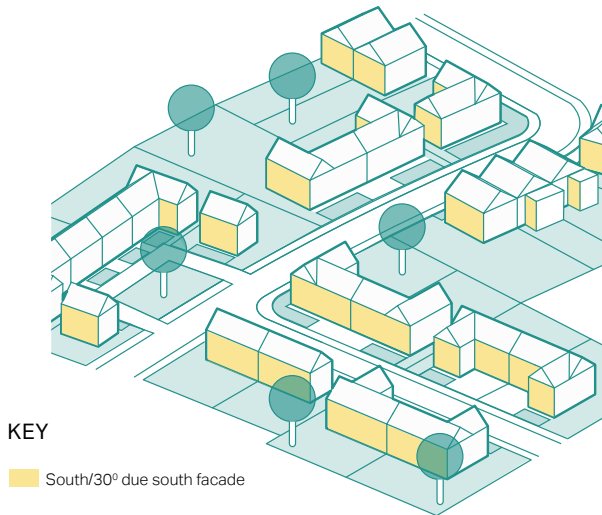


Figure 131: Elevations that would benefit from passive solar gain

### Actions:

- If practical, one of the main glazed elevations should be within 30° due south to benefit from solar heat gain. Any north-facing facades might have a similar proportion of window to wall area to minimise heat loss on this cooler side
- If houses are not aligned east-west, rear wings could be included so that some of the property benefits from solar passive gain
- Homes should be designed to avoid overheating through optimisation of glazed areas, natural ventilation strategies including high- and low-level openings, longer roof overhangs, deep window reveals and external louvres/shutters to provide shading in hotter summer months

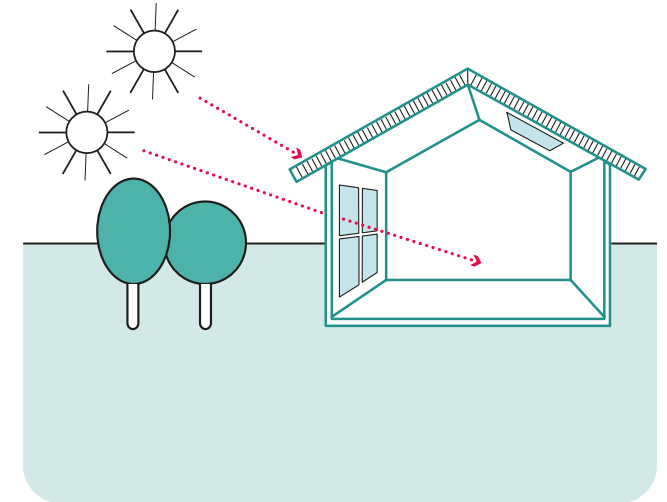


Figure 132: The use of roof window, pitch roof, location and size of windows in favour of maximising solar gain

## PL.05: Proportions

The relationships between the building and its elements can provide visual interest and enhance local character. Many buildings in Stoke Ferry demonstrate a visually pleasing approach to proportion and simplicity, with clean façade lines and vertical and horizontal rhythms.

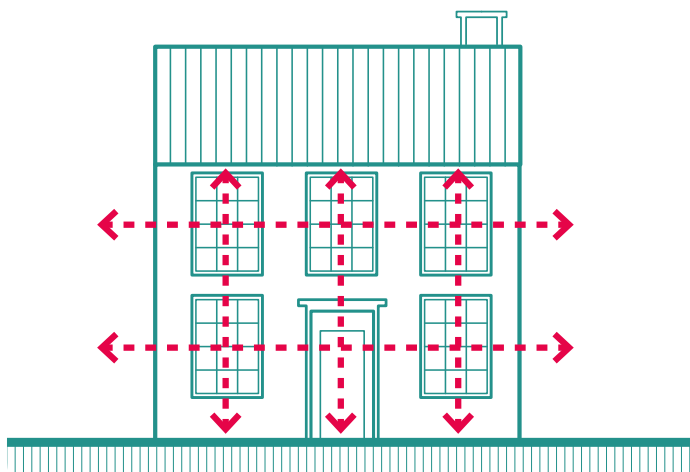


Figure 134: Elevation showing typical building proportion in a detached house.

### Actions:

- A building's elements should all be proportioned and related to the scale of the building itself
- The proportion should consider the surrounding context, especially within the Conservation Area
- The front elevation should avoid large areas of blank wall but also avoid unnecessary cluttering and the awkwardly close adjacent windows and doors seen in some modern developments should be avoided
- Features such as windows and doors should provide a clear vertical and horizontal rhythm, and sense of design cohesion

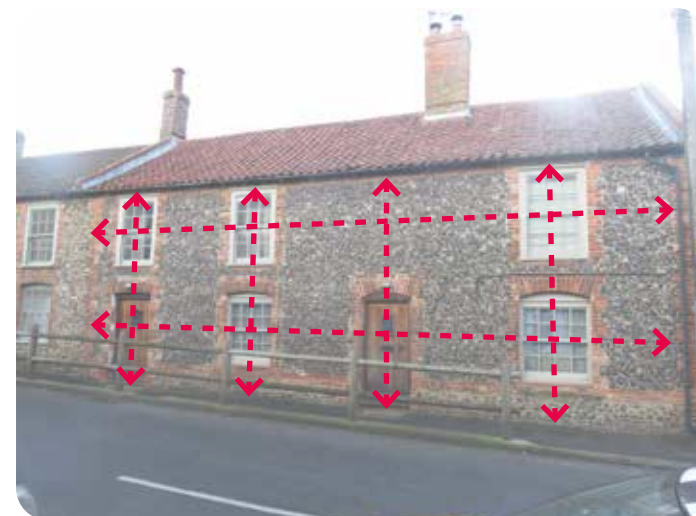
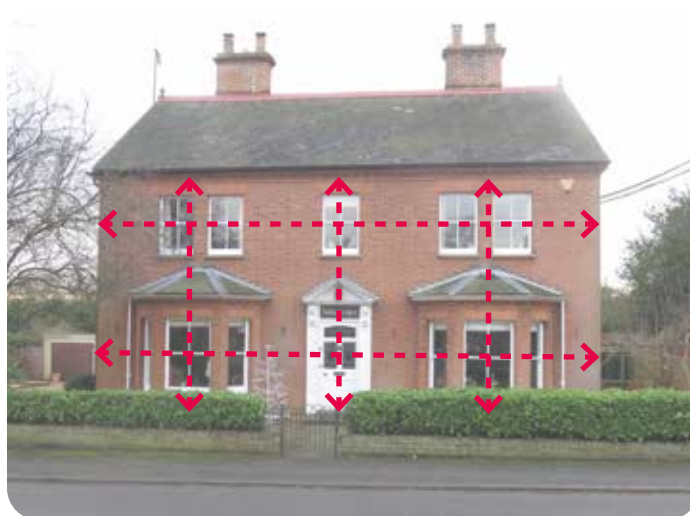


Figure 133: Good examples of well-proportionate architectural elements as well as horizontal and vertical rhythms providing strong sense of cohesion in the village (Trafalgar House above on the left and Pineapple Coach House on the right)



## PL.06: Landmarks

Landmarks make places easy to navigate, more pleasant and uplifting. Stoke Ferry has a number of important landmarks such as its redundant church and the Tower Mill. These landmarks make a major contribution to the character and the setting of the village.

