Lingwood and Burlingham

Design guidance and codes

Final report
August 2022

Delivering a better world

Quality information

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Revision History

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	13.07.2022	Review	Ben Castell	Director
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Introduction

01

Delivering a better world

1. Introduction

Through the Department for Levelling Up, Housing and Communities (DLUHC) Programme led by Locality, AECOM was commissioned to provide design support to Lingwood and Burlingham Parish Council.

1.1 About this report

Lingwood and Burlingham Parish Council has established a Neighbourhood Plan Steering Group (NPSG) in order to shape and influence development within their area. The NPSG are currently in the process of preparing their Draft Neighbourhood Plan. Locality is the national membership network for community organisations that brings local people together to produce Neighbourhood Plans. Through Locality's Government-funded support programme, AECOM have been appointed to prepare this Design Code document, which will form part of the evidence base for their Neighbourhood Plan on behalf of Lingwood and Burlingham Parish Council.

1.2 Aims and objectives

The purpose of this document is to provide an appreciation of Lingwood and Burlingham Parish's existing character, in order to create a set of design codes which will apply to any future housing development in the area. This will help to ensure that as any new development comes forward, it responds to its context and supports and enhances the quality of the parish's existing character.


F.1


F.2


F.3

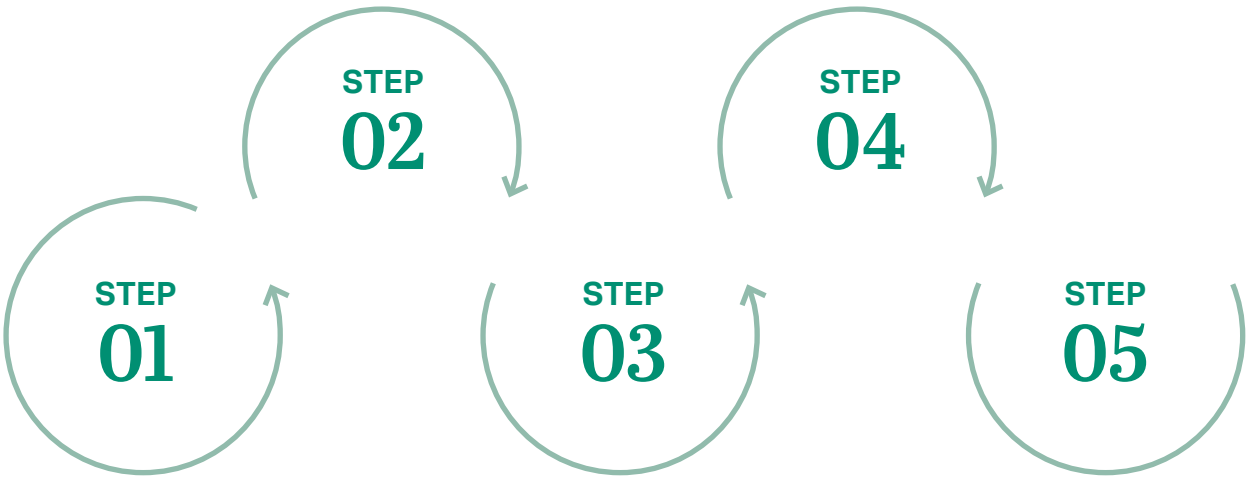
Figure 01: Lingwood Village Hall

Figure 02: Whitewashed brick property on Vicarage Road

Figure 03: Lingwood Primary Academy

1.3 Process

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



STEP 1

Initial meeting between AECOM and the Lingwood and Burlingham Neighbourhood Plan Steering Group followed by a site visit.

STEP 2

Review of existing baseline documents.

STEP 3

Urban design and local character analysis.

STEP 4

Preparation of the design guidelines and codes.

STEP 5

Draft report with the design guidelines and codes and submission of the final report.

1.4 Area of study

Lingwood and Burlingham is a civil parish situated within Broadland District in Norfolk County. Lingwood village is primarily surrounded by arable farmland. Burlingham encapsulates the two linear hamlets of Burlingham Green and North Burlingham north of the A47 and the western half of South Burlingham in the south east of the parish. Lingwood village has a train station which provides Greater Anglia service trains to Norwich and Great Yarmouth. Lingwood is approximately 16km east of Norwich and 18.5km west of Great Yarmouth.

