Acle Parish

Design Guidance and Codes

October 2025

Delivering a better world

Quality information

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Revision History

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Contents

Tower of Saint Edmund's Church viewed over the village roofline.

Introduction

01

1. Introduction

Through the Ministry of Housing, Communities and Local Government (MHCLG) Neighbourhood Planning Support Programme, led by Locality, AECOM was commissioned to provide design support to Acle Parish Council.

As noted in paragraph 131 of the National Planning Policy Framework (NPPF), "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."

Following an analysis of Acle, a set of architectural and design qualities were identified. This set of qualities, combined with good design practice, will form the design guidelines that development within Acle should follow in order to comply with this parish-wide design guidance and codes document.

1.1 Purpose of this document

This document sets out design guidance and codes based on the existing character and features of Acle. The document is intended to sit alongside the Neighbourhood Plan to provide guidance for applicants preparing proposals in Acle and as a guide for Acle Parish Council, Broadland District Council and the Broads Authority when considering planning applications.

1.1.1 What is Guidance versus Codes?

Design guidance identifies how development can be carried out in accordance with good design practice. Design codes are requirements that provide specific, detailed parameters for development. Proposals for development within Acle should demonstrate how the guidance has informed the design and how they comply with the relevant design codes. Where a proposal cannot comply with a code (or several) a justification should be provided.

Figure 01: Village centre on a green located at an intersection north along Acle's historic High Street.

Figure 02: Acle War Memorial fronting Saint Edmund's Church. © *Adrian Pye*

1.2 Area of study

Acle is a civil parish located in the district of Broadland, within Norfolk County. A large portion of the eastern parish boundary falls within the Broads Authority, which is responsible for planning that occurs within the Broads boundary. The national park is Britain's largest protected wetland and is home to rare species of plant and animal life.

Acle is a key service centre and has a range of services and facilities, including a secondary school, a primary school, a small range of shops, library, bus and rail links to Norwich and Great Yarmouth. Additionally, the A47 crosses through the parish and has onward connections to Hoveton and Wroxham to the north.

Many of these facilities can be found along Acle's high street, which is the centre of activity within the village. Here, the Grade I listed C13th Church of Saint Edmund can be found, a round tower with distinctive later octagonal bell stage.

1.2.1 Acle Neighbourhood Plan

The Acle Neighbourhood Plan was adopted in 2015 and, at the time of writing, is being reviewed to include updated policies for development until 2045.

The vision of the Acle Neighbourhood Plan is *"to ensure that Acle continues as a flourishing village and gateway to the Broads that maintains a strong sense of community whilst embracing a sustainable and prosperous future as a place where people choose to live, work and visit."* This document will aid the design of all new development, including new and carried forward housing allocations, to support this vision and deliver high-quality housing that addresses the standards of the Neighbourhood Plan, Broadland District Council and the Broads Authority.

Figure 03: Location of Acle within the context of its local authority.

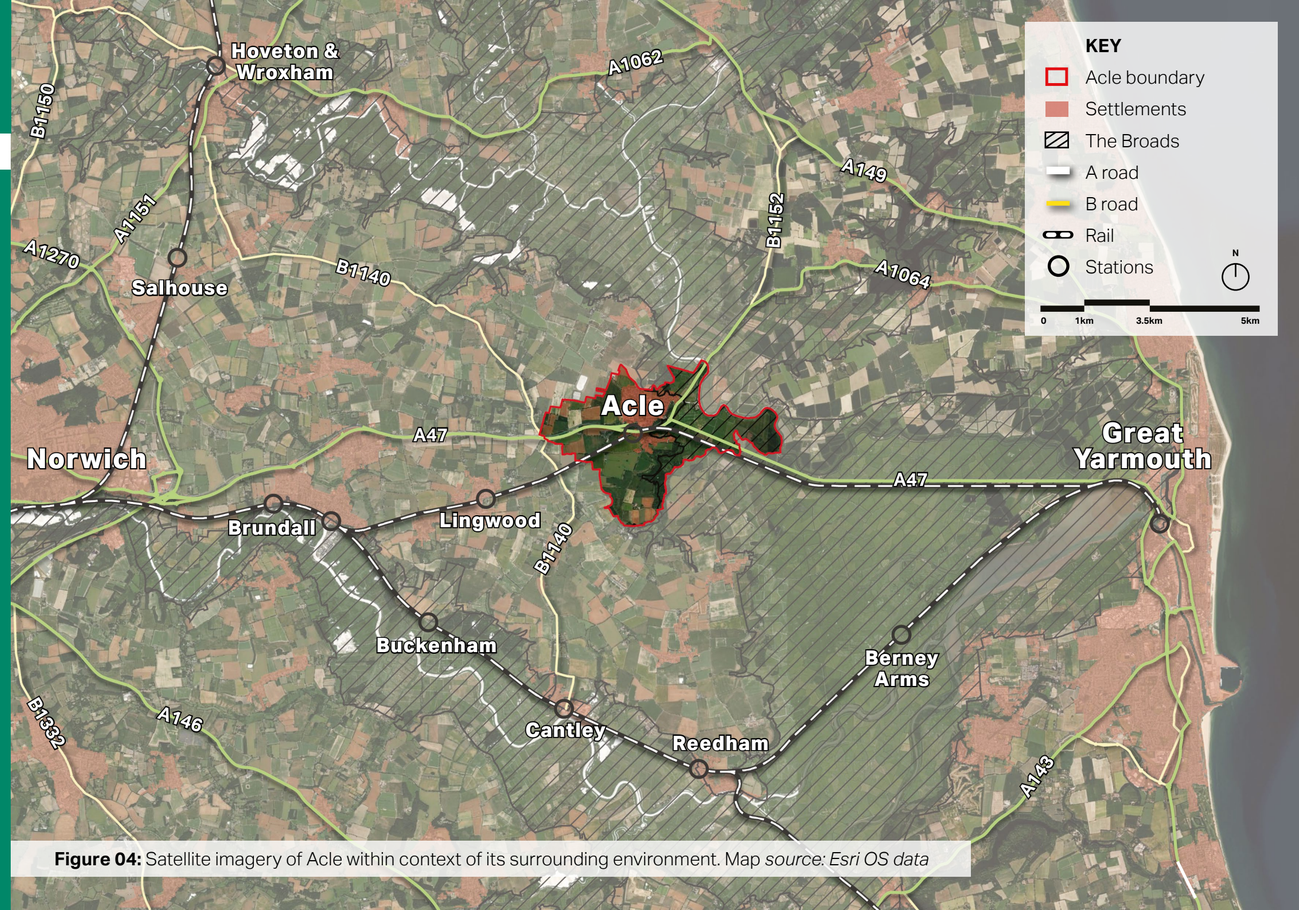

Figure 04: Satellite imagery of Acle within context of its surrounding environment. Map *source: Esri OS data*

Current advice to Local Planning Authorities (LPAs) suggests a nested approach, with clear links between different codes. This symbol will indicate that guidance exists for a specific theme and which of these documents should be referred to.

1.3 Planning policy context

The NPPF 2024, paragraph 132 states that:

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

The Government is placing significant importance on the development of design guidance in order to set standards for design upfront and provide key principles regarding how sites should be developed.

Therefore this report's main objective is to develop design codes to sit alongside the Acle Neighbourhood Plan to inform design proposals within the parish, and ensure that they remain sympathetic to local character.

Other research, such as for the Government's Commission for Architecture and the Built Environment (now part of the Design Council; see, for example, *The Value of Good Design*[1]) 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.

Therefore, this document seeks to harness an understanding of how quality design can sensitively incorporate the most valued aspects of Acle's overall character into any future development.

The following documents have also informed the design guidance and codes within this report, to ensure they are best aligned with the needs and opportunities identified for Acle:

[1]Available at: https://www.designcouncil.org.uk/our-resources/archive/reports-resources/value-good-design/

National guidance

2007 - Manual for Streets
Department for Transport

The Manual for Streets is the Government's guidance on how to design, construct, adopt and maintain new and existing residential streets. It promotes developments that avoid car-dominated layouts and place the needs of pedestrians and cyclists first.

2019 - National Design Guide
MHCLG

The National Design Guide (Ministry of Housing, Communities and Local Government 2019) illustrates how well-designed places that are beautiful, enduring and successful can be achieved in practice.

2020 - Building for a Healthy Life
Homes England

Building for a Healthy Life (BHL) is the government-endorsed industry standard for well-designed homes and neighbourhoods. The BHL toolkit sets out principles to help guide discussions on planning applications and to help local planning authorities to assess the quality of developments.

Norfolk County

2022 - Parking Guidelines for new developments in Norfolk
Norfolk County Council

This document provides parking guidelines for new developments including for bicycles, servicing vehicles and electric vehicles. It is divided into parking guidelines, vehicle modes and land use classes sections.

2025 - Norfolk LLFA Statutory Consultee Guidance Document
Lead Local Flood Authority (LLFA)

This guidance is aimed at providing developers with the locally specific technical knowledge of flood mitigation and to ensure that any submissions are aligned with the expectations of the LLFA.

2023 - Street Lighting Developer Specification
Norfolk County Council

This document provides a needs assessment and basic principles and standards for providing external street lighting within new developments. It includes street lights, placement, brightness and light fixture forms.

Broadland District

2024 - Greater Norwich Local Plan
Broadland and South Norfolk Councils

The adopted Greater Norwich Local Plan (GNLP) consists of three documents, 'The Strategy', 'The Sites Plan' and 'The Monitoring Framework'. Together, these documents set out the strategy for growth, site allocations and the implementation of both the plan's policies and its objectives.

2025 - Joint district-wide Design Codes
Broadland and South Norfolk Councils

The aim of the Design Code is to strengthen the design quality and consistency of new residential developments in the district. It will cover themes such as building heights, material use, landscaping and parking. It will replace the previous Broadland District Design Guide adopted July 1997.

2013 - Landscape Character Assessment (LCA) Supplementary Planning Document (SPD) Parts 1 & 2
Broadland District Council

The aim of the study is to provide an up to date integrated assessment of the landscape character of the district, reviewing the existing landscape character assessment, in accordance with current guidance and best practice. The study firstly assesses the landscape character of the district, considering not only scenic and visual characteristics but also the physical, historical influences that have shaped the landscape. The LCA will be used as a technical evidence base to inform the Local Development Framework currently being prepared by the Council, and guide development control decisions.

2016 - Recreational Provision in Residential Development SPD
Broadland District Council

The purpose of this document is to provide developers, landowners and applicants guidance to calculate the requirements for making provision of recreational space in new developments. This will assist in assessing development capacity, providing buffer zones, providing adequate access to these spaces, ensuring high quality delivery and the calculating the value of land and in making planning applications.

Broads Authority

2019 - Local Plan for the Broads
Broads Authority

The Local Plan (under reivew at time of writing) sets out the issues the authority faces, a vision of what the Broads Authority Executive Area will look like in 2036 and the strategic policies and site allocations to get there. Notably, Section 25 Design, in particular, provides expectations for high-quality design that integrates with its surroundings, reinforces local distinctiveness and preserves landscape character and cultural heritage.

2025 - Design Guide and Code for the Broads
Broads Authority and Turley

The document identifies the most common development types in the Broads area and outlines the contexts and key characteristics. The first part is a Design Guide that provides an appraisal of the local context and character of the common building types. The second part is a series of detailed design codes which set out the design principles that apply to of the most common types of buildings where development occurs in the Broads.

2020 - Flood Risk Supplementary Planning Document (SPD)
Broads Authority

The purpose of this SPD is to increase awareness of the nature of flood risk in the Broads area, give advice to developers and others about the Authority's approach to the issue of development and flood risk and stress the need to maintain a high standard of design in new waterside development.

2015 - Mooring Design Guide
Broads Authority

This document provides standards, guidance and advice for design relating to mooring. The Acle Design Guidance and Codes does not include specifications for mooring design so this document should be referred to when considering all relevant applications.

Sustainability Guide
Broads Authority

The objective of this guide is to ensure that buildings can contribute to biodiversity and a sustainable future by using natural local resources and by creating suitable interventions.

Figure 05: Design guides referred to for the development of this document.

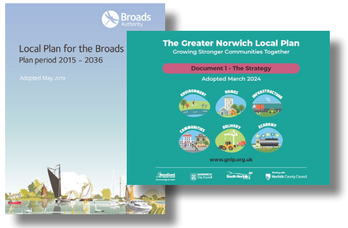

Figure 06: Local plans referred to for the development of this document.

1.4 Process and engagement

1.4.1 Steps taken to produce this document

A one-day site visit took place on 16 January 2025, commencing with an in-person meeting between AECOM and the Acle Neighbourhood Plan Steering Group members to explore the group's key aims and objectives of this design guide.

This was followed by a tour of the parish, via car and on foot. This activity allowed consultants to appraise local character and the features informing sense of place, such as heritage and landscape features. The exercise also provided valuable local insight into the area's pertinent design issues and opportunities, good and bad practice and the overall context which the evidence-base of the Neighbourhood Plan will reflect.

This document has resulted from a collaborative effort between the **Acle Neighbourhood Plan Steering Group**, the local community and AECOM to reflect the priorities of residents.

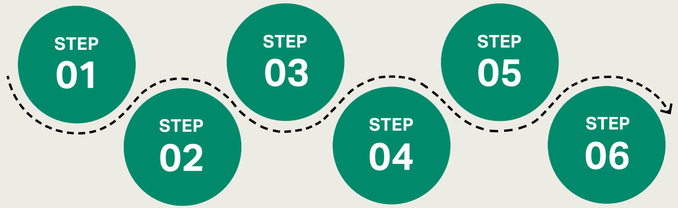

Figure 07: A brief chronological breakdown of the key elements and milestones used throughout the duration of the production of this document.

1.4.2 Community engagement

In February 2025, Acle Parish Council conducted a Household Survey which asked residents about views on future development within the village. The survey questions were grouped into the following categories: **housing need**, **design & development**, **natural environment**, **community & services** and **business & employment**. 356 households responded out of 1316 total households in Acle - a 27% response rate.

The results, which have aided in producing these design guidance and codes, are summarised here:

When asked what type of housing would be most desirable if moving into a new property within Acle, the most common answer was 2 bedroom bungalows (30%) with 3 bedroom houses being second highest (22%) and 3 bedroom bungalows being third highest (18%). There was also interest in smaller housing (2 bedroom), retirement housing, and flats.

When asked about the preferred housing distribution if Broadland District Council allocates more sites for housing in Acle, the majority of respondents (54%) would prefer a group of fewer than 10 dwellings. Additionally, 36% responded that 11-20 dwellings would be preferable and the remainder (19%) chose for 20+ homes all within the same site.

When asked how new development should be incorporated to the village, commonly recurring answers includes: wide pavements, safe crossings, amenities placed nearer to new housing, attractive green spaces, more off-road parking, pedestrian and cycle paths, well-lit paths, and better links to public transport.

When asked about the inclusion of a policy relating to retail, 96% of respondents were in favour. Reasons given included to encourage community gathering, increase local jobs and to retain retail within the village centre.

When asked about what features residents would like to see incorporated into the design of new developments, the top 10 responses are as follows:

1. Off-street parking (81%)
2. Connecting footpaths (78%)
3. Pavements (78%)
4. Trees, hedges and planting (74%)
5. Wildlife areas and ponds (74%)
6. Street/pathway lighting (74%)
7. Homes no higher than 2 storeys (69%)
8. Gardens (67%)
9. Grass/planting at entrances to developments (62%)
10. Variety of housing styles (61%)

Finally, when asked what 'Climate and Biodiversity Emergency' actions should be encouraged/discouraged in the parish, there was high support for protection of hedges and trees as well as fire gaps.

1.5 How to use this document

This document will be used differently by different people in the planning and development process.

A valuable way codes and guidance can be used is as part of a process of co-design and involvement that seeks to understand and takes account of local preferences for design quality. As such the codes and guidance can help to facilitate conversations to help align expectations, aid understanding, and identify key local issues.

The resulting design guidance and codes can then set out how to respond adequately to these issues in future development.

Design codes and guidance alone will not automatically secure quality design outcomes, but they will help to prevent poor outcomes by creating a rigorous process that establishes expectations for design quality.

What follows is a list of users and how they will use the design guide:

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

Table 01: A list of potential users of this documents and how they will apply the design guidance and codes.

Housing in the recent development along Oaks Lea

Parish-wide analysis

02

2. Parish-wide analysis

This chapter provides a parish-wide evidence base that will shape the guidance and codes provided in *Chapter 3*. This should be read in conjunction with the context analysis provided in the *Acle Neighbourhood Plan Data Profile (2024)* which relates to the policies found within the Neighbourhood Plan.

The evidence base in this chapter is supplemented by a desktop analysis and information gathered by a site visit with the Steering Group.

The analysis directly relates to the design guidance and code themes provided in *Chapter 3*, which are as follows:

- A rural Norfolk village (RV);
- A green and natural village (GV); and
- A connected village (CV).

All development should refer to this analysis alongside the guidance and codes to have a better understanding of Acle's context. This applies to larger-scale development and small-scale development such as infill and extensions.

Additionally, this chapter provides a summary for a Character Area appraisal that was provided by the Steering Group. The full appraisal can be found in the Appendix and should be referred to alongside this analysis.

Figure 08: Local amenities that can be found along The Street, which is the central heart of the village.

Figure 09: Recent development (B.AC.2) built on the western village boundary.

Detailed information for built historic assets such as **listed buildings and scheduled monuments** can be found on the webpage for *Historic England*

2.1 Historic evolution of the village

The text provided in this section refers to selected OS maps (presented overleaf), which illustrate changes to the built-up area boundaries from 1908 to the present day.

1908

Early OS maps feature settlement patterns that are still present today. Namely, the nucleated development sprouting from the northern end of The Street which today is the heart of the village. From this map can also be seen the early development along Damgate Lane which will continue to expand up to recent allocated development.

1938

This period showed expansion of the built-up areas mostly through infill development and extensions of existing settlement patterns. This can be seen with linear development along South Walsham Road, Old Road (which filled a previous gap located here) and Mill Lane. One notable exception is the expansion west of the village boundary, with the beginning of development along Beighton Road. The Damgate area also continued to expand, mostly through plot infill development.

1972

By 1972, there was expansive development of the village largely through new cul-de-sac developments. These include Hermitage Close, De-Carle Smith Road, Mill Crescent, Aldis Road, St Edmunds Road, Priory Close and New Close. Damgate also became more dense with infill and its own smaller cul-de-sacs. Additionally, existing developments expanded such as Beighton Road and linear development along South Walsham Road.

Present day

The most notable expansions from this period are large-scale developments on the village boundary and filling any large gaps within the village. This includes Fletcher Way, Springfield, Leffins Lane, Cavell Road and Market Manor. There was also the expansion of local amenities such as the recreation centre, medical centre and library and a building of flats to the east of this.

Figure 10: Carried forward mixed-use allocation (B.AC.3) off Leffins Lane is an example of a present day development.

Figure 11: Cul-de-sac development (New Close) that is shown on the 1972 OS map. © *Alex McGregor*

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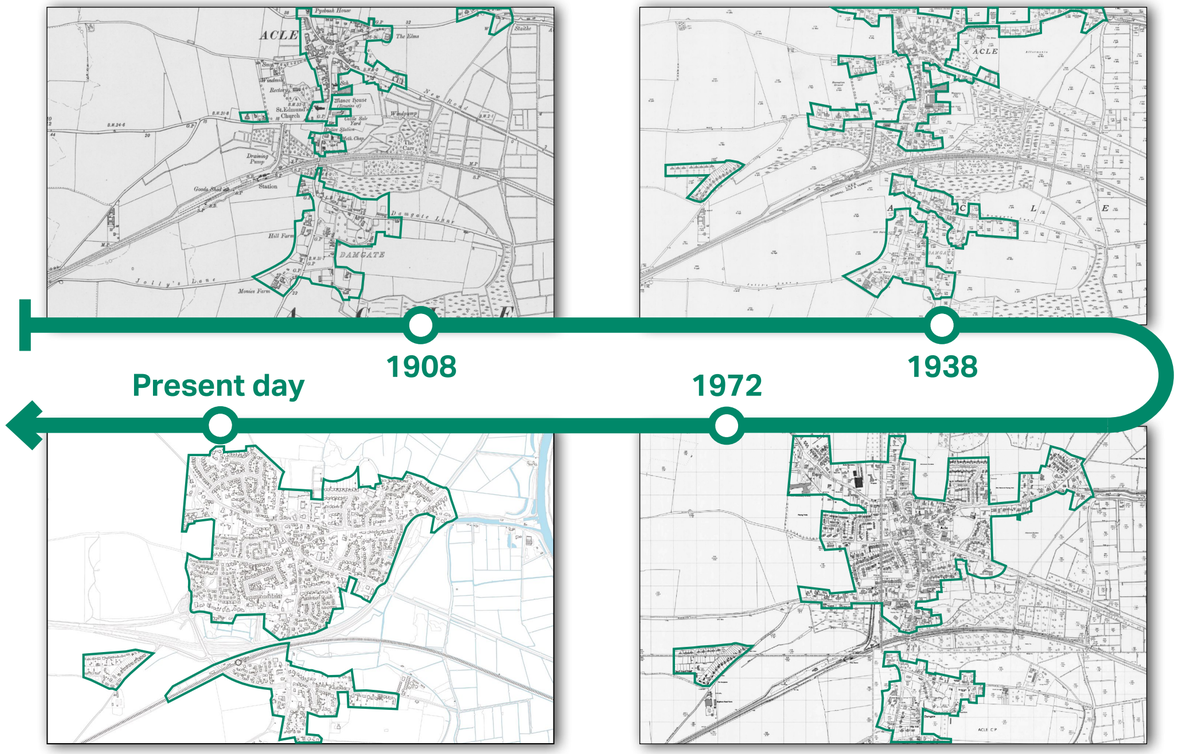

Figure 12: Time line of boundary changes of built-up areas from 1908 to present day. *OS map source:* maps.nls.uk

Allocations for the Acle Cemetery and Playing Field extensions are further detailed in section **31.5 (Site-Specific Policies)** of the *Local Plan for the Broads (2019)*

2.1.1 Recent and planned development

As set out in policy 7.3 of the Greater Norwich Local Plan (2024), *"240 homes have either been built in Acle between the plan's base date of 1st April 2018 and 31st March 2022 or were deliverable commitment, having planning permission or being allocated at the latter date. This includes sites allocated as B.AC.2 and B.AC.3 in this plan. There is one further site allocated in this plan (B.AC.1), which provides for 340 new homes and a new link road to the west of the village. This gives a total deliverable housing commitment for Acle in policy 7.3 of 580 homes between 2018-2038."*

In addition to these developments, there is a carried-forward employment site along the railway line (B.AC.4) and an additional carried forward housing site, ACL4 from the 2016 Broadland Local Plan, which delivered approximately 40 more homes.

Site allocation B.AC.1 (north of Norwich Road, south of South Walsham Road, 25.5 hectares) was allocated for residential development to accommodate around 340 homes, associated open space and community facilities. Details of site-specific requirements and masterplanning provisions can be found in Policy B.AC.2 of *The Greater Norwich Local Plan (2024) Document 2 - The Sites Plan.*

The site boundaries have been determined to: avoid substantial areas of flood risk, provide open space to reduce leisure visits to the Broads, enable future expansion of Acle Academy, and provide a link road from Norwich Road to South Walsham Road, but to do this without producing an allocation which is out of scale with the village.

In 2020, a Concept Plan / Development Vision for site B.AC.1 was submitted on behalf of the landowners, Norfolk County Council and Hugh Crane Ltd[1]. This plan outlined site capacity, site layout, a transport/access plan, building mix, landscaping options and a viability plan and sustainability statement.

[1]https://oc2connect.gnlp.org.uk/download/attachment/2379

Figure 13: Recent development includes the now completed housing allocation (B.AC.2) off Glover Road.

Figure 14: Open fields west of B.AC.1 where the preferred GNLP housing application is planned for Norwich Road. © *Evelyn Simak*

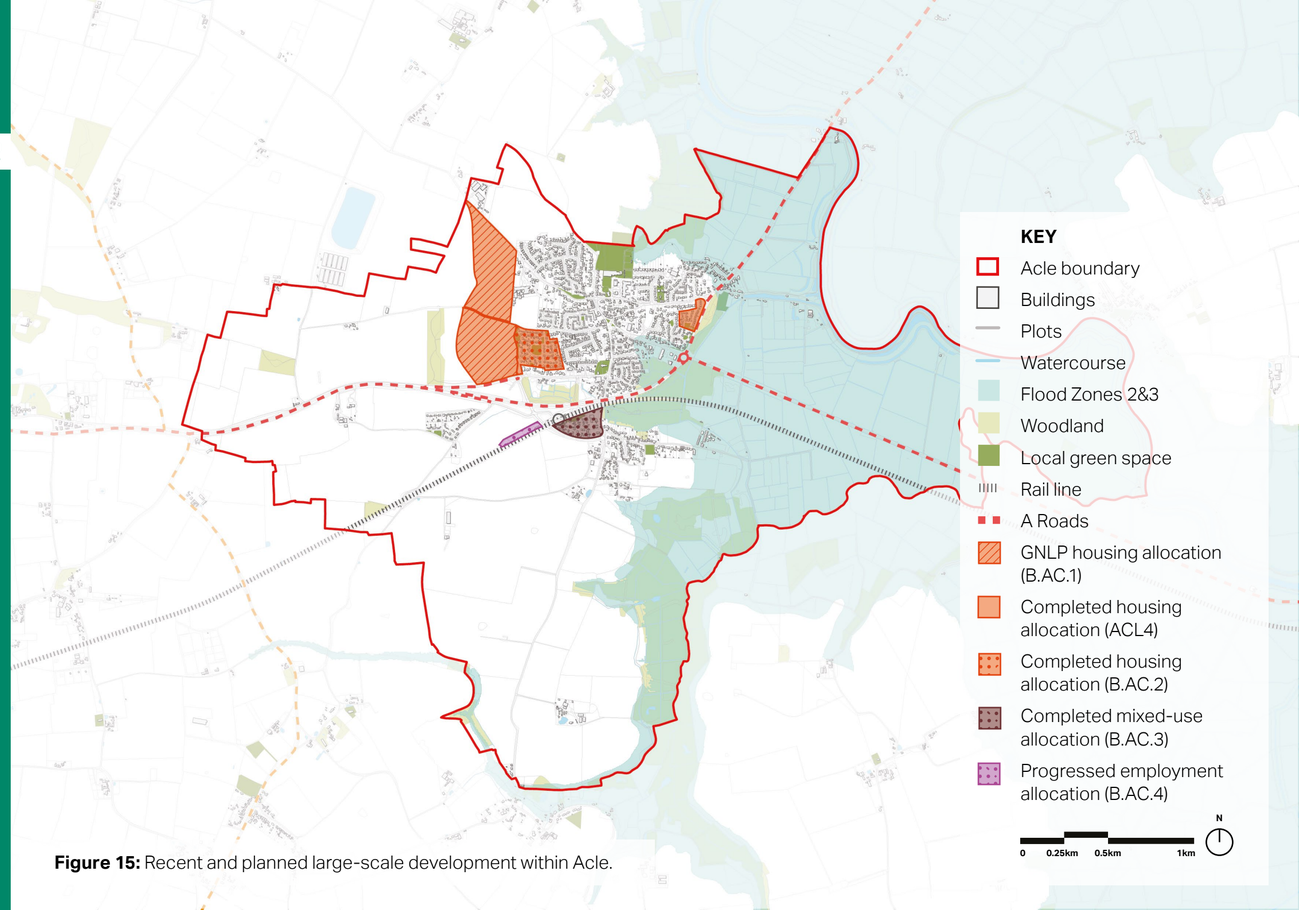

Figure 15: Recent and planned large-scale development within Acle.

For development that may occur within the Broads Authority, refer to *A guide to integrating development into the Broads Landscape (2017)* and the Broads Authority *Landscape Character Assessment (2017)*

2.2 Green and blue infrastructure

2.2.1 A distinctive and attractive landscape

The area surrounding Acle is made up of open fields and is bordered to the east by the River Bure and its tributaries. According to the *Broadland District Landscape Character Assessment*, Acle falls within the characterisations of Plateau Farmland and Marshes Fringe, where Acle falls within the Broads area.

Within the Broads Authority area lies the Halvergate Marshes Conservation Area, which consists largely of drained grazing marsh, divided by the drainage system into parcels known as 'levels'. The area also includes two Sites of Special Scientific Interest (SSSI), Decoy Carr and Damgate Marshes. Additionally, the Broadland Special Protection Area (SPA) lies to the southeast.

To the north of Acle is the Scheduled Monument Site of St Mary's Priory, Wey Bridge.

2.2.2 Development response to context

Recent large-scale developments have been placed on the village edge, filling large gaps between built-up areas, and to the south of the village filling a landscaped area between the rail line and Leffins Lane.

These developments are largely in the form of cul-de-sacs or loop roads with limited access points and have dwellings either backing onto the road (in the case of Leffins Lane and the A1064) or fronting onto the landscape, as with Cavell Road. The Leffins Lane and Springfield developments have a high level of natural visual screening. The Cavell Road development has no natural screening from the surrounding landscape; however, this may not have been necessary with consideration of GNLP housing allocation B.AC.1 which is directly adjacent.

The housing site B.AC.1 will have to consider its placement within the landscape and how to minimise the impact on views, access and connectivity and provide new green amenity space.

Figure 16: Location within the Halvergate Marshes Conservation Area within the Broads and SSSI. © *Evelyn Simak*

Figure 17: Boats travelling up the River Bure that forms the north-eastern boundary of Acle. © *Evelyn Simak*

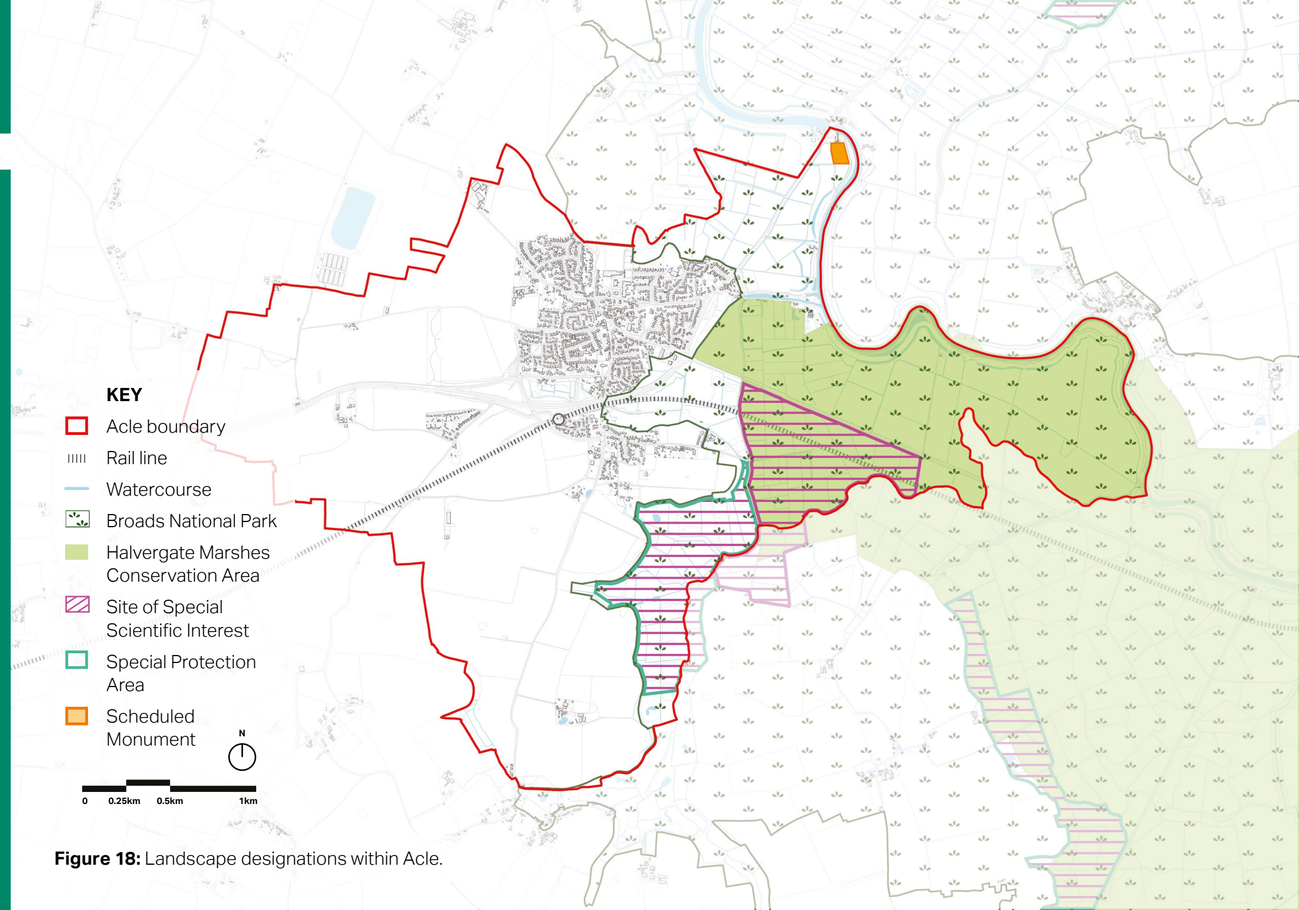

Figure 18: Landscape designations within Acle.

Where development would have an effect on the transport network, refer to Norfolk County Council's *Safe, Sustainable Development: Aims and Guidance notes for Local Highway Authority requirements in Development Management (2022)*

2.3 Access and movement

2.3.1 Connectivity and active transport opportunities

Acle village is well connected to surrounding settlements via a comprehensive road network, bus services and rail links to Norwich and Great Yarmouth.

Within the village itself, Public Rights of Way (PRoW) are somewhat limited. There is a byway extending westwards into the surrounding countryside and a small number of footpaths located along the north, east and south edges of the village.

Access to public transport and options to reach local facilities and spaces through active travel are an asset to sustainability efforts and development should aim to increase access where possible.

2.3.2 Village facilities and community spaces

Within the Greater Norwich Local Plan, Acle is identified as a 'key service centre' with a range of services and facilities, including a secondary school, a primary school, a small range of shops and a library. There is also limited local employment and connections to strategic employment options.

Part of the vision for the Acle Neighbourhood Plan is that the village *"maintains a strong sense of community whilst embracing a sustainable and prosperous future as a place where people choose to live, work and visit"*. This is in part achieved by having local shops and amenities, such as those listed previously, accessible to the whole village.

As presented in the diagram overleaf, most facilities and community spaces can be reached within a 0.5–1 km radius, including the recreation centre, library and medical centre to the north, a primary and secondary school to the east and west respectively and shops and services found centrally. Acle railway station is located slightly south of these parameters and can be accessed from the village centre through an underpass below the A road.

Figure 19: Acle War Memorial Recreation Centre and surrounding sports fields north of the village centre. © *Adrian S Pye*

Figure 20: Byway connecting the surrounding landscape from The Windle to Mill Lane west of the village. © *Evelyn Simak*

© images are sourced from Geograph.co.uk

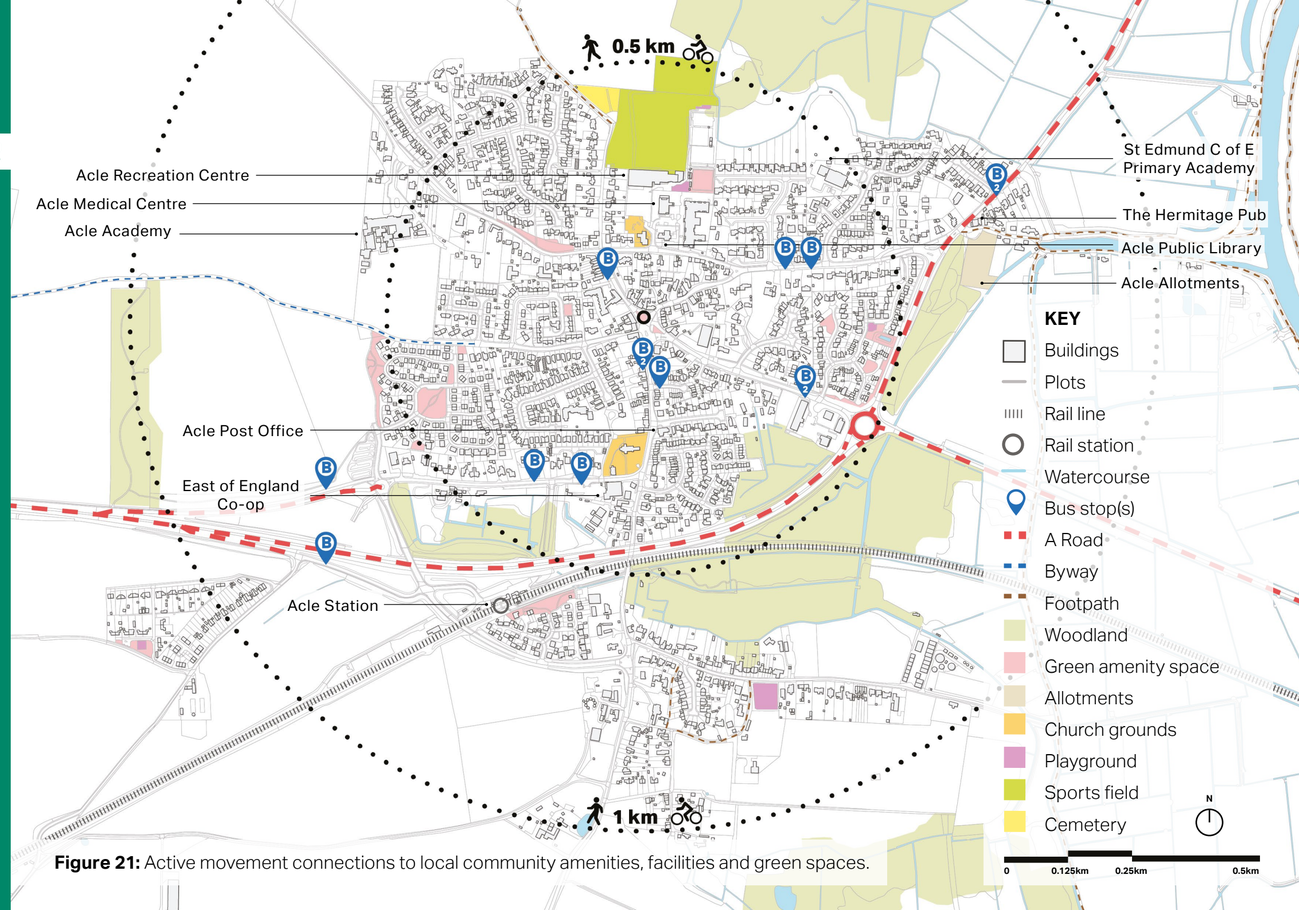

Figure 21: Active movement connections to local community amenities, facilities and green spaces.

2.4 Defining Acle's Character Areas

Character Areas (CAs) are groupings of residential areas identified by common distinct features and qualities. For example, considerations can include building types, building periods, settlement patterns or even qualities of the public realm.

The purpose of these CAs are to have identifiable qualities that may be referenced for future development. This is to ensure that upcoming development is fitting with the wider context of the village, including layout, scale, density and building appearance. These qualities are collated in a Character Area Appraisal.

This appraisal was produced utilising information provided by the ANPSG members as well as analysis and observations taken from a site visit with AECOM specialists. The full appraisal can be found in the *Appendix* section of this document and should be referenced when considering planning applications.

2.4.1 Reading the Character Area Appraisal

There are 12 CAs found throughout Acle. CA1–CA11 are defined by the features of the built environment, and CA12 is defined as the rural landscape surrounding the boundaries of the built-up areas. Refer to the diagram overleaf for the location of all the CAs found within Acle.

The qualities and features that determined the characterisation of the CAs include: location, land-use, building type, building vernacular, connectivity and movement, natural features and public space. These are presented in tables alongside maps that highlight these distinctive qualities and features. In addition to these, the appraisal also details the average estimated density (dwellings per hectare), plot dimensions and plot coverage ratios for each area.

Finally, for each of the built environment CAs, there is a section that details certain development challenges and opportunities, which are addressed through the guidance and codes provided in the next section.

Figure 22: Flats within *CA9: Cardington Court* that shows the highly consistent building design within the area.

Figure 23: Houses within *CA5: Damgate* that show a varied arts and crafts style distinctive of this area.

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Parish-wide design guidance and codes

03

Acle Fire Station along Phoenix Close.

3. Parish-wide design guidance and codes

This section supports decision-makers and designers when producing or reviewing planning applications in Acle. This applies to development in allocated sites, infill development, and windfall development that may come forward, with a focus on proposed residential development.

It is acknowledged that there is not always agreement on aesthetic issues and opinions may vary. The following guidance and codes therefore allow for flexibility and design innovation, whilst ensuring that any new development is appropriate and complementary to the surrounding context.

To enable a clear design process, new development proposals must use this section to ensure that development proposals enhance the setting and sustainability of Acle, while not detracting from its context, local character, and sense of place.

3.1 Guidance and code themes

The guidelines outlined in this chapter aim to apply to the whole of Acle. These have been derived from current urban design best practice and are considered essential for successful development.

These guidelines advocate the use of context for design cues. In this sense, it is expected that a design proposal will make reference to different design elements such as the layout of buildings, building envelope, materials, building forms, colours, roofs, and fenestration.

These guidelines and codes were decided based on meetings with the ANPSG, consultation engagement events, and information gained during the site visit. Each of these themes will be accompanied by relevant supporting photographs and diagrams to convey good design in practice.

The guidance and codes are arranged under the following overarching themes:

A A) A rural Norfolk village (RV)

RV.01 Responsive to context and pattern of development

RV.02 Local vernacular and use of material

B B) A green and natural village (GV)

GV.01 Protect environmentally focused spaces and enhance biodiversity

GV.02 Sustainable Drainage Systems (SuDS) and fire prevention

C C) A connected village (CV)

CV.01 Active travel and an interconnected neighbourhood

CV.02 Parking design

3.2 Reading the guidance and codes

The goal of the guidance and codes is to promote the best possible delivery of residential and public realm development, which will support sustainable and contextually appropriate designs.

If there is variation from the compliance requirements outlined in this document, it must be supported by factual evidence. Under such circumstances, developers and their design teams must show that the plan will produce a final proposal of the greatest quality that is consistent with the main goals of this document and, therefore, the goals of the Acle Neighbourhood Plan.

Submissions that do not adhere to this guidance, and that do not furnish strong rationales, supporting documentation, and comprehensive examination of available solutions, may be refused.

Accompanying the guidance and codes are indicators for what type of development these should apply to. These include major allocations and smaller developments (extensions, auxiliary buildings, infill of a single dwelling, conversions, changes to the appearance of properties, and business development). These are indicated by the symbols shown below:

This symbol is used to indicate where guidance and codes should apply to major allocations

This symbol is used to indicate where guidance and codes should apply to smaller development

Additionally, where relevant design guidance and codes policies exist from external documents, these will be indicated by the symbol below with the source of the policy:

Text in this colour will provide a source for relevant policy context

Both design codes and guidelines are contained within this chapter, highlighted within the coloured boxes as shown here.

The difference between codes and guidelines is summarised below:

- Codes: Design codes are mandatory requirements for design issues and are expressed with the word **MUST**.

- Guidelines: Design guidelines set out aspirations for design that is expected to be delivered and are expressed with one of two words:
  - **SHOULD** reflects design principles that are strongly encouraged.
  - **COULD** reflects design principles that are suggestions.

A A rural Norfolk village (RV)

For design guidance on utilising appropriate settlement patterns and respecting the local townscape, refer to **Chapter 3.2 Responding to existing local context, Sections N5 & N6** of the *Design Code for South Norfolk Council and Broadland District Council (2025)*

RV.01 Responsive to context and pattern of development

This section of guidance and codes focuses on settlement patterns, development at the settlement edge, and building extensions. It also includes guidance for positioning of auxiliary buildings, which would have an impact on factors such as built gaps between dwellings and setback from the street.

This section should not be used to allocate sites for development, but rather as guidance on best practice design for any development that may occur within the described areas. This could include, for instance, choosing the most appropriate development in an area to reflect its density.

It is important to note that many household extensions fall under Permitted Development (PD) and so do not require planning permission. However, the guidance provided here should be referred to for best design practices.

RV.01.1 Settlement patterns

i. The settlement pattern of new development must respect the context of its location and not be placed where this would be deemed unfitting to the setting or density (e.g. continuing existing linear patterns of development).

ii. All development must be responsive to Acle's historical context and not diminish the historical qualities of the village (e.g. the placement of St Edmunds church at the start of The Street).

iii. Future development must ensure that the radial settlement pattern along The Street is not diminished as this designates the significance of this space as the village centre.

iv. Where cul-de-sac development occurs, these should not have an overly complex layout in terms of the number of streets, street patterns, and length of streets. Rather, cul-de-sacs should comprise a hierarchy of streets connected along a defined spinal road.

Figure 24: Example of linear development that is found along Beighton Road that should be continued by new development.

Figure 25: Example of a radial settlement pattern found at the northern end of The Street which should be preserved.

For design guidance on integrating new development into a landscape setting, refer to **Chapter 3.2 Responding to existing local context, Section N7** of the *Design Code for South Norfolk Council and Broadland District Council (2025)*

RV.01.2 Settlement edge

i. Developments located at the edge of the built-up areas (refer to adjacent figure) must be designed to integrate sympathetically into the village and avoid disproportionally high dense, urbanised layouts so as not to significantly increase the overall density of the village.

ii. Settlement edge development must gradually transition into the countryside by utilising comprehensive landscaped buffering. Abrupt edges to development with little vegetation or landscaping are to be avoided and design concepts must take this into consideration for potential future phases of development.

iii. Larger developments must ensure that access to existing PRoWs (footpaths and bridleways) connecting the village to the countryside is incorporated into the design and not disrupted.

iv. Developments must have dedicated green spaces within the layout that create a 'green corridor' which links the countryside to the village. These must include formal and informal play spaces.

Figure 26: Map of built-up areas within Acle. These are mostly connected to the village, except for Beighton Road which is a separate settlement west of the village.

For design guidance on creating identifiable focal points at the boundary edge and along key gateways and intersections, refer to **Chapter 3.5 Key places** of the *Design Code for South Norfolk Council and Broadland District Council (2025)*

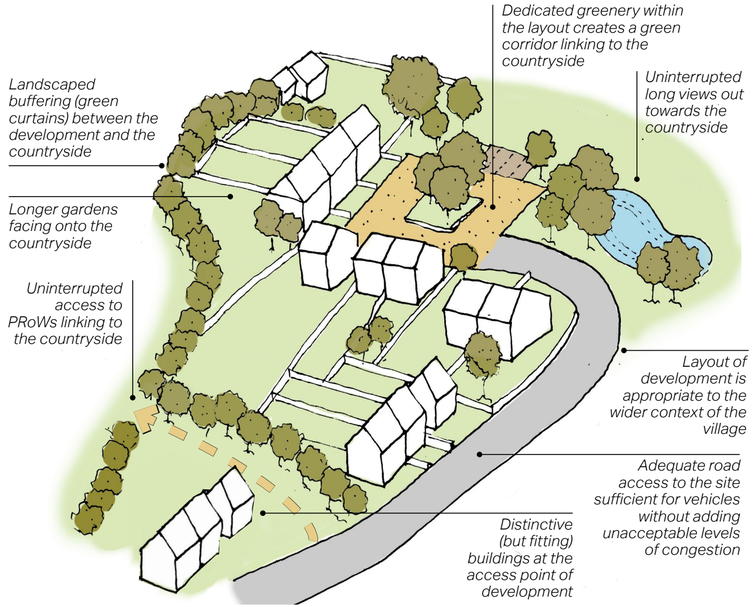


Figure 27: Illustrative diagram showing best practice design for new development that may occur along the settlement edges.

v. Development layouts along the settlement edge should allow for uninterrupted long views out towards the countryside.

vi. The feeder road which leads to the new development should have a width less than the main road to indicate a road hierarchy and control speeding.

vii. New estates off main roads should not have only a single access point, especially for larger developments of over 10 dwellings.

viii. Access points are the main points of entry and exit of the village. These are from South Walsham Road, Norwich Road, New Road, Old Road and Reedham Road. Development should be designed so as to enhance these existing access points and create a distinctive identity.

ix. Access points could be marked by a distinctive landmark, building/s or groups of buildings or a landscaped feature. The design of these should be fitting to the design features of the surrounding buildings (e.g. height).

For further design guidance on building lines, refer to **Chapter 4.4 Building and Street Interface, Section S6** of the *Design Code for South Norfolk Council and Broadland District Council (2025)*

RV.01.3 Building placement

i. For all new developments that do not have an established building line, the setbacks of dwellings must allow for adequate space to accommodate on-plot parking and allow room for a well-landscaped front garden.

ii. New development must - as a minimum - maintain a 5m built-gap between buildings to minimise overlooking and prioritise amenity space. This could be increased to allow for more off-road parking to the side of the dwelling, but garage buildings should not significantly fill these gaps.

iii. Where the pre-existing building line is prominent, all future infill development should follow this according to the context, but could have slight variations to create a more informal, rural setting.

iv. Building orientation should generally have street-facing frontages. This could be slightly varied to reflect the more informal building arrangement, especially where this best benefits from solar gain.

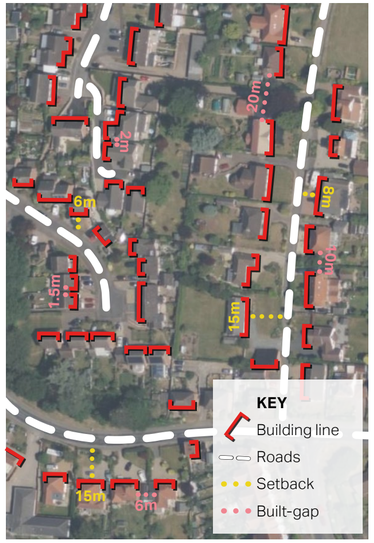


Figure 28: A sample of an area used to show the highly regular building line but varying setbacks and built-gap distances.

Figure 29: Reedham Road which features large setbacks and gaps for on-plot parking and landscaped front gardens.

Figure 30: Example of a slightly irregular building line with staggered frontages in a more recent development.

For further design guidance on building typologies, including appropriate heights, refer to **Chapter 3.2 Responding to existing local context, Sections N9 & N10** of the *Design Code for South Norfolk Council and Broadland District Council (2025)*

RV.01.4 Building forms

i. Heights for houses are either single storey bungalows or 1.5–2.5 storey houses. Houses must not go above 2.5 storeys and should refer to existing context.

ii. The adjacent figures demonstrate the building types within Acle. These are all acceptable building forms, and a mix of these should be incorporated for a more interesting streetscene and provide more options for living arrangements.

iii. Traditional Broadland building form comprises a simple rectangular floorplan and a gable or hipped roof. While development does not have to replicate these styles, it should reference the existing buildings in the context and maintain a simple form including through extensions.

iv. New development should not result in an overly complex building form. Rather, new development could incorporate features such as fenestration, dormers, building materials and porches for an interesting yet not overly complex form.

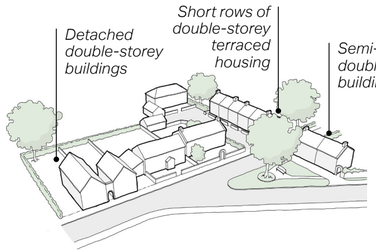


Figure 31: Typical building types found along Acle's linear development and central roads such as The Street and New Road.

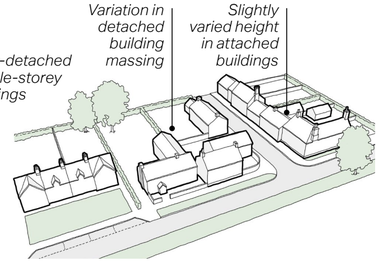


Figure 32: Typical building types found within Acle's older developments such as within Damgate and Old Road.

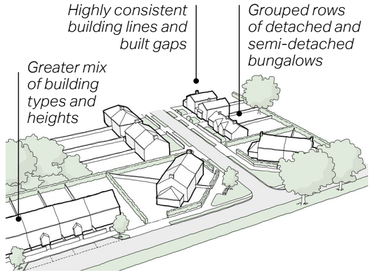


Figure 33: Typical building types found along Acle's mid-century cul-de-sacs.

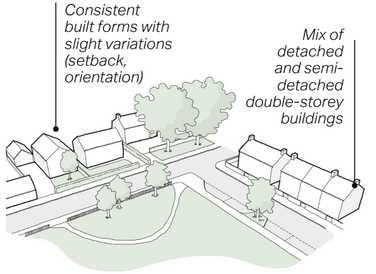


Figure 34: Typical building types found within Acle's new estate developments.

For design guidance on natural surveillance, privacy and private amenity space provision, refer to **Chapter 5.4 Safety and Privacy & Chapter 5.5 Outdoor Space** of the *Design Code for South Norfolk Council and Broadland District Council (2025)*

RV.01.5 Extensions*

i. Extensions must be appropriate to the scale, massing and layout of the main building. All general dimensions (width, depth and height) of the extension are to be less than the original building so that it remains the dominant element.

ii. Extensions must not result in a significant loss of privacy and amenity space to neighbouring properties. In particular, overlooking must be avoided wherever possible.

iii. Extensions to the side should normally be slightly set back from the original building to indicate a hierarchy of spaces.

iv. Generally, single-storey extensions are most acceptable. However, double-storey extensions could be appropriate if they are either to the property's rear or are to the side and below the roofline.

v. All modifications to listed buildings should preserve and, if possible, enhance the existing building's architectural style/ vernacular.

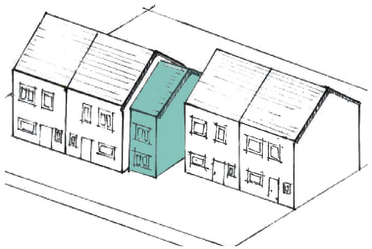


Figure 35: Diagram illustrating good design practice for side extensions.

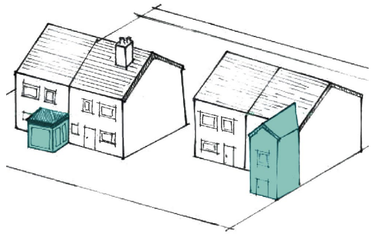


Figure 36: Diagram illustrating good design practice for rear extensions.

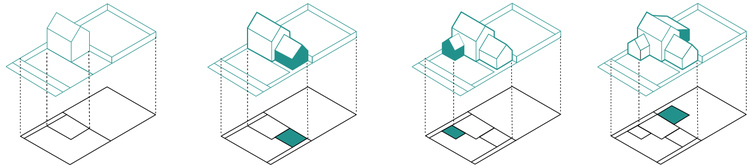


Figure 37: Diagram illustrating how best practice for extensions is to ensure that the original building remains the dominant element, regardless of the number of extensions.

*Please note this section only refers to extensions relating to a building's footprint. For dormer extensions please refer to *RV.02.3 Roofline*

For further design guidance on appropriate material use, refer to **Chapter 5.7 Materials and details** of the *Design Code for South Norfolk Council and Broadland District Council (2025)*

RV.02 Local vernacular and use of material

This section of guidance and codes focuses on how building material use and design features can be used to enhance the village setting of Acle. This will relate to façade designs as well as roofs, boundary treatments, and auxiliary additions such as garages and outbuildings.

To supplement the guidance and codes within this section, two palettes have been provided for developers and residents to reference when considering building design. These include a material and vernacular (style and details of a building) palette, as well as a boundary treatment palette of best design examples. These have all been taken from the parish and are intrinsically linked to the character of Acle.

Please note that development will not be limited to these palettes, and that designs which do not use these may still support the village setting of Acle. However, designs that incorporate these features may be better received when considering applications.

RV.02.1 Façades & materials

i. Façades should be sympathetic to the traditional buildings of Broadland and complement the more historic vernacular styles found throughout Acle. However, the designs should not strive to exactly replicate traditional styles as this may result in a building that is a pastiche.

ii. Traditional façade material used throughout Broadland is brick ranging in shades from orange through to a darker red as well as white/buff brick.

New development could incorporate this building material into the façade to achieve a more sympathetic vernacular.

iii. The use of render is another traditional material in the area and an acceptable variation to red brick. The finish of the render should be smooth rather than roughcast/pebbledash and should be a light shade such as creams and white.

Figure 38: An assortment of traditional housing styles, material use and vernacular among neighbouring dwellings along the northern end of The Street.

Acle material and vernacular palette

Façades

White/red facing brick (colour ranging from orange through to dark red)

Rendering (white or light colour) smooth and over exposed brickwork

Flint walls (often infill within structural and decorative brickwork)

Mix of façades on one single dwelling for variety

Timber structure and cladding (whole façade and sectional)

Fenestration

Traditional small-paned sash/casement window (painted timber)

Vertical emphasis and symmetrical alignment of windows and doors

Simple form timber porches (typically with a gable or lean-to roof)

Consistent fenestration detailing (sills, quoins, lintels, glazing bars)

Rooflights flush with tiles, well-proportioned and aligned to windows

Roofing

Pantiles (varying colours of grey and red) preference to clay made

Hipped / gable variations (half-hipped, double gabled, cross gabled)

Red brick chimney stack (with over-sailing bands and decorative corbels)

Decorative eaves (simple white timber bargeboard designs)

Traditional thatched roof (with decorative sedge ridge)

For further design guidance on façade design, refer to **Chapter 5.6 Building elevations and roofs, Sections H8 & H9** of the *Design Code for South Norfolk Council and Broadland District Council (2025)*

RV.02.2 Fenestration

i. Fenestration design should be consistent between neighbouring properties in terms of style, scale and alignment. For a development of multiple dwellings, a consistent fenestration design should be incorporated across all dwellings.

ii. Traditional fenestration emphasises a vertical aspect and a strong level of symmetry and proportions to balance horizontal façade elevations. This creates a harmonious design and new development should prioritise this.

iii. Traditional windows in the area are of a sash or casement style and usually made of a painted timber or imitation wood with narrow frames and glazing bars and are placed flush with the wall. Development could replicate this style for new windows to be sympathetic with the existing context.

iv. Bay and bow windows could be an appropriate addition to Acle's context that adds interest to the streetscene and breaks up the façade massing.

Figure 39: Example of how a vertical emphasis and strong symmetry/proportions balances horizontal elevations.

Figure 40: Example of a well-aligned bay window that adds interest and breaks up the bulk of the façade.

v. Front doors should have a simple design and incorporate glazing such as through leadlights.

vi. Porches should be of a simple design and have features that are sympathetic to the building design, considering alignment, colour and materials. The roof form should be of a simple form such as a gable and half-gable roof, with the materials matching the main building.

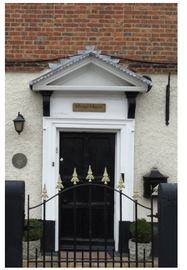


Figure 41: Positive example within Acle of how a new porch (right) can be designed sympathetically to a traditional porch (left).

For further design guidance on roof design, refer to **Chapter 5.6 Building elevations and roofs, Sections H10 & H11** of the *Design Code for South Norfolk Council and Broadland District Council (2025)*

RV.02.3 Roofline

i. Traditional Broadland roof design typically features a steeper pitch. A variety of roof pitches could add interest to the roofline and be appropriate to the material, such as pantiles (S-tiles) which are often used for wider pitches.

ii. Mixed roof forms on a single building (such as both gable and hipped) should be avoided, however variations of a single form (such as hipped and half-hipped) could be an interesting addition.

iii. Flat roofs, including for extensions and auxiliary additions, should be avoided.

iv. Slate tiles are not a common material found in Acle and, if used, should be a natural slate and not reconstituted.

v. Clay tiles are preferred to concrete but this is not a requirement. When tiles are replaced on an older building, these should be consistent with the original.

vi. Verges and chimneys could be a detail that elevates the appearance of the roofline. These should be simple in design rather than ornate.

Figure 42: A roofline with a slight variation in heights, slopes and forms creates an interesting streetscene and is more sympathetic to a more traditional setting.

Figure 43: Positive example of well-proportioned dormer that aligns with the other fenestration and roof forms.

vii. Dormers should all have a pitched roof form and shed dormers should be avoided. The angle of the pitch and material use should be reflective of the main roof.

viii. The placement and scale of dormers should be sympathetic to the roofline. If a roof is not suitable for a dormer, then a rooflight could be more appropriate for solar gain. These should be flush with the roof tiles, aligned to other fenestration and not be overly large.

RV.02.4 Boundary treatments

i. Boundary walls fronting the public realm must remain under 1m in height and retain visual connections. Walls must not be used for plots that back onto the countryside or open spaces.

ii. Hedgerows at the front of properties must be well-defined and not obstruct pedestrian movement.

iii. Original boundary treatments of traditional building plots must be left intact, and hedgerows must not be chopped through or significantly reduced for extensions or access points without due justification.

iv. Green boundaries for back gardens should be prioritised to preserve and enhance the sense of a village character. Proposals could also incorporate street trees, appropriate planting and grass verges for the front gardens along the streetscene.

v. High, close-boarded fencing should be avoided when fronting the public realm. Low and/or open-boarded fencing could be appropriate here, but should reflect the context, i.e. for farmstead buildings.

Acle boundary treatment palette

Well-defined hedgerow mixed with traditional red brick and timber

Low brick walls with terracotta capping and frequent breaks

High, non-permeable close boarded fencing fronting the pavement

Hedgerows of local species such as Holly, Hawthorne and Beech

Low, open boarded post-and-rail fencing backing landscaping

Solid concrete, render or cement walls with little detailing

Patterned brick capping (such as half round, saddleback)

Metal work fencing and gate with a low, capped brick wall

High hardscaped walls (brick, cement) without any breaks/openings

Please note: positive examples have been taken from the village and negative references are from outside the village.

B A green and natural village (GV)

For further design guidance on the provision of open space in the public realm, including spaces for play, refer to **Chapter 3.3 Public open spaces and play** of the *Design Code for South Norfolk Council and Broadland District Council (2025)*

GV.01 Protect environmentally focused spaces

This section of guidance and codes focuses on how to preserve and enhance the green and blue features of Acle This will include best practice design for Local Green Spaces (as designated by the Neighbourhood Plan) and parks, focusing on access, connectivity, pedestrian use, and landscaping. Additionally, wider context guidance will be explored on how to link green corridors with water features to create a comprehensive blue and green network interconnecting Acle.

Lastly, this section will provide brief guidance for biodiversity enhancements that are encouraged for all future developments. These are mostly small scale changes and additions, but for further guidance developers can refer to the *Broads Authority biodiversity enhancements planning guidance (2016)*[1].

[1] https://www.broads-authority.gov.uk/__data/assets/pdf_file/0016/231055/Biodiversity-guide_18_11_2016.pdf

GV.01.1 Open spaces

i. All development must strive to retain existing green spaces within the parish. This includes all Local Green Spaces in the Neighbourhood Plan.

ii. Open spaces that are designed with child-friendly interventions (such as play spaces) or are aligned with key routes that connect schools and residential estates must provide an appropriate amount of accessible footpaths, and must consider the needs of these users, such as for wheelchairs and buggies.

iii. Where play spaces occur, the surrounding roads must have traffic calming measures, gates at the openings and safety barriers when fronting a road for pedestrian safety.

iv. Surrounding buildings must overlook public spaces to provide natural surveillance. Landscaping must be designed to ensure that it does not obstruct views of and in these spaces.

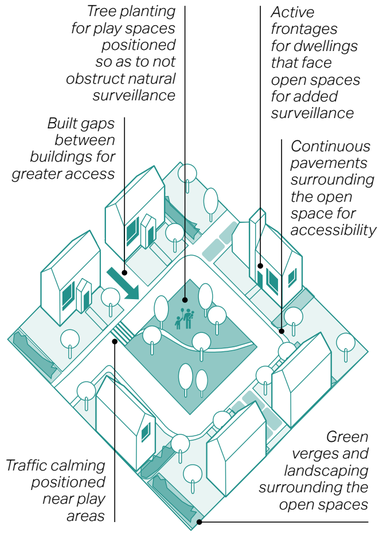


Figure 44: Positive features that contribute to well-designed, well-connected and people focused spaces.

For guidance on **recreational space requirements and calculations**, refer to Broadland District Council's *Recreational Provision in Residential Development SPD (2016)*

v. Developments should provide connections to open spaces via overlooked open accessible walkways and PRoWs (Public Rights of Way) to ensure that these spaces are always within walking distance and are safe routes to traverse.

vi. Development that borders open spaces should have occasional gaps between buildings for improved pedestrian access to these spaces.

Figure 45: Open spaces positioned centrally to a new estate that is well-overlooked, landscaped and has appropriate boundaries.

Figure 46: Play space positioned between dwellings and the surrounding countryside along Beighton Road, showing how the open space positively contributes to natural screening.

vii. Open spaces could be placed at the edge of the settlement to create a natural landscaped screening. Dwellings here should be designed to front towards the settlement edge / open space to provide an active frontage from the countryside.

viii. Boundary treatments of open spaces should be permeable and not too high, in order to promote natural surveillance and allow for wildlife crossing. Low, open boarded post-and-rail fencing could be appropriate here to promote a rural setting, especially where the open space backs onto the settlement edge.

ix. Benches should be placed within open spaces for guardian use. These should be under any tree planting for shading, although trees must not be placed bordering the entire play space so as to obstruct views from the street.

x. Multi-functional open spaces could be marked by signage within key intersections showing distances for greater clarity.

Design guidance for waterfront homes can be found in **Chapter 3: Codes relating to Waterside Homes** of the *Design Guide and Code for the Broads (2024)*

GV.01.2 Blue & green network

i. Development that is placed along the riverside must be designed to be fitting to the context of the river, especially if it is located in the Halvergate Marshes Conservation Area, and built to the standards of the Broads Authority.

ii. Existing development (especially those that front or back onto ponds, wetlands or swales) must take every effort to mitigate flooding, such as by maximising the use of permeable paving materials and soft landscaping. New development must not be sited within zones of serious risk of flooding.

Figure 47: Characterful canal boats that can be found along the River Bure and create a setting unique to Acle. © *Evelyn Simak*

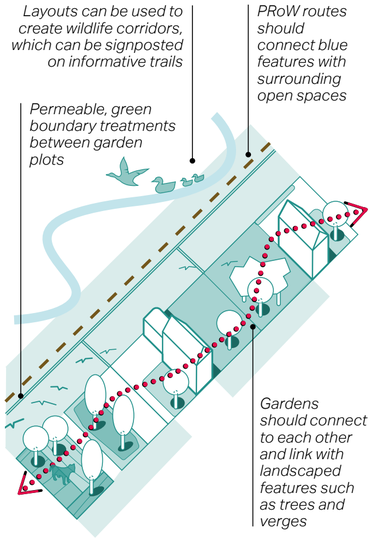


Figure 48: Diagram illustrating how blue and green features, such as back gardens, can be linked together to create wildlife corridors.

iii. Development should consider how building layouts can create new wildlife corridors. This could be achieved by aligning rear gardens, connecting gardens to open spaces, and providing access to the countryside through uninterrupted building gaps. These plots should have permeable boundaries that allow for animal crossing.

iv. Existing PRoW routes could be extended along the tributaries of the River Bure for greater interconnectivity within Acle. For example, the footpath to the east along Boat Dyke Lane may follow the tributaries southwest along the woodland boundary and connect to Damgate, linking the River Bure to this development.

v. High-quality signage that is distinct to Acle could be used to create an informative path along the rivers and tributaries and connect to the Broads. These could be focused on aquatic animal species and birds found in the area as well as the history of Acle.

For further design guidance on enhance habitats and meet current Biodiversity Net Gain targets, refer to **Chapter 3.4 Integrating nature and biodiversity, Section N15** of the *Design Code for South Norfolk Council and Broadland District Council (2025)*

GV.01.3 Biodiversity

i. Existing biodiversity features such as wildlife corridors, ponds and orchards must be preserved by development and wherever possible new wildlife corridors should be created to ensure wildlife is able to roam freely.

ii. Landscaping design must be layered with a variety of species suitable for the local wildlife, soil conditions, and climate. Development must avoid low-maintenance gardens with a small quantity of landscaping and planting, which reduces biodiversity.

iii. Small-scale biodiversity inclusions must be explored such as nest boxes, bug hotels, hedgehog holes and bat boxes. These improvements must be carefully chosen to support native fauna.

iv. Biodiversity features could be enhanced by making connections to these features more accessible, ensuring that development overlooks these areas, has street furniture readily available, and provides appropriate wayfinding signs.

Figure 49: For non-permeable boundary treatments, interventions such as hedgehog holes can be used for wildlife movement.

Figure 50: Small scale biodiversity improvements such as mounted swift nest boxes (*left*) and bug hotels (*right*).

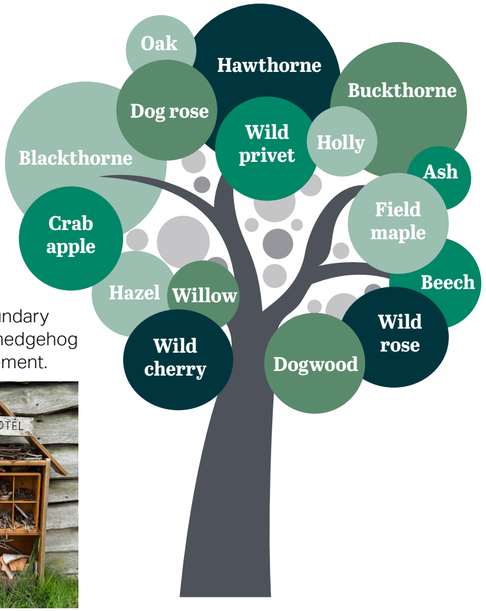


Figure 51: Native plant species that are found within Acle (note: size of circle does not coordinate with population of species).

For further design guidance on provide localised drainage features or nature-based flood solutions, refer to **Chapter 3.4 Integrating nature and biodiversity, Section N16** of the *Design Code for South Norfolk Council and Broadland District Council (2025)*

GV.02 Sustainable Drainage Systems (SuDS) and fire prevention

This section of guidance and codes focuses on strategies to prevent flooding and wild fire spreads through design interventions. In particular, the focus will be on the management of surface water overflow from flooding due to heavy rainfall, which is becoming an increasing issue.

The SuDS detailed in this section demonstrate best practice schemes which can be incorporated into all new developments or to retrofit existing streets and properties, with SUDs features best designed to look like natural features in appearance. Wild fire prevention codes will be particularly relevant to development along the countryside and are included in this document as there have been instances of wild fires within the surrounding landscape.

In addition to this design guide, the Broads Authority *Flood Risk SPD (2020)*[1] should be referred to for further guidance.

[1] https://www.broads-authority.gov.uk/__data/assets/pdf_file/0019/236404/Broads-Flood-Risk-SPD-2020.pdf

GV.02.1 SuDS design

i. New developments must be sited away from any high-risk flood areas and flood zones and mitigate increased risk of storms or flooding with SuDS.

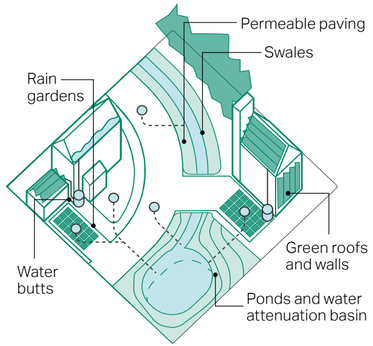


Figure 52: Diagram showing the best use of harvesting water systems, rain garden, swales, permeable paving and green roofs.

ii. New housing should demonstrate how rainwater will be stored and reused as grey water to reduce demand on main supplies.

iii. Sustainable drainage interventions should be integrated alongside appropriate soft landscaping. Rain gardens (see page 45) with water absorbent planting could be a primary consideration for these types of interventions.

iv. Swales (see page 45), basins, and ponds could also be integrated on site for more substantial landscaped areas to assist with greater instances of run-off.

v. Runoff rates could be reduced by facilitating infiltration into the ground or by providing attenuation ponds to slow its flow so that it does not overwhelm water courses or the sewer network.

vi. Water quality could be improved by filtering pollutants through vegetated SuDS to help avoid environmental contamination.

SuDS implementation strategies

Green roofs and walls: Provide capacity to hold and attenuate water run-off as well as ecological and leisure benefits.

Street tree planting: SuDS designed into highway provision can provide dual-use benefits when integrated with street tree provision.

Swales: Shallow channels that provide attenuation while also channelling water to other features such as ponds.

Rain capture: Water butts and other rainwater harvesting systems collect rainwater for use in gardens or for non-potable uses reducing water consumption.

Reed beds and wetlands: Topography can be used to create wetlands that provide attenuation capacity as well as filtering out pollutants and providing habitat for wildlife.

Basins and ponds: Attenuation ponds that are normally dry but fill during a rain event and then either store or gradually discharge water to the system.

Rain gardens: Containers and ditches with native drought tolerant plants release water gradually and filter pollutants.

Permeable surfacing: Surfaces that allow water to percolate into the ground including natural surfaces, gravel and low traffic volume engineered road surfaces and hard-standings in gardens.

GV.02.2 Fire prevention

i. Due consideration must be made of how to prevent fire spread at the start of the design stage, with consideration to appropriate materials, landscaping, building placement and route mapping.

ii. For buildings located on the edge of the countryside, periodic breaks between the roof eaves of neighbouring buildings through built-gaps must be provided.

iii. Major routes through development must ensure they are accessible to emergency vehicles and overlooked foot paths should be placed periodically between dwellings as an emergency exit.

iv. Properties that front and back onto the countryside must have a garden adjacent to the landscape to provide additional opportunities to reduce the risk of wild fires ever reaching properties.

v. The minimum distance of newly planted tree canopies on the edge of the countryside must be 2 metres at the point of full maturity. The positioning of these must ensure that the canopy does not overhang structures.

vi. Roads, paths, SuDS, water features and play areas could be used as a fire break between the countryside and the development.

vii. Landscape screening on the edge of the countryside should comprise evergreen foliage which have higher moisture content and can act as a windbreak for floating embers. These could include, for example, laurel bushes and decidious trees.

viii. Simple form roofs for buildings located on the edge of the countryside should be used as these minimise the opportunity of debris build up in valleys.

ix. uPVC material is more likely to melt and fall onto flammable surfaces and should be avoided for gutters and cladding where risk is judged to be high.

x. Small interventions such as garden beds on the perimeter of the plot, stone garden edging and gravel bordering the property and non-combustible paving for the driveway could all be used as fire breaks.

xi. All developments should accommodate forward thinking for fire breaks through a phasing plan, ensuring that connectivity is not compromised.

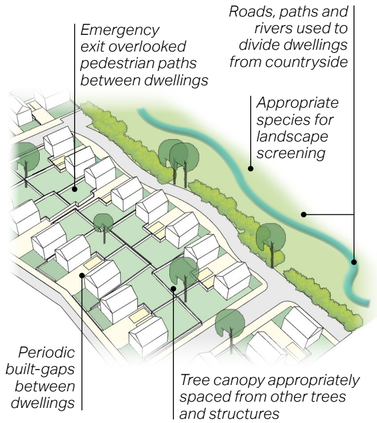


Figure 53: Layout and features of development implementing best practice for mitigating wild fire spread.

C A connected village (CV)

For further design guidance on streets (including pavements, road widths and lighting requirements), refer to the *The Department for Transport's Manual for Streets (2007)*

CV.01 Active travel and an interconnected neighbourhood

This section of guidance and codes focuses on how connectivity within the built environment can encourage sustainable active travel and support a safer and greener setting.

The interventions suggested are focused on changes to the public realm that can be achieved through interventions such as landscaping, traffic calming, enclosure and promoting sustainable active transport as an alternative to personal vehicle reliance.

It will not focus on road design such as dimensions and materiality or traffic control through lighting, signage or pedestrian crossing placements as these are topics addressed by highways planning. It will also not propose the specific addition or removal of any new roads. However, it will provide guidance on best practice street arrangements that can be applied to new and existing developments.

CV.01.1 Connectivity

i. Streets must be designed to accommodate pedestrians, cyclists, motor vehicles and service vehicle access, ensuring there is an adequate minimum street width.

ii. All new developments must include a comprehensive connection of pavements throughout the whole development. These must be accessible for a variety of mobility needs (such as wheelchair users and buggies) providing an appropriate minimum width.

iii. PRoW footpaths should be incorporated into the design of new developments. The placement should consider the building type along the route that is most suitable for surveillance (for instance, double-storey houses rather than bungalows).

iv. Secure cycle parking facilities should be provided at all major local amenities (schools, libraries, etc.). These should be central to public spaces to ensure they are consistently overlooked. Additionally, these could incorporate a green roof to help deliver biodiversity enhancements.

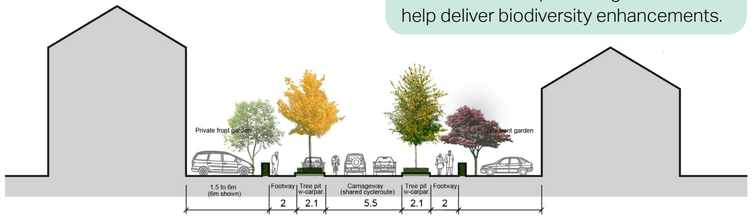


Figure 54: Adequate street widths for a shared tertiary carriageway with street parking.

For design guidance on designing streets to support active movement, refer to **Chapter 4.2 Streets for walking, cycling and interacting** of the *Design Code for South Norfolk Council and Broadland District Council (2025)*

CV.01.2 Legibility and Wayfinding

i. Streets must be considered a 'place' and contribute to the character of the area, taking into consideration features such as active frontages, enclosure and high-quality landscaping.

ii. Pedestrian routes should be furnished and integrated into the existing street network. Features such as pedestrian barriers or gated developments should be avoided.

iii. Footpaths and cycle paths should be clearly signposted with high-quality signage fitting with the context. For example, timber signage in the countryside.

iv. At junctions there could be a defining feature to aid in wayfinding, such as a distinctive chamfered building or open space with notable landscaping features.

v. For development within sight-lines of the church tower, important views or notable landmarks, these views should not be obstructed and development could be oriented to frame them to create new viewing corridors.

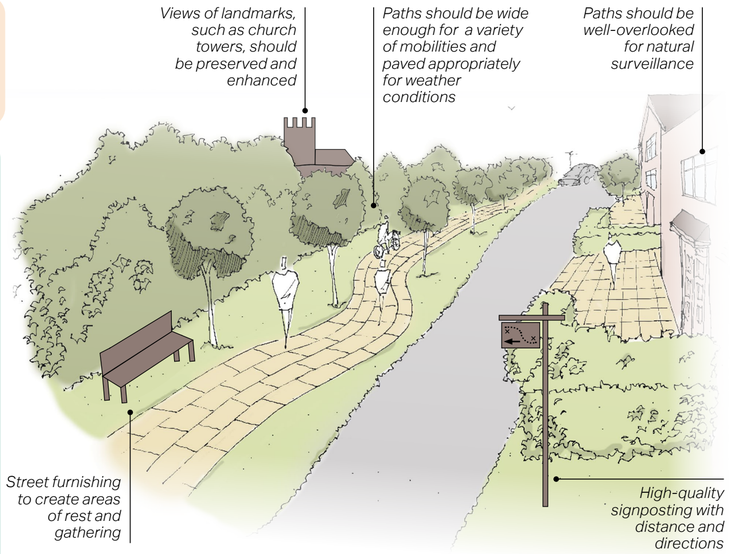


Figure 56: Diagram illustrating best practice to promote sustainable active travel and create legible, connected places.

For further design guidance on creating street networks that are well-connected with pedestrians prioritised, refer to **Chapter 3.1 Creating a safe and connected movement network** of the *Design Code for South Norfolk Council and Broadland District Council (2025)*

CV.01.3 Traffic Calming

i. Streets layouts must balance traffic calming with access for emergency vehicles and transport vehicles for those with mobile disabilities.

ii. Vertical traffic calming features such as raised tables must be designed to complement the character of the street, using materials such as stone and brick rather than tarmac. Plastic humps, cushions and chicanes must be avoided.

Figure 57: Landscaped "side friction" treatment that controls speeding and integrates to the character of the street.

iii. Informal traffic calming methods should be used to cue drivers to reduce their speed. Interventions could include reducing the width of the carriageway at strategic locations and introducing green verges with trees to increase the sense of enclosure.

iv. Active building frontages could act as a non-obtrusive way to encourage slow vehicle speeds. These should not result in the established building line moving closer to the street, especially along the A roads within the parish.

v. Road verges and planting could be used to create "side friction" by greening the edges of roads and can encourage motorists to travel at a lower speed. This denotes a more intimate, pedestrian-first environment that would be negotiated more carefully by vehicles.

vi. Street parking could act as a deterrent to speeding by increasing enclosure. This must be designed with the setting in mind, using natural features such as landscaping to indicate bays.

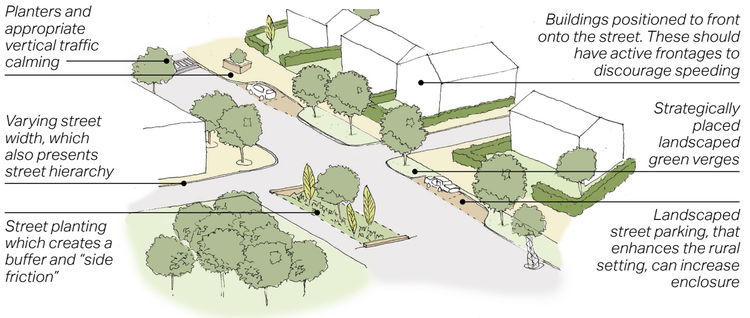


Figure 58: Diagram illustrating best practice for rural traffic calming features and strategies.

Design guidance for landscaping can be found in **Chapter 3: Nature Policies BA 19–BA 22** of the *Design Guide and Code for the Broads (2024)*

CV.01.4 Landscaping and street trees

i. Development must preserve all trees, shrubbery and hedgerow wherever possible as these contribute to the rural, natural character of the village and aid in temperature control and CO2 absorption.

ii. Where tree loss is unavoidable, developers must replace trees lost. These could be incorporated into development through tree-lined streets.

iii. Protected trees (TPOs) must not be removed by development except where they are dead or may constitute as dangerous (and only then through due processes). Groupings of TPO locations are shown on the zoomed-in Character Area maps provided in the *Appendix*.

iv. New tree placement must be designed with sufficient space around the trees, laid out in a way that leaves room for appropriate buffer zones for them to mature to their full size.

v. The position of trees, especially in open spaces and along streets, is critical and must not impact pedestrian safety or natural surveillance.

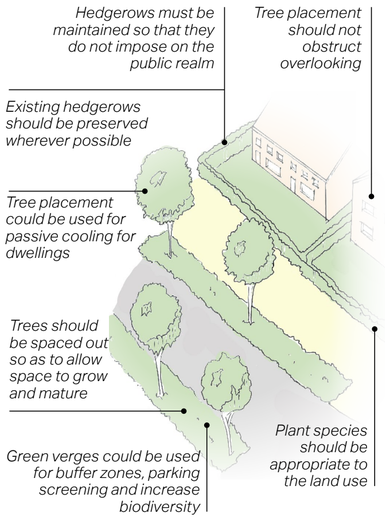


Figure 59: Diagram illustrating best practice strategies for street tree planting and landscaping.

vi. Generally, larger trees with more canopy coverage should be used rather than multiple small trees. Large trees in particular could be used as a landmark and can also provide natural shading.

vii. Plant species should relate to the appropriate land use. For instance, creepers could be appropriate for screening and cypresses, which are hard to maintain, should not be used for boundary treatments.

viii. Development should create public-realm spaces which provide plenty of places to sit, chat or play.

ix. Planting could be incorporated into the design of the streetscape, placed to reduce the visual impact of parked cars, direct pedestrian movement and incorporate integrated seating for socialising and gathering.

CV.01.5 Shop fronts

i. Avoid stepped entrances which may make the building inaccessible. Otherwise, façades must incorporate a permanent wheelchair ramp.

ii. The design of shop fronts should take account of the rhythm and character of the street such as the building width, the horizontal or vertical emphasis and the variety of style and materials of the building and surrounding shopfronts.

iii. The entrance door should be recessed from the back edge of the pavement. To emphasise the entrance door, there could be a stall-riser, vertical mullions between the door and glazing, and a transom at top-of-door level.

iv. The addition of traditional awnings and canopies could also be an attractive feature to the shop front to add variety and shelter.

v. Garish colours and materials such as plastic should be avoided in favour of natural materials such as hand painted wooden or glazed signs which can be externally lit if necessary.

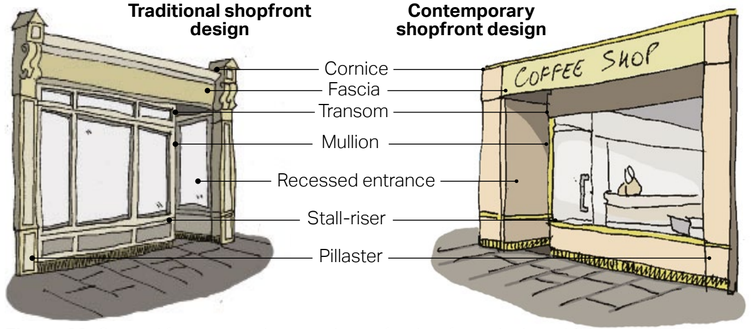


Figure 60: General features and proportions of a shopfront design which apply to both traditional and contemporary interpretations of façade styles.

Figure 61: Postive example within Acle of well-designed shop fronts that integrate both traditional and contemporary qualities appropriate to the existing façade.

Lighting guidance for **development that falls into dark skies boundaries** can be found in *TOWARDS A DARK SKY STANDARD A lighting guide to protect dark skies: from local need to landscape impact*

CV.01.6 External lighting

i. Any proposed steet lighting must be fully justified at the onset of design.

ii. External lighting with an output of more than 500 lumens must be pointed downwards and fully shielded, warm light sources of between 2700K and 3000K on the Kelvin scale must be used.

iii. Glare must be avoided 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.

Figure 62: Examples of light fixtures that are adequately positioned to maintain low-lighting and minimise glare.

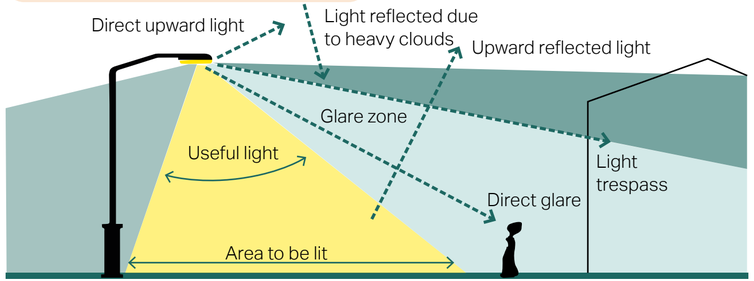


Figure 63: Diagram to illustrate the different components of light pollution and what 'good' lighting means.

iv. Lighting schemes that could be turned off when not needed ('part-night lighting') to reduce any potential adverse effects, i.e. when a business is closed, should be considered.

v. For dwellings along the countryside, glazing facing the landscape should control light spill through shutters and skylights should be avoided here.

vi. External lighting should be low-lying and only be considered where it is necessary for security and safety and to illuminate shop fronts and community spaces.

vii. External lighting should be kept minimal, at low level and at low intensity, with hoods and baffles used to direct the light to where it is required to ensure that no light is emitted upward.

viii. Foot/cycle path lighting should be introduced sensitively within the landscape. Fittings such as solar cat's-eye lighting, reflective paint and ground-based lighting could be introduced. Full-height lighting should be avoided.

For design guidance on integrating functional car parking within the public realm, refer to **Chapter 4.3 Integrating cars, Section S5** of the *Design Code for South Norfolk Council and Broadland District Council (2025)*

CV.02 Parking design

The design of parking provision can greatly impact the public realm, not only by influencing the visual appearance of vehicles on the streetscene, but also elements such as movement and safety.

The guidance and codes provided will focus on both on-plot and street parking. This should not be used as a recommendation endorsing street parking, but rather as a guide for how this could be best designed if it is unavoidable for approved development.

Please note, this design guide should not be used to calculate the number of parking spaces, but rather be used for the design of parking provision. Norfolk County Council provides guidelines for determining the number of spaces to be provided by development and dependent on land-use[1].

[1] https://www.north-norfolk.gov.uk/media/9011/i4-parking-guidelines-for-new-developments-in-norfolk-2022.pdf#:~:text=The%20purpose%20of%20this%20document%20is%20to%20provide,guidelines%20and%20a%20policy%20context%20for%20their%20application.

CV.02.1 Street parking

i. On-street parking must be kept at an appropriate volume with preference favouring on-plot parking. Where on-street parking is applied, parking spaces must be integrated within the streetscape and be parallel to the street.

ii. It is important that on-street parking is more formalised so as to not impede the access of pedestrians and vehicles. There must not be more than 3 spaces in a row without a break which could be indicated through street trees or planters, but should not be indicated by bollards.

Figure 64: Diagram illustrating formalised parallel street parking integrated into the streetscape and indicated by landscaping.

iii. Landscaping should be used to screen street parking while not obstructing natural surveillance. Green verges, such as seen along Crossway Terrace, could be used to divide cars from pavement.

iv. Hardscaped parking courts, or clustered parking bays, should not be considered by new development as these have an urban aesthetic and may impede access and connectivity.

Figure 65: Street parking behind a green verge at Crossway Terrace which could be combined with landscaped screening.

For design guidance on bicycle parking, refer to **Chapter 5.3 Cycle storage** of the *Design Code for South Norfolk Council and Broadland District Council (2025)*

CV.02.2 On-plot parking

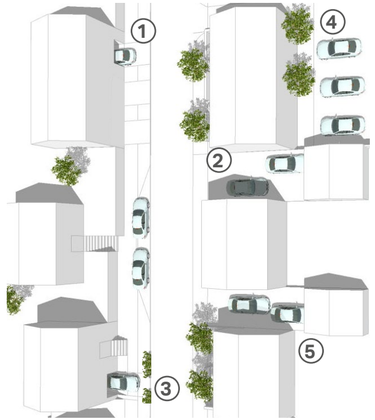
i. Wherever possible, on-plot parking should allow all vehicles to leave plots in a single direction with minimum manoeuvring. This minimises hardscaped surfaces.

ii. The paving material of the parking area should be of a permeable material to aid in flood mitigation and reduce surfaces that contribute to 'urban heat island effect'. Where unavoidable, block paving could be preferable to tarmac.

iii. On-plot parking spaces should be set behind the building line and to the side of the building. These must ensure manoeuvring areas for the parking space do not dominate the street frontage.

iv. Parking areas should not be placed in front of the building facade. Where this is unavoidable, the spaces should not be placed in front of ground floor windows.

v. Landscaped features could be used to screen the appearance of cars and provide natural shading for summer so that they do not overheat.



1. Integrated garage
2. Side of the plot
3. Landscape screening
4. Back of plot
5. Car port / detached garage

Figure 66: Illustrative diagram outlining preferred on-plot parking arrangements.

vi. If integrated garages are proposed, these should be scaled, placed and designed appropriately to the main building.

vii. All garages should be large enough to accommodate modern vehicles considering egress and should use forms and materials similar to the main building. Designs should avoid urbanised forms and materials such as flat roofs and metal shutters.

viii. Larger car ports could be appropriate for areas of parking for multiple dwellings such as flats. These should not be enclosed and should be fitting with the surrounding vernacular.

Figure 67: Car ports should be designed so as to be unobtrusive and refer to the local vernacular to reinforce the street character.

3

APPENDIX

Character Area Appraisal

Dwellings marking the entrance to Cavell Road and Fry Grove.

A. Character Area appraisal

This chapter provides an in-depth character analysis of all the residential areas within the village, and a brief analysis of isolated residential development in the surrounding countryside. These areas are grouped into 'Character Areas', whose boundaries and text were provided by the Steering Group and have been modified where necessary in collaboration with AECOM specialists.

This appraisal should be referred to for residential areas within Acle for a better understanding of the qualities and features of the built environment that are distinct to the character of each area. This includes descriptions of settlement patterns, building types, materials and vernacular, density calculations, and plot measurements. For all development occurring on the village settlement boundary, the Character Area (CA) it borders should be referenced.

The analysis for each CA also has a section dedicated to *development challenges and opportunities.* This is additional information for developers that includes potential building constraints, such as flood risks, and opportunities to enhance each area, such as public realm improvements.

Please note: Density (DpH) and plot coverage calculations are based on a sample of tested areas and refer to broad averages. There may be areas that vary from these values, and it is recommended that applicants undertake their own testing.

Figure 68: Qualities such as land-use and public realm features all add to the character of these areas (photo from CA1: The Street).

Figure 69: Considerations for a Character Area include the time period that the development was made. This can impact densities, material use, private amenity space, building layouts and arrangements for car parking (photo from CA6: New estates).

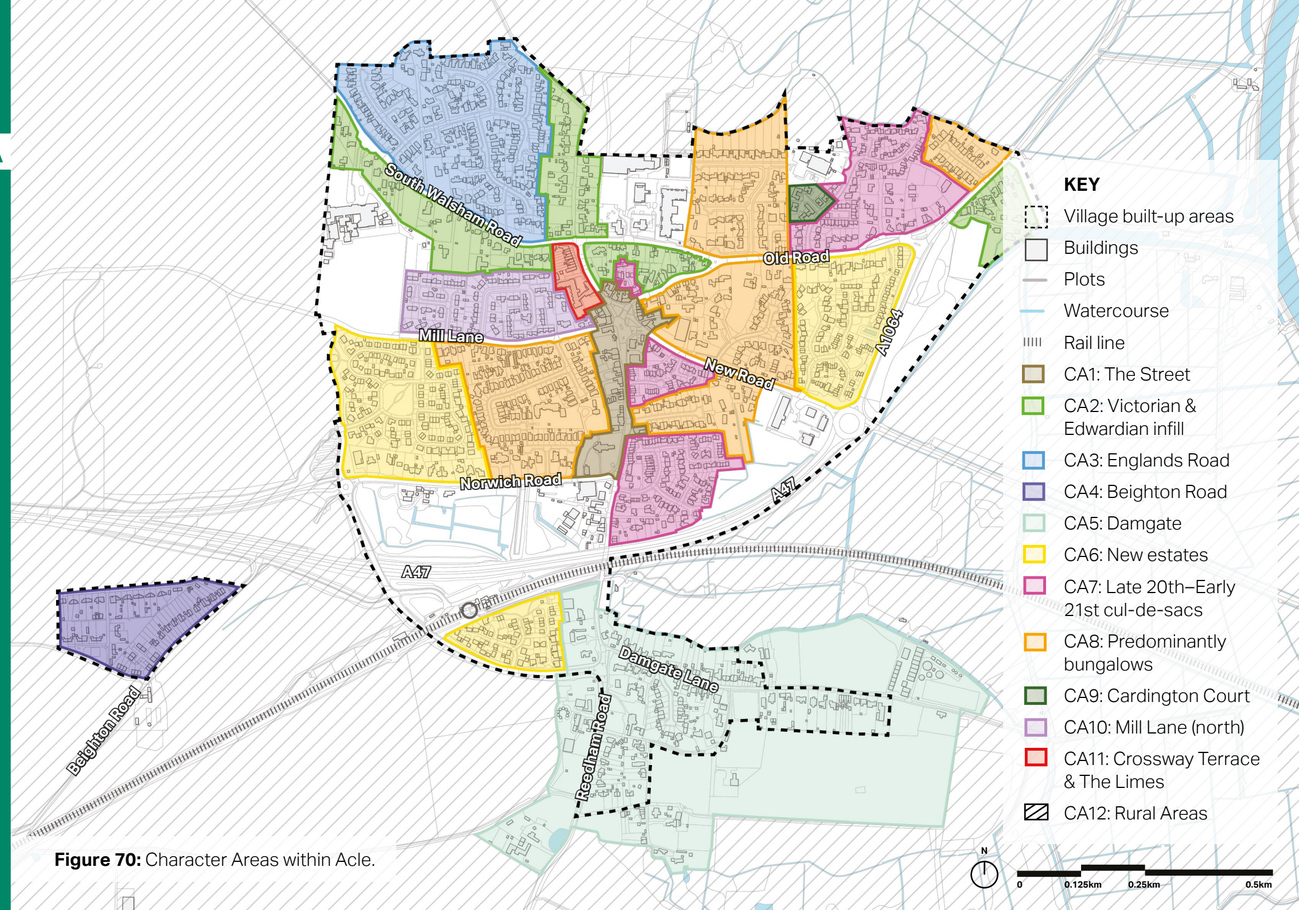


Figure 70: Character Areas within Acle.

CA1: The Street

This CA is named after its location, The Street, which is located centrally within the village and comprises most of the retail and amenity offerings in Acle.

This area is defined by its mixed-use buildings and is the central point of activity in the parish, making it the heart of the village. Some of the services include the Acle Post Office, a pharmacy, multiple cafés and eateries, and salons. St Edmund's Church, and surrounding grounds, are also a part of this CA, acting as an informal gateway onto The Street and largely the village itself.

With consideration to the mixed land-use, this CA will not go into depth of the density and plot ratios of the buildings. Rather, the focus will be on the built quality and setting/ atmosphere of the area.

For a description of the qualities and features of the CA, please refer to the table provided overleaf and a more detailed map of the CA in its context at the end of this section. These, in addition to a summary of measurements and calculations for plots and density, will be provided for all further CA analysis sections.

Figure 71: The boundary of CA1 within the context of Acle's village area.

Figure 72: South view down the Street, highlighting the enclosure of the area and quality of the buildings fronting the road.

Figure 73: The Green - a triangular green verge at the intersection of The Streets.
© nick macneill

CA1: The Street distinct qualities and features	
Location	This CA is located along The Street.
Land-use	Housing and commercial with active frontages. Additionally, St Edmund's Church and churchyard. This is the heart of the village.
Homes and buildings	Mix of properties dating from the 1800s to recent years. The Street features all property types apart from bungalows. Some properties are as new as the mid-90s and some very old listed properties of historical relevance. Not much garden space or green frontage. Most of the properties open straight onto the main pavement.
Identity and vernacular	The Street is an attractive street scene and will be what most people think of when picturing Acle. There are unique and old character buildings which surround The Green. There are several small independent shops. A newer build small housing estate features on The Street. A number of properties feature black fascias and gutters. Most properties do not have driveways but there are off-road car parks to the rear of many of the buildings.

CA1: The Street distinct qualities and features	
Built form	Most of the properties are attached, with the few detached in between. Most properties are double-storey. Although the street seems fairly spacious, the way the properties are connected also gives an enclosed feeling in certain places.
Movement	The Street is the main road through Acle which connects one side of the village to the other. It is a busy road network with multiple junctions. There are pedestrian pavements which give access to shop fronts. Some properties have car parks to the rear, where you have to drive over the main footpath to access and exit. On -street parking is available but this can cause quite significant congestion at peak periods.
Nature	The Green offers a large amount of green space as well as the churchyard on the other end of The Street. Some shops have got plants out the front which contribute to the street scene.
Public space	Well-lit and features the black traditional lantern style street lights which add character. Due to traffic passing through at most times of the day, good lighting and CCTV in some of the shops areas it creates the feeling of a safe environment.

Table 02: Distinctive qualities and features that supplement the character of CA1.

Development challenges & opportunities:

- The existing building placement is quite compact, making the available space for development limited, with available space only typically found behind the building line;
- Dedicated street parking could, if appropriate, be re-purposed for cycle parking or for enhancements to the public realm;
- A high volume of heritage assets, although supplementing character to the area, provide planning restrictions for development;
- Development will have to have consideration to ensure that views of the tower of Saint Edmund's Church are not obscured;
- Being the heart of Acle, there are opportunities to improve connectivity and support modes of sustainable active travel, such as by introducing cycle lanes; and
- There are opportunities for street landscaping, such as through planters and trees, to enhance the public realm and provide natural shading and cooling to the roads and pavements.

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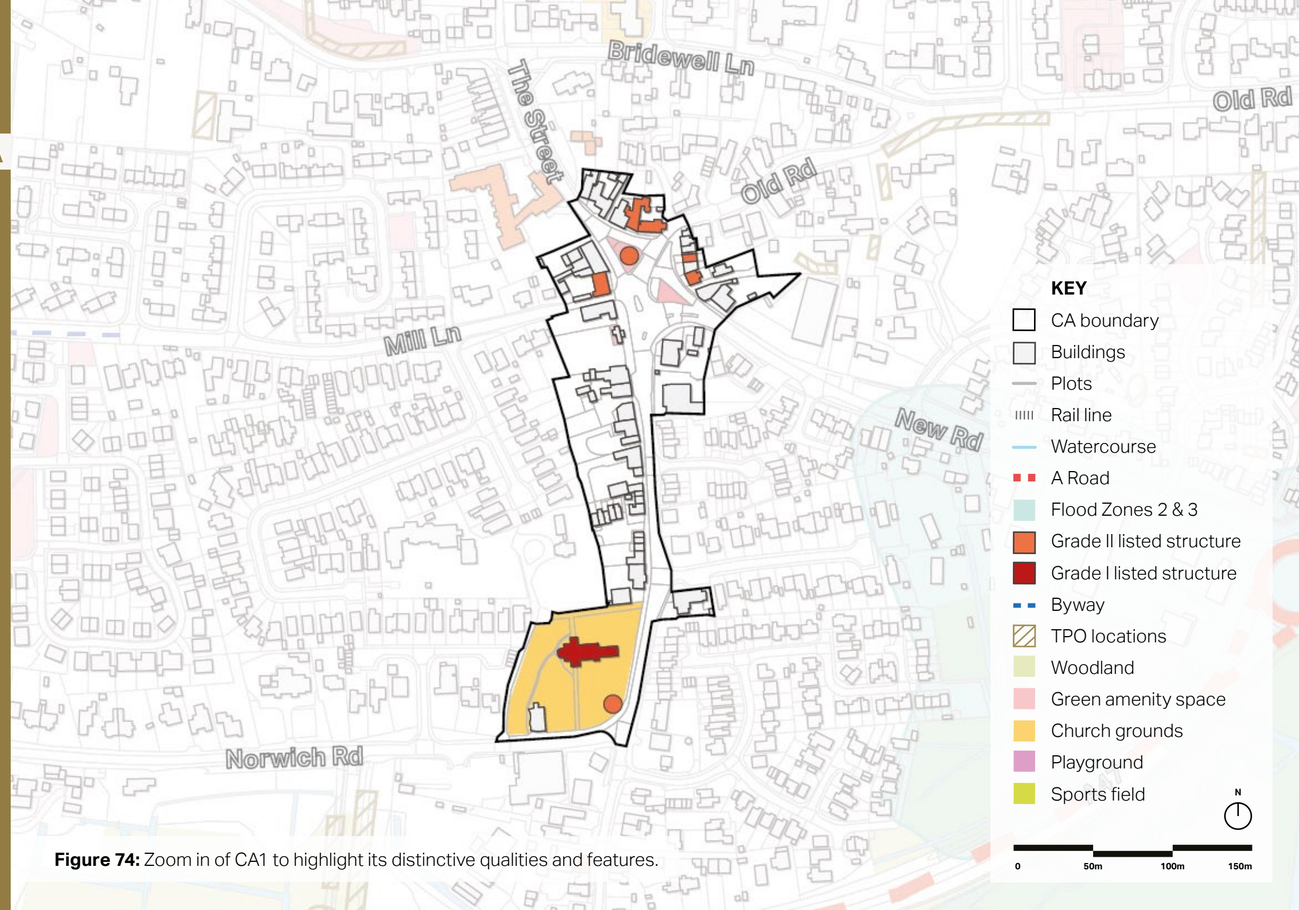

Figure 74: Zoom in of CA1 to highlight its distinctive qualities and features.

CA2: Victorian & Edwardian infill

This CA comprises areas that are filled with Victorian and Edwardian era dwellings, as well as post WW2 building.

These areas tend to have lower densities than the rest of the village, with larger plots and greater distances between buildings. The settlement type is also more consistent within this area, taking the form of linear development along a primary route.

This area is highly characterised by the public realm features that contribute to a more open-feeling setting, such as large front gardens, landscaped boundaries and narrow lanes that often lack pavements.

CA2 measurements and calculations	
Indicative Dwellings per Hectare (DpH):	Approximately 15 DpH
Plot size range (smallest and largest):	10m W x 35m D 25m W x 70m D
Average plot coverage ratio/percentage:	Ratio: 1:10–1:6.5 *or* 10–15%

Table 03: Net density, plot and block size measurements from a tested area in CA2.

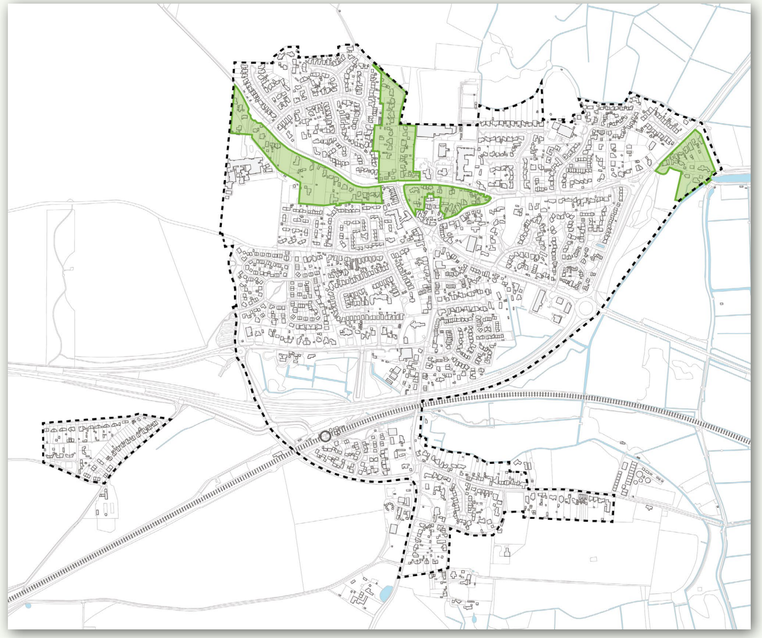

Figure 75: The boundary of CA2 within the context of Acle's village area.

Figure 76: View down Old Road from The Street, featuring a mix of land-use properties fronting directly onto the road.

Figure 77: View down Pyebush Lane, showing the landscape quality of the lane and how this influences the enclosure here.

CA2: Victorian & Edwardian infill distinct qualities and features	
Location	These areas appear throughout the village. Notable locations include: Bridewell Lane, Pyebush Lane, South Walsham Road, Boat Dyke Lane and Old Road.
Land-use	The area covered is quite vast; it is mainly a housing mix with the odd commercial unit or boat yard included in some areas.
Homes and buildings	High number of large detached properties, but also bungalows, terraced and semi-detached. Most properties are unique and have their own individual style, some quite old and date back to the 1800s and others post WW2. There are newer properties which appear to be infill properties. Most have large gardens, ample parking and some have outbuildings.
Identity and vernacular	The properties are quite attractive in their style and are mostly unique. The newer builds tend to be red brick and again are mostly a unique design.
Built form	Properties are quite well-spaced. Building lines vary due to the varied character properties. Private properties.

CA2: Victorian & Edwardian infill distinct qualities and features	
Movement	Most properties have large driveways to accommodate a number of vehicles. On-street parking is available.
Nature	Areas seem quite open with large established gardens, mature trees and hedges. Multiple open spaces and green areas nearby (The Green, green spaces near Crossway Terrace, green verges, Pyebush Lane playing fields, cemetery, etc). A number of these roads lead to green space access points.
Public space	South Walsham Road and Bridewell Lane are main roads in the village which are large and have very good pedestrian pavements. Good street lighting. Boat Dyke Lane and Pyebush Lane – smaller country like lanes with little or no pavement. These tend to be less lit at night.

Table 04: Distinctive qualities and features that supplement the character of CA2.

Development challenges & opportunities:

- There are not many open plots available for infill within the CA boundary, limiting most development to extensions and conversions;
- The location of development along South Walsham Road provides opportunities for pedestrian connectivity to the countryside and to the housing allocation GNLP0378 for a more interconnected village;
- A lack of pavements and street lighting in certain areas, such as along Pyebush Lane, limits accessible movement and opportunities for safe pedestrian travel;
- Aligned back gardens connected to the surrounding landscape offer opportunities for biodiversity enhancements such as using permeable boundary treatments for wildlife corridors;
- The area east of the A1064 is enveloped in Flood Zones 2&3, including the open land to the north and south of the area; and
- The placement of the area in proximity to the River Bure offers place-making opportunities and for an interconnected blue and green network into the village.

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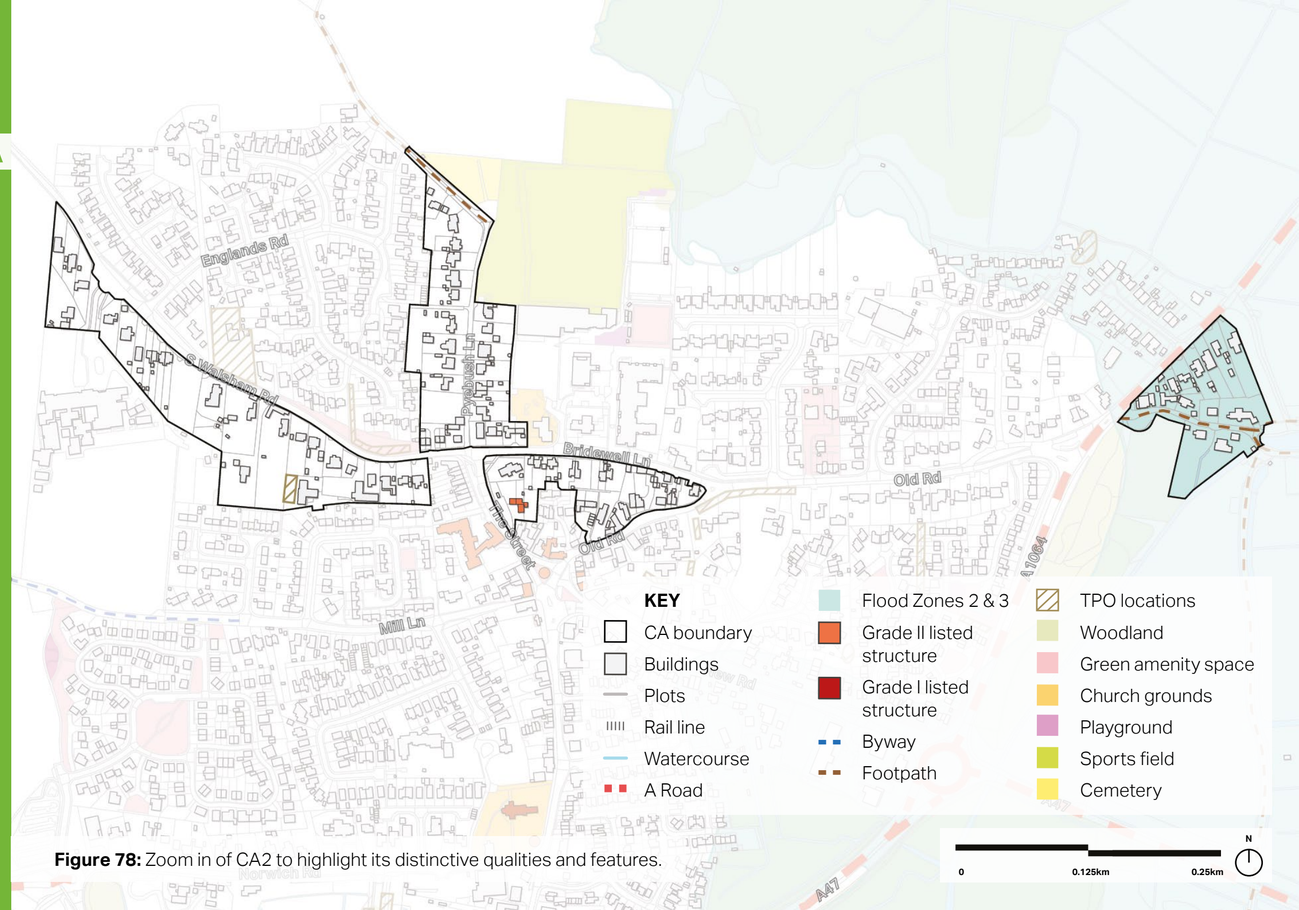

Figure 78: Zoom in of CA2 to highlight its distinctive qualities and features.

CA3: Englands Road

This CA comprises one of the larger and more complex street patterns within the village. It is located at the north-western edge of the settlement and backs onto two large fields to the north.

The area is made up of Englands Road, which is the central spine of the area and has many short roads that branch from this, including George Lane, Fishley View, Orchard Close and Nursery Close. A pedestrian route connects the estate to the unadopted road at the top of Pyebush Lane.

There is a high mix of building types and setbacks, but a consistent use of materials.

CA3 measurements and calculations	
Indicative Dwellings per Hectare (DpH):	Approximately 17–22 DpH
Plot size range (smallest and largest):	5m W x 25m D 35m W x 55m D
Average plot coverage ratio/percentage:	Ratio: 1:4–1:3 *or* 25–30%

Table 05: Net density, plot and block size measurements from a tested area in CA3.

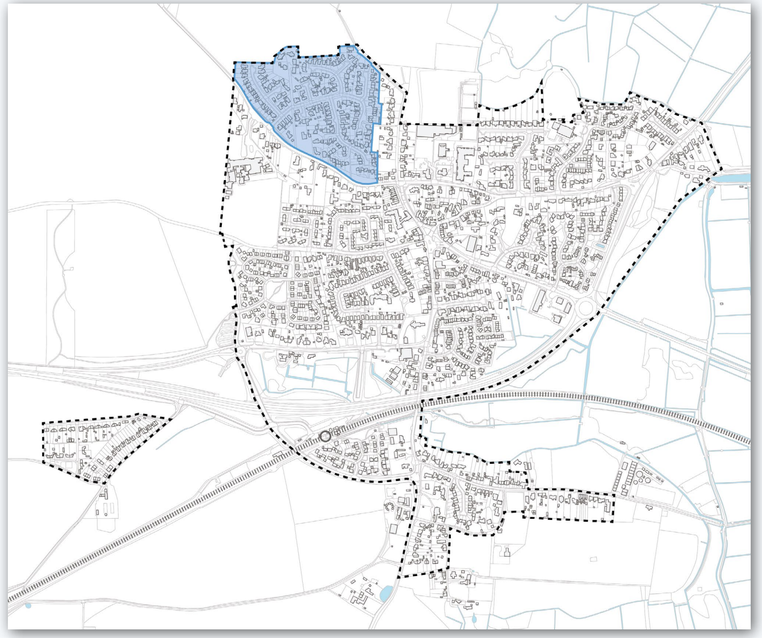

Figure 79: The boundary of CA3 within the context of Acle's village area.

Figure 80: Most dwellings have on-plot parking and a front garden, which adds an open feel to a more dense area of the village.

CA3: Englands Road distinct qualities and features	
Location	This CA is located along Englands Road cul-de-sac development.
Land-use	There is a wide range of housing mix located here.
Homes and buildings	Bungalows, chalet bungalows, detached, semi-detached, terraced and a small number of flats/maisonettes at rear of the estate. Mid-70s to early-80s builds. Most properties have front and rear gardens.

Figure 81: This area, although comprised of many disconnected lanes, is well connected for pedestrian movement through passages such as these. The greenery and street furnishing supplements the setting, which could otherwise be sterile.

Figure 82: Bungalows are a common occurrence within the area, usually appearing in groups with consistent features and setbacks.

CA3: Englands Road distinct qualities and features	
Identity and vernacular	Properties are a mix of red brick, white/buff brick. Side road properties are generally red brick with some partly/fully rendered. Mostly white uPVC windows and gutters. Tiled roofs.
Built form	Single-storey and double-storey. Private properties. Most properties set back from pavements.
Movement	Mostly shorter no-through roads. Pathways leading out of the estate to fields behind and towards the village. Driveways, some properties have garages. Easy access to the village centre and high school. Rural footpath across fields to Upton from the rear of the estate.
Nature	No open green spaces on the estate and no play facilities. Some large trees. Most front gardens have grass/plants.
Public space	Street lighting is good. No cold calling areas. Wide pavements. Reasonable social interaction.

Table 06: Distinctive qualities and features that supplement the character of CA3.

Development challenges & opportunities:

- There are not many open plots available for infill within the CA boundary, limiting most development to extensions and conversions;
- The residential development allocation west of the area (Policy GNLP0378) may impede potential future vehicular access points from South Walsham Road due to increased traffic;
- The location of along South Walsham Road and the western village edge provides opportunities for more accessible pedestrian connectivity to the countryside and to the housing allocation GNLP0378 for a more interconnected village; and
- A high volume of TPOs (Tree Protection Orders) in the area will require careful consideration. The presence of these create a distinct, natural environment and provide the opportunity to be linked with street planting to create a green network corridor.

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Figure 83: Zoom in of CA3 to highlight its distinctive qualities and features.

CA4: Beighton Road

The Beighton Road CA is a self-contained cluster of buildings located to the west of the village boundary. It has a linear settlement pattern along Beighton Road, which connects it to the village via the A47, and features short, linear cul-de-sacs as backland infill development.

The area is defined by its consistent building types and material use, as well as its highly consistent setback. The properties feature long front and back gardens, which supplement a natural, green atmosphere. These also complement the placement against the open fields by transitioning from landscape to built environment.

CA4 measurements and calculations	
Indicative Dwellings per Hectare (DpH):	Approximately 18 DpH
Plot size range (smallest and largest):	8.5m W x 25m D 15m W x 45m D
Average plot coverage ratio/percentage:	Ratio: 1:8 *or* 12.5%

Table 07: Net density, plot and block size measurements from a tested area in CA4.

Figure 84: The boundary of CA4 within the context of Acle's village area.

Figure 85: There is a very consistent building line throughout the CA, with setbacks to provide a large front garden.

CA4: Beighton Road distinct qualities and features	
Location	This CA is located along the Beighton Road development.
Land-use	There is a very consistent housing style located here.
Homes and buildings	Mostly semi-detached, some newer bungalows and terraces. Built as social housing, some are now privately owned. Post-war development. Newer properties are early 2000's. Large, long gardens.

Figure 86: The play area located to the southwest of the CA boundary. The play area is well-overlooked with properties fronting it from across the road, and is well-situated, backing against the surrounding open fields.

Figure 87: The different building styles are predominantly brick with orange roof tiles or white render with brown roof tiles.

CA4: Beighton Road distinct qualities and features	
Identity and vernacular	Norfolk red brick build. These house designs are also in North Burlingham and Panxworth.
Built form	Double-storey, semi-detached houses with dormers. Building line consistent. Private properties.
Movement	Large driveways for off-road parking. On-Street parking available. Pavements but no other active travel. Area is quite far out from the main village.
Nature	Fields to front, side and rear of houses, hedging/trees on all the field verges. Play area situated centrally to the houses.
Public space	Street lighting is good. Play area.

Table 08: Distinctive qualities and features that supplement the character of CA4.

Development challenges & opportunities:

- There are not many open plots available for infill within the CA boundary, limiting most development to extensions and conversions;
- This area's placement and the location of the A road disconnects it from the village amenities and limits movement to be more reliant on personal vehicles;
- A lack of pavements limits accessible movement and opportunities for safe pedestrian travel as well as connectivity to the main village;
- Development should have due consideration of its setting within the countryside including visual and physical permeability to the landscape, impacts on biodiversity (including dark skies) and maintenance of the character of Acle; and
- Aligned back gardens connected to the surrounding landscape offer opportunities for biodiversity enhancements such as using permeable boundary treatments for wildlife corridors.

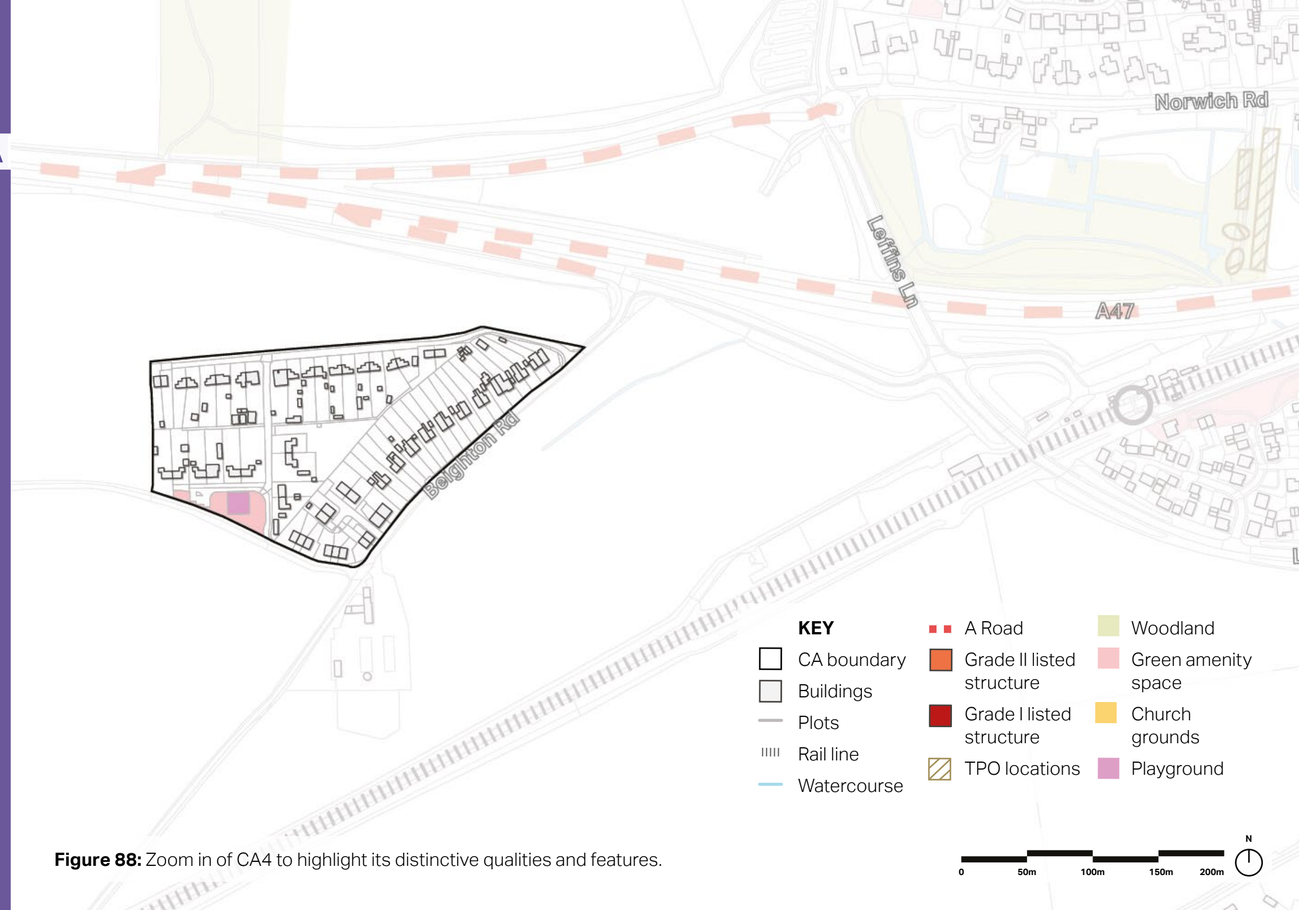


Figure 88: Zoom in of CA4 to highlight its distinctive qualities and features.

CA5: Damgate

This CA is located at the south-eastern most point of the village, separated from the main village by the rail line. It has a variety of housing types and styles, including detached, semi-detached, and terraced buildings. The settlement patterns also vary, with linear ribbon development along Damgate Lane and Reedham Road, and cul-de-sac development along Damgate Close.

The area is defined by its village feel, largely supplemented by the lane enclosure and width. It is defined by the large front gardens and adjacent open fields along Reedham Road and the eastern end of Damgate Lane.

CA5 measurements and calculations	
Indicative Dwellings per Hectare (DpH):	Approximately 17–20 DpH
Plot size range (smallest and largest):	5m W x 15m D 25m W x 70m D
Average plot coverage ratio/percentage:	Ratio: 1:6–1:5 *or* 17-20%

Table 09: Net density, plot and block size measurements from a tested area in CA5.

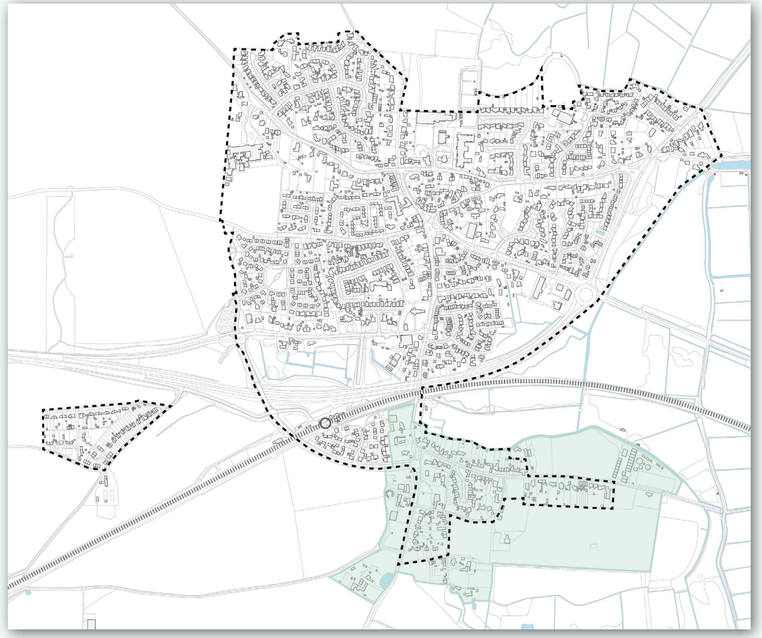


Figure 89: The boundary of CA5 within the context of Acle's village area.

Figure 90: Along Damgate Lane is a more enclosed atmosphere due to the setback of buildings and lack of consistent pavement.

Figure 91: There is a variety of property styles, with older arts and crafts styles dating back to the 1800s and more modern styles.

CA5: Damgate distinct qualities and features	
Location	This CA is located along Damgate Lane, Carters Loke and Reedham Road.
Land-use	Housing mix and industrial estate to the far end of Damgate Lane.
Homes and buildings	Vast mix of properties dating from the 1800s to present. Large detached builds but also some terraces, semi-detached and bungalows. The newer properties appear to be infill. Large gardens with hedges, resulting in a country feel.
Identity and vernacular	The Lane has a village feel, but is heavily modernised (parts of Damgate are pre-Acle) Old red brick, modern new builds are mostly red brick. There is a mix of styles, many infill by one builder in the 90s. Low walls but mostly hedges and flower-rich gardens. Most have parking for at least one vehicle.
Built form	Mix of detached new properties and terraced old properties. No consistent pavement on the lane except small, very narrow sections. Most pedestrian travel is on the road.

CA5: Damgate distinct qualities and features	
Movement	Pavements in cul-de-sac developments. Detached houses have driveways.
Nature	Lots of hedges and flower rich gardens give a green feel to most of the lane. Recreation ground and ancient hedge lines on the lane add to this feel, as well as the narrow width of Damgate Lane. Damgate Lane is an ancient track way to the Marshes and Gt Yarmouth mainly quiet but traffic from the industrial estate.
Public space	Street lighting is good. Recreation ground well-used with play and fitness equipment and a goal well-used for football practice.

Table 10: Distinctive qualities and features that supplement the character of CA5.

Figure 92: Setback of properties and large green verges along Reedham Road create a very green, natural setting.

Development challenges & opportunities:

- There is available land within the CA boundary that can be used for infill in keeping with the character of the area (i.e. continuing the linear building line);
- A large section of land to the east along Damgate Lane is enveloped in Flood Zones 2&3, including the open land to the north and south of the area;
- The placement of the area in proximity to tributaries of the River Bure offers placemaking opportunities and for an interconnected blue and green network into the village;
- This area's placement south of the rail line and A road disconnects it from the village amenities and limits movement to be more reliant on personal vehicles; and
- A lack of consistent pavements and street lighting in certain areas, such as along Damgate Lane, limits accessible movement and opportunities for safe pedestrian travel.

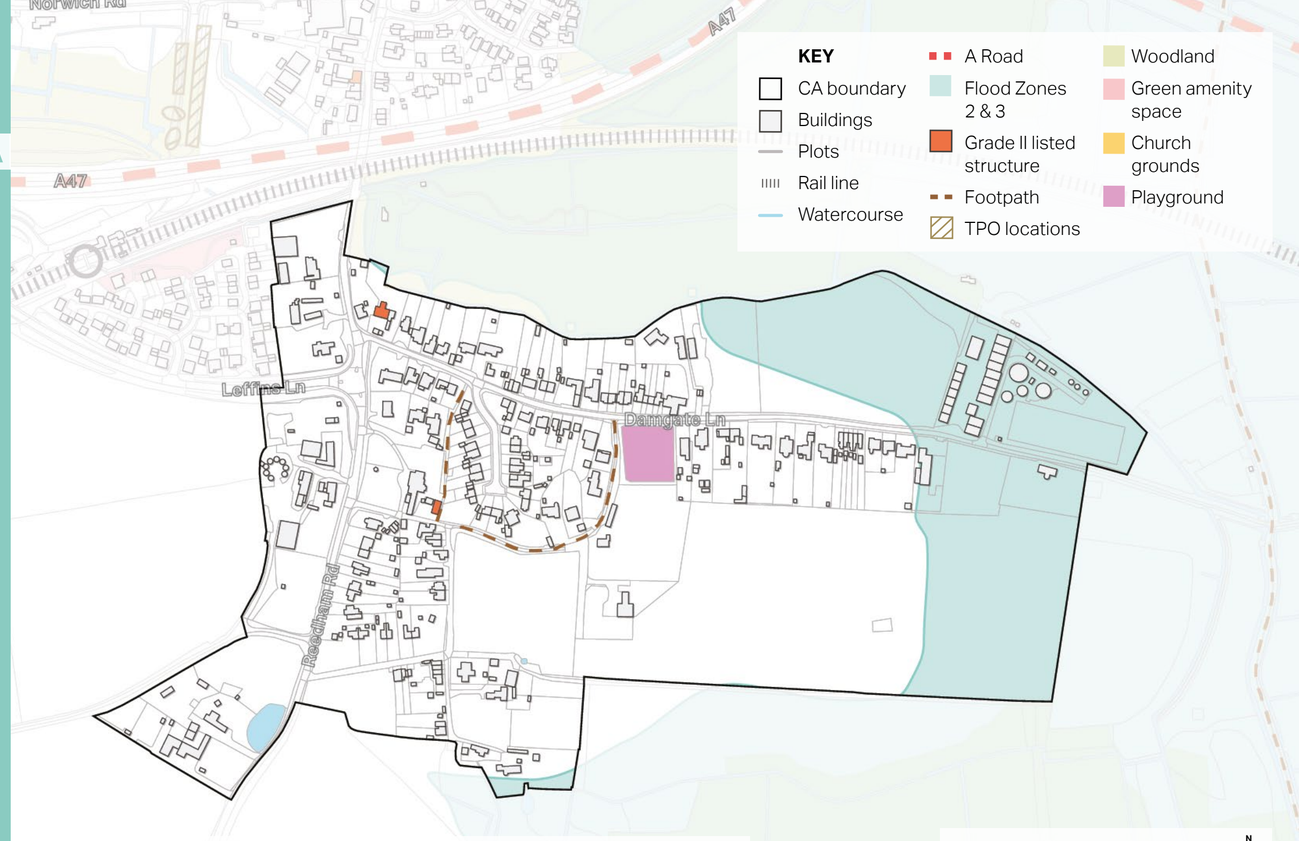


Figure 93: Zoom in of CA5 to highlight its distinctive qualities and features.

CA6: New estates

This CA is defined by new estate developments that span over three areas on the village edge. All three of these areas are quite consistent in character, comprising of cul-de-sac or loop road arrangements and a higher density of development.

Buildings within these areas typically have a smaller front garden compared to back garden, and space for on-plot parking. There is also a much higher plot coverage ratio, creating areas that feel much more built-up than other areas within the village. To compensate for this, many areas have green amenity spaces and playgrounds.

CA6 measurements and calculations	
Indicative Dwellings per Hectare (DpH):	Approximately 25 DpH
Plot size range (smallest and largest):	10m W x 25m D 20m W x 45m D
Average plot coverage ratio/percentage:	Ratio: 1:2.5 *or* 40%

Table 11: Net density, plot and block size measurements from a tested area in CA6.

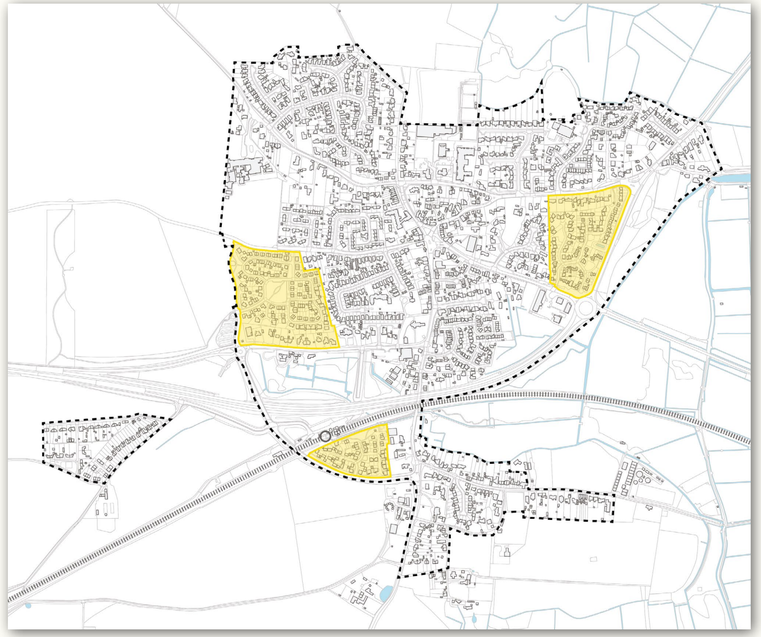


Figure 94: The boundary of CA6 within the context of Acle's village area.

Figure 95: Houses within the recent development south of Acle train station from Leffins Lane.

Figure 96: A variety of building styles and materials found within the Cavell Road from Glover Road.

CA6: New estates distinct qualities and features	
Location	Springfield, Glover Road and Leffins Lane.
Land-use	Housing mix.
Homes and buildings	Large detached, semi-detached, terraced and bungalows. More modern developments. The eastern side of Cavell Road are bungalows, designed to not overlook existing houses on adjoining land.
Identity and vernacular	Design of houses are varied, with different brick colours and the appearance of 'bricked-up' windows is noticeable. Houses of different brick type and "bedroom size" are integrated across the area with a mix of full ownership to social housing.
Built form	Fairly uniform in design. The grain varies depending on where you are in the estate. Social housing areas tend to be more compact. Mainly double-storey properties with the occasional bungalow.

CA6: New estates distinct qualities and features	
Movement	Despite having apparently adequate parking facilities for residents, cars are found to be parking on the narrow paths and at the end of the emergency access. Driveways are consistently present.
Nature	The area has a mixture of young planted hedges, trees and shrubs.
Public space	Play area park along with a constructed pathway to fields. Ownership of green areas needs to be seen, to ensure these areas are maintained and do not result in becoming an overgrown dumping ground for garden rubbish.

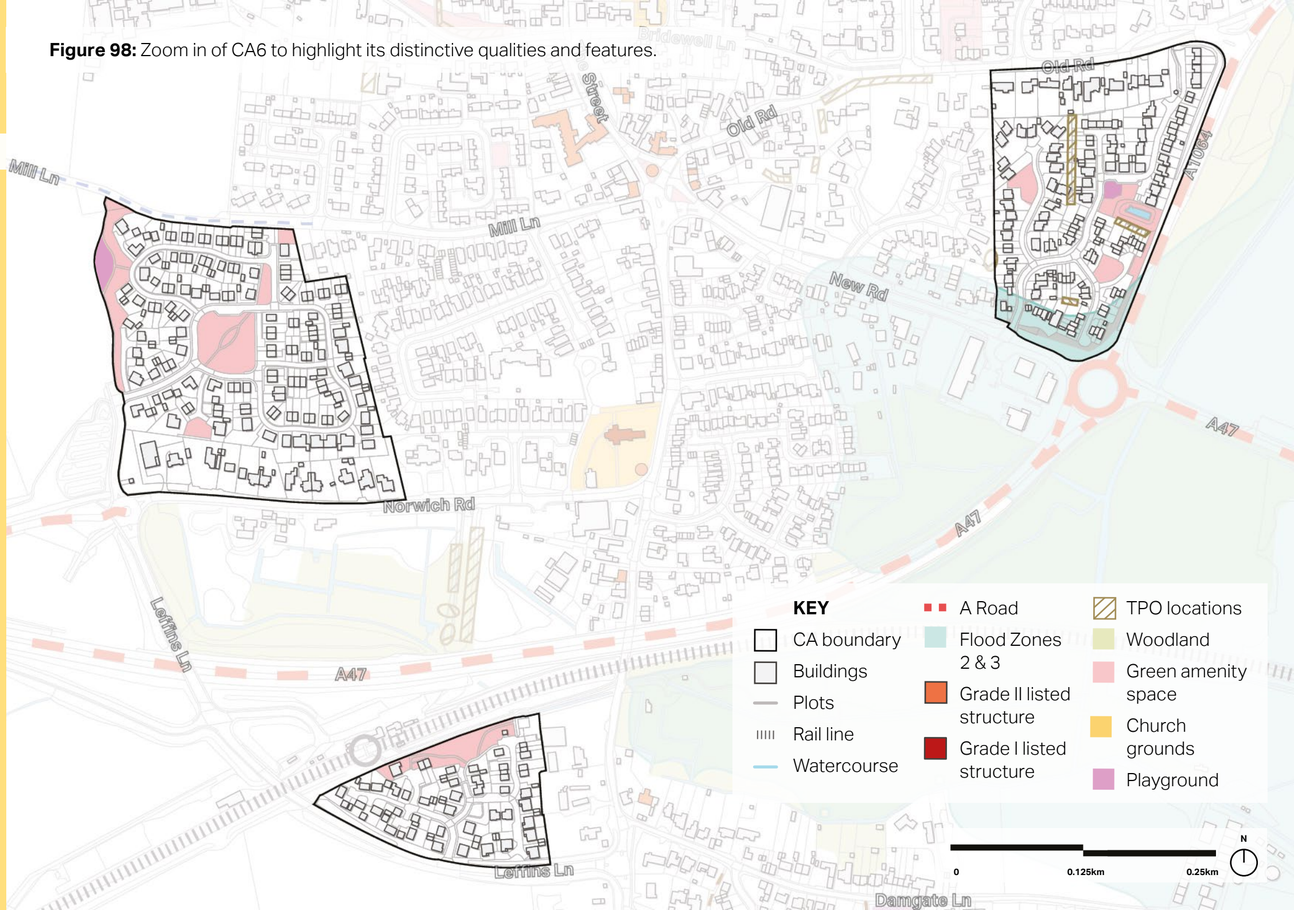
Table 12: Distinctive qualities and features that supplement the character of CA6.

Figure 97: A large green amenity space located within the centre of the Cavell Road cul-de-sac development. The space is well overlooked by the surrounding dwellings is dispersed with tree planting that will grown in to provide natural shading for the green.

Development challenges & opportunities:

- There are not many open plots available for infill within the CA boundary, limiting most development to extensions and conversions;
- The location of the Glover Estate along the western village edge and the settlement edge provides opportunities for more accessible pedestrian connectivity to the countryside and to the housing allocation GNLP0378 for a more interconnected village;
- The residential development allocation west of the area (Policy GNLP0378) may impede potential future access points and pedestrian movement from Mill Lane and Norwich Road due to increased traffic;
- This southernmost area's placement south of the rail line and A road disconnects it from the village amenities and limits movement to be more reliant on personal vehicles; and
- The placement of Springfield in proximity to the River Bure and its tributaries offers placemaking opportunities and for an interconnected blue and green network into the village.

Figure 98: Zoom in of CA6 to highlight its distinctive qualities and features.



CA7: Late 20th–Early 21st cul-de-sacs

This area is defined by large infill cul-de-sacs within the village that were built from the late 20th Century.

A characteristic feature of these areas is small plots with small gardens creating a compact environment with a high level of enclosure. These are often less compact from the street/entrance point but gradually get more compact towards the centre of the cul-de-sacs.

Building style is typical of modern developments, utilising red brick and light coloured render. One notable exception is The Drive, which features a mock Tudor style.

CA7 measurements and calculations	
Indicative Dwellings per Hectare (DpH):	Approximately 25–30 DpH
Plot size range (smallest and largest):	4m W x 15m D 25m W x 45m D
Average plot coverage ratio/percentage:	Ratio: 1:3–1:2 *or* 30–50%

Table 13: Net density, plot and block size measurements from a tested area in CA7.

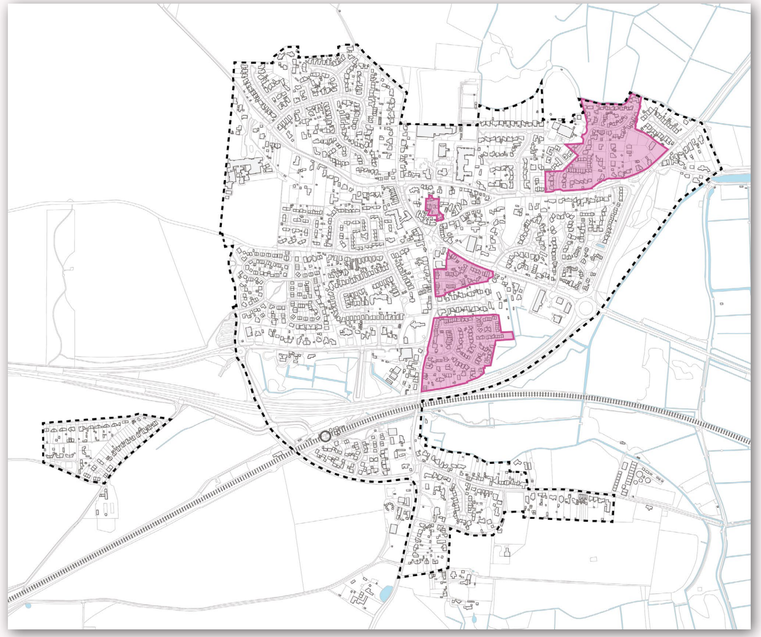


Figure 99: The boundary of CA7 within the context of Acle's village area.

Figure 100: Cluster of dwellings along Old Foundry Court, located just north of The Street behind mixed-use store fronts.

Figure 101: Multiple dwellings along The Drive have a consistent building style, using a distinctive mix of materials as shown.

CA7: Late 20th–Early 21st cul-de-sacs distinct qualities and features	
Location	Cul-de-sac developments include Market Manor, Birtles Way, Broadland Way, Old Foundry Court, The Drive and Fletcher Way.
Land-use	Housing mix, mostly double-storey. Fletcher Way has some independent living bungalows.
Homes and buildings	Large detached, semi-detached, terraced and bungalows. Predominantly dated mid-90s to early 2000s, some interwar. Most properties come with a small garden to the rear and a very small green space to the front, some which have been converted to driveway space.
Identity and vernacular	Majority of properties are red brick, some featuring off-white render, some have been painted since the original design. Brown gutters and window frames appear to be original design. Large number of properties with garages attached to the property, some converted.
Built form	Larger properties to the front and more spacious between properties, further into the estate the more compact the area becomes. Properties are single-storey bungalows or double-storey houses.

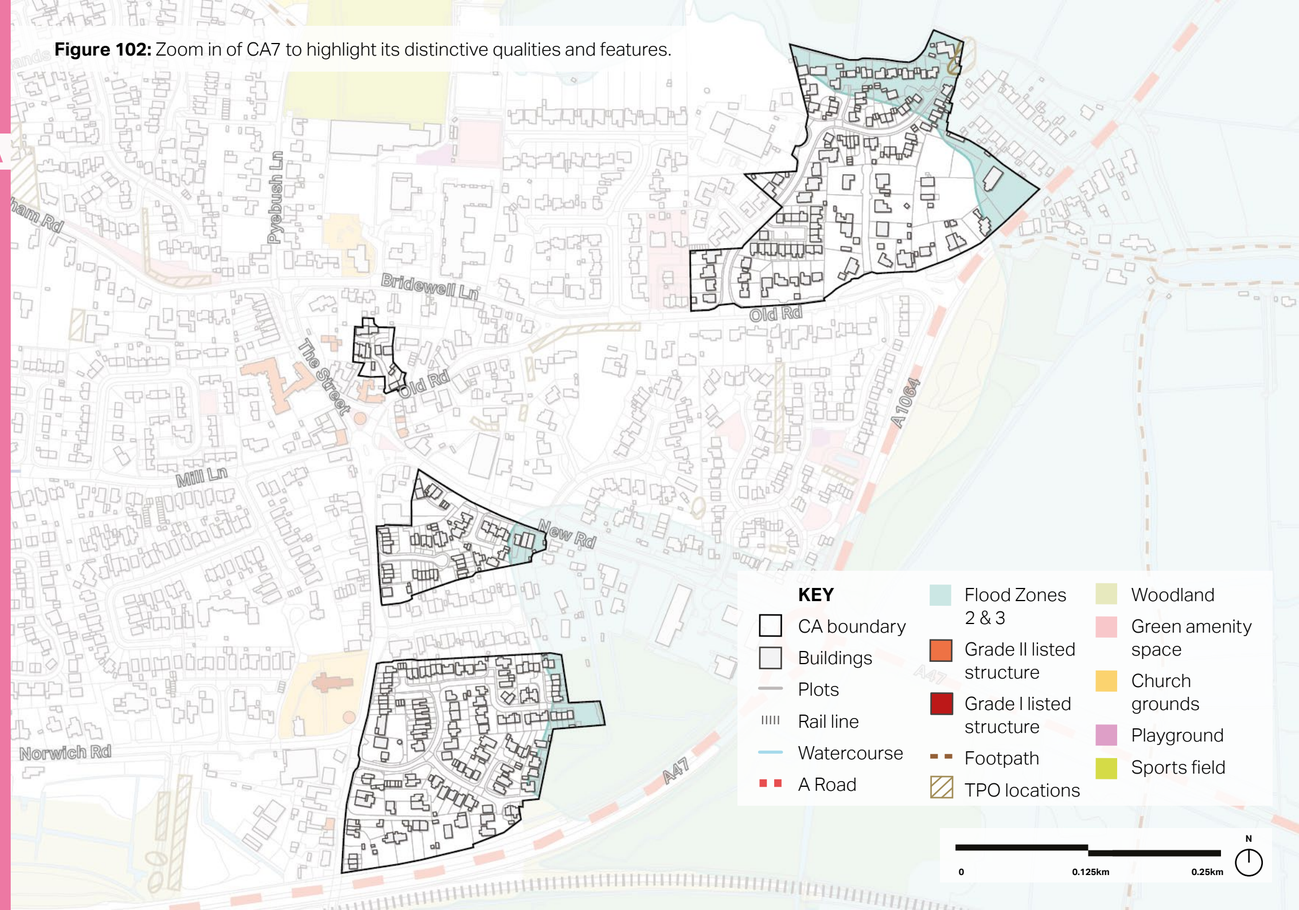
CA7: Late 20th–Early 21st cul-de-sacs distinct qualities and features	
Movement	Properties have driveways but not sufficient for the number of vehicles. On-street parking is available, but limited spaces due to driveway entrances in close proximity. Both Market Manor and Fletcher Way estates feature standard size pavements on one side of the road and then a slim pavement on the other, which gives a feel of more space to the area.
Nature	Very small green verge on the side of Market Manor on entering the estate. All properties on Market Manor originally came with a tree in their front garden most of which appear to have been removed. Both Market Manor and Fletcher Way estates are on a slope and back on to large ditches and drain systems.
Public space	Street lighting is good. To the back of the estates there are what appears to be private roads and some unadopted roads.

Table 14: Distinctive qualities and features that supplement the character of CA7.

Development challenges & opportunities:

- There are not many open plots available for infill within the CA boundary, limiting most development to extensions and conversions;
- Flood Zones 2&3 to the east, including the open land to the north and south of the areas, will limit expansion of these areas into the surrounding land;
- The placement of the areas in proximity to the River Bure and its tributaries offers placemaking opportunities and for an interconnected blue and green network into the village;
- Development will have to have consideration to ensure that views of the tower of Saint Edmund's Church are not obscured; and
- Aligned back gardens connected to the surrounding landscape offer opportunities for biodiversity enhancements such as using permeable boundary treatments for wildlife corridors.

Figure 102: Zoom in of CA7 to highlight its distinctive qualities and features.



CA8: Predominantly bungalows

This area is defined by its consistent building type, which comprises predominantly bungalows. These bungalows, however, vary amongst themselves, with detached, semi-detached and chalet-style bungalows all present.

These areas tend to be very uniform, with blocks of houses having a consistent building line, front garden, material use and orientation. Most properties have a similar front and back garden size, with the exception being those that back onto the countryside along Habgood Close, resulting in an overall higher plot coverage ratio.

CA8 measurements and calculations	
Indicative Dwellings per Hectare (DpH):	Approximately 15–20 DpH
Plot size range (smallest and largest):	8m W x 25m D 15m W x 100m D
Average plot coverage ratio/percentage:	Ratio: 1:3–1:2 *or* 30–50%

Table 15: Net density, plot and block size measurements from a tested area in CA8.

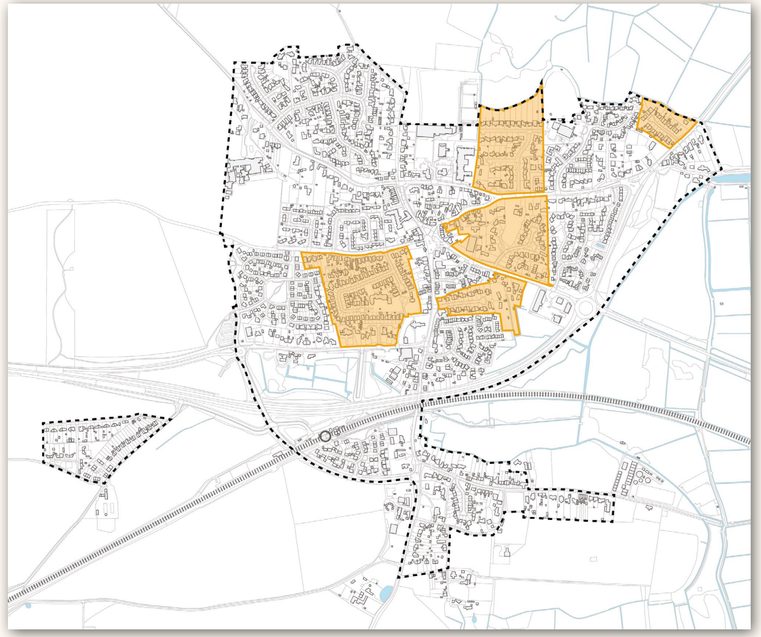


Figure 103: The boundary of CA8 within the context of Acle's village area.

Figure 104: Row of bungalows with low brick boundaries fronting the street and a green verge along Glebe Road.

Figure 105: It is characteristic of neighbouring bungalows to be consistent in mass, material use, setback and orientation along a road.

CA8: Predominantly bungalows distinct qualities and features	
Location	North of New Road, South of Mill Lane & Hermitage Close
Land-use	Housing comprises predominantly bungalow homes. New Road features a housing mix with a few and commercial with active frontages.
Homes and buildings	Detached bungalows, semi-detached bungalows and chalet bungalows. Approximately late C 20th builds. Exposed front gardens. Similar sized private rear gardens.
Identity and vernacular	Properties are red brick or lighter white brick/gault/buff, some have been rendered. Uniform design style. Low front walls with driveway accessed via low profile double gate. Properties mostly come with a set back single garage. Access to the properties are via a side access door. Most of the residents down these streets are of the older generation and retirees, mostly couples and singles (not many families or young professionals appear to live in these types of houses).

CA8: Predominantly bungalows distinct qualities and features	
Built form	Uniform design down each street. Rows of regularly spaced bungalows on either side of the street, all uniform with similar sized plots.
Movement	Driveways consistently present. Streets are cul-de-sac. Some have additional pedestrian access. None have a thoroughfare for cars or traffic.
Nature	No allocated green spaces down the residential streets. No public trees/hedges/etc down the streets (some properties have their own tree or hedge). It appears junctions to these particular streets have large green turfed areas on either side of the road entrance.
Public space	Street lighting is good. Wide streets. No parks or public areas. Some streets have maintained grassed areas.

Table 16: Distinctive qualities and features that supplement the character of CA8.

Development challenges & opportunities:

- There is available land within the CA boundary that can be used for infill in keeping with the character of the area;
- The residential development allocation west of the area (Policy GNLP0378) may impede pedestrian movement along Mill Lane and Norwich Road due to increased traffic;
- Flood Zones 2&3 to the east along New Road and Hermitage Close will limit expansion of these areas into the surrounding land; and
- Development will have to have consideration to ensure that views of the tower of Saint Edmund's Church are not obscured.

Figure 106: Bungalows along Mill Lane.

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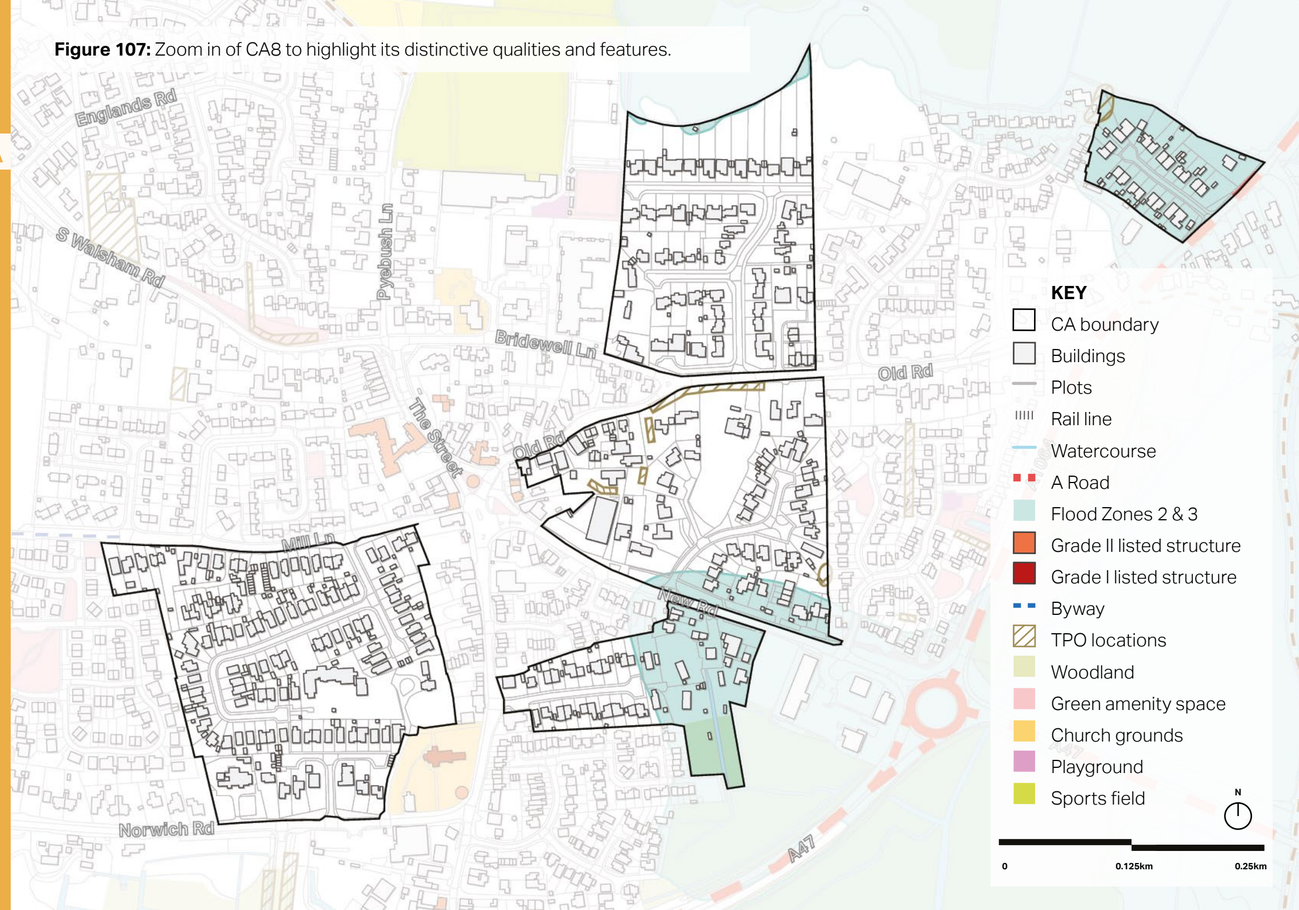
Figure 107: Zoom in of CA8 to highlight its distinctive qualities and features.



CA9: Cardington Court

This area comprises entirely blocks of flats within Cardington Court. Each block holds between 4–8 flats, totalling to 34 flats in an area that is approximately half a hectare in space. The high density also results in a higher plot coverage ratio, with approximately 80 percent being open space (including parking allocations).

The flats are all uniform in design, with the same building materials, roof types, heights and setbacks. The buildings all share communal gardens and public realm space that is used for parking. Additionally, there are dedicated garages to the back of blocks.

CA9 measurements and calculations	
Indicative Dwellings per Hectare (DpH):	High density >50 DpH
Plot size range (smallest and largest):	The area is approximately 0.5 hectares
Average plot coverage ratio/percentage:	Ratio: 1:5 *or* 20%

Table 17: Net density, plot and block size measurements from a tested area in CA9.

Figure 108: The boundary of CA9 within the context of Acle's village area.

Figure 109: Groups of flats are not characteristic to other CAs in Acle but entirely comprises this area.

CA9: Cardington Court distinct qualities and features	
Location	This CA is located within Cardington Court.
Land-use	All flats in double-storey buildings.
Homes and buildings	All flats. Mid 90's construction. Communal gardens. Communal car parks and garages.
Identity and vernacular	Properties are orange-red brick in a double-storey build. All have uniform brown uPVC windows and doors, suggesting some kind of covenant for the leasehold.
Built form	Uniform in design. Flats are in blocks. Clear building line. All properties are double-storey. Well-spaced between flat blocks.
Movement	Two communal car parking areas for some 24 cars and 7 garages, which serves the 34 flats. On-street parking is available. Pathway along one side, leading to a dead end. There is a walkway through to De Carle Smith Road.
Nature	Varied green open spaces, suitable for small sheds.
Public space	Well-maintained serviced communal areas with the exception of the hardscaped parking areas

Table 18: Distinctive qualities and features that supplement the character of CA9.

Figure 110: The use of shared front lawns and back gardens creates a green setting to this area.

Figure 111: All of the buildings in this area share the same style and material use, making it a very cohesive environment.

Development challenges & opportunities:

- There are no open plots available for infill, limiting most development to extensions and conversions;
- Hardscaped surfaces can be landscaped to provide natural cooling, create permeable surfacing to relieve potential flooding and enhance biodiversity efforts; and
- Paths between dwellings can connect the CA to surrounding roads and to the countryside to the north to promote active travel. These could be through linking new alleyways with existing PRoWs.

Figure 112: Although flats are not characteristic of other CAs in Acle, the separation of buildings, linked together from a shared entrance, and the limit of two stories helps for the built environment to fit in with the rest of the village.

Figure 113: A footpath between dwellings that connects the CA west directly to De-Carle Smith Road.

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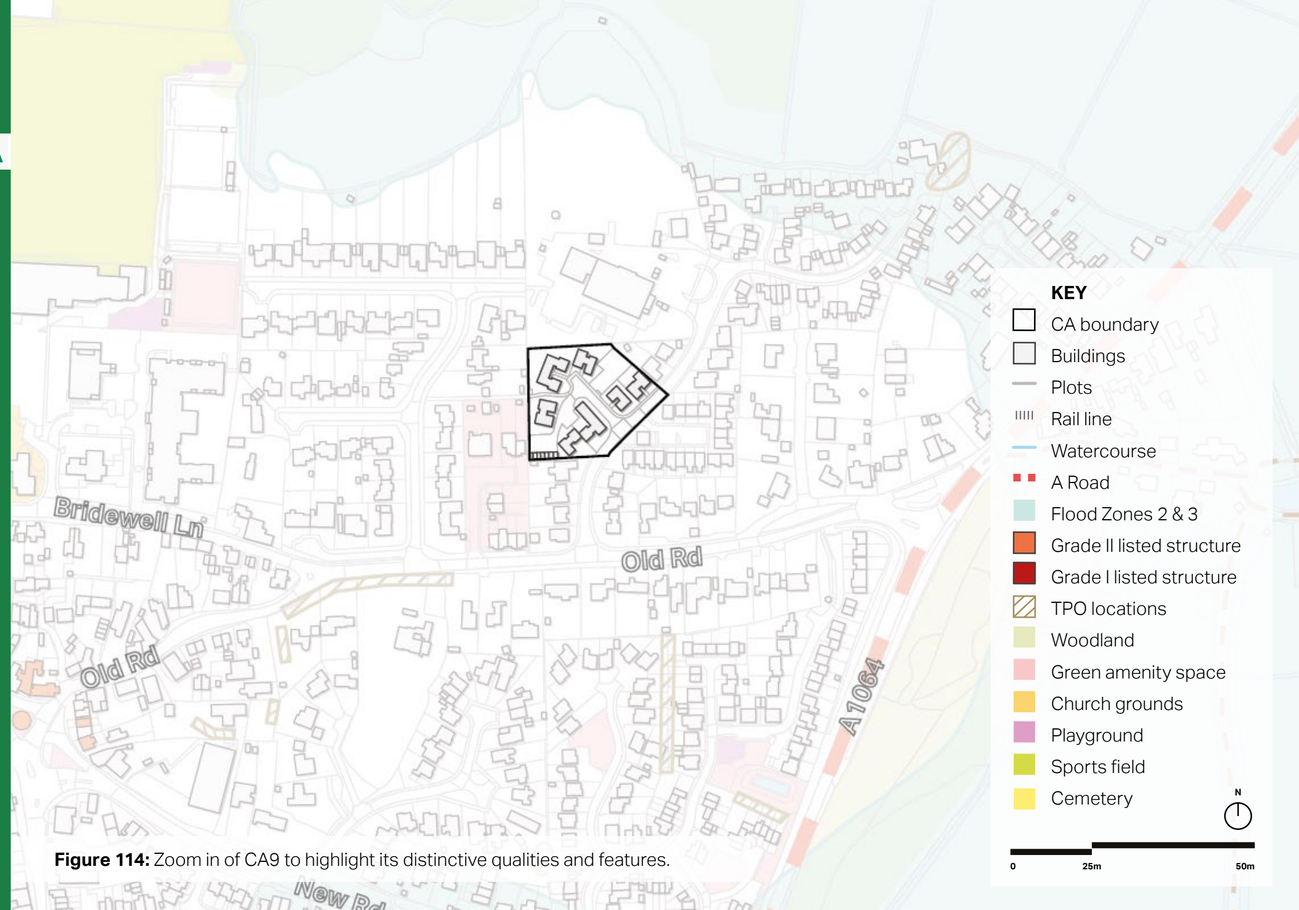

Figure 114: Zoom in of CA9 to highlight its distinctive qualities and features.

CA10: Mill Lane (north)

This area comprises all development that branches off north from Mill Lane.

The housing type varies and has some building styles unique from the rest of the village, such as rows of double-storey terraces.

The area is largely defined by the public realm, such as the consistent setback to allow for garden space, the use of natural green boundary treatments and pavements that connect throughout the area. It is defined by a notable spiral-pattern street arrangement with dwellings fronting it on all sides.

CA10 measurements and calculations	
Indicative Dwellings per Hectare (DpH):	Approximately 25 DpH
Plot size range (smallest and largest):	5m W x 25m D 15m W x 30m D
Average plot coverage ratio/percentage:	Ratio: 1:6–1:5 *or* 15–20%

Table 19: Net density, plot and block size measurements from a tested area in CA10.

Figure 115: The boundary of CA10 within the context of Acle's village area.

Figure 116: Row of bungalows overlooking Mill Lane, with characteristic tree planting on wide green verges.

CA10: Mill Lane (north) distinct qualities and features	
Location	North of Mill Lane.
Land-use	Housing mix.
Homes and buildings	Bungalows, terrace houses, semi-detached. There are some older properties to the end of the Lane, small housing groups have been added over the years. Gardens are reasonably sized.
Identity and vernacular	Properties are red brick and neutral brick builds.

Figure 117: There is a variety of building typologies within this CA that are not commonly found in other parts of Acle, such as these rows of terraced houses that are set back to include private amenity spaces.

Figure 118: This CA does not contain many detached buildings, comprised of terraces of varying lengths and semi-detached buildings.

CA10: Mill Lane (north) distinct qualities and features	
Built form	Bungalow and double-storey homes. Building lines are clear in the area.
Movement	On-Street parking. Not all properties have driveways available. Centrally located in Acle, footpaths and accessible dropped kerbs, walking distance into the village centre. Easy access to school field.
Nature	Backs onto Mill Lane path leading out to woodland towards North Burlingham. Currently top end looks out onto fields, but note the area is planned for development. Some prominent trees in people's front gardens but no street trees.
Public space	Street lighting is good.

Table 20: Distinctive qualities and features that supplement the character of CA10.

Development challenges & opportunities:

- There are not many open plots available for infill, especially as the area backs onto the Acle Academy grounds, limiting most development to extensions and conversions;
- The residential development allocation west of the area (Policy GNLP0378) may impede potential future access points and pedestrian movement from Mill Lane due to increased traffic; and
- Planting in front gardens, such as seen with the trees along Mill Lane, could be coordinated to create a green network.

Figure 119: High level of tree planting in front gardens which supplements a characterful setting of a green network.

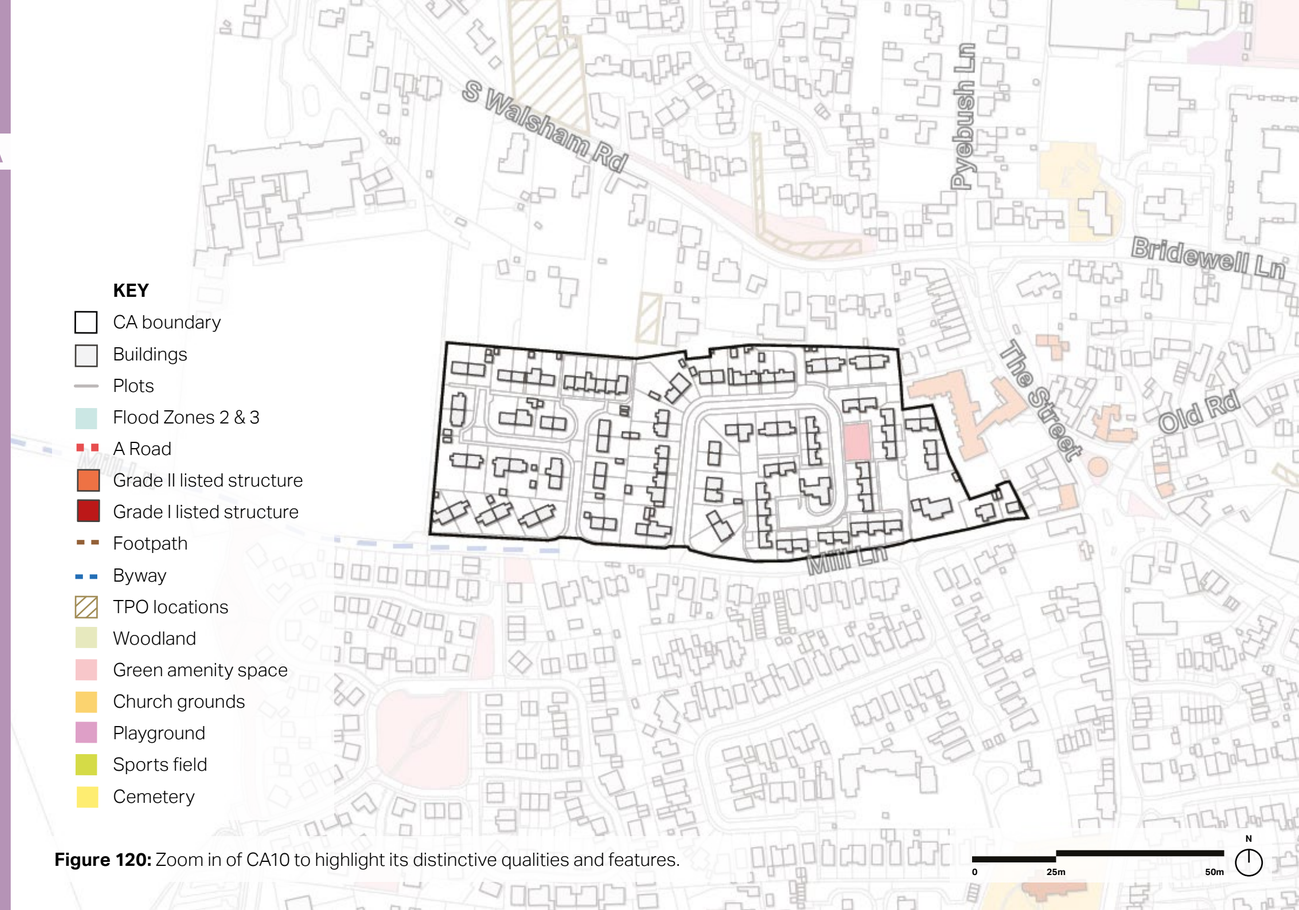

Figure 120: Zoom in of CA10 to highlight its distinctive qualities and features.

CA11: Crossway Terrace & The Limes

This CA comprises of two building blocks located along Crossway Terrace at the northern end of The Street. These are the row of 3 storey terraces and a large L-shaped building block converted into retirement apartments.

The character of this area, due to its size and limited development, is primarily supplemented by the distinct building style.

For the consideration of development that may occur in this area (i.e. extensions), the calculations and measurements provided are only for the terraces and not the apartments.

CA11 measurements and calculations	
Indicative Dwellings per Hectare (DpH):	Approximately 30 DpH
Plot size range (smallest and largest):	5m W x 40m D 15m W x 40m D
Average plot coverage ratio/percentage:	Ratio: 1:3 *or* 30%

Table 21: Net density, plot and block size measurements from a tested area in CA11.

Figure 121: The boundary of CA11 within the context of Acle's village area.

Figure 122: The dwellings along Crossway Terrace are distinctive to the area and are not found elsewhere in Acle.

Figure 123: The Limes is a retirement centre of apartments that is converted from a C18th L-shaped building block.

CA11: Crossway Terrace & The Limes distinct qualities and features	
Location	Crossway Terrace and The Street.
Land-use	The dwellings along Crossway Terrace are all terraced housing. The Limes is retirement apartments. Previous use was offices and the building and attached boundary walls are Grade II listed.
Homes and buildings	Large 3 storey terraced and semi-detached Victorian era houses. Small front gardens to the front, medium sized gardens to the rear. The Limes is a C 18th L-shaped building of two-storeys and attic. There is a hardscaped courtyard used for parking and a private shared garden to the back and side of the building.
Identity and vernacular	Terraced properties have a stepped frontage, red brick lower floor, pebble-dashed first floor, and either wooden slatted or pebble-dashed third floor. Characteristic details include red pan tiled roofs, iron railings up to doors, and decorative features above first floor windows. The Limes has red brick with black glazed pantile roof, parapeted gables with tumbling and internal stacks, attic lunettes in gables, lower one storey range to north with hipped pantile roof. Four Venetian windows with glazing bars, and central first floor sash with semi-circular head and symmetrical façade of three bays. Gauged brick arches over openings. Central doorway with reeded Doric pilasters and open pediment. Red brick boundary wall with round copings and stone gate piers.

CA11: Crossway Terrace & The Limes distinct qualities and features	
Built form	For the terraces there is a building line, all properties three storey high. Properties are close together with a few alleyways to the back gardens in between. The Limes is a distinctive L-shaped building block and fronts directly onto the pavement.
Movement	For terraces, communal parking area to the front of properties, no allocated spaces, not enough for multiple vehicles per property. Houses set back from the road, narrow pavement to the front. The Limes has a communal parking bay in the courtyard.
Nature	There is a small green space in the form of verges to the front of the parking area. The Limes has a private, gated garden visible from the street.
Public space	Street lighting is good. Main road crosses through Acle's village centre.

Table 22: Distinctive qualities and features that supplement the character of CA11.

Development challenges & opportunities:

- There are no open plots available for infill, limiting most development to extensions and conversions;
- The Limes has built elements that are categorised as Grade II listed, subjecting all development of it to stricter standards and regulations;
- The terraced dwellings, and their consistent design features, are a key contributing element of the area and any development that changes the appearance of the buildings poses potential risk to changing the character of the area;
- Parking is limited to the dedicated bay in front of the terraced buildings and within the Limes courtyard, without chance of increasing; and
- Parking in front of the terraced buildings could be screened to improve the streetscene through landscaping on the adjacent green verges. This can also provide natural shading and cooling and also support efforts to increase biodiversity within the village centre.

A

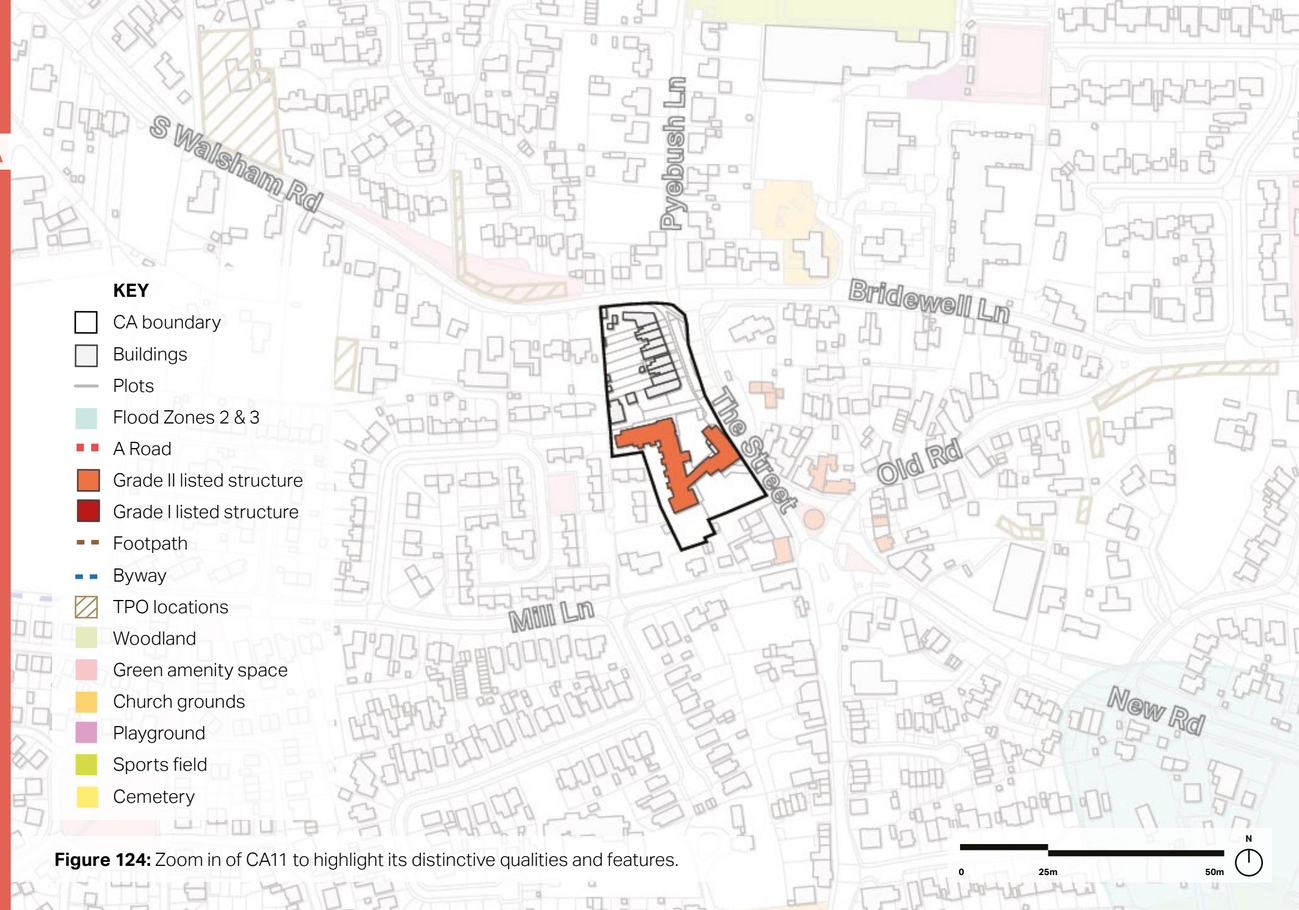

Figure 124: Zoom in of CA11 to highlight its distinctive qualities and features.

CA12: Rural areas

This CA comprises all of the land that surrounds the built-up areas of Acle.

It primarily consists of isolated development, often in the form of farmsteads and converted farm buildings.

The eastern half is occupied by flood zones, which will have an impact on the placement of future development. Additionally this area largely falls into the Broads Authority Executive Area, who act as LPA.

The western half is where most of the large-scale planned development allocations will be located. Developers should refer to the analysis provided in *Chapter 2*, and the tables found within this chapter, for consideration of the built characteristics and distinct qualities and design features.

With consideration to the land-use and isolated development, this CA will not go into depth on the density and plot ratios of the buildings. Rather, the focus will be on the setting/atmosphere of the area.

For a description of the qualities and features of the CA, please refer to the table provided adjacent, and a more detailed map of the CA in its context overleaf.

CA12: Rural areas distinct qualities and features	
Location	Houses before Moulton, off the A47 and The Windle.
Land-use	Isolated properties - housing mix. Often farmsteads.
Homes and buildings	Isolated housing. Mix is vast. Converted barns, farmhouses, semi-detached large houses and terraced workers cottages. Tend to be older properties. Gardens vary in sizes and styles.
Identity and vernacular	As above.
Built form	Very isolated. Generally lone properties or a small grouping.
Movement	Usually set off from a larger B-road. Properties tend to have their own driveways due to the nature of the roads.
Nature	Surrounded by fields. Majority have well-established hedgerows.
Public space	Little to no street lighting.

Table 23: Distinctive qualities and features that supplement the character of CA12.

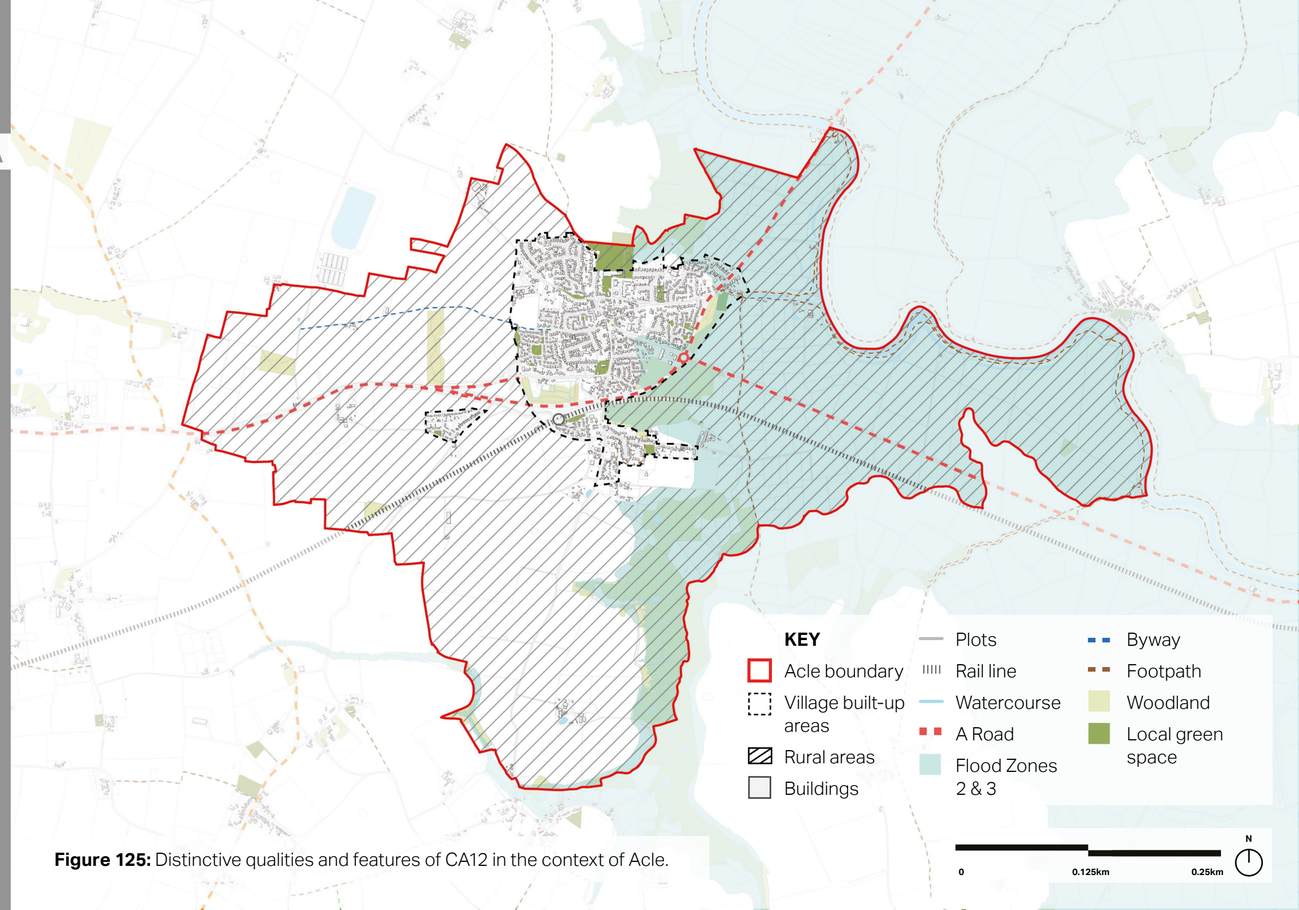

Figure 125: Distinctive qualities and features of CA12 in the context of Acle.

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