### Actions:

- The village should be complemented by a variety of identifiable landmarks, gateways and focal points to create visual links and establish a clear hierarchy between places
- The village should be complemented by distinctive architectural elements around gateways and nodes
- New developments should be designed around a series of nodal points focusing on the relationship with the existing character areas as well as the surrounding landscape
- Development should seek to respect important vistas of historic buildings by having careful attention to the placement and heights of new buildings and extensions to existing properties where these impact on such vistas
- Development which can visually enhance the character and appearance of the following sites is encouraged: 1. Former Dukes Head, The Hill/ Wretton Road; 2.) The Old Railway Station Yard, Bridge Road; 3.) Land adjacent to the Village Hall, Lynn Road; 4.) 2 Agriculture Grain Store, Furlong Drove; and 5.) 2Agriculture Mill Site, on Lynn Road

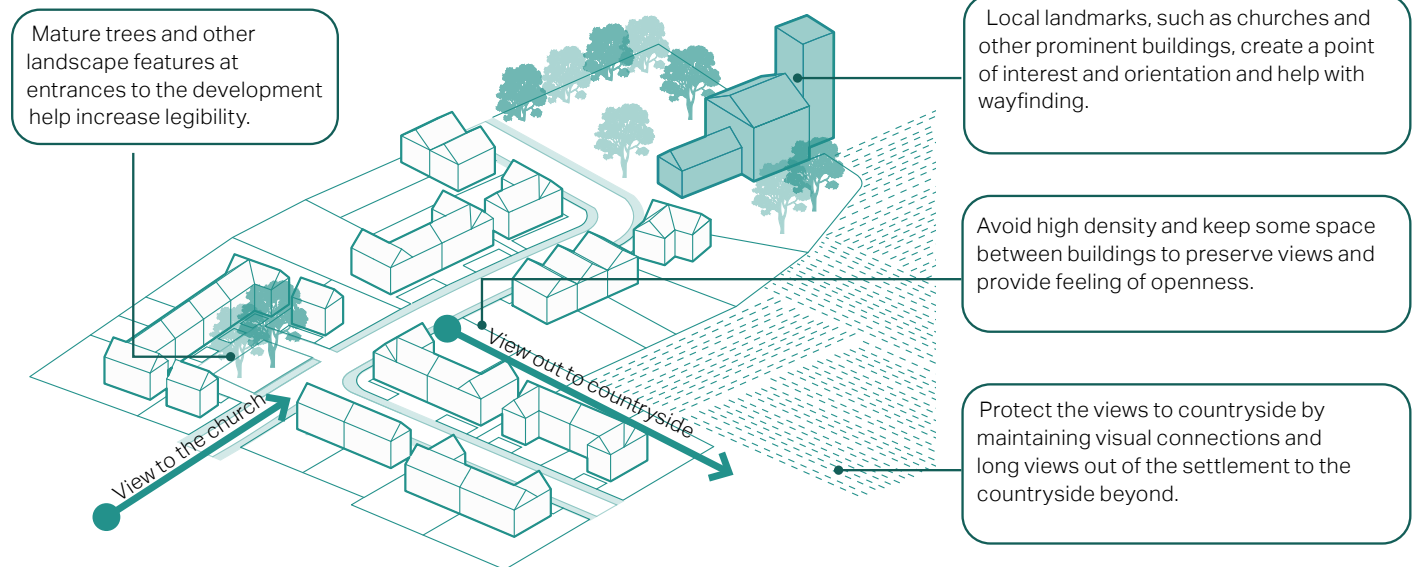


Figure 136: Diagram showing the wayfinding elements in public realm



Figure 135: The old Tower Mill (above on the left) and the Church of All Saints (above on the right) are Grade II Listed buildings and represent important landmarks and features in the village

## PL.07: Landscaping

Landscaping is an important element to ensure that development sits well within its existing landscape context. Stoke Ferry is particularly sensitive to landscape impacts. Landscaping is one of the key ways to prevent visually inappropriate development.

### Actions:

- Developments should incorporate high quality landscaping and the natural screening provided by trees, hedges and shrubs to soften its edges, especially in cases where it meets the open countryside. The use of artificial grass should be avoided
- Developments in Character Areas CA4, CA5, CA6 and CA7 should have particular regard to avoiding visual impacts on the countryside gap which separates Stoke Ferry and the neighbouring village of Wretton
- Landscaping can be a device to reduce the landscape impacts of new developments. Development must seek to preserve and restore existing hedgerows and woodlands as these are key to preserving the local landscape character
- When providing planting, development should seek opportunities to increase biodiversity and provide habitats for birds, insects and mammals and alleviate climate damage
- Sustainable drainage devices such as ponds should be incorporated thoughtfully into the landscaping scheme and can be opportunities to provide biodiverse wetland habitats and prevent flood risk



**Figure 140: Wooden fencing, mature trees and hedgerows as boundaries to existing fields**



**Figure 137: Mature trees and vegetation along Boughton Road**



**Figure 139: Soft landscaped edge on Buckenham Drive**



**Figure 138: Hedges and wooden fence create a strong definition between public and private space in CA4**



## PL.08: Boundary treatments

Boundary treatments, such as hedges, low walls and railings should be included in design proposals to clearly distinguish public and private spaces.



Figure 141: Original front iron railings as a boundary treatment on Bridge Rd

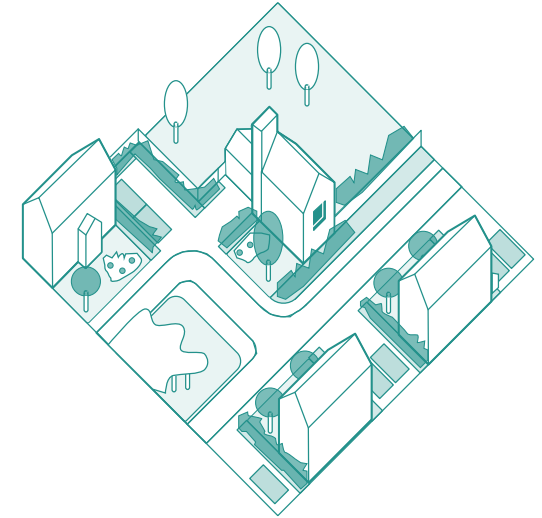


Figure 142: Diagram showing the boundary treatment such as low wall and hedges in front of houses

### Actions:

- New boundaries should be constructed attractively and reflect locally distinctive forms and materials by incorporating hedges of native plant species, brick or flint walls and traditional iron railings
- Development shall identify existing boundary treatments in the context of the site and consider appropriate boundaries for new development to ensure integration with existing context
- Existing boundary trees and hedgerow should be retained and should be reinforced with native species
- Boundaries should also be included in new developments to assist with child safety



Figure 143: Hedgerow and mature trees boundaries



Figure 144: Rose Cottage with brick and flint wall defining private space on Lynn Rd

## 4.9. Buildings

### BU.01: Architectural details

Stoke Ferry has a diverse set of architectural styles and has generally avoided large areas of monotonous architecture.

New development should seek to uphold the variety and charm of the village's architectural style. There are also opportunities to increase the conservation area.

#### Actions:

- Architectural design shall reflect local design references, consider its natural and built context and reflect and reinforce local distinctiveness
- Architectural details including windows, doors, porches, roofs and building materials should reflect local patterns
- Buildings should be architecturally varied, by incorporating bays, expressive rooflines and porches. Some buildings should be considered a landmark within the development, and these should have a unique and identifiable quality
- In CA1, contemporary styles of architecture will only be encouraged where they are exemplary and enhance or express the historic character of the area
- The possibility of modern design materials (eg. glass and steel) in new developments should be explored



**Figure 146: The Old Chemist Shop (1824) is a two storey listed building of flint with gault brick, pantiled roof and shop windows on the ground floor**



**Figure 147: The Old Saints Lodge and Crown House have unusual Elizabethan cylindrical chimneys. The Old Crown also has ornate gables in Dutch Baroque style, which are unusual for West Norfolk**



**Figure 145: The Church of All Saints located by the Hill is a landmark built of ashlar, clunch and flint with slate roofs.**





Figure 149: The house immediately east of All Saints Lodge is a 3-storey building made of gault brick with plain tile roof and original sash windows



Figure 151: Good example of brick quoins at the corner of Coachman's Cottage



Figure 148: Moulsham House, High Street, has many interesting details



Figure 152: An old light fitting to the side of Park House



Figure 150: A tall and narrow lancet window with a pointed arch and decoration at its top on one of the All Saints' Church façades

BU.02: Material and colour palette

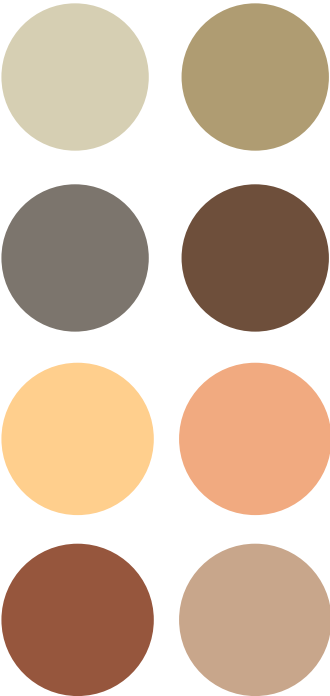
Stoke Ferry has a distinctive material and colour palette.