Much of the arable land surrounding the settlements of Lingwood, North Burlingham and Burlingham Green is part of the Norfolk County Farms Estate. Historically, this land was originally owned by the Burroughes family, who resided in Burlingham Hall (now demolished) up to the early 20th century. Burlingham Hall, along with 3500 acres of surrounding arable land, was sold to Norfolk County Council in 1919.

Interestingly, the civil parish was established in 1935 by the merger of the ancient parishes of Lingwood, Burlingham St Andrew, Burlingham St Edmond and Burlingham St Peter. Since this period, Lingwood village has grown into an increasingly nucleated form due to its expansion in the late 20th century.

Lingwood village has a variety of services and facilities, including: a railway station, the Lingwood Village Hall & Whiskins Bar, St Peter's Church, Lingwood Primary School, Compass School Lingwood, a convenience store, The Kings Head pub and a range of play parks, open spaces and allotments.

F.4

Figure 04: Lingwood sign at the village green


F.5

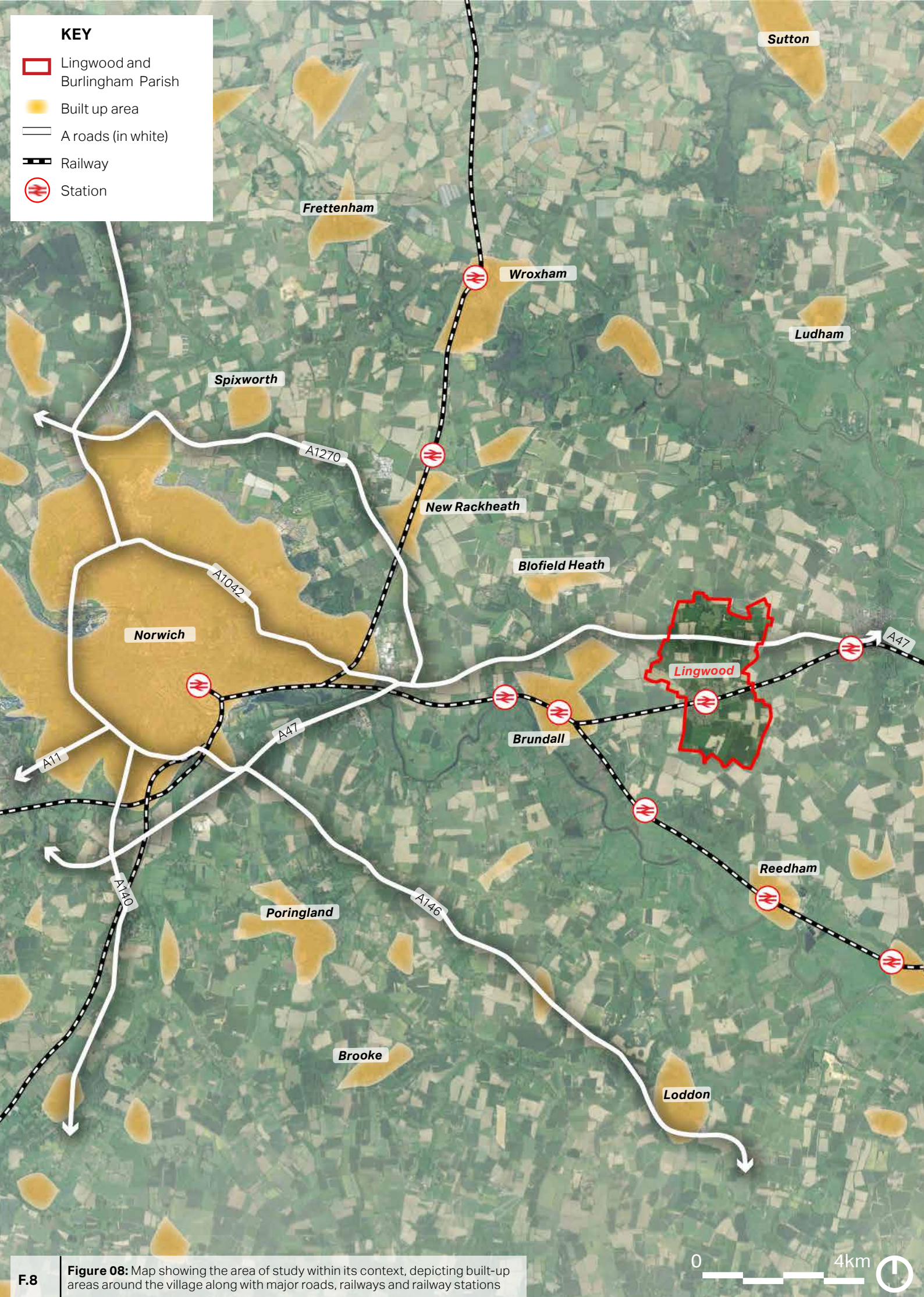
Figure 05: Lingwood and Stumpshaw Reading Room, Chapel Road

North Burlingham includes a range of small-scale commercial and light industrial units and North Burlingham Church.

Lingwood is identified as a service village within the Joint Core Strategy for Broadland, Norwich and South Norfolk (2014) and will be allocated for small-scale housing development subject to form and character considerations within the Joint Core Strategy. North Burlingham and Burlingham Green are identified as 'smaller rural communities', which, as per Policy 17 of the Joint Core Strategy, only affordable housing for a specific local need and farm diversification/small-scale commercial enterprises where a rural location can be justified will be permitted.

Figure 06: Semi-detached bungalow on Clarkson Road

Figure 07: Lingwood village pond, Vicarage Road



F.8 **Figure 08:** Map showing the area of study within its context, depicting built-up areas around the village along with major roads, railways and railway stations

Policy and evidence-based review

02

2. Policy Context

2.1 Introduction

The following documents have informed this document. Some of these guidelines have been produced at national, district or parish level.

Any new development application should be familiar with these documents and make explicit reference to how each of them is taken into account in the design proposals.

NATIONAL LEVEL

2021 - National Planning Policy Framework

Department for Levelling Up, Housing and Communities (DLUHC)

Relevant national planning policy is contained within the National Planning Policy Framework (NPPF, July 2021). The NPPF was updated in July 2021 to include reference to the National Design Guide and National Model Design Code and the use of area, neighbourhood and site-specific design guides. Paragraph 126 states that:

"*the creation of high-quality buildings and places is fundamental to what the planning and development process should achieve and outlines that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities".*

2021 - National Model Design Code

Department for Levelling Up, Housing and Communities (DLUHC)

This report provides detailed guidance on the production of design codes, guides and policies to promote successful design. It expands on 10 characteristics of good design set out in the National Design Guide.

2020 - Building for a Healthy Life

Homes England

Building for a Healthy Life (BHL) is the new (2020) name for Building for Life, the government-endorsed industry standard for well-designed homes and neighbourhoods. The BHL toolkit sets out principles to help guide discussions on planning applications and to help local planning authorities to assess the quality of proposed developments, but can also provide useful prompts and questions for planning applicants.

2019 - National Design Guide

Department for Levelling Up, Housing and Communities (DLUHC)

The National Design Guide illustrates how well-designed places that are beautiful, enduring and successful can be achieved in practice. The ten characteristics identified includes: context, identity, built form, movement, nature, public spaces, uses, homes and buildings, resources and lifespan. The Guide also reinforces the National Planning Policy Framework's objective in creating high quality buildings and places. The document forms part of the government planning practice guidance.

NATIONAL LEVEL

2007 - Manual for Streets

Department for Transport

Development is expected to respond positively to the Manual for Streets, the Government's guidance on how to design, construct, adopt and maintain new and existing residential streets. It promotes streets and wider development that avoid car dominated layouts but that do place the needs of pedestrians and cyclists first.

DISTRICT LEVEL

2011- Greater Norwich Joint Core Strategy

Broadland District Council, Norwich City Council and South Norfolk Council

The Joint Core Strategy is part of the development plan. Adopted in 2011, the Joint Core Strategy sets out the spatial planning framework for Greater Norwich up to 2026 and forms part of Broadland District Council's Local Development Framework. The Joint Core Strategy provides guidance on the scale and location of development over the 15 year Plan period. It includes area-wide policies covering matters such as addressing climate change, promoting good design and housing delivery in addition to more place-specific policies.

DISTRICT LEVEL

2015- Development Management DPD

Broadland District Council

Adopted in 2015, the Development Management DPD aims to further the objective set out in the National Planning Policy Framework and the Joint Core Strategy and forms part of the Broadland District Council Development Plan. It sets out generic policies that are to be applied throughout the Broadland planning authority area.

2016- Site Allocations DPD

Broadland District Council, Norwich City Council and South Norfolk Council

The Site Allocations DPD forms part of the Broadland District Council Development Plan. It identifies areas of land in Broadland for specific types of development, for example housing, employment, community facilities, retail, recreation etc. The scale of development reflects the requirements set out in the Joint Core Strategy. The Site Allocations DPD also identifies boundaries and settlement limits for places where development is likely to come forward.

Neighbourhood Area context analysis

03

3. Neighbourhood Area Context Analysis

This chapter describes the local context and key characteristics of Lingwood and Burlingham Parish related to history, built environment, streetscape and landscape.

3.1 Surrounding context

Lingwood and Burlingham is located relatively close to Norwich. The immediate surrounding area is characterised by an open, rural arable farmland landscape.

Lingwood village's growth accelerated rapidly in the late 20th century during the post-war era. The post-war era saw the rise and dominance of bungalows, which typify Lingwood's built form today. Those moving into the area benefitted from Lingwood Station, which offers train services to Norwich and Great Yarmouth. During this period, very little growth occurred in North Burlingham and Burlingham Green. The development of the A47 in the 20th century created a degree of separation and severance between the settlements.

Whilst outside the parish, it is also worth noting that the River Yare lies just 3km south of the parish boundary. This stretch of the River Yare falls within the Mid-Yare National Nature Reserve, Broadland Ramsar and The Broads Special Area of Conservation. Further downstream, the River Yare forms part of the Broads waterway network. This area is designated as a National Park and has been a popular boating holiday destination since the late 19th century.

There are a number of Grade I, Grade II* and Grade II listed buildings within the three settlements of Lingwood, North Burlingham and Burlingham Green, particularly along Church Road (Lingwood), Norwich Road (Lingwood), and Main Road (North Burlingham).

The village benefits from a variety of footpaths which splay out from Lingwood village into the surrounding countryside.

Figure 09: Lingwood Station

Figure 10: The Kings Head, Lingwood

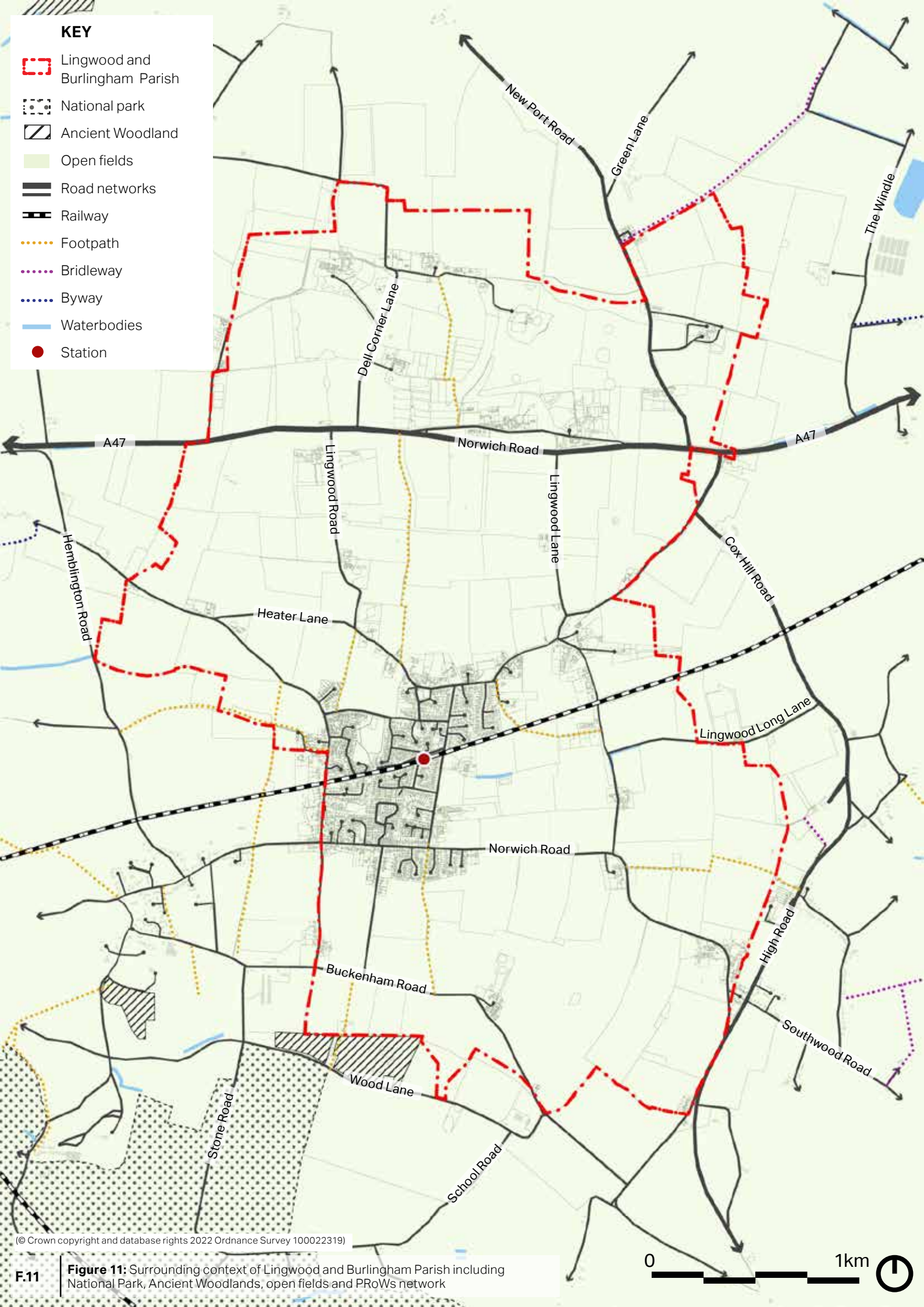


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Figure 11: Surrounding context of Lingwood and Burlingham Parish including National Park, Ancient Woodlands, open fields and PRoWs network

3.2 Movement Networks

Lingwood, North Burlingham, Burlingham Green and South Burlingham are all accessible via the A47. The A47 severs the parish along a east-west axis, with Dell Corner Lane, Main Road and the B1140 providing access from the A47 to Burlingham Green, North Burlingham, Lingwood and South Burlingham respectively. The A47 provides onwards links to Norwich to the west and Great Yarmouth to the east.

Lingwood village has an organic form, with cul-de-sacs and pockets of development clustered around the main thoroughfares of Station Road, Norwich Road, Post Office Road and Chapel Road. North Burlingham and Burlingham Green are isolated linear developments along Main Road and The Green respectively. South Burlingham comprises of a small cluster of light industrial and residential buildings along the B1140 and Norwich Road.

Lingwood village has a number of Public Rights of Way (PRoW) splaying out from the main settlement into the countryside. Two main PRoWs to the west of Lingwood provide links between Chapel Road and Blofield Road to Hemblington Road and Norwich Road. Other notable PRoWs include the path that links Church Road to the A47, north of Lingwood, and, PRoWs link Norwich Road to Buckenham Road and Wood Lane via Buckenham Wood in the south of Lingwood.

Figure 12: Vicarage Road/School Road junction

Figure 13: Footpath linking Spencer Close to Station ROad

Lingwood village is relatively permeable, with short linking paths providing connections between closes and cul-de-sacs. There is also a PRoW that runs parallel to the railway line, offering a pedestrian link between Chapel Close and Station Road.

North Burlingham and Burlingham Green are also connected via a PRoW which links Main Road to The Green. There are also a number of informal paths linking the two settlements through Millennium Wood.

South Burlingham includes a PRoW which connects Norwich Road to the High Road. There is also a footpath that links South Burlingham to the neighbouring settlement of Moulton St Mary.

The parish generally has a flat topography which provides optimal conditions for active travel. Despite this, there are no designated cycle routes within the parish.

Lingwood is served by the First Norfolk and Suffolk Green Line 15A route, which provides an hourly service to the neighbouring village of Brundall, in addition to wider destinations such as Norwich City Centre, Hethersett and Wymondham. The Ambassador Travel 68 bus also provides a daily local service for East Norfolk Sixth Form College students between Lingwood and the neighbouring villages of Blofield, Brundall, Strumpshaw, Acle, Filby, Great Yarmouth and Gorleston. No bus services cover North Burlingham, South Burlingham or Burlingham Green.

Figure 14: Level crossing on Station Road, close to Lingwood Station

Figure 15: Alison Close/Norwich Road junction

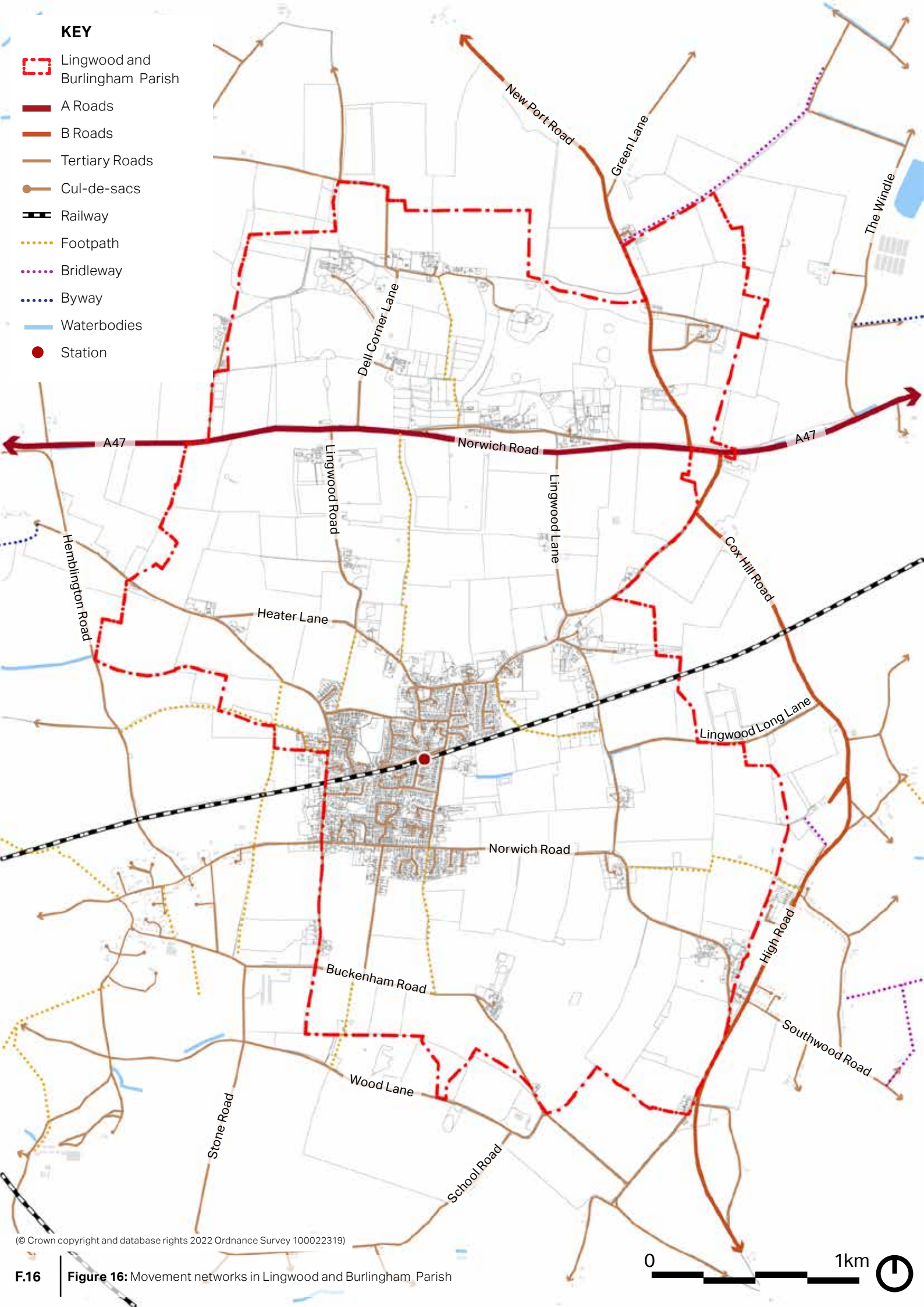


Figure 16: Movement networks in Lingwood and Burlingham Parish

3.3 Heritage assets

The parish does not include any designated conservation areas. Despite this, Lingwood, North Burlingham and Burlingham Green have a number of listed heritage assets ranging from Grade I to Grade II. Collectively, these heritage assets contribute towards the village's identity and sense of place.

Listed Buildings

Manor Farm West Barn and Attached Buildings to South East and South West, (List Entry Number [LEN]: 1263410), a Grade II listed 18th century 3-stead barn with hayloft at the east end, constructed from red brick with a thatched roof.

Manor Farm East Barn and Attached Buildings to South East and South West, (List Entry Number [LEN]: 1051477), a Grade II listed mainly 8th century barn with a 17th century core. Built of red brick, timber frame and sheet asