

Newton Flotman

Design guidance and codes

Final report
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Quality information

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1. Introduction

Through the Ministry of Housing, Communities and Local Government (MHCLG) of Neighbourhood Planning Programme led by Locality, AECOM was commissioned to provide design support to Newton Flotman Parish Council in support of the emerging Newton Flotman Neighbourhood Plan. The support is intended to provide design guidance and codes based on the character and local qualities of the parish to help ensure future development, particularly housing, complements the Neighbourhood Area's existing character.

1.1 Document Purpose

This document sets out design guidance and codes based on the existing features of Newton Flotman. The design guidance and codes are intended to sit alongside the Neighbourhood Plan to provide guidance for applicants preparing proposals in the area and as a guide for the Newton Flotman Parish Council and South Norfolk District Council when considering planning applications. As well as providing certainty to the local community, the design guidance and codes in this document should give more certainty to developers, as they will be able to design a scheme that is reflective of community aspirations, potentially streamlining the planning application process. It is recommended that these guidance and codes are embedded within the forthcoming Neighbourhood Plan as policy.

This document is not intended to repeat national and local guidance, but rather to provide detailed policies relating to design

within the parish. Future developers should therefore make sure that, in addition to the guidance set out in this document, they also observe the guidance in the Ministry of Housing, Communities and Local Government's National Design Guide. Developers should also note that housing developments of any size should strive to achieve carbon neutrality in line with the Government's Future Homes and Building Standards .

Further standards on residential developments should also be obtained from Building for a Healthy Life , a government-endorsed industry standard for well-designed homes and neighbourhoods.

1.1.1 What is Guidance versus Codes?

Guidance are non-mandatory, good practice statements that are encouraged in the achievement of good design, expressed through terms such as "should", "could" and "may".

Codes are required design standards for Newton Flotman and therefore these must be met by all relevant proposals and are expressed by the use of the word "must".

Proposals for development within the Neighbourhood Area should demonstrate how the design guidance has informed the design and how the design codes have been complied with. Where a proposal cannot comply with a code (or several) a justification must be provided.

1.2 Household Survey

A Household Survey was sent out and processed across March and April 2024. In total, there was a 22% response rate across the Neighbourhood Area, with 133 households responding out of 597 households (2021 Census).

The survey assisted in gauging the views and opinions of local residents concerning design related matters in Newton Flotman.

There was particular support for:

- Off-street parking (80.8%), compared to on-street parking (4.6%)
- Trees, hedges and planting (78.5%)
- Homes no higher than 2 stories (60%), compared to homes no higher than 3 stories (6%)
- Wildlife areas (67.7%)
- Gardens (64.6%)
- Connecting footpaths (57.7%)
- Solar panels on roofs (53.8%)
- Low carbon/energy efficient design (53.8%)
- Variety of housing styles (50%)

Other key themes that were raised in the Household Survey relating to design features in new developments were:

- Adequate road widths
- Air conditioning
- Dog run area
- Environmentally efficient heating
- Garages large enough for modern cars
- Lakes
- Open spaces
- Parks
- Play space
- Porous surfaces
- Social spaces
- Speed restrictions
- Village amenities
- Visitor parking
- Walks

2. Guidance and codes

This section sets out the Design Guidance and Codes that support the Neighbourhood Plan. Development in the Neighbourhood Area should demonstrate how best practice design guidance contained in national and local policy and guidance documents, including this design guide, has been considered in the layout, architectural and landscape design.

Responding to the context means recognising existing positive design solutions or using existing cues as inspiration. Proposals for a new scheme could adopt a traditional approach or a contemporary design that is innovating with purpose, whilst always staying in harmony with the landscape.

It is acknowledged that there is not always agreement on aesthetic issues and architectural taste but using appropriate design precedents and a clear design process will give results that are less subjective and do represent good design.

Where possible, local images are used to exemplify the design guidelines and codes. Where these images are not available, best practice examples from elsewhere are used.

The design guidance and codes within this report are divided under three key themes that cover 12 codes that are relevant to Newton Flotman's design requirements.

The guidance and codes will generally apply to the whole neighbourhood area, though where specific information relates more to a certain character area, this will be specified.

It is also worth noting that Newton Flotman is covered by the emerging South Norfolk Village Clusters Housing Allocations Plan

(VCHAP), which will shape development within the district's villages, identifying land for a minimum of 1,200 new homes. It allocates two sites within Newton Flotman: VC NEW1 (Land adjacent to Alan Avenue) for approximately 25 homes and VC NEW2 (Land adjacent to Alan Avenue) for approximately 30 homes. The following guidance and codes therefore intend to particularly inform future development in relation to these sites.

The table on the following pages sets out the design codes (mandatory policies) and guidance (non-mandatory policies) for Newton Flotman, categorised under different themes. They are separated under different headings within each table to clearly differentiate them. In addition, the word "must" is used for codes and "should", "could" or "may" is used for guidance.

Where a proposal cannot comply with a code or piece of guidance, a justification must be provided.

2.1 Village Character

Newton Flotman is in a rural and tranquil part of South Norfolk and, as such, the preservation of the village's character is of the utmost importance. The local network of footpaths and spaces, access to the surrounding landscape and vegetation within and surrounding the village should all help to define the character of a prospective development. The guidance and codes

in this section therefore set out how to respond to this context.

DC.01. Rural Layout

These codes seek to reinforce the rural layout and settlement pattern that is present in Newton Flotman.

Design code	#	Implementation	Rationale
DC.01. Rural Layout	Codes		
	1.1	Future development must represent a logical, clustered extension from the built-up area in a way that does not significantly alter the nucleated arrangement of Newton Flotman. There must be no isolated forms of residential development outside of the established built-up area aside from limited conversions or extensions to existing buildings	Newton Flotman's developed area is very much representative of a nucleated settlement pattern, primarily spanning westwards from Ipswich Road.
	1.2	Any new cul-de-sacs must be of limited depth, maintain a simple, rural character and avoid being of an overly complex layout, whilst ensuring they do not significantly restrict the movement network across the parish.	Cul-de-sacs are typical of the village and may therefore be acceptable in new development, such as on the two allocated sites. This code ensures an organic feel and visual link to the countryside from Newton Flotman is maintained, whilst also ensuring that the gaps between roads are large enough to limit high density development. Cul-de-sacs can have a beneficial traffic calming effect, but it is important to incorporate direct footpaths where possible.
	1.3	Any infill development must be responsive to its surrounding context and not detract from the existing rhythm and pattern of development and views out to the wider countryside.	Low boundary heights and large gaps between buildings help maintain the views out to the countryside.
	1.4	New plots must be in keeping with the plot shape and frontage sizes in the rest of the Character Area. Densities must reflect the settlement's rural character and reference the existing pattern.	Plot shapes and frontage sizes are relatively consistent across the parish, with most in a standard rectangular form with frontages of approximately 10-15 metres in width.

Design code	#	Implementation	Rationale
DC.01. Rural Layout (cont.)	Codes		
	1.5	New developments must reflect the general building line in the immediately surrounding area, aiming to create an interesting street scene, without compromising the overarching element of coherence between buildings.	Setbacks around the village are relatively varied, with some, such as the terraced cottages on Old Street, immediately adjacent to the road, whilst others are larger and include front gardens and/or driveways. Building lines are, however, generally kept relatively consistent for homes neighbouring each other.
	1.6	There must be subtle variation in the orientation of dwellings without compromising the element of coherence between buildings.	Although street-facing orientations are most common, there are plenty of examples of subtle differences between homes.



Figure 01: Cul-de-sac in Newton Flotman.



Figure 02: Allocated site NEW1, which represents a clustered extension from the built-up area.



Figure 03: Slight variation in building line without compromising the overarching element of coherence between buildings.

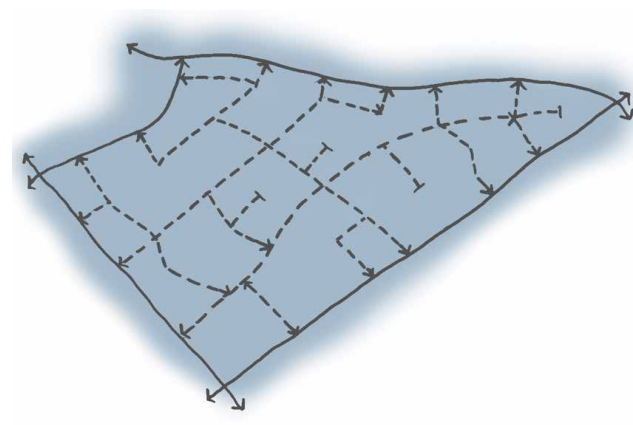


Figure 04: A connected layout, with some cul-de-sacs, balances sustainability and security aims in a walkable neighbourhood.

DC.02. Frontages and back gardens

Front gardens feature in front of most homes built in the 1960s-1990s period (such as in CA2 and CA4), though are more limited in scale for the oldest (CA6) and newest homes (CA5) across Newton Flotman. They tend to vary in character across the parish, with many homes

featuring a simple grass lawn and walkway of approximately 2 metres, whilst some of the bungalows, such as those to the northwest of the parish, have larger front gardens that provide greater scope to introduce more complexity to boundary treatments.

Design code	#	Implementation	Rationale
DC.02. Frontages and back gardens	Codes		
	2.1	Tall fences or walls must be avoided at the front of plots. For corner plots, this includes the side of plots as well as the front depending on the orientation of the dwelling.	This prevents a sterile and monotonous street scene from developing.
	2.2	Developers must make every reasonable attempt to include front gardens in all new developments.	Gardens reinforce the rural character of the village and help create an interesting street scene.
	2.3	New developments must use permeable paving to reduce extensive areas of hard surfacing, whilst taking into account accessibility arrangements for disabled access.	This will reinforce the rural character of the village as well as aid in flood mitigation measures – see DC.07 for more information.
	Guidance		
	2.4	<p>For plot boundaries, green borders such as native hedgerows, shrubs and small trees should be considered. Landscaped features such as well-maintained flower beds or hedges are also encouraged where possible.</p> <p>Where hard boundaries treatments are used in new developments, such as with low boundary walls or open timber fencing, they should be combined with soft boundary treatments, such as planting.</p>	<p>Green borders help to enclose the street and define a clear building line, whilst also bringing an attractive visual presence to the street scene.</p> <p>When combined with hard boundary treatments, soft boundaries help to mitigate their negative impacts.</p>

Design code	#	Implementation	Rationale
DC.02. Frontages and back gardens (cont.)	Guidance		
	2.5	<p>Planning applications for infill development in back gardens to the rear of existing dwellings should be resisted.</p> <p>Applications for excessive rear extensions which drastically change the plot coverage ratio, and therefore the available garden space, should also be resisted.</p>	The back gardens in Newton Flotman provide important green space and are fundamental to preserving the rural character of the village, where backland development could have an urbanising effect.
	2.6	<p>Where verges are used in new developments, native grasses or low maintenance plant-life should be used. Efforts should be made to dissuade parking on verges, such as through signage or street furniture. Where possible, verges can be combined with native hedgerows, shrubs, and small trees to enhance local biodiversity, help absorb traffic noise, and improve air quality.</p>	<p>Verges play a prominent role along many roads in Newton Flotman, separating vehicular and pedestrian traffic which enhances the walking experience and provides greenery.</p> <p>Verges and planting can also play a traffic calming role by creating a greater sense of enclosure and reducing the apparent width of the carriageway.</p>



Figure 05: Example of a landscaped front garden in Newton Flotman.



Figure 06: Example of a landscaped front garden in Newton Flotman with permeable paving.



Figure 07: Verges lining homes in Newton Flotman.



Figure 08: Native hedgerows lining plot boundary.

DC.03. Hedges and trees

In Newton Flotman, hedges and trees help define the public realm, creating an

enclosed and intimate rural character. This code aims to protect and reinforce that.

Design code	#	Implementation	Rationale
DC.03. Hedges and Trees	Codes		
	3.1	The retention and management of existing traditional flora must be encouraged and it must be incorporated into new development where possible.	This helps to reinforce the rural character of the parish. An extensive list of traditional flora can be found in Figure 11 .
	3.2	New developments must also demonstrate at least the mandatory 10% increase of biodiversity on or near new development sites in alignment with the national legislation on Biodiversity Net Gain.	This ensures that there is a gain in biodiversity with new development, rather than a reduction, which brings a range of benefits.
	Guidance		
	3.3	When planting new trees or replacement trees, canopy size should be considered, for example, reducing the overall number of smaller trees to facilitate the growth of a single tree.	In doing this, tree planting strategies are able to have the greatest positive impact on sustainability as well as visual or social amenity. Large trees can also be used as a landmark to assist in wayfinding and can provide shaded spaces.
	3.4	The planting of new flora that are typical of the area should be encouraged and incorporated into development where possible throughout the parish, with aims to not only retain vegetation cover of local species, but increase it.	Again, this ensures that there is a gain in biodiversity with new development, rather than a reduction, which brings a range of benefits.



Figure 09: Tree lined street in Newton Flotman



Figure 10: Tree lined street in Newton Flotman



Playing Field

Existing trees: Horse Chestnut, Field Maple, Oak. Ash, Cherry, Poplar, Hawthorn, Blackthorn, Copper Beech, Elm.

Newly planted: Field Maple, Oak, Birch, Whitebeam, Cherry, Aspen, Rowan, Hazel, Hornbeam.

Shrubs: Dogwood, Viburnum, Spindle.



Clabburn Close

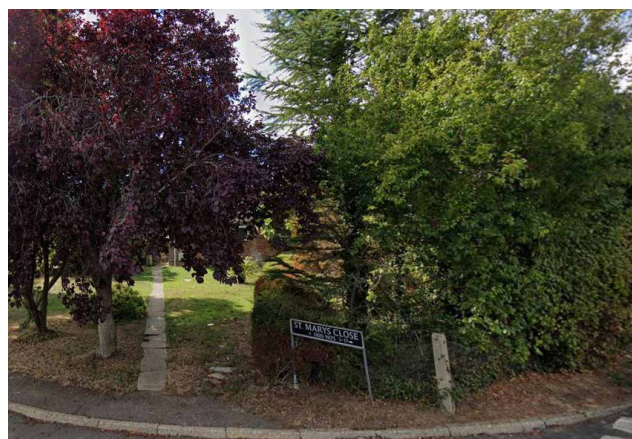
Newly planted: Hazel, Rowan, Crab Apple, Wild Pear, Spindle, Viburnum.



Village Green

Existing trees: Oak, Beech, Norway Maple.

Newly Planted: Cherry, Field Maple, Lime, Oak, Hornbeam.



St Mary's Close

New and existing trees: Blackthorn, Hawthorn, Hornbeam, Amelanchier, Laburnum, Whitebeam, Wild Pear, Cherry, Crab Apple, Field Maple.

Figure 11: List of tree species planted across the parish

DC.04. Active travel

The ability to walk around and out of the village is fundamental to Newton Flotman as it facilitates a community feel as well as reinforcing its rural character by providing easy access to the countryside. The

vast majority of roads in the built-up area have pavements, though large parts of Church Road and Flordon Road are notable exceptions.

Design code	#	Implementation	Rationale
DC.04. Active travel	Codes		
	4.1	New streets must incorporate a sufficiently wide footway to facilitate a variety of mobilities, such as young families with buggies, mobility scooter, wheelchairs etc.	This ensures all groups can make the most of active travel. The Manual for Streets (2007), which makes up part of Norfolk's design standards, states that though there is no maximum width for a footway, in lightly used streets, the minimum unobstructed width for pedestrians should generally be 2m.
	4.2	New developments must facilitate outward connections by linking to the existing Public Rights of Way network.	Establishing a pedestrian network between existing and new developments is a key principle for encouraging active travel. New developments could, for example, facilitate connections to the paths that lie to the northwest of the parish providing links to Mulbarton.
	Guidance		
	4.3	New developments should facilitate active outward connections to services and facilities, both within the parish and to the surrounding areas.	This code ensures people do not have to rely on cars to access services and facilities.
	4.4	Important pathways should be surfaced, have gates where needed, be well-lit where this poses a safety risk, and be appropriate for all-weather use. Permeable paving is preferred along pedestrian and cycle links to reduce surface water run-off and to mitigate future risks of flooding.	This code ensures active travel poses a safe and accessible option to all, whilst still ensuring flood risk is mitigated.
	4.5	Signage that is in keeping with local character is encouraged.	Signage can play an important role in informing people about local destinations, landmarks and surrounding neighbourhoods that include clear distances.

Design code	#	Implementation	Rationale
DC.04. Active travel (cont.)	Guidance		
	4.6	<p>Cycle parking provision that meets adopted standards could be introduced in well overlooked areas where they would prove useful.</p> <p>Potential locations include outside the village hall/playing fields, village shop, GP surgery, or church. There is some provision for cycle parking at the school but this should be a key focus area for active travel infrastructure given it is a known area with traffic issues around school pick-up and drop-off times.</p>	Suitable cycling infrastructure enables and encourages people to cycle rather than use cars.



Figure 12: Footpath in the village with railing to ensure it is safe and accessible.



Figure 13: Footpath out of the village.



Figure 14: Paved footpath to facilitate active travel.



Figure 15: Signage with clear distances to aid in active travel.

2.2 Built Form

The theme of these codes is to ensure that the rural character and features of Newton Flotman are enhanced and preserved through the built environment. This will include, for instance, ensuring development takes reference of local building traditions, materials, and the natural environment. Guidance and codes in this section will help do this by, for instance, providing a reference point of the vernacular building features for future development or preserving view into and out of the village.

DC.05. Locally appropriate materials

This section builds on the Character Area analysis in *Section 3.2.*, providing an overview of the specific styles and materials that should be in used in roofing, façades, and fenestration parish wide. This code should therefore be read in conjunction with *Section 3.2.*

Design code	#	Implementation	Rationale
DC.05. Locally sympathetic materials	Codes		
	5.1	New development or any change to the built environment must provide a sympathetic response to the existing character and architectural details found within the character area, particularly with regard to the style of roofing, façades, and fenestration of dwellings.	This ensures that new developments respect and complement the existing character and helps maintain the village's aesthetic continuity and historical integrity.
	5.2	New homes must take into account the design of surrounding homes, so as not to stand out, but rather be introduced in a sympathetic and unobtrusive manner. This should be done by referring to the built form and identity text in the Character Area <i>Section 3.2</i> later in this document. Any future development on the two allocated sites should take particular note of CA5, which sits adjacent to the plots and is most likely to be representative of more modern development.	To foster visual cohesion and enhance the overall appearance and attractiveness of the area. Sympathetic design interventions ensure that new buildings blend harmoniously with the existing environment, avoiding jarring contrasts that could detract from the village's charm.

Design code	#	Implementation	Rationale
DC.05. Locally sympathetic materials (cont.)	Codes		
	5.3	<p>Planning applications must demonstrate they have referred to <i>Section 3.2</i> and the outlined material features palette in Figures 16 and 17 by choosing materials that are fitting with the surrounding character and reinforce local distinctiveness.</p> <p>The generally acceptable materials in the non-historic areas, for the following architectural features, are:</p> <ul style="list-style-type: none"> • Façades: locally sympathetic brickwork, which may include red brick, yellow brick, white render, flint walls (often combined with red brick), red brick detailing on quoins, occasional examples of weatherboarding used sparingly. <p>Many homes also feature porches and are a welcome addition to new development. These should reference the material, colours and styles present in neighbouring dwellings. Across the parish, porches usually feature a gabled roof, though they are occasionally in a shed dormer style.</p> <ul style="list-style-type: none"> • Roofing: concrete pantiles, clay pantiles, slate tiles. • Fenestration: white PVC casement window frames are most common, though there are also many examples of maroon coloured timber, powder coated aluminum or plastic frames. Red-brick lintels are common. <p>Shed dormers and gable dormers are common throughout the parish, particularly on homes with 1.5 storeys and are therefore acceptable. Shed dormers are more common on dwellings from the 1960s-70s, such as those in CA2, CA4, CA7 and CA8. These often feature a combination of the dominant roof material combined with weatherboarding.</p>	<p>Other than in a select few historic areas (such as the older end of Flordon Road (CA8), Old Street (CA6), Newton Greenways (CA1), and areas off Ipswich Road with single dwellings (CA9)), a relatively coherent palette of materials used on dwellings throughout the parish can be determined.</p> <p>This code ensures new developments integrate seamlessly with the existing built environment, thereby preserving the area's unique character and enhancing local distinctiveness. This approach promotes visual harmony and respects historical context.</p>

Material features palette

Facades



Red brick facade



Yellow brick with red brick detailing on quoins



White rendered facade



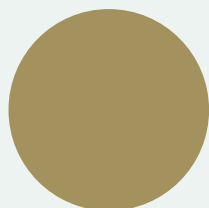
Gabled roof on porch



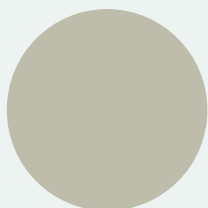
Flint walls combined with red brick



Weatherboarding



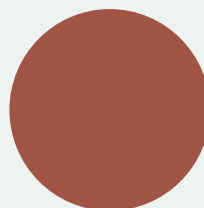
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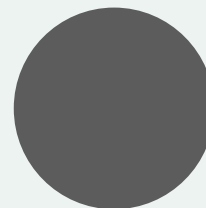
beige



white



rouge



grey

Colour palette

for brick work/render/facades

Figure 16: Local materials, colours and styles used on facades in Newton Flotman.



Roof windows



White PVC casement windows with red brick dressing



Maroon timber window frame



Shed dormer

Fenestration



Grey slate roof tiles



Clay pantiles



Dark concrete pantiles

Roofs

Figure 17: Local materials and styles used on roofing and fenestration in Newton Flotman.

Design code	#	Implementation	Rationale
DC.05. Locally appropriate materials (cont.)	Codes		
	5.4	Materials used in new developments must be durable and weather-resistant, and able to stand the test of time. Architectural design in new development shall reflect the high-quality local design references in both the natural and built environment.	This ensures homes are built to a high quality and make a valuable contribution to the rural character of Newton Flotman.
	5.5	New development must demonstrate strong design rationale, quality material specification and detailing appropriate for the local climatic conditions of Newton Flotman. Building performance in terms of conservation of heat and fuel must aim to meet best practice standards as well as the building regulations, as outlined in more detail in <i>DC.11</i> .	Adhering to best practice standards for heat and fuel conservation enhances energy efficiency, reduces environmental impact, and ensures compliance with building regulations.
	5.6	New development within the settings of any listed or notable buildings must be given extra care in order to mitigate impact on heritage assets. In these cases, new development must respect and respond to the historical context, and must respect the materials, scale, mass and form of its surrounding context when implementing sensitive contemporary designs.	This design code ensures that new developments near listed or notable buildings are carried out with sensitivity to heritage assets, preserving the historical context and architectural integrity of the area.
	Guidance		
	5.7	The use of traditional, natural and preferably locally and sustainably sourced materials is generally more appropriate than man-made synthetic, pre-coloured material.	The latter lack the variation in colour and texture found in natural materials.
	5.8	In some cases, developments which combine local vernacular details and materials but with a more innovative or contemporary leaning may be acceptable if they meet high levels of sustainable design.	Such developments enhance and maintain the character of the village providing that they are well conceived and imaginatively designed.



Figure 18: New development that utilises a coherent material and architectural palette that complements that found throughout the parish.

DC.06. Siting within the landscape

Newton Flotman sits between the 'Tas Rural River Valley' LCA, which provides the area with the peaceful, rural quality of the Tas Valley and its distinctive landscape character, and the 'Tas Tributary Farmland' LCA, which offers framed open views across the countryside and into adjacent Character

Areas. This codes aims to protect and enhance the landscape in the context of new developments.

Design code	#	Implementation	Rationale
DC.06. Siting within the landscape	Codes		
	6.1	Development must be carried out with sensitive consideration of its siting within the landscape, particularly in areas around the settlement edge, such as along Church Road, Grove Way, or the proposed development sites off of Alan Avenue.	This design code ensures that new developments around the settlement edge are thoughtfully integrated into the landscape, minimising visual impact and preserving the rural character of the outskirts.
	6.2	Edge of settlement development must gradually transition to the surrounding landscape context by utilising comprehensive landscape buffering, or 'green curtains', implemented along the edge of new developments. Abrupt edges with little vegetation or landscape on the edge of the development must be avoided; long rear gardens with native hedging will be preferable in these areas.	Long rear gardens provide a buffer between the built environment and the surrounding landscape, enhancing privacy, maintaining open space, and supporting biodiversity. This approach promotes a harmonious transition between developed areas and the natural environment.
	6.3	The scale and design of landscaping and boundary treatment, including landscape screening, must not be visually intrusive to the surrounding landscape, such as by blocking views out of the village or by having hedgerow boundary treatments that infringe on the public realm and pose an issue for accessible active travel.	This ensures that landscaping and boundary treatments enhance the visual and functional quality of the village without obstructing important views or impeding public accessibility
	6.4	In the case of new development, infill, and side extensions; unbuilt gaps between dwellings must be retained where there are existing visual connections to the surrounding landscape and long views out of the settlement.	This maintains the existing rhythm and pattern of development and ensures that the natural scenery remains visible and accessible, which contributes to the rural character of Newton Flotman.
	6.5	Sightlines to built structures of visual importance must also be maintained, especially to the tower of St Mary's Church.	St Mary's Church is a landmark feature of the skyline when looking towards the village and can also help with wayfinding, as in Figure 19 .



Figure 19: Sightline to St Mary's Church.



Figure 20: Surrounding rural landscape of Newton Flotman.

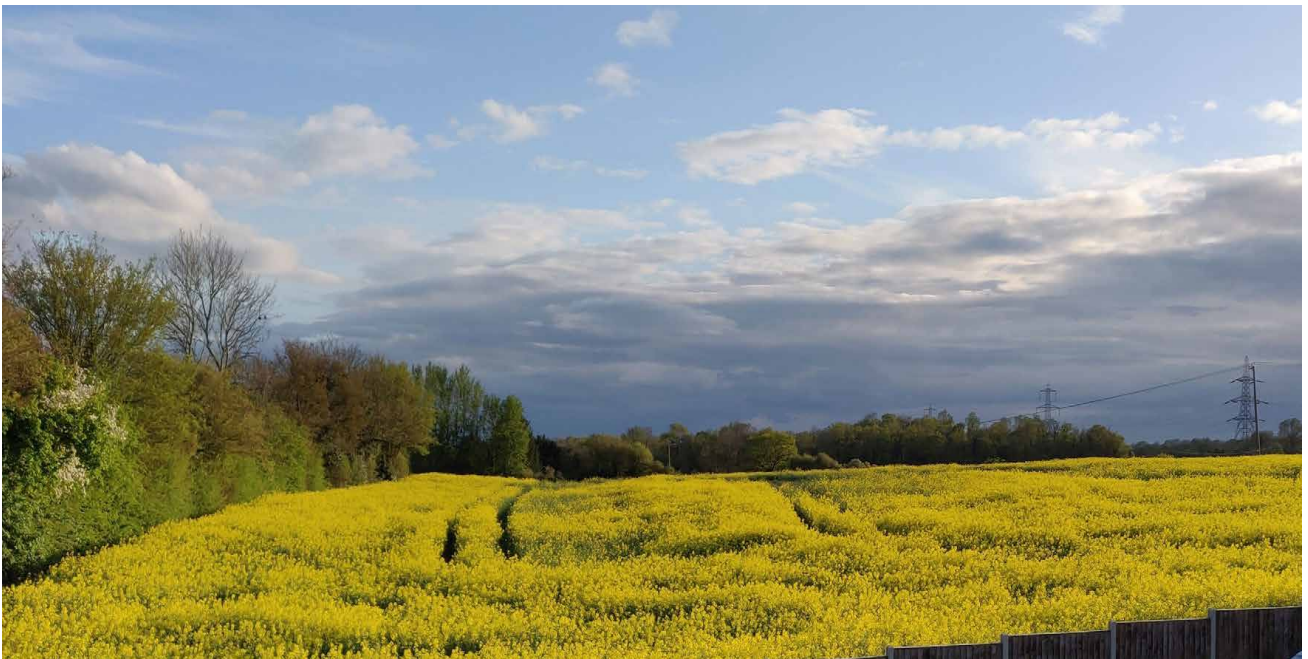


Figure 21: Surrounding rural landscape of Newton Flotman.

DC.07. Sustainable Drainage Systems and surface materials

Surface water flooding can be a considerable issue within the parish, particularly in areas to the south, such as along Joy Avenue and Dell Close. Other areas of significance include Church Road; Brightons Road down to the bus stop; Alan Avenue and the resultant flooding on Flordon Road in the gardens opposite; and finally, at Waterside Gardens. The following codes should therefore be a consideration of utmost importance for any new

development if flood mitigation is to be as effective as possible.

Sustainable Drainage Systems (SuDS) can act as an important tool in tackling these issues whilst aiming to make the most efficient use of natural water resources. Typically, the most sustainable solutions incorporate surface water and rainwater harvesting systems, as these can reduce pressure on the available water sources.

Design code	#	Implementation	Rationale
DC.07. Sustainable Drainage Systems and surface materials	Codes		
	7.1	SuDS must be designed sensitively to provide biodiversity benefits.	By designing SuDS to be sensitive to the natural environment, they can help manage surface water runoff effectively while also creating habitats for wildlife and improving overall ecological resilience.
	7.2	Consideration needs to be given to what type of SuDS are most appropriate to Newton Flotman's local character and what is most effective at the specific site (for examples, see Figure 24). SuDS must be of high quality in terms of efficacy and attractiveness so that they are fitting with local character.	By tailoring SuDS to the specific site conditions and community preferences, the design can integrate seamlessly with the surrounding landscape and built environment. For example, ditches are one common form of SuDS in the village, such as those near the playing field, Church Road, and St Mary's Close.
	7.3	Development proposals incorporating SuDS must include an agreement to ensure future management, maintenance and replacement, when necessary, of the SuDS structures.	This guarantees the long-term effectiveness and sustainability of SuDS within development proposals by ensuring that these systems continue to function effectively over time.
	7.4	In the case of new development, infill, and side extensions; unbuilt gaps between dwellings must be retained where there are existing visual connections to the surrounding landscape and long views out of the settlement.	This maintains the existing rhythm and pattern of development and ensures that the natural scenery remains visible and accessible, which contributes to the rural character of Newton Flotman.
	7.5	Development proposals incorporating SuDS must include an agreement to ensure future management, maintenance and replacement, when necessary, of the SuDS structures.	This guarantees the long-term effectiveness and sustainability of SuDS within development proposals by ensuring that these systems continue to function effectively over time.

Design code	#	Implementation	Rationale
DC.07. Sustainable Drainage Systems and surface materials (cont.)	Guidance		
	7.6	SuDS should be used to reduce runoff rates by facilitating infiltration into the ground or by providing attenuation that stores water to help slow its flow so that it does not overwhelm the sewer network.	By designing SuDS to be sensitive to the natural environment, they can help manage surface water runoff effectively while also creating habitats for wildlife and improving overall ecological resilience.
	7.7	SuDS should also be used to improve water quality via filtration, minimising the risk of environmental contamination. Vegetated green drains, which are already common throughout Newton Flotman, are very effective at this by using natural processes whilst increasing biodiversity and should be encouraged.	By tailoring SuDS to the specific site conditions and community preferences, the design can integrate seamlessly with the surrounding landscape and built environment. For example, ditches are one common form of SuDS in the village, such as those near the playing field, Church Road, and St Mary's Close.
	7.8	New housing should demonstrate how rainwater will be stored and reused as grey water to reduce demand on main supplies.	This maintains the existing rhythm and pattern of development and ensures that the natural scenery remains visible and accessible, which contributes to the rural character of Newton Flotman.
	7.9	Permeable hard surfaces should be imperative in all new developments.	Newton Flotman contains many small areas of impervious surfaces that could be replaced with permeable paving to mitigate surface water flooding. These include driveways, parking areas and front gardens. Collectively, they reduce the capacity of the ground to absorb runoff water and increase the risks of surface water flooding. Permeable paving, however, offers a solution to maintain soil permeability while performing the function of conventional paving.



Figure 22: SuDS in operation in the nearby village of Mulbarton.

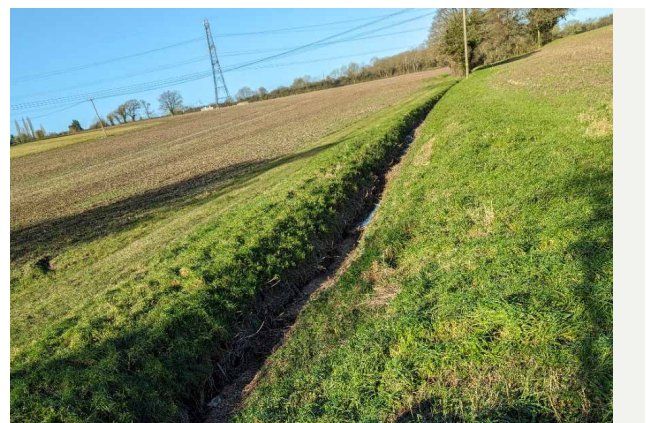


Figure 23: Ditches in Newton Flotman, which can be an effective form of SuDS.

Regulations, standards, and guidelines relevant to permeable paving and sustainable drainage are found in the following documents:

- Sustainable Drainage Systems - non-statutory technical standards for sustainable drainage systems¹;
- The SuDS Manual (C753)²; and
- Guidance on the Permeable Surfacing of Front Gardens³.

1 <https://www.gov.uk/government/publications/sustainable-drainage-systems-non-statutory-technical-standards>

2 https://www.unisdr.org/preventionweb/files/49357_ciriareportc753thesudsmanualv5.comp.pdf

3 <https://www.gov.uk/government/publications/permeable-surfacing-of-front-gardens-guidance>

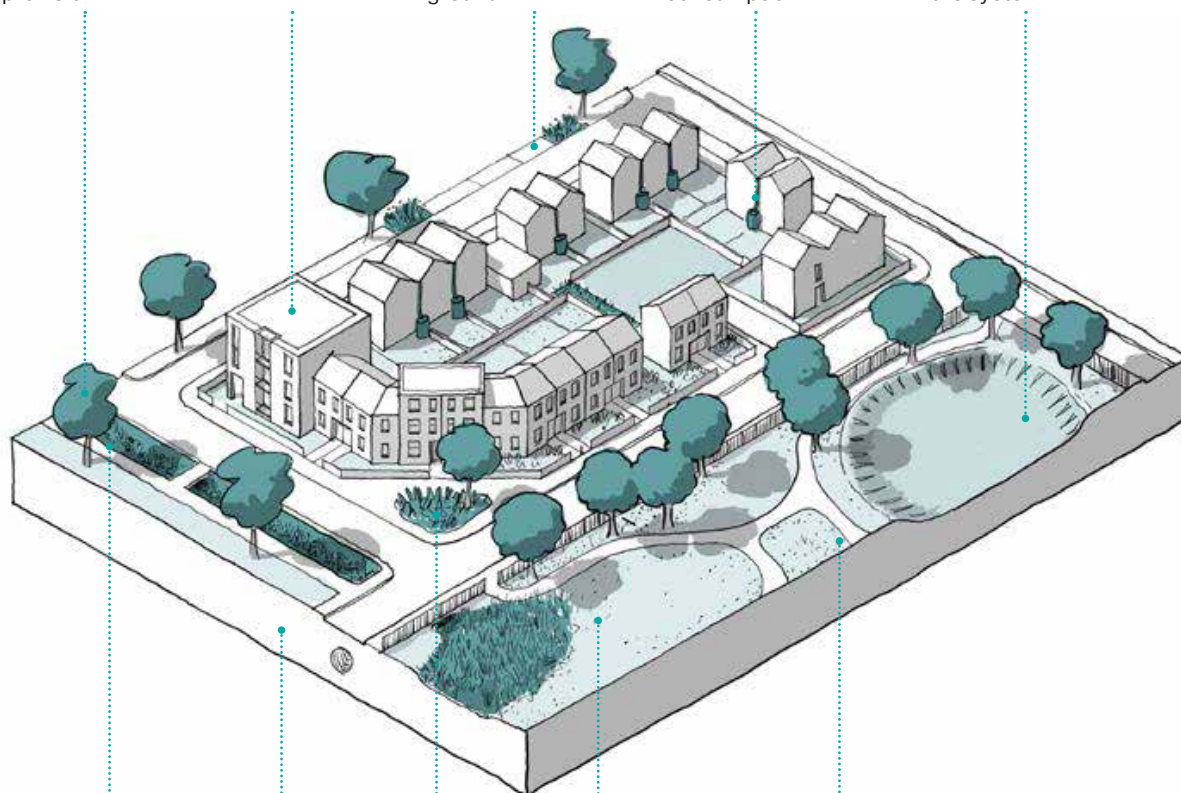
Street tree planting: SuDS designed into highway provision can provide dual-use benefits when integrated with street tree provision.

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

Soakaways and filter drains: Shallow ditches and trenches filled with gravel or stones that collect uncontaminated water and allow it to percolate into the ground.

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

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.



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

Retention tanks: In high density schemes water can be attenuated in underground structures.

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

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

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 front gardens.

Figure 24: Sustainable drainage systems as set out in the National Model Design Code.

DC.08. Parking, storage, and road width

Demand for private cars is expected to remain high in Newton Flotman, so it is important that parking areas are integrated into the fabric of settlements.

Parking standards for residential developments in Newton Flotman can be found in the 'Parking Guidelines

for new developments in Norfolk' document, which outlines a consistent set of parking guidelines for application within new developments throughout Norfolk. This report adds some additional recommendations specific to Newton Flotman.

Design code	#	Implementation	Rationale
DC.08. Parking, storage, and road width	Codes		
	8.1	Off-street parking must be part of new development and must be designed in a way that does not create a car-dominated street scene, set behind the building line.	Designing parking to avoid a car dominated street scene preserves the visual appeal and character of the neighbourhood.
	8.2	Off-street parking areas for visitors must also be accounted for in any new development on sites NEW1 and NEW2 to limit any potential congestion.	This reduces on-street congestion and enhances road safety.
	8.3	Internal garage widths must be of a sufficient size (3m minimum) to accommodate for car parking, allowing ample room for the driver's door to open with sufficient clearance on the passenger side.	Garages are often used solely for storage, so ensuring they are wide enough allows residents to use them for the intended purpose of car parking.
	8.4	Mounted electric car charging points and associated services must be integrated into on-plot parking in any new developments, to promote more sustainable modes of transport. These should be unobtrusive and placed discretely to the rear and side of the plot and within garages or car ports where possible.	This approach supports the transition to electric vehicles while maintaining the visual and architectural integrity of new developments.

Design code	#	Implementation	Rationale
DC.08. Parking, storage, and road width	Codes		
	8.5	Adequate provision must be made for bin storage, including areas for waste separation, holding and recycling.	Proper bin storage helps maintain the cleanliness and visual appeal of the neighbourhood, reducing litter and clutter.
	8.6	Residential roads are required to be designed in accordance with Norfolk's design standards, as set out in the Manual for Streets, which states that the distance between frontages in residential streets must range from 12m - 18m, including footways.	This allows for the safe passage of vehicles and reduced congestion.
	Guidance		
	8.7	If not using garages, a car-dominated street is best avoided by screening private driveways and parked vehicles with front garden boundary treatments such as soft landscaping, while retaining a satisfactory level of natural surveillance.	This approach blends parked cars into the environment, reducing visual clutter and promoting a greener, more attractive streetscape.
	8.8	Although there is limited commercial development in Newton Flotman, where present, such as at the motorcycle dealership, sufficient car parking should be provided for customers and employees. Parking should not be allowed on verges / green spaces or roads. Cycle routes and cycle parks should also be included.	Providing dedicated parking areas for customers and employees enhances accessibility and convenience, while preventing informal parking that can damage natural spaces and disrupt traffic flow.

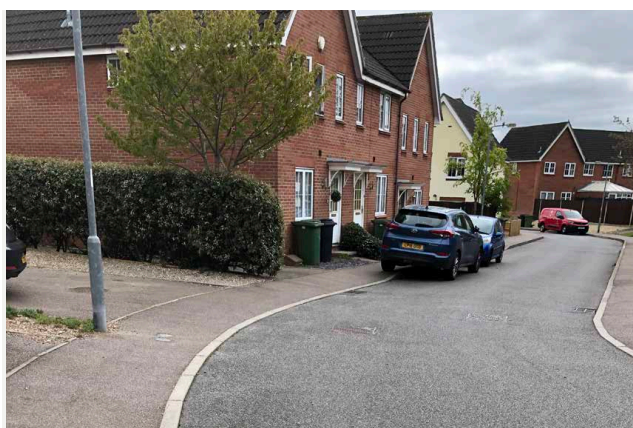


Figure 25: On-street parking can be an issue in Newton Flotman.

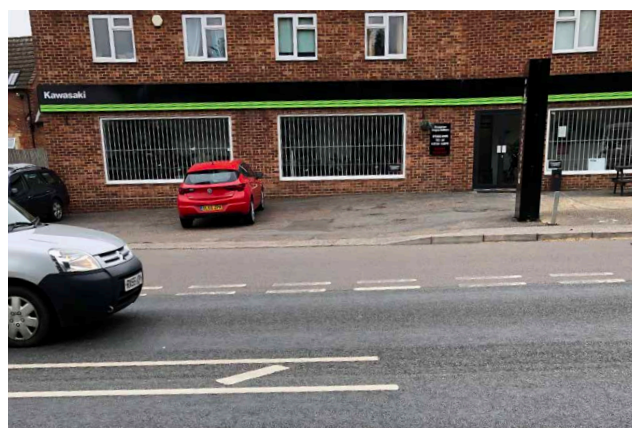


Figure 26: Local motorcycle dealership which provides parking for customers and employees.

DC.09. Extensions and conversions

Housing extensions to dwellings can make a dwelling more suited to its occupants' space requirements. There are multiple ways to create extra space within a building using different types of extensions.

It is important to note that many household extensions are covered by permitted development and so do not require planning permission. However, due consideration to the following guidance should be prioritised to ensure good design is implemented within Newton Flotman.

Design code	#	Implementation	Rationale
DC.09. Extensions and conversions	Codes		
	9.1	Any extensions, outbuildings and garages, or modifications to existing buildings must preserve and, if possible, enhance the existing building's architectural style, taking into account the materials, architectural features, and window sizes of the existing building.	This helps to maintain visual harmony and continuity within the built environment. This is particularly important in character areas predominantly containing historic buildings, such as in CA1, CA6 and parts of CA9.
		Housing extensions must be of an appropriate scale and form in reference to the original building, which must remain the dominant element of the property, as illustrated in Figure 27 .	Overly complicated extensions and out of scale roof forms can overshadow the character of the original building and harm visual harmony.
	9.2	Conversions of agricultural buildings must retain the building's agricultural and heritage character, and ensure that the legibility of its original use remains. Materials must be sympathetic and consistent with the surrounding farmstead and barns, as illustrated in Figure 28 .	This maintains the rural aesthetic and architectural continuity of the area. It supports sustainable development by repurposing existing structures while enhancing the overall attractiveness and authenticity of the village.
	Guidance		
	9.3	In general front extensions will not be acceptable; instead, rear extensions are recommended as the easiest and most suitable way to extend a house and provide extra living space.	Rear extensions are favoured as they typically integrate more seamlessly with the existing structure, minimising impact on the street frontage while providing additional living space.
	9.4	Extensions should be only one storey where there is a danger of overshadowing or loss of privacy for neighbouring properties	This ensures extensions do not result in a loss of privacy or cause overshadowing for neighbouring properties.

Design code	#	Implementation	Rationale
DC.09. Extensions and conversions (cont.)	Guidance		
	9.5	Where double storey rear extensions are acceptable, the roof form and pitch should reflect the original building and sit slightly lower than the main ridge of the building.	Double storey rear extensions are becoming more common, but they can affect neighbours' access to light and privacy. Nonetheless, sometimes the size and style of the property allows for a two-storey extension where there are large gaps between homes; for example perhaps with the more isolated homes in CA9, though such isolation is relatively uncommon in Newton Flotman.
	9.6	In the case of side extensions, they should be set back from the front of the main buildings and retain the proportions and detailing of the original building.	This is in order to make the addition subservient in status to the original building and also reduce the perceived overall mass of the building.
	9.7	Dormer extensions should be in proportion and symmetrical to the existing roof. They should be consistent with existing dormers in the surrounding character area, and generally should be aligned with the building's existing windows below or centred in the middle of the roof.	By requiring dormers to be proportionate, symmetrical, and aligned with existing elements, it preserves the visual coherence and aesthetic appeal of dwellings.

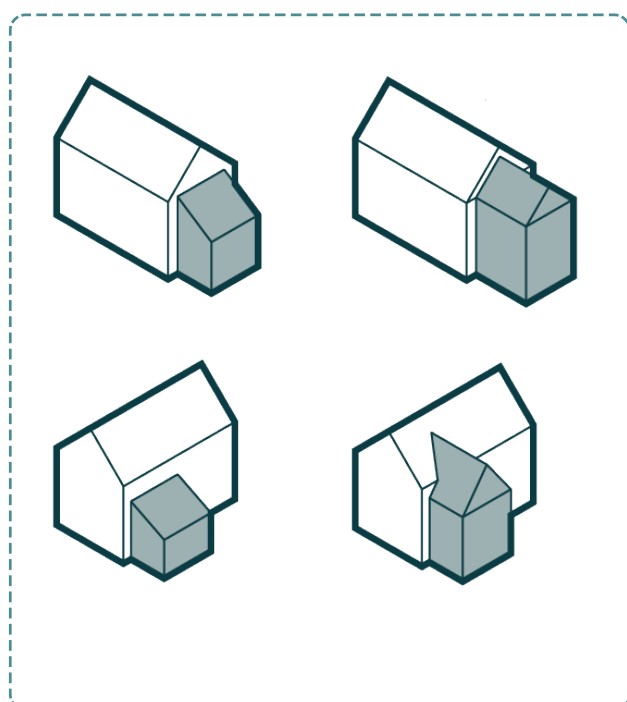


Figure 27: Examples of acceptable side extensions that respect the existing building scale, massing and building line.

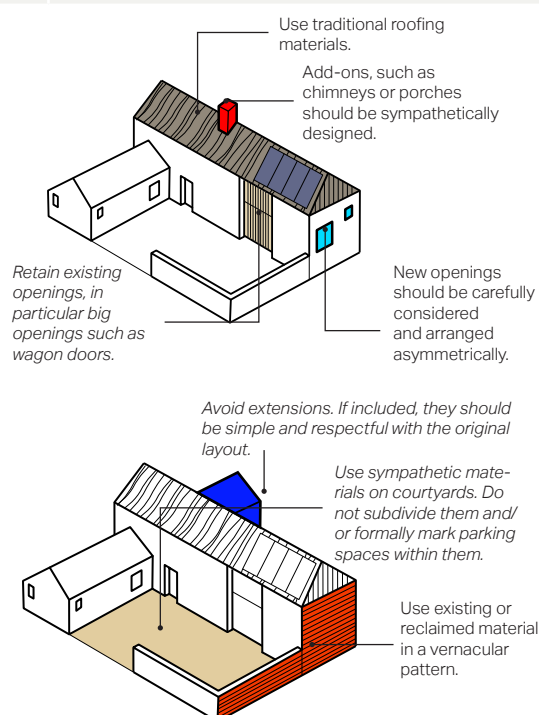


Figure 28: Agricultural conversions should follow these principles.

2.3 Sustainability

The theme of these codes is to promote sustainability practices with new development and existing dwellings in relation to the local flora and fauna, as well as renewable energy and eco-design. Reducing the use of limited natural resources whilst increasing the utilisation of local resources and sustainable natural resources can help to achieve this. This section also touches on how development should incorporate appropriate lighting that suitably responds to Newton Flotman's rural context.

DC.10. Biodiversity

New development should seek to maximise biodiversity, which brings a multitude of benefits. The multi-functionality of green networks (i.e., the combination of natural green spaces) helps to support sustainable methods of transport (walking and cycling), the protection and enhancement of wildlife and biodiversity, improved health and wellbeing, and supports SuDS opportunities to reduce surface water run-off and flooding for surrounding communities.

Design code	#	Implementation	Rationale
DC.10. Biodiversity	Codes		
	10.1	As stated in DC.03, the retention and management of existing mature flora must be encouraged and incorporated into new development where possible, and new flora typical of the area must be introduced as part of new development where possible.	By integrating mature trees and vegetation into new developments, it preserves local ecology, provides habitat for wildlife, and contributes to the aesthetic and environmental quality of the area. Introducing new flora typical of the area further enhances ecological diversity and resilience.
	10.2	Open space and gardens must be planted and designed with nature in mind, incorporating a range of small-scale biodiversity improvements. Examples include: nest boxes, bird feeders, bug hotels, hedgehog houses, bat boxes, log piles, pollinator nest sites and wildflower planting.	This helps to protect fauna common to the area, including house martins, jackdaws, buzzards, deer, pheasants, slow worms and hedgehogs. More information on local species can be found in the South Norfolk Landscape Character Assessment.
	10.3	Gardens and boundary treatments must be designed to allow the movement of wildlife and provide habitat for local species, as well as to retain the rural character of the parish.	This may consist of rich vegetation and plantation, whilst the use of less permeable boundaries like brick walls and timber fencing are less conducive to the movement of wildlife and should be limited. Where used, they should allow for regular gaps to facilitate movement for species. Timber fencing with no gaps between panels should be discouraged.



Figure 29: A range of species of flora that have been incorporated into development in Newton Flotman.



Figure 30: Slow worms are common in Newton Flotman.

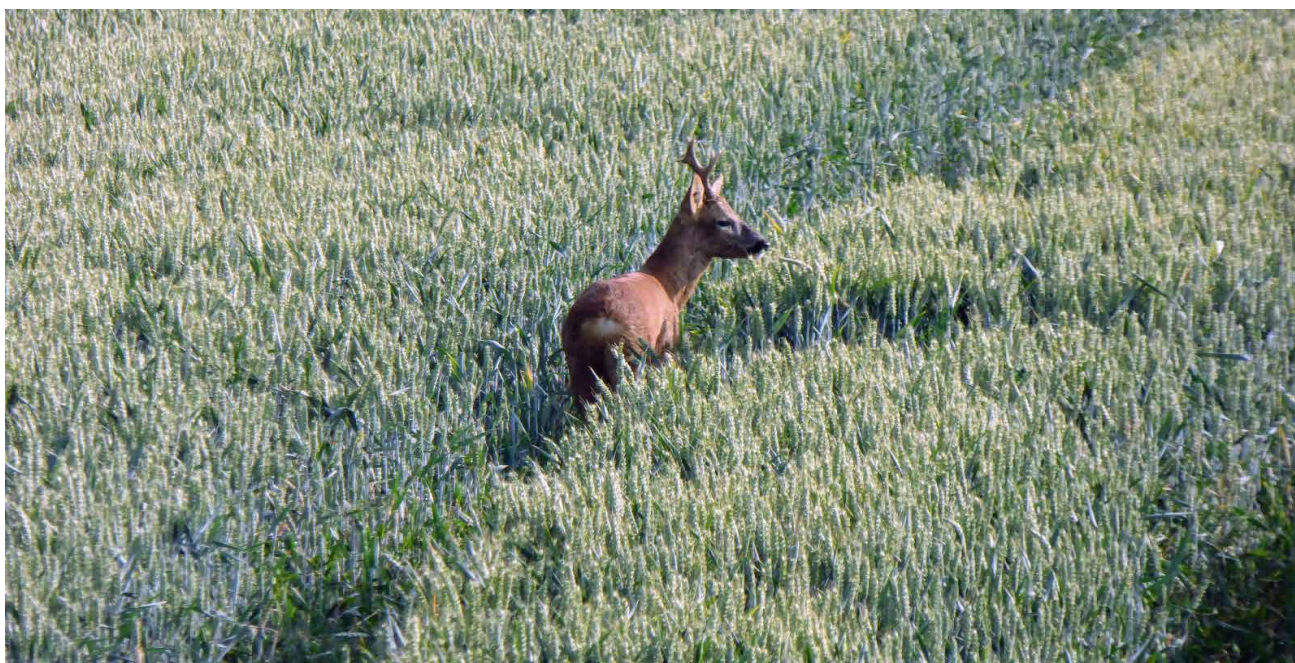


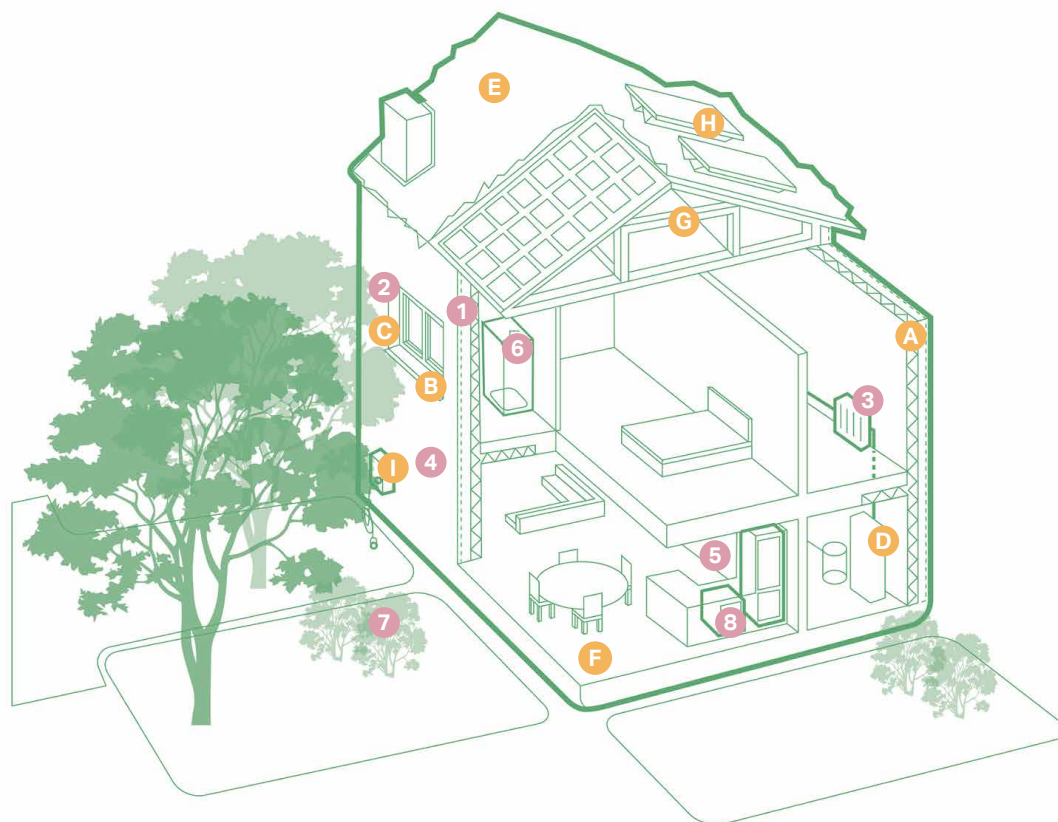
Figure 31: Deer are common in the area around Newton Flotman.

DC.11. Renewable energy and eco-design









By incorporating renewable energy and eco-design into new development, it can reduce carbon footprint and energy costs

while promoting resilience to climate change.










Design code	#	Implementation	Rationale
DC.11. Renewable energy and eco-design	Codes		
	11.1	<p>The five principles of Passivehaus design and construction must be incorporated at the early design stages of development where possible and be considered for future modifications to existing buildings.</p> <p>These principles are based on determining the energy efficiency of the buildings, and include:</p> <ul style="list-style-type: none"> • highly insulated envelopes; • airtight construction; • high performance glazing; • thermal-bridge-free • detailing; and • heat recovery ventilation. 	For example, minimal passive design actions that can be utilised to achieve energy efficiency include increasing glazing thickness, controlling daylight through louvres, blinds or porches, and utilising natural shading and cooling such as through trees and shrubbery. These provide eco-design opportunities that can be utilised, even in the historical part of the village, with minimal impact on the visual streetscene
	11.2	By default, any new development must adopt a 'fabric first' approach, in line with the government's emerging Future Homes and Buildings Standard.	This sets up Newton Flotman to attain higher standards of insulation and energy conservation.
	11.3	If not fitted at time of construction, every attempt must be made to design and orient the roof so that it is of an alignment that allows for the fitting of solar panels.	Solar panels can be seen on many homes throughout Newton Flotman, so to maintain this uptake for homes as part of new development, solar panel integration is strongly encouraged to futureproof buildings.
	Guidance		
	11.4	Ventilation with heat recovery, solar panels and ground and air source heat pumps should be considered alongside smart meters at the early design stages of all new development. Water efficiency should also be promoted through water efficient fixtures and through rainwater/storm water harvesting and reuse, and greywater recycling.	These technologies reduce energy consumption, lower utility costs, and minimise environmental impact. Early consideration allows for seamless integration into the building design, maximising efficiency and performance.
	11.5	The retrofitting of existing buildings with eco-design solutions should also be encouraged, particularly those which can be incorporated into traditional dwellings without altering or disrupting the exterior of the buildings, and thus retaining their character. Refer to Figure 32 for illustrated eco-design principles.	Encouraging the retrofitting of existing buildings with eco-design solutions allows for improved energy efficiency and sustainability without compromising the architectural character of traditional dwellings in Newton Flotman.



Existing buildings

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

Existing and new buildings

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

General considerations

- **Acoustic insulation** prevents the transmission of sound between active (i.e. living room) and passive spaces (i.e. bedroom, and attached dwellings). It is important for the wellbeing of occupants.
- **Thermal insulation** prevents heat loss, improving comfort. It can be provided for any wall or roof on the exterior of a building. Particular attention should be paid to heat bridges around corners and openings at the design stage.
- **Airtight construction** reduces heat loss to improve comfort, and protects the building fabric. Airtightness is achieved by sealing a building to reduce infiltration, which is sometimes called uncontrolled ventilation. Simplicity is key for airtight design. The fewer junctions, the simpler and more efficient the airtightness design will be.
- **Thermal mass** is the ability for material to absorb, store and release heat energy to even out variation in internal and external conditions. This can be beneficial during the summer and winter. Thermal storage in construction elements can be provided, such as a trombe wall placed in front of a south facing window or concrete floor slabs that will absorb solar radiation and then slowly re-release it into the enclosed space.

Figure 32: An indicative diagram highlighting general considerations to reduce the carbon impact of existing and new dwellings

Dark skies statement

A low light environment is central to the rural character of Newton Flotman. This is important in reducing any light pollution that may disrupt the natural habitat and/or human health.

Newton Flotman therefore aims to pursue a dark skies policy. Please refer to the Neighbourhood Plan for the explicit policy wording regarding this.



Figure 33: Dark sky above Newton Flotman at sunset.

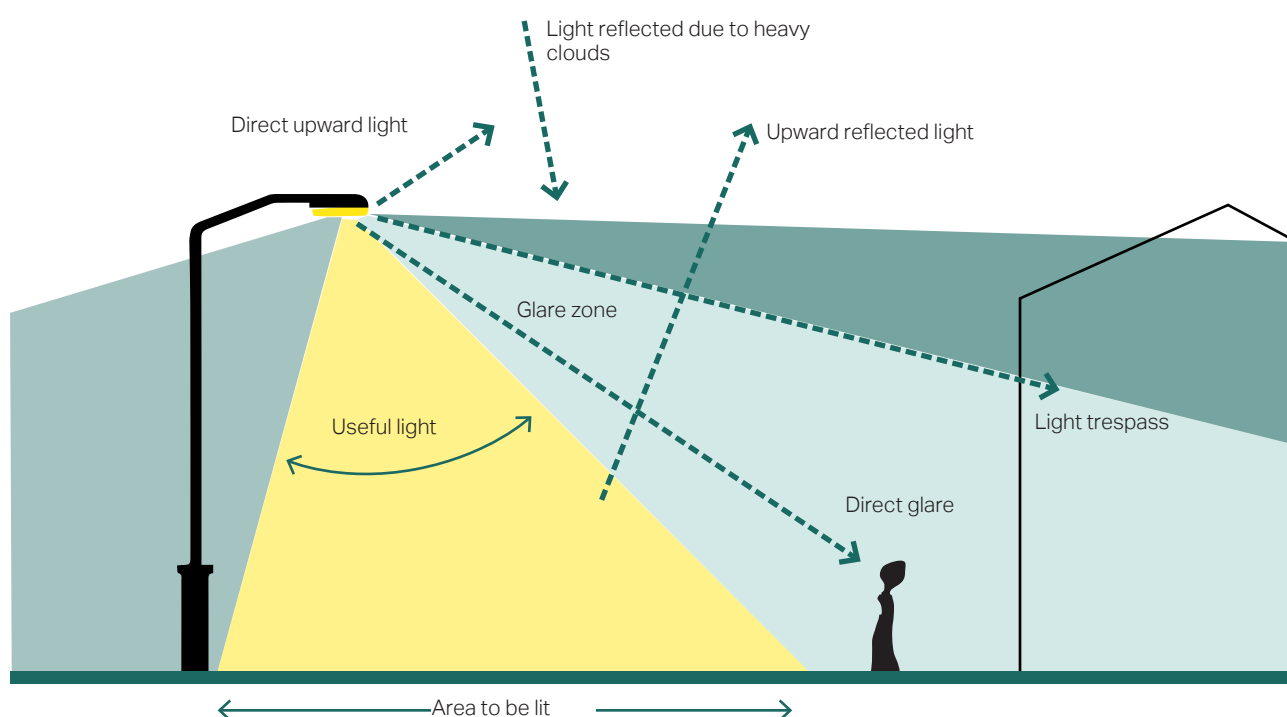


Figure 34: Diagram to illustrate the different components of light pollution that should be minimised in Newton Flotman.

3. Analysis

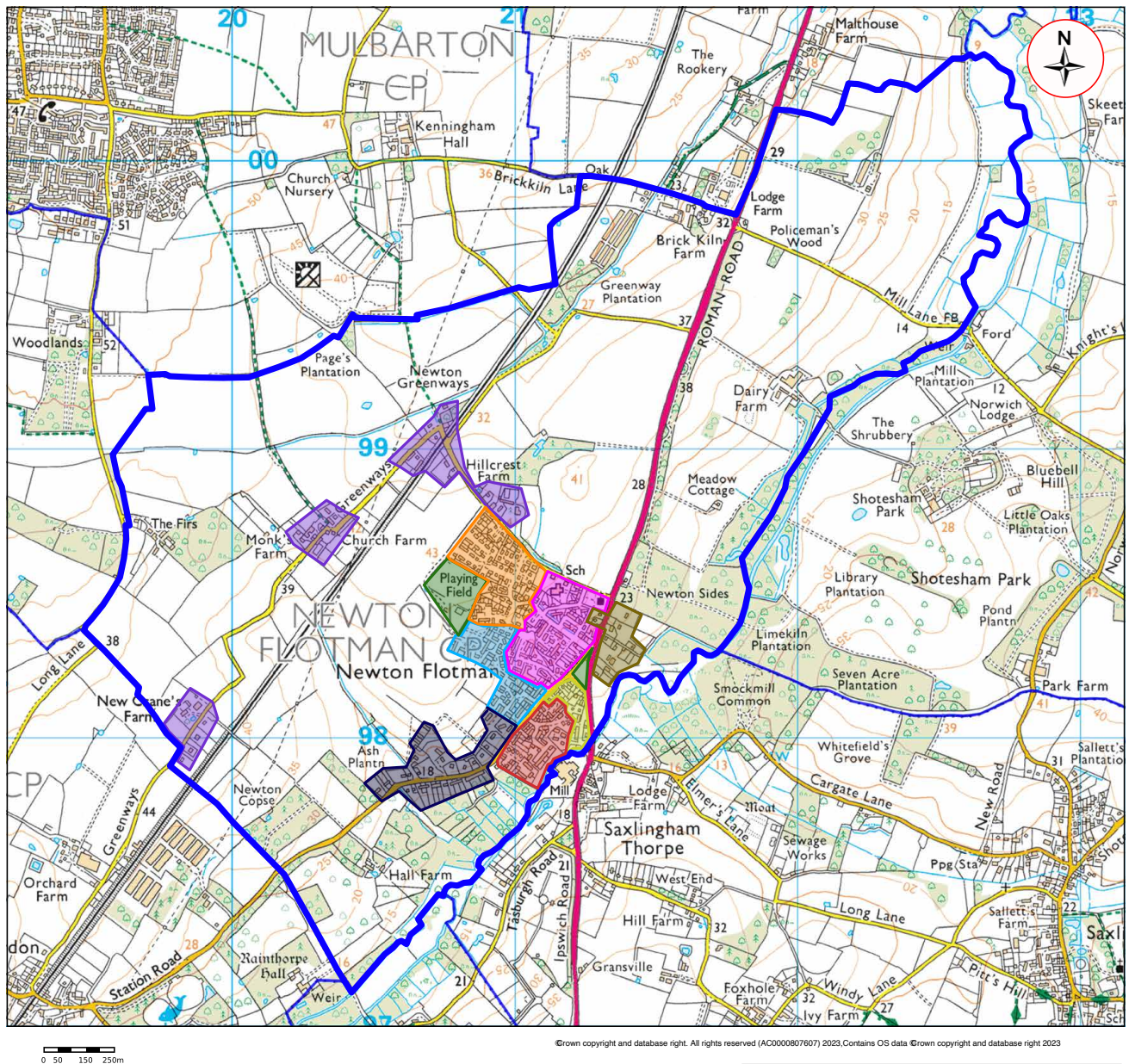
3.1 Neighbourhood Plan Vision

Newton Flotman will remain a cohesive rural community with good infrastructure for all. New development will reflect current and future needs of the parish, be well designed, environmentally sustainable, and sympathetic to the character of Newton Flotman. Our wildlife, green spaces and local heritage will be valued and protected.

3.2 Character Areas

The Neighbourhood Plan Steering Group have defined and provided detailed descriptions of the following nine Character Areas across the parish:

1. Greenways and Church Road (West of Grove Way and between Grove Way and Clabburn Close on the northern side of the road)
2. North West of the Parish
3. Village Hall and Alan King Playing Field
4. Olive Avenue and St Mary's Walk
5. Alan Avenue
6. Old Street/ Short Street/ Rosemary Cottages (Flordon Road)
7. Higher Green Close, Joy Avenue (including Newton Close) and Dell Close
8. Flordon Road from Dell Close to end of village
9. Ipswich Road A140



Key

— Parish boundary.
— Neighbourhood Plan area

Character Appraisal areas

- Area 1
- Area 2
- Area 3
- Area 4
- Area 5
- Area 6
- Area 7
- Area 8
- Area 9

Figure 35: Character Area Map.

Area 1: Greenways and Church Road

Movement:

Greenways is a single lane road without a pavement that has green verges and drainage ditches either side of the road. There is off-street parking for all the houses on the road. No places for on-street parking exist. There is limited travel on the road mainly consisting of delivery vehicles delivering to the properties along the road. Greenways at its northern end joins Church Road at the railway crossing for the mainline trains from Norwich to London.

Church Road has a grass verge on either side of the road and a drainage ditch and only has a pavement on the south side of the road between Grove Way and Clabburn Close. There is housing to the south of the road near the railway crossing and three single houses to the north which are opposite the housing estate off Grove Way. Traffic along Church Road either continues to Greenways and Flordon; or to Mulbarton or the A140. There is off street parking for the houses of interest on Church Road and an area of on-street parking opposite one of the houses. Church Road has three junctions – Pound Lane, a single lane road that runs parallel to the railway line; Grove Way and Clabburn Close.

All the housing on Greenways and Church Road have garages except for three terraced cottages on Greenways near to the railway crossing. There is a small area beside one of the terraced cottages where cars can park.

Nature:

Greenways and Church Road are surrounded by farmers' fields and have trees and hedges along the side of the roads. There are drainage ditches on both sides of Greenways and Church Road to the west of Grove Way. There are many birds in the

hedgerow and other wildlife in the fields. A row of pylons extends over part of the area parallel to Greenways.

Residents of the village regularly walk along the two roads to enjoy the countryside.

Built form:

Housing on Greenways consists of five large farmhouses and properties, three detached bungalows, one chalet house, a converted barn and three terraced single storey cottages. The detached properties are in their own grounds with large gardens around them and are separated from the road by either fencing or walls. The housing is in three distinct areas – Cranes Farm: Monks Farm/Church Farm: and Newton Greenways.

At the Cranes Farm area there are two two-storey farmhouses with associated buildings, a two-storey chalet house and two single storey bungalows. New Cranes Farm and the chalet house have whitewashed walls with New Cranes Farm having a black slate roof. The outbuildings on New Cranes Farm are new and have the same design of walls and roofs as the house. The remaining properties have red slate roofs. The other farmhouse and two bungalows have red brick walls. Cranes Farm dates back to 1750. New Cranes Farm was built in the late 1960's as was one of the bungalows. The other bungalow and house were built in 1970's and late 1990's.

The Monks Farm/Church Farm area consists of three two storey farmhouses, a single storey barn conversion which has sky lights in the roof and stabling for horses on the side of the road for Church Farm. Monks Farm has red brick walls and a red slate roof which also includes chimneys. The outbuildings consist of a single storey

building which has whitewashed walls and red slate roof, two barns, one of which has blackened wooden walls and red slate roofing, and another barn which has wooden walls which are not painted and a red slate roof. Church Farm consists of a two-storey farmhouse which has flint throughout the walls, dark red slate roof and a chimney. The outbuildings consist of stables which are one storey in either dark painted wood or light-coloured brick with red slate roofs. A third farmhouse is located beside Monks Farm which is two-storey high with red brick walls in the central area and one side which has flint throughout the wall. The other side contains a double garage and on the second level wooden panels on the walls. The roof is dark red slate tiles. The single storey barn conversion has breeze block walls which are painted black and a red slate roof. A small pond is located beside Church Farm. Monks Farm is a grade ii listed building originally built in the 16th century with a 19th century brick wing. Church Farm was built in 1820. The other house in this area was extended in 1995, The Barn conversion took place in the late 1990's.


In Newton Greenways there is a farmhouse with surrounding building, a detached bungalow and three terraced single storey cottages. All the properties appear to be privately owned. The farmhouse is two-storey with red brick walls and dark slate roof. The outbuildings have breeze block walls and black slate roofs. The detached bungalow has light coloured brick walls and a black slate roof. The farmhouse was built in the early 2000's. The terraced cottages have washed walls which have been painted pink. One of the houses has designs (rabbit, birds, etc) on the walls. The roof is red slate

and there are either sky lights or dormer windows in the roofs of the houses. The bungalow has a large garden to the front and back. The terraced properties have small gardens to the front of their properties which are fenced off. The terraced cottages in Newton Greenways date back to the mid 1800's.

On Church Road there are two detached bungalows, a chalet house, a barn conversion with surrounding buildings, a single storey property (formerly the coach house) of the grade ii listed building which is next door. Of the two detached bungalows on Church Road, one has a garden to the front with the other having a paved area in front of the house. They have gardens to the rear. One of the bungalows has pink washed walls and a dark slate roof and the other one has red brick walls and red slate roof. The properties have enclosed frontages with, on the one hand, fencing and the other a wall separating the properties from the road. They were built in the 1930's. The chalet house has a larger garden to the front and rear and a hedge which separates the property from the road. The house walls are constructed of red brick with a dark slate roof. The house was built in the 1960's. The barn conversion which was built in 1720 and converted in the 2000's, has some buildings to the rear of the property and only a verge to the front.

It does not have a garden of any great size. The property has wooden walls and a red brick roof.

The grade ii listed two storey Georgian property was built in the 1830s and has acres of grassed land and some trees



surrounding the house. It has light brick walls and a flat roof. The single storey property beside the grade ii building has a large garden to the front. It has light brick walls and a black slate roof. The Coach House was originally part of the property and was built at the same time in the 1830s.

All the properties in Area 1 are privately owned.

Identity:

The window casements of the majority of the properties are white. The terraced row of houses have black window casements and one of the houses in the Monks Farm/Church Farm group has brown window casements. Some of the properties have sky lights in their roofs and a few have dormer windows.

The housing on Greenways are in three areas as noted above - Cranes Farm: Monks Farm/Church Farm: and Newton Greenways. The location and distance between the three areas of housing means that there is a sense of place for the residents in each of the areas to know each other through social interaction.

The Church Road properties are in two areas – the two bungalows close to the railway line and the rest which are opposite the Grove Way area. There is a sense of place for the residents in each of these areas as they will interact with each other and, in the case of the properties that are opposite Grove Way, interaction with the residents who live in the area of Grove Way and Church Road.

Public space:

Greenways and Church Road are single width roads along which traffic flows to destinations beyond the parish. There isn't any lighting on these roads. Residents interact socially with each other as neighbours on Greenways and Church Road

and with dog walkers and residents who are walking for exercise on the roads past the properties.

The properties are all set away from the roadside and have security either because the properties are enclosed by boundary walls or fences or they have erected some form of security system at the edge of their properties. Security for the larger two-storey houses includes wall and or gates with security access.

Use:

Some of the properties on Greenways are working farms and there are stables for horses on Church Farm which is located beside the road. A hairdressing business exists in the Monks Farm/Church Farm area. On Church Road a motor repair business is located behind the Coach House. The frontages of all the properties are enclosed and have (with two exceptions) gardens which are either to grass or contain flowerbeds. In some cases walls prevent passers-by seeing into the front of the houses.

Homes and buildings:

The houses are well designed and have gardens which, in most cases, are visible from the road.

General:

Greenways is an area of working farms and has properties which are either containing the owner of active farms or have been purchased as private residences. The smaller properties are owned by either farmworkers, people wanting to live in the countryside for its peace and quiet, or retirees. The properties on Church Road are mixed in that they range from the grade 2 listed building and its associated coach house to the bungalows near to the railway line.



Figure 36: Design typical of Character Area 1: Greenways and Church Road

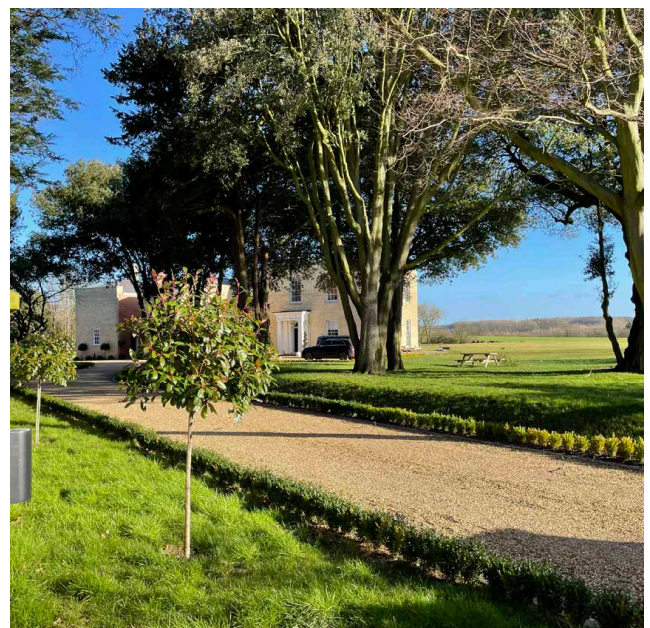




Figure 37: Design typical of Character Area 1: Greenways and Church Road

Area 2: North West of Parish

Movement:

There are two feeder roads leading from the A140 to this area of the parish. These are St. Mary's Close and Church Road. St. Mary's Close had the addition of Brightons Road at the upper end during the 1960's which then connected it to Church Road. St. Mary's Close maintains its original name although it is now a through road.

From these two roads there are numerous cul-de-sac's leading into the rest of the estates housing.

All of the above have footpaths with kerbing for pedestrians. The only exception is Church Road which has no footpath from School Road for some distance past the primary school playing fields. There is a pinch point on the highway after the junction with Brightons Road before a footpath resumes at the end of Clabburn Close to just beyond Grove Way.

There is a bus service and school bus routed through Church Road, Brightons Road and St. Mary's close.

All the dwellings in all areas have off street or allocated parking.

Nature:

Brightons Road, which only has bungalows, has grass verges between the road and footpath. There is little front fencing so the area has a broad open feel.

Church Road has little development on the Norwich side and the school playing field is opposite giving a long stretch that feels like a countryside road.

At the top of the estate Grove way has dwellings on one side and trees bordering a farm track opposite. The end of Grove Way has the vehicle access to the playing fields.

Exchange Road leads to the entrance to the local allotments. This is a pleasant open space nestled amongst housing; bordering

the lower end of the village playing field, which is a haven for wildlife.

At the top of Church Road and beyond Grove way, there is mainly agricultural land with countryside views.

Built form:

The housing in this area was built from the 1960's through to the 1970's. It consists of 2 & 3 bedroom, detached and semi-detached bungalows, a low number of 3 bedroom chalet bungalows and detached 4 bedroom houses. These are majority privately owned.

Blundevile Manor was built as social housing consisting of 2 bedroom semi-detached bungalows and two story, low rise flats. These are now a mix of social and privately owned dwellings.

Identity:

The bulk of the houses, bungalows and flats are of standard brick construction. They conform in design to properties built around the same time in other areas of Norfolk. Some exterior changes have been made as properties have been updated and extended. The residences are not overcrowded and generally not overlooked.

The exception to the above standard construction are some cedar framed, Canadian style bungalows clustered around Brightons Road, Church Road and Longs Close. These are recognisable by their low pitch roofs with large overhanging eaves and panel inserts in the walls containing the windows and doors.

In Grove Way there are only three chalet bungalows and no other dwellings fronting this road. These are side on to the road and these three bungalows can be distinguished by their tall roofs with a very steep pitch.



Public space:

This area of the parish has no street lighting.

As most of the dwellings are in cul-de-sac's, this creates a sense of community and shared identity as the roads are only used to access the properties and not as through roads. This also helps with security as people are more aware of the dwellings within their close.

Newton Flotman is fortunate to have a playing field with a village hall. This space allows people to walk, often with dogs, in a large open space. There is a children's play area and the village hall has an active social club for those interested.

The church and village hall both actively engage with the local community.

Use:

There is one small grocery shop on the corner of St. Mary's Close and Christopher Close.

There are various businesses that work out from residential properties but these are not necessarily obvious from the exterior.

Homes and buildings:

Architecturally, the buildings reflect their construction era. There is little in the way of design, construction and finish that marks any particular property different to its neighbour except where previously stated. The construction materials and façades are similar between most properties.

The housing stock has front and rear gardens. Some roads have little fencing between the front of dwellings and the footpaths thus creating a feeling of space.

General:

The area has a greater proportion of older couples and families and less of the younger first time buyers or families with young children.



Figure 38: Design typical of Character Area 2: Northwest of Parish





Figure 39: Design typical of Character Area 2: Northwest of Parish

Area 3 Village hall and Alan King Playing Field

Movement:

The village hall and the Alan King Playing field is bounded on the west and east by farmland. To the north the area is bounded by housing on Grove Dale and Sewells Close. The east of the playing field is bounded by the village allotments, housing on Blundeville Manor and St Mary's Close.

There are three entrances to the village hall. The first is located at the southeast where there is a gate and track leading from Alan Avenue to the village hall and playing area. On the eastern side there is an alleyway leading into the playing area and a path which goes around the playing field and to the entrance to the village hall. The other entrance to the village hall and playing field is a gate and tarmacked road that leads from Grove Dale to the car park which is to the west of the village hall.

The village hall is in active use throughout the week and there is a football club that plays throughout the season on the weekends on the football pitch within the playing field. Dog walkers regularly exercise their dogs on the playing field and families use the children's play equipment which is located to the east of the village hall.

Nature:

The village hall is surrounded by grassed areas which include a children's play area to the east of the village hall, grassland to the south with a boundary to another field composed of trees and hedgerows. To the west, beside the car park, is an area of grass and trees which includes an area of newly planted trees in a copse which contains Field Maple, Oak, Birch, Whitebeam, Cherry, Aspen, Rowan, Hazel and Hornbeam.

Trees and shrubs surround the whole of the playing field and include Horse Chestnut, Field Maple, Oak, Ash, Cherry, Poplar,

Hawthorn, Blackthorn, Copper Beech and Elm. The shrubs are Dogwood, Viburnum and Spindle.

The playing field has drainage ditches on the west, south and east sides. There is also underground drainage for the two football pitches which drains water into a ditch to the east of the playing field and the children's playing area.

There are a wide variety of birds that can be found on the trees and shrubs and grassed areas of the playing field throughout the year including pigeons and blackbirds.

Built form:

The village hall is a single storey building that was built in the 1980s. There is a main room, kitchen, bar, three storage rooms and a separate area of changing rooms for the football club.


Identity:

The village hall window casements are dark brown and the roofs of the two main slanted sections are dark brown tiles. The walls are red brick. A flat roof is located above the entrance hallway. The dug out and stand for the football pitch are whitewashed brick with flat roofs.

The village hall and playing field are in use constantly throughout the week with groups using the hall; football teams playing regularly at weekends; dog walkers and ramblers walking around the grounds daily. This gives the area a sense of place as a focus for the village.

Public space:

The car park of the village hall has a light which is sensitive to movement to light it up. On the playing field there are floodlights which are used by the football team when training in the dark evenings.



Residents use the space regularly for dog walking or exercise and attending events at the village hall. Parents use the play area to entertain their children on the swings, slides, etc. Some adults use the play area equipment for gym-like exercise.

Use:

The village hall and playing field are in constant community use.

Homes and buildings:

There aren't any homes on the playing field.

General:

The village hall and playing field are located to the west of the village. It is an open space of grassland with a large number and variety of trees and shrubs surrounding the site.

The hall is used regularly by residents for village events and/or one off parties, etc.

The grassed areas are used by residents to walk their dogs or to exercise.



Figure 40: Design typical of Character Area 3: Village hall and Alan King Playing Field





Figure 41: Design typical of Character Area 3: Village hall and Alan King Playing Field

Area 4 Olive Avenue and St Mary's Walk

Movement:

Olive Avenue is a T-shaped cul-de-sac with a straight section from Flordon Road to a T-junction where the street forms the bar of a letter 'T' to the left and right. There is an unadopted road (St Mary's Walk) between Olive Avenue and St Mary's Close that joins Olive Avenue to the eastern end of the road near to Flordon Road.

Variety of parking: garage, on drive and on street. Six houses have garages and driveways for off street parking on Olive Avenue. The remainder have either on road parking spaces outside their properties or areas of car parking marked out near to the properties. There are four houses on St Mary's walk which have garages and driveways.

Olive Avenue contains the Olive House Care Home which has parking spaces for employees and visitors on its premises.

Nature:

There are gardens to the front and rears of the properties. The housing at the eastern end of Olive Avenue and on St Mary's walk have walls at the edge of their properties which surround their gardens. Walls exist in front of some of the remaining properties where the green areas meet the parking spaces. An open area exists in the southwest corner of Olive Avenue. The area has a good number of trees and hedges. At the northwest corner of Olive Avenue there exists the remains of a lime pit which is grassed over. Slow worms are known to exist in this area.

Built form:

There are 2-, 3- and four-bedroom houses (two storey) on Olive Avenue and bungalows on St Mary's Walk. The six four-bedroom houses on Olive Avenue are detached as

are the bungalows on St Mary's Walk. The remainder of Olive Avenue housing consists of two- and three-bedroom terraced properties which are in blocks of two, three or four. The houses are of brick with some painted brick porchways on the terrace properties. Most of the houses are social housing of which some are now in private ownership. The social houses on Olive Avenue were built in the 1980's and the houses on the corner of Olive Avenue and Flordon Road were built in the 1930's and 1960's. The houses on St Mary's Walk were also built in the 1960's.

Identity:

The window casements of the terraced properties are all dark brown. The remaining houses have white window casements. The terraced properties are of a similar design with some variation to the porch covering (either sloping tiled roof or arched wooden structure). Some changes have been made to the door colours of the terraced properties. The roofs are covered in dark tiles with air tiles above each property.

The private properties at the eastern end of the road are also of the same design with white window casements. There is variation in the design of the frontage with a couple having a sloping tiled roof section over the door and a downstairs window. The four bungalows on St Mary's Walk have white window casements.

The design of the properties gives a sense of place.

Public space:

Olive Avenue and St Mary's Walk does not have any street lighting. There is good interaction between neighbours as the residents have to walk down Olive Avenue to either St Mary's walk or Flordon Road to get to other parts of the village or go further afield.

Use:

Olive House Care Home is located on Olive Avenue which is an employer in the village. There are a variety of self-employed residents who are operating a variety of roles from their properties. This includes hairdressing, nails and beauty for example. There are some businesses that operate mobile services from their homes. The six houses at the eastern end of the street and the houses on St Mary's Walk have small front gardens and larger, longer back gardens which are not visible from the road. The social houses have green areas in front of the houses and rear gardens that are enclosed and not visible from the front.

Homes and buildings:

Most of the houses have small front gardens and larger, back gardens which are not visible from the road. The properties are well designed with the social housing having a lot of similarities to the housing on Lime Kiln Close. Olive Avenue is easily wide enough to be easily accessible for motorists.

General:

Olive Avenue Alan has provided well designed social homes for rent for young families and individuals. Some of the houses have been purchased since they were built and are now freehold properties. The small number of private houses on Olive Avenue and St Mary's Close are well maintained.



Figure 42: Design typical of Character Area 4: Olive Avenue and St Mary's Walk





Figure 43: Design typical of Character Area 4: Olive Avenue and St Mary's Walk

Area 5 Alan Avenue

Movement:

One winding access road (no through road) which narrows after the first junction. Variety of parking: garage, on drive and on street. Where the road narrows, parking tends to be on the pavement to allow cars to pass. The 2 and 3 bedroom houses either have designated parking in a car park or a garage or parking a driveway. There is no parking for visitors anywhere on Alan Avenue. All of the 4 bedroom houses have garages (most have double) and parking on driveways. There is a raised paved area at the first junction to slow vehicles down and the speed limit is 20 mph. Historically there was a speed bump at the beginning of Alan Avenue but this got eroded over time and was removed. There is a public footpath from the upper play area that goes to the allotments and Exchange Road/St Mary's and the shop/school/church. There are limited opportunities for large delivery vehicles to be able to turn and most have to go to the top of Alan Avenue and all the way back down again.

Nature:

There are 2 open areas. Area one has play equipment for children. The 2nd area is grassed and not suitable for ball games due to the proximity of houses. The top of Alan Avenue leads onto the large Village Centre playing fields and there are a lot of pedestrians (especially dog walkers) who use Alan Avenue to get to green areas. Rainwater from one of the areas identified for future housing, pours onto Alan Avenue (opposite 96) and into the drainage system. There are bats, owls, deer, slow worms, pheasants and partridges in the fields adjacent to Alan Avenue.

Built form:

There are 2, 3 and 4 bedroom houses (two storey). The 2 and 3 bedroom houses are terraced. The 4 bedroom houses

are detached. There are also 5 chalet bungalows (4 bedroom) near the upper play area. These back onto other houses and were designed as chalets so they did not overlook the existing bungalows behind them as they are not as tall as the houses. There are 120 houses in total and approximately 25 are detached. The houses are a mixture of brick, painted brick (mostly white but there is also green and beige) and flint/brick. The majority of the houses are owner occupied and some are privately rented. Approximately 8 of the houses have been allocated to social housing. The houses on Alan Avenue were all built in the 1990's.

Identity:

The window casements are all white although some are beginning to be changed as the owners make property improvements. The houses are of a similar design with minor differences and this gives the road a sense of place and belonging.

Public space:

There are street lights on Alan Avenue and these are switched off at night-time (approximately midnight to 5am). There is good interaction between neighbours if they walk up and down to the Village Centre and the playing fields and also between parents walking to and from the primary school.

Use:

There are no obvious businesses on Alan Avenue but there are self-employed residents who are operating a variety of roles from their properties. This includes hairdressing, nails and beauty, crochet and taxidermy for example. The majority of the houses have small front gardens and larger, longer back gardens which are not visible



from the road.

Homes and buildings:

The majority of the houses have small front gardens and larger, longer back gardens which are not visible from the road.

Alan Avenue is narrow and winding and therefore can be a difficult road to drive up and down as there are 5 right angled bends and cars can be parked on the road/pavement. There can also be cars reversing out of driveways onto the narrow road.

General:

Alan Avenue provided much needed starter homes in Newton Flotman when it was first built and this has continued to this day. Young people/families are able to get their first steps on the property ladder by buying the 2 or 3 bedroom properties and are rarely on the market for long. The larger 4 bedroom properties rarely come up for sale as the owners are happy in the area and do not wish to move.



Figure 44: Design typical of Character Area 5: Alan Avenue





Figure 45: Design typical of Character Area 5: Alan Avenue

Area 6 Old Street/Short Street/ Rosemary Cottages

Movement:

Old Street is a no through road highway, except for access to properties and Waterside Gardens, previously the route of the main A140. There is a junction with the A140 at the North end of the road. Off street parking is available for all properties however not sufficient or preferable and several residents park on the street. There is no visitor parking available, resulting in further on street parking.

Short Street is a one way highway connecting the A140 to Flordon Road. All houses have off street parking available. There is a small layby area if any additional parking is required.

Rosemary Cottages are located on Flordon Road. Both properties have off street parking available.

Nature:

There is small green area on Old Street and Short Street is located beside the village Kings green area.

There are a number of mature trees within the area and several newly planted trees on the Kings Green.

The southern end of Old Street contains a bridge over the River Tas supporting a wide biodiversity of flora and fauna.

The Rosemary Cottages have a mature tree to the front and rear of the properties.

Built form:

There is a variety of housing types and ownership.

The properties are predominantly detached housing, with a small number of semi-detached and terrace housing. The properties are all two-story housing.

Identity:

There is a mixture of mature and newer built properties. Newer built properties have been designed in-keeping with the older buildings and retain a sense of place. Several houses within the area are suspected to date back ~300-400 years.

Several of the older properties are re-purposed from commercial properties Old Street (public house, butchers, bakery, basket maker, Post office).

Public space:

Whilst there is no street lighting in the area, the section of the A140 through the village does have street lighting and properties adjacent to the A140 receive lighting from these street lights.

There is positive interaction between the residents in the area and residents walk along the road to see the bridge/river area or to lower Tasburgh.

Use:

Within the area there are no active shop or service fronted properties. Some properties contain self employed and employees working from home.

There is a mixture of detached, semi-detached and terrace properties which all appear well-kept.

Homes and buildings:

The majority of properties have a front and rear garden varying in size. Properties are all accessible.

Housing design varies however there are several properties with significant character. The old public house on Old Street whilst converted to residential purposes maintains the 'Maids Head Inn' signage above a door.



General:

Old Street, Short Street and the Rosemary Cottages contain some of the oldest properties in the village. Property types vary from detached, semi-detached and terrace. The area is bounded by the Kings Green to the North and River Tas to the south offering a wide biodiverse and natural feel.



Figure 46: Design typical of Character Area 6: Old Street/Short Street/ Rosemary Cottages





Figure 47: Design typical of Character Area 6: Old Street/Short Street/ Rosemary Cottages

Area 7 Higher Green Close, Joy Avenue and Dell Close

Movement:

The area is made up of 4 Closes (Higher Green, Joy Avenue, Newton Close and Dell Close). Higher Green, Joy Avenue and Dell Close all have junctions onto the busy Flordon Road which is the main route through the Village. Newton Close is off Joy Avenue.

All closes are winding with garage, on drive and on street parking. On Flordon Road some parking on verges. Speed limit 30MPH.

Linking Public Footpath joins Joy Avenue to Dell Close. A grass path runs off the footpath down to the river. The area on the bank is privately owned..

Nature:

The riverbank is accessible from the path running from end of Joy Avenue.

Otters, ducks, swans, herons, kingfishers and other birds, banded damson flies, white-clawed crayfish, muntjac deer, grass snakes, and other species.

There are several mature trees in people's gardens particularly down near the river.

The River Tas is liable to flooding which affects the housing on Joy Avenue and Dell Close which are backing onto the river. Flood water has reached the gardens of these houses. Surface water run off is slow to drain from the upper levels of the village and gardens in Joy Avenue and Dell Close are often wet with standing water.

Built form:

All the properties consist of a mix of 2,3,4 bedroomed dwelling totalling 92. The properties are either houses detached or semidetached, chalet bungalows, garage linked bungalows. In Newton Close there is

one terrace consisting of 3 properties.

All properties are of standard construction. The exception being Lammis Cottage at the end of Dell Close which has cement rendering. One 2 storey property on Flordon Road has a loft conversion. All properties have garages with one exception which has off street parking. All properties have small front and rear gardens.

Dwellings are mainly privately owner occupied but some are private rentals.

Identity:

All properties built since 1970 have UPVC white windows and the doors are generally multi-coloured.

Public space:

No street lights. Interaction takes place between neighbours as they walk along the various footpaths to village amenities. The school bus and a number of local bus services pick up and drop off passengers on Flordon Road.

Use:

No obvious business premises. But many of the residents are self-employed and conduct their business from their home.

Homes and buildings:

All properties have small front and rear gardens not visible from the front. Some of the original larger gardens have had houses built in them. Several of the properties have been extended.

General:

The properties in the area do not change hands frequently. The exception being those properties which are rented. There are electricity substations in Higher Green Close and Joy Avenue.



Figure 48: Design typical of Character Area 7: Higher Green Close, Joy Avenue and Dell Close





Figure 49: Design typical of Character Area 7: Higher Green Close, Joy Avenue and Dell Close

Area 8 Flordon Road from Dell Close to end of village

Movement:

Flordon Road from Dell Close towards the end of the village is a wide road with gentle curves. It carries a lot of traffic including many HGV's going to Bernard Matthew turkey huts, the mushroom factory and Redwings horse sanctuary. It is also used as a rat run following many incidents on the A140.

All the properties have ample parking spaces.

Apart from the first 100 yards or so past Dell Close there are no footpaths although there are grass verges along most of the road allowing pedestrians to get out of the road. Almost half way along on the left there is a small passing place.

At two places on the right of the road there are large paths leading up to farmland, although this land appears, currently, to be only grass. The path then branches to the right to continue past the old piggeries.

Nature:

The road is lined with trees fronting the houses on the right with hedges at various properties on the left, a haven for birds. Deer abound, predominately Muntjacs. These are seen wandering about the village.

Towards the last quarter of the village there are drainage ditches with culverts that pass under the driveways of the houses, these are piped under the road and drain into the river Tas.

The land behind the properties on the right is predominantly farmland.

Built form:

On the right of Flordon Road are several older houses, some with long drives leading up to the property. These are mainly

screened by trees and hedges and as such are not visible from the road. These are nearly all individually designed, with some being rendered and others brick built. Two of these houses have sold a portion of their garden to allow houses to be in-filled, these new properties are 'Allendale' and 'The Homestead'.

Towards the end of the village on the right are a row of 4 terraced cottages of some age. On the left hand side of the road is a mixture of styles, including a large older building built of clay plug and rendered. Past this property are nearly all bungalows, each having an individual design and built during the 1960's. These are all brick built. One or two of the older houses have part wood cladding and fancy stonework. The properties are all privately owned apart from 2, 8 and 8a which are believed to be social housing.

All the properties have fairly substantial gardens to the front with some of the older properties having large gardens to the rear. The majority of the houses on the left hand side have back gardens that run towards the river and many suffer from boggy areas at the bottom.

None of the back gardens are visible from the road.

On the right are three access drives leading to properties away from the main road, the first between 'The Orchards' and 'Holmfield' leading to a house, 'Carmel', the second between; 'The Corners' and 'The Ranch' leads to two houses, 'Acorn Lodge' and 'Oakdene' the third leads to a chalet 'Highfields'.

Running along 'Hazlewood' is a private track that leads down towards the river where a cottage and pumping station used to be.

Identity:

All of the properties, both old and new are individually designed. All the properties are detached with the exception of the terraced cottages at the end of the village and the two social houses which are semi detached.

Public space:

There is no street lighting along Flordon Road. Almost all of the houses and bungalows are inhabited by older people, the exception possibly being the social houses.

Use:

All of the properties are private dwellings, again with the exception of the social houses and one or two properties which are believed to be rented. There are no commercial premises and apparently no known self employment.

Homes and buildings:

Apart from the first four older and larger two storey buildings on the left hand side of the road the rest of the buildings on the left are bungalows some being chalets.

On the right hand side are two story houses and chalets, each individually designed.

General:

Flordon Road is very busy, used by cars, heavy lorries,

Motor cyclists, cyclists, dog walkers, joggers and walkers. Although there is a speed limit of 30mph throughout its length, this is often ignored creating a safety hazard.



Figure 50: Design typical of Character Area 8: Flordon Road from Dell Close to end of village





Figure 51: Design typical of Character Area 8: Flordon Road from Dell Close to end of village

Area 9 Ipswich Road

Movement:

Ipswich Road is a major trunk road for traffic traveling between Norwich and the south of the county and has been identified by Norfolk County Council, Highways Department, as a bypass for Newton Flotman. Traffic is fast flowing along the road with a speed limit of 40mph. Parking is not possible on the stretch of the A140 that passes through the village. There are junctions with Short Street, a small road in between the two green areas in front of Lime Bank and ARTS (Anglia Region Theatre School), Flordon Road and Church Road in the village section of the road. All the houses on Ipswich Road have driveways so that residents can park off-road.

Nature:

There are gardens to the front and rears of the properties. Ipswich Road, in the village, is bounded on the western side by the village green (Kings Green) and a smaller triangle of grassed area owned by the Highways Department. On the eastern side of the road there is an area of woodland in-between two of the houses. The houses to the east of the road are fronted by hedges and there are trees and gardens around the houses. At the back of the houses is the river Tas and there is a wide and diverse biodiversity in the area.

Built form:

There are eight properties consisting of four detached houses and two bungalows on Ipswich Road between the junction of Short Street and Church Road. In addition, there are two unoccupied houses on the eastern side of the road. The houses consist of two four-bedroom properties and two large five-bedroom properties. The unoccupied houses are in an area between one of the large five-bedroom houses and one of the bungalows.

With one exception, the houses all have large gardens to the front and rear. The house that is different has a small rear garden. The two five-bedroom houses have large gardens around them. The remaining houses are close together. All the houses are privately owned. The times when the houses were built varied between the 1700's for one of the large five-bedroom properties, although the original building decayed over time and was rebuilt in the 1970s, through the 1930's to the 1950's and 1970's.

Identity:

The window casements of the properties are either white or dark brown. They all have tiled roofs which are mainly red. One of the detached houses, the semi-detached houses and the bungalow that are occupied on the eastern side of the road are similar in design. The remaining occupied property on the eastern side of the road has Dutch curved gable ends and is of a different design to the rest. The house and bungalow on the western side of the road have different coloured window casements. There is a limited sense of place for the properties on this road.

Public space:

Ipswich Road is a major trunk road and has lighting along its length through the village. There is a pavement on the west side of the road in front of the two houses and also on part of the east side of the road near to a bus stop. Most of the houses on the eastern side of the road do not have a pavement in front of them. As the houses are either set well back from the road, and/or behind high walls/hedges there is not a lot of social interaction with other residents. There is a lot of security around most of the houses.



Use:

There are no obvious businesses being run from the houses on Ipswich Road. On the western side of the road there are two businesses – ARTS (Anglia Region Theatre School) and Seastar Superbikes which attract a range of customers from the village and beyond.

The houses are all privately owned, three-, four- and five-bedroom size properties. The houses are behind walls and/or hedges and do not have active frontages.

Homes and buildings:

The houses are well designed with access either direct onto Ipswich Road or via a shared driveway that leads to the road. Large areas of garden are found to the front of the houses, and they have large back gardens which lead to the river Tas.

General:

The limited number of houses on Ipswich Road are in most cases larger and older properties that are set back from the road and have large walls or hedges to the front to give them privacy.



Figure 52: Design typical of Character Area 9: Ipswich Road





Figure 53: Design typical of Character Area 9: Ipswich Road