The main traditional building materials are flint, brick and clunch. Flint is used creatively in many buildings, with or without galletting, in carrstone or brick. A mixture of brick and flint or clunch and flint is used as simple façade decoration in many older buildings. Brick is more common in later properties, as is rendering. Where walls are painted, the main colours are off-white or pink, and other calm pastel shades.

Actions:

- New buildings and extensions should harmonise with nearby buildings by incorporating complementary materials and colours
- Developments should seek to reflect the variety of Stoke Ferry's material and colour palette, avoiding monotony and the overuse of a single style
- Within the Conservation Area, development should avoid the use of insensitive materials and colour patterns which detract from the surroundings
- In all areas, it is recommended that rendering is finished in white, cream or pale pastel hues.
- Surface materials should be permeable and attractive, incorporating the use of pavements, flagstones or gravel– impermeable tarmac pavements and driveways and artificial grass should be avoided wherever possible because this increases the risk of surface water run- off and surface flooding, and also has a negative visual impact
- In CA1, buildings should use traditional materials

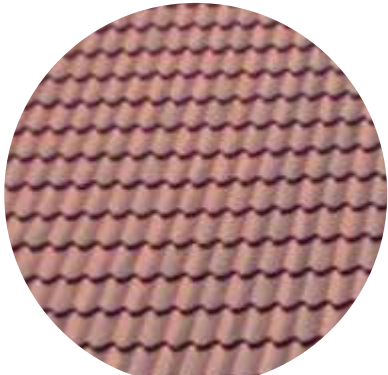
COLOUR PALETTES



GABLED PORCH



RENDER WITH BRICK QUOINS



RED TILE



GREEN WALL



GREY SLATE



MANSARD ROOF





SASH WINDOW



GALLETING



PAINTED BRICK



MASONRY WORK AROUND  
WINDOWS



RENDER



PORCH ADORNED WITH  
TUSCAN COLUMNS



CARSTONE



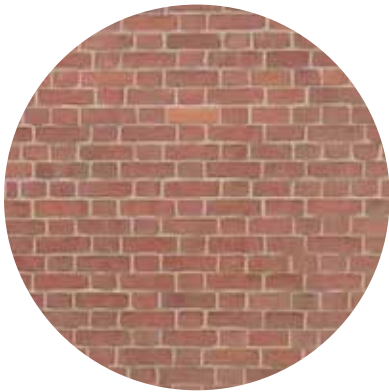
GAUNT BRICK



BAY WINDOW



CLUNCH



RED BRICK



FLINT

### BU.03: Roofs

Traditional buildings within Stoke Ferry are unified by their simplicity of form, with gables and pitched roofs, which combined with variations in the height of eaves and ridge levels and the number of storeys, make an important contribution to defining the character of the area. The scale of a roof should be designed in proportion to the height of the elevation. Subtle changes in angle of the roof pitch provides a variety of roofscapes, avoiding monotonous building compositions.

#### Actions:

- Varied rooflines are encouraged as they make housing more visually appealing and distinctive. The scale of the roof should be in proportion to the dimensions of the building with subtle changes to avoid monotonous elevations
- Developments should always avoid rooflines positioned at the same height and angle over multiple dwellings in a row
- Rooflines should seek to complement views, especially where they are in proximity to important listed buildings, non-designated heritage-assets or other landmarks
- In more sensitive parts of the village such as CA1, CA2 and CA3, development should incorporate traditional roofing materials of Norfolk pantile in orange, red, blue or black and Welsh slate. In CA4 and CA5 more contemporary roofs incorporating modern elements such as solar panels or green roofs would fit better into the existing built environment



**Figure 153: Variation in heights and architectural elements such as chimneys create varied roofline on Oxborough Rd and High Street providing attractiveness and great sense of place**



**Figure 154: Various roofline types on Oxborough Rd and Bridge Rd in CA2 and CA3**



**Figure 155: More formal roofline with chimneys positioned at regular distance on Buckenham Dr**



## BU.04: Windows and doors

Windows and doors can define the character of buildings. Stoke Ferry has many listed buildings which are appreciated and protected for the detailing, materials, fenestration and doors

### Actions:

- Windows should match the general orientation, proportion and alignment of other windows in the same buildings, as well as reflect the patterns of adjacent properties
- They should be arranged symmetrically about the horizontal and vertical areas of the openings
- Windows should have a consistent colour, thickness of frame and quality of windows across the whole building elevation
- Wooden window frames and doors are encouraged. These are higher quality and more environmentally friendly than plastic
- Windows and doors should employ a consistent design approach across the building elevation – this can be contemporary or traditional style. Traditional styles should reflect the use of sash and bay windows commonly seen in Stoke Ferry's older buildings
- Stoke Ferry has many distinctive doors seen in its merchants houses and cottages. New development should seek to make doors an attractive feature of new buildings rather than see these as an afterthought. In many cases doors can be an iconic feature of the façade, for example as seen with Grade II listed Stoke Ferry Hall. Porches can be an attractive addition and help to maintain a varied active frontage



Figure 159: Original Sash windows vertically aligned on Deans Croft Cottage facade



Figure 158: Door left, with distinctive iron pillars carrying flat entablature with scalloped slates. Bay window to side elevation



Figure 156: Panelled central door set within door case comprising pair of Tuscan columns and original sash windows



Figure 157: Arched windows with brick decoration (Pineapple Coach House)

## BU.05: Household extensions

There are multiple ways to create extra space within a building using different types of extensions. Extensions must be designed to an appropriate scale and be secondary to the original building. The pitch and form of a building's roof forms part of its character; therefore, extensions should respond by enhancing the existing character. Extensions should consider the materials, architectural features and proportions of the original building and be designed to complement these existing elements.

Many household extensions are covered by permitted development rights, meaning that they do not need planning permission. There are exceptions, though, that will be relevant here, such as the Conservation Area which covers much of Stoke Ferry. Check the latest guidance here: <https://www.planningportal.co.uk/permission>

### Actions:

- The character of the existing building, along with its scale, form, materials and details should be taken into consideration when preparing proposals for alterations and/or extensions
- External extensions should respect or enhance the visual appearance of the original buildings and the character of the wider street scene
- Extensions should be subordinate in term of scale and form and shall not be visually dominant or taller than the existing building

- Extensions should be recessed or in line with the existing building façade and shall use lower ridge and eaves levels to ensure that the length and width of the extension are less than the dimensions of the original building
- Extensions should be designed using materials and details to match the existing building or alternatively, use contrasting materials and details with a contemporary design approach. However, in either case, extensions should create an overall harmonious composition and a strong degree of unity with the original building
- Extensions should safeguard the privacy and daylight amenity of neighbouring properties
- Extensions should retain on-site parking capacity and a viable garden area to meet the needs of future occupiers
- Extensions of existing buildings should help to reduce carbon emission by complying with high energy efficiency standards and utilising low energy design
- Side extensions should be set back from the main building and complement the materials and detailing of the original building, particularly along the street elevation. The roof of the extension should harmonise with that of the original building; flat roofs should be avoided. Side windows should also be avoided unless it can be demonstrated that they would not overlook neighbouring properties
- Single storey rear extensions should be set below any first-floor windows and designed to minimise any effects of neighbouring properties, such as blocking day light.
- A flat roof is generally acceptable for a single storey rear extension
- Double storey rear extensions are not common as they usually affect neighbours' access to light and privacy, however, sometimes the size and style of the property allows for a two- storey extension. In these cases, the roof form and pitch should reflect the original building and sit slightly lower than the main ridge of the building



Good example for side extensions, respecting existing building scale, massing and building line.



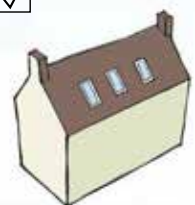
Both extensions present a negative approach when considering how it fits to the existing building. Major issues regarding roofline and building line.



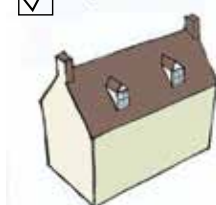
**Figure 160: Good example of side extension (garage). The addition to the new part respects the building's mass character and roofline**



### Design treatment in case of loft conversion:



Loft conversion incorporating skylights.



Loft conversion incorporating gabled dormers.



Loft conversion incorporating a long shed dormer which is out of scale with the original building.



Original roofline of an existing building.

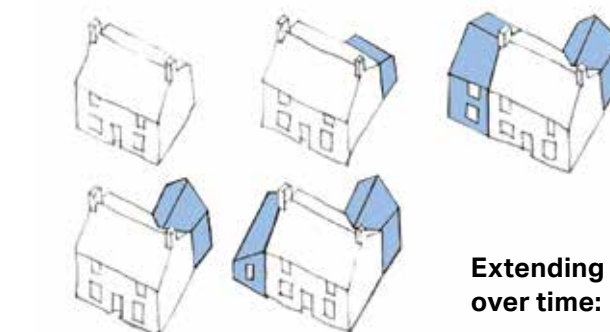
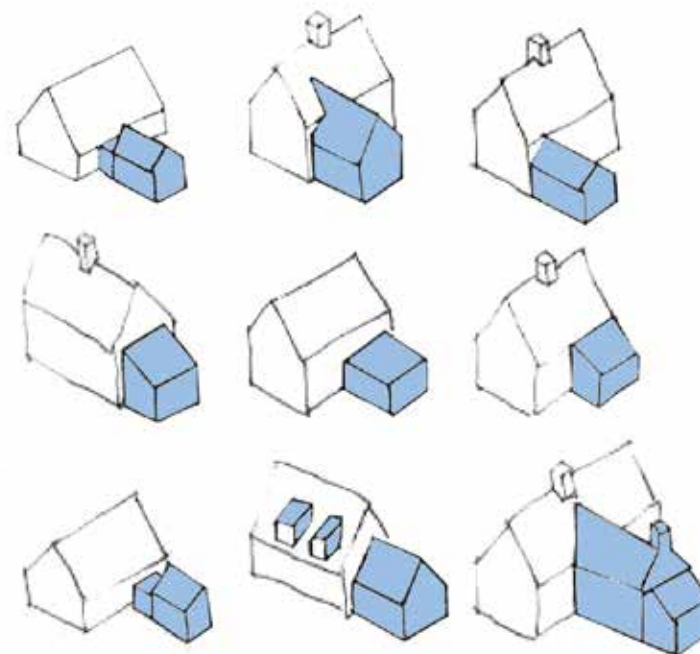


Loft conversion incorporating gabled dormers.



Loft conversion incorporating gabled dormers which are out of scale and do not consider existing window rhythm nor frequency.

### Different ways of extending a dwelling:



Extending a house over time:

BU.06: Servicing

With modern requirements for waste separation and recycling, the number of household bins that need to be stored has increased. It is important that these are accommodated in ways that allow convenient access, and without increasing street clutter or harming the appearance of new buildings.

- Actions:**
- Servicing arrangements should have a specific and attractive enclosure of sufficient size for all the necessary bins, this avoids the blocking of pavements with bins and makes the public realm more attractive
  - The illustrations below show some successful design solutions for accommodating bins within the plot

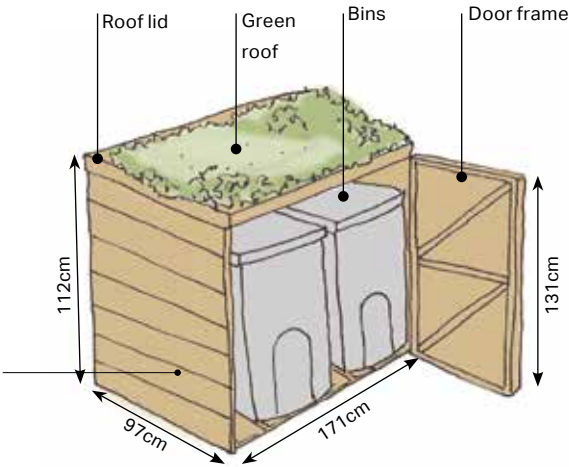


Figure 161: Good design for waste collector camouflage

BU.07: Designing workspaces into new developments

After the pandemic impacted the world, many people made the abrupt shift to working from home. Homes should be designed around the needs of home working so that Stoke Ferry can become a sustainable node of commerce.

- Actions:**
- Provision of inclusive work environment so it can be adaptive to ensure it can be easily used by a wide and diverse range of people in home
  - Providing the digital tools needed to support teams and locations such as broadband. In this regard, the workspace should be located in the most accessible place in home to the Internet
  - Increasing the different type of choices to provide flexible workplaces to support productivity
  - Improve energy efficiency through insulation and reduced consumption by optimising heating, ventilation and air conditioning (see Sustainability section)
  - Provision of comfortable and healthy working environment
  - Create a workspace environment which limits stress through the use of colours and light to improve well-being



## 4.10. Sustainability

### SU.01: Sustainable drainage systems

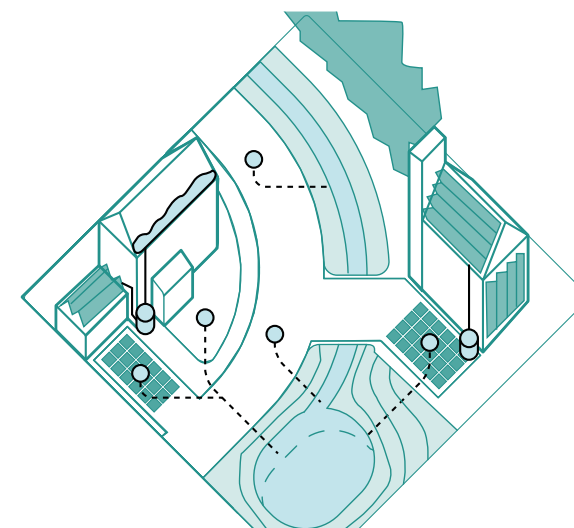
The term SuDS stands for Sustainable Drainage Systems. It covers a range of approaches to managing surface water in a more sustainable way to reduce flood risk and improve water quality whilst improving amenity benefits. SuDS work by reducing the amount and rate at which surface water reaches a waterway or combined sewer system. Usually, the most sustainable option is collecting this water for reuse, for example in a water butt or rainwater harvesting system, as this has the added benefit of reducing pressure on important water sources.

#### Actions:

- Where re-use is not possible there are two possible approaches using SuDS: infiltration, which allows water to percolate into the ground and eventually restore groundwater; attenuation and controlled release, which holds back the water and slowly releases it into the sewer network. Although the overall volume entering the sewer system is the same, the peak flow is reduced. This reduces the risk of sewers overflowing. Attenuation and controlled release options are suitable when either infiltration is not possible (for example where the water table is high or soils are clay) or where infiltration could be polluting (such as on contaminated sites)
- The most effective type or design of SuDS would depend on site-specific conditions such as underlying ground conditions, infiltration rate, slope, or presence of ground contamination. A number of overarching principles can however be applied: reduce runoff rates by facilitating infiltration into the ground or by providing attenuation that stores water to help slow its flow down so that it does not overwhelm water courses or the sewer network; integrate into development and improve amenity through early

consideration in the development process and good design practices; SuDS are often as important in areas that are not directly in an area of flood risk themselves, as they can help reduce downstream flood risk by storing water upstream; some of the most effective SuDS are vegetated, using natural processes to slow and clean the water whilst increasing the biodiversity value of the area. There is no reason why SuDS should not be seen as an opportunity to help meet biodiversity requirements (see SU.04); best practice SuDS schemes link the water cycle to make the most efficient use of water resources by reusing surface water; SuDS must be designed sensitively to augment the landscape and provide biodiversity and amenity benefits and; to reduce the risk of surface water run-off, permeable surfaces, which are also more attractive, should be incorporated wherever possible. Impermeable tarmac should be avoided, particularly for pavements where it has a detrimental visual impact. Permeable surfaces must align with three Acts.

- Regulations, standards, and guidelines relevant to permeable paving and sustainable drainage are listed below
  - Sustainable Drainage Systems - non-statutory technical standards for sustainable drainage systems;
  - The SuDS Manual (C753) ;
  - BS 8582:2013 Code of practice for surface water management for development sites ;
  - BS 7533-13:2009 Pavements constructed with clay, natural stone or concrete pavers ; and
  - Guidance on the Permeable Surfacing of Front Gardens.



**Figure 162: Diagram showing the best use of harvesting water systems rain garden, swales, permeable paving, green roofs..**



**Figure 163: Examples of SuDS designed as a public amenity and fully integrated into the design of the public realm, Sweden.**

**SU.02: Energy efficiency and energy generation**

Energy efficient or eco design combines all-round energy efficient construction, appliances, and lighting with commercially available renewable energy systems, such as solar water heating and solar electricity.

Starting from the design stage, there are strategies that can be incorporated towards passive solar heating, cooling and energy efficient landscaping which are determined by local climate and site conditions. The retrofit of existing buildings with eco design solutions should also be encouraged. The retrofit of historic buildings should follow Historic England guidance.

The aim of these interventions is to reduce overall home energy use as cost effectively as the circumstances permit. The final step towards a high-performance building would consist of other on-site measures towards renewable energy systems.

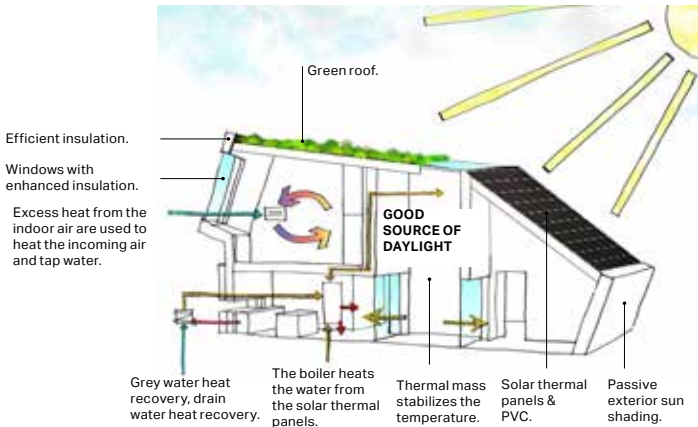
It must be noted that eco design principles do not prescribe a particular architectural style and can be adapted to fit a wide variety of built characters. A wide range of solutions is also available to retrofit existing buildings, including listed properties, to improve their energy efficiency.

Development which incorporates the following sustainable features will be encouraged:

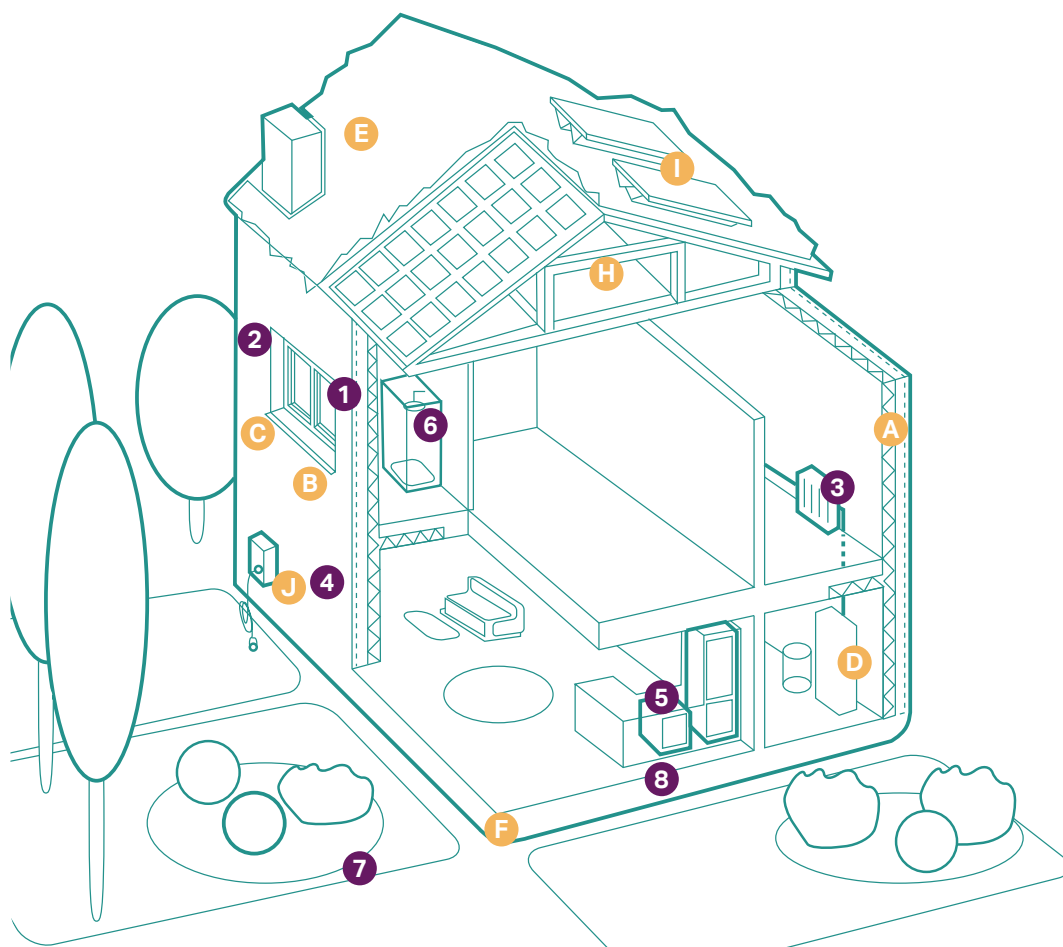
- Rainwater harvesting/capture
- Grey water recycling
- Air/ground source heat pumps
- Solar panels
- Passive solar gain
- Biomass/wood pellet boilers
- Low energy/down lighting
- Passive ventilation
- Thermal mass
- On site energy generation

**Actions:**









- Development will be supported where it aims to achieve net zero carbon emissions, in line with HM Government’s commitment to achieve net zero greenhouse gas emissions by 2050. This will require new homes to be energy efficient and sustainable. To meet net zero, developments should be built in a way that after taking into account the emissions from space heating, ventilation, hot water and fixed lighting, expected energy use from appliances and exports and imports of energy from the development (and directly connected energy installations) to and from centralised energy networks, the building will have net zero carbon emissions over the course of a year
- Solar roof panels should be designed into new buildings from the start so that they are a coherent part of the design concept. When retrofitting existing buildings, solar panels should be sensitively added to roofs, with a preference for black panels which are less obtrusive than blue panels
- Green roofs in new buildings should be planned from the start and should be easy to maintain and upkeep
- Developments should incorporate the features shown in the diagram below to achieve energy efficiency.







### Existing homes

- 1  **Insulation**  
in lofts and walls (cavity and solid)
- 2  **Double or triple glazing with shading** (e.g. tinted window film, blinds, curtains and trees outside)
- 3  **Low- carbon heating** with heat pumps or connections to district heat network
- 4  **Drought proofing** of floors, walls, windows and doors
- 5  **Highly energy- efficient appliances** (e.g. A++ and A+++ rating)
- 6  **Highly waste- efficient devices** with low-flow showers and taps, insulated tanks and hot water thermostats
- 7  **Green space (e.g. gardens and trees)** to help reduce the risks and impacts of flooding and overheating
- 8  **Flood resilience and resistance** with removable air back covers, relocated appliances (e.g. installing washing machines upstairs), treated wooden floors

### New build homes










- A  **High levels of airtightness**
- B  **More fresh air** with the mechanical ventilation and heat recovery, and passive cooling
- C  **Triple glazed windows and external shading** especially on south and west faces
- D  **Low-carbon heating** and no new homes on the gas grid by 2025 at the latest
- E  **Water management and cooling** more ambitious water efficiency standards, green roofs and reflective walls
- F  **Flood resilience and resistance** e.g. raised electrical, concrete floors and greening your garden
- H  **Construction and site planning** timber frames, sustainable transport options (such as cycling)
- I  **Solar panel**
- J  **Electric car charging point**

Figure 164: Diagram showing low-carbon homes in both existing and new build conditions, adopted from the Commission on Climate Change

SU.03: Rainwater harvesting

Rainwater harvesting refers to the systems available to capture and store rainwater as well as those enabling the reuse in-situ of grey water. These systems involve pipes and storage devices that could be unsightly if added without an integral vision for design.

Actions:

- Developments incorporating rainwater harvesting should conceal tanks by cladding them in complementary materials; use attractive materials or finishing for pipes; combine landscape/planters with water capture systems; use underground tanks; and utilise water bodies for storage



Figure 165: Examples of SuDS designed as a public amenity and fully integrated into the design of the public realm in Stockholm, Sweden

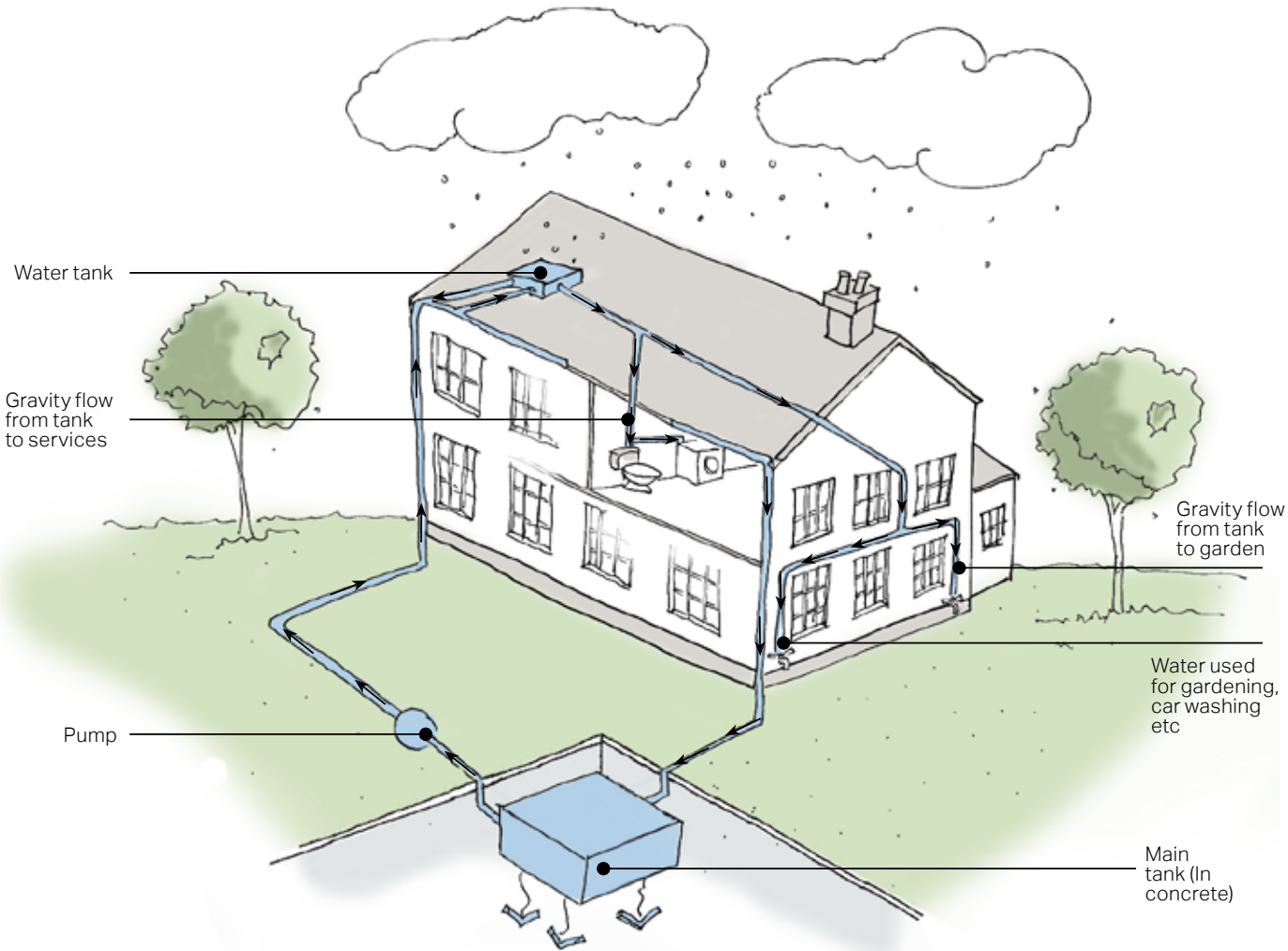


Figure 166: Diagram showing the rain harvesting process



## SU.04: Biodiversity

Stoke Ferry has a rich and varied landscape character. In addition, there are many natural features and assets, such as trees, woodlands, hedgerows, the River Wissey, The Cut-Off Channel, marshes, ponds, dykes, verges, front and back gardens. They all contribute to provide habitats for biodiversity to flourish. Local farms with government initiatives also add to local biodiversity as do the village community gardens and cemeteries.

- Development should create wildlife corridors in the surrounding countryside by proposing new green links and improving the existing ones. This will enable wildlife to travel to and from foraging areas and their dwelling areas
- Development must protect mature and veteran trees, wide green verges and species-rich hedgerows as they are essential for biodiversity. Hedgerows are a particularly good habitat for fauna and also prevent soil erosion
- Development should show that it has considered opportunities to incorporate nature friendly ideas such as bird boxes, bee bricks, bughouses, swift bricks or ponds
- Sustainable drainage proposals should be seen as an opportunity to improve biodiversity and create wetland habitats (see SU.01)

### Actions:

- Development must protect and enhance woodlands, hedges, trees and road verges, where possible. Natural tree buffers should also be protected when planning for new developments
- Development must avoid abrupt edges to development with little vegetation or landscape on the edge of the settlement and, instead, aim for a comprehensive landscape buffering
- Development should seek to achieve biodiversity net gain and provide new habitats and wildlife corridors
- It is important to ensure existing habitats are buffered. Widths of buffer zones should be wide enough and based on specific ecological function

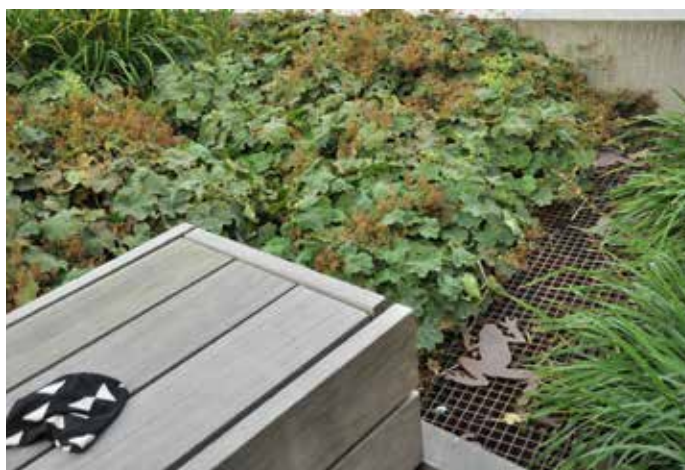


Figure 167: Examples of a frog habitat decorating rear gardens or public green spaces

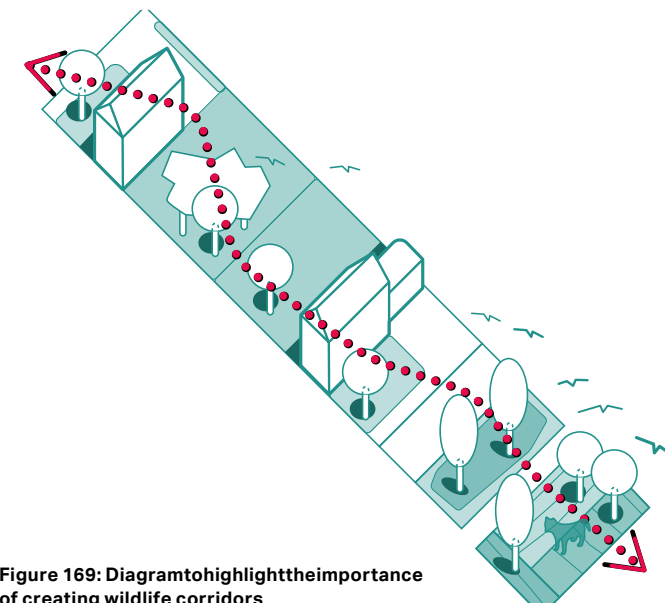


Figure 169: Diagram to highlight the importance of creating wildlife corridors



Figure 168: Examples of a bughouse decorating rear gardens or public green spaces

## SU.05: Dark skies

The 'dark skies' character of the countryside should be protected. Dark skies benefit both people and wildlife. Any new development should minimise impact on the existing 'dark skies' within the settlements and reduce light pollution that disrupts the natural habitat and human health

### Actions:

- Ensure that lighting schemes will not cause unacceptable levels of light pollution, particularly in intrinsically dark areas. These can be areas very close to the countryside or where dark skies are enjoyed
- Impact on sensitive wildlife receptors throughout the year, or at particular times (e.g. on migration routes) may be mitigated by the design of the lighting or by turning it off or down at sensitive times
- Glare should be avoided, particularly for safety reasons. This is the uncomfortable brightness of a light source due to the excessive contrast between bright and dark areas in the field of view
- Foot/cycle path light should be introduced sensitively and in harmony with surrounding rural landscape. Light fittings such as solar cat's-eye lighting, reflective paint and ground-based lighting could be introduced. Full-height lighting should be avoided

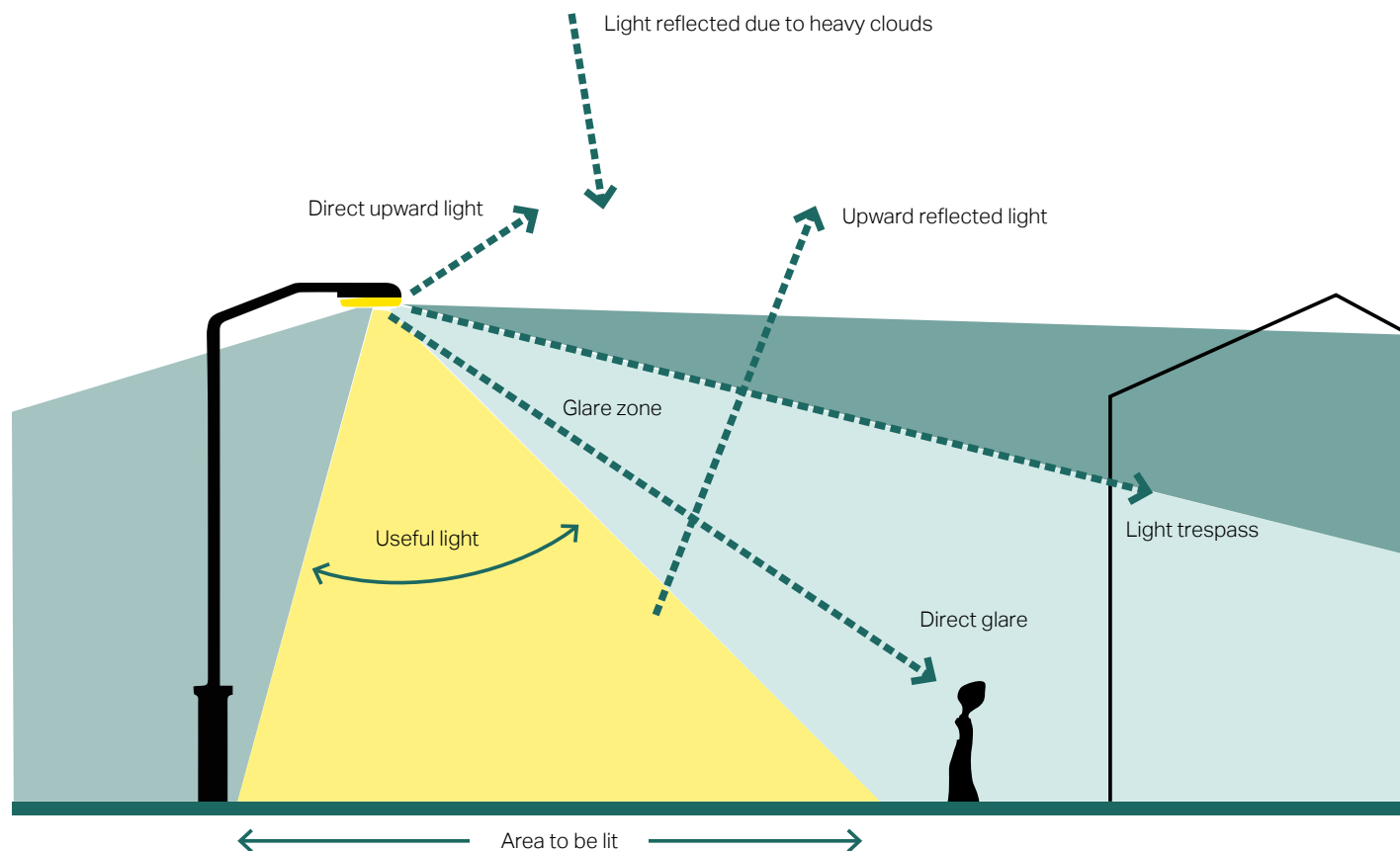


Figure 170: Diagram to illustrate the different components of light pollution and what 'good' lighting means



## 4.11. General questions to ask and issues to consider when presented with a development proposal

General questions to ask and issues to consider when presented with a development proposal.

As a first step, there are a number of design principles that should be present in any proposals. The following general design questions should be asked:

- Does the design respect the existing settlement pattern and avoid coalescence in order to respect the character?
- How does it integrate with existing paths, streets, and circulation networks?
- Does it reinforce or enhance the established character of streets, greens and other spaces?
- Does it harmonise and enhance the physical form, architecture and land use of the existing settlement?
- Does it retain and incorporate important existing features into the development?
- Does it respect surrounding buildings in terms of scale, roofline, height, form, and density?
- Does it enhance and reinforce the property boundary treatments?
- Are contextually appropriate materials and details adopted?
- Does it provide adequate open space for the development in terms of both quantity and quality?
- Does it incorporate necessary services and drainage infrastructure without causing unacceptable harm to retained features?
- Do all components e.g. buildings, landscapes, access routes, parking and open space relate well to each other?
- Does it aim for innovative design and eco-friendly buildings while respecting the architectural heritage and tradition of the area and integrating them with future development.

- Does it implement passive environmental design principles by, firstly, considering how the site layout can optimise beneficial solar gain and reduce energy demands (e.g. insulation), before specification of energy efficient building services and finally incorporate renewable energy sources?

### Street Grid and Layout

- Does it favour accessibility and connectivity over cul-de-sac models? If not, why?
- Do the new points of access and street layout have regard for all users of the development; in particular pedestrians, cyclists and those with disabilities?
- What are the essential characteristics of the existing street pattern; are these reflected in the proposal?
- How will the new design or extension integrate with the existing street arrangement?
- Are the new points of access appropriate in terms of patterns of movement?
- Do the points of access conform to the statutory technical requirements?

### Local Green Spaces, Views and Character

- What are the particular characteristics of this area which have been taken into account in the design; i.e. what are the landscape qualities of the area?
- Does the proposal maintain or enhance any identified views or views in general?
- How does the proposal affect the trees on or adjacent to the site?
- Can trees be used to provide natural shading from unwanted solar gain? i.e. deciduous trees can limit solar gains in summer, while maximising them in winter

- Has the proposal been considered within its wider physical context?
- Has the impact on the landscape quality of the area been taken into account?
- In rural locations, has the impact of the development on the tranquillity of the area been fully considered?
- How does the proposal affect the character of a rural location?
- How does the proposal impact on existing views which are important to the area and how are these views incorporated in the design?
- Can any new views be created?
- Is there adequate amenity space for the development?
- Does the new development respect and enhance existing amenity space?
- Have opportunities for enhancing existing amenity spaces been explored?
- Will any communal amenity space be created? If so, how this will be used by the new owners and how will it be managed?
- Is there opportunity to increase the local area biodiversity?
- Can green space be used for natural flood prevention e.g. permeable landscaping, swales etc.?
- Can water bodies be used to provide evaporative cooling?
- Is there space to consider a ground source heat pump array, either horizontal ground loop or borehole (if excavation is required)?

### Gateway and Access Features

- What is the arrival point, how is it designed?
- Does the proposal maintain or enhance the existing gaps between settlements?

- Does the proposal affect or change the setting of a listed building or listed landscape?
- Is the landscaping to be hard or soft?

### **Buildings Layout and Grouping**

- What are the typical groupings of buildings?
- How have the existing groupings been reflected in the proposal?
- Are proposed groups of buildings offering variety and texture to the local built environment?
- What effect would the proposal have on the streetscape?
- Does the proposal maintain the character of dwelling clusters stemming from the main road?
- Does the proposal overlook any adjacent properties or gardens? How is this mitigated?
- Subject to topography and the clustering of existing buildings, are new buildings oriented to incorporate passive solar design principles, with, for example, one of the main glazed elevations within 30° due south, whilst also minimising overheating risk?
- If any of the buildings were to be heated by an individual air source heat pump (ASHP), is there space to site it within the property boundary without infringing on noise and visual requirements?
- Can buildings with complementary energy profiles be clustered together such that a communal low carbon energy source could be used to supply multiple buildings that might require energy at different times of day or night? This is to reduce peak loads. And/or can

waste heat from one building be extracted to provide cooling to that building as well as heat to another building?

### **Building Line and Boundary Treatment**

- What are the characteristics of the building line?
- How has the building line been respected in the proposals?
- Have the appropriateness of the boundary treatments been considered in the context of the site?

### **Building Heights and Roofline**

- What are the characteristics of the roofline?
- Have the proposals paid careful attention to height, form, massing and scale?
- If a higher than average building(s) is proposed, what would be the reason for making the development higher?
- Will the roof structure be capable of supporting a photovoltaic or solar thermal array either now, or in the future?
- Will the inclusion of roof mounted renewable technologies be an issue from a visual or planning perspective? If so, can they be screened from view, being careful not to cause over shading?

### **Building Materials and Surface Treatment**

- What is the distinctive material in the area, if any?
- Does the proposed material harmonise with the local materials?
- Does the proposal use high-quality materials?

- Have the details of the windows, doors, eaves and roof details been addressed in the context of the overall design?
- Does the new proposed materials respect or enhance the existing area or adversely change its character?
- Are recycled materials, or those with high recycled content proposed?
- Has the embodied carbon of the materials been considered and are there options which can reduce the embodied carbon of the design? For example, wood structures and concrete alternatives.
- Can the proposed materials be locally and/or responsibly sourced? E.g. FSC timber, or certified under BES 6001, ISO 14001 Environmental Management Systems?

### **Car Parking Solutions**

- What parking solutions have been considered?
- Are the car spaces located and arranged in a way that is not dominant or detrimental to the sense of place?
- Has planting been considered to soften the presence of cars?
- Does the proposed car parking compromise the amenity of adjoining properties?
- Have the needs of wheelchair users been considered?
- Can electric vehicle charging points be provided?
- Can secure cycle storage be provided at an individual building level or through a central/ communal facility where appropriate?



- If covered car ports or cycle storage is included, can it incorporate roof mounted photovoltaic panels or a biodiverse roof in its design?

### Architectural Details

- If the proposal is within a conservation area, how are the characteristics reflected in the design?
- Is the proposal in harmony with the adjacent properties? This means that it follows the height massing and general proportions of adjacent buildings and how it takes cues from existing materials and other existing physical characteristics.
- Does the proposal maintain or enhance the existing landscape features?
- Has the local architectural character and precedent been demonstrated in the proposals?
- If the proposal is a contemporary design, are the details and materials of a sufficiently high enough quality and does it relate specifically to the architectural characteristics and scale of the site?
- Is it possible to incorporate passive environmental design features such as larger roof overhangs, deeper window reveals and/or external louvres/shutters to provide shading in hotter months?
- Can the building designs utilise thermal mass to minimise heat transfer and provide free cooling?

- Can any external structures such as balconies be fixed to the outside of the building, as opposed to cantilevering through the building fabric to reduce thermal bridge?

### Household Extensions

- Does the proposed design respect the character of the area and the immediate neighbourhood, and does it have an adverse impact on neighbouring properties in relation to privacy, overbearing or overshadowing impact?
- Is the roof form of the extension appropriate to the original dwelling (considering angle of pitch)?
- Do the proposed materials match those of the existing dwelling?
- In case of side extensions, does it retain important gaps within the street scene and avoid a 'terracing effect'?
- Are there any proposed dormer roof extensions set within the roof slope?
- Does the proposed extension respond to the existing pattern of window and door openings?
- Is the side extension set back from the front of the house?
- Does the extension offer the opportunity to retrofit energy efficiency measures to the existing building?
- Can any materials be re-used in situ to reduce waste and embodied carbon?







Delivery

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# 5. Delivery

The Design Guidelines will be a valuable tool in securing context-driven, high quality development within Stoke Ferry Parish. They will be used in different ways by different actors in the planning and development process, as summarised in the table.

ACTORS	HOW THEY WILL USE THE DESIGN
	GUIDELINES
Applicants, developers, and landowners	As a guide to community and Local Planning Authority expectations on design, allowing a degree of certainty – they will be expected to follow the Guidelines as planning consent is sought.
Local Planning Authority	As a reference point, embedded in policy, against which to assess planning applications.  The Design Guidelines should be discussed with applicants during any pre-application discussions.
Parish Council	As a guide when commenting on planning applications, ensuring that the Design Guidelines are complied with.
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.







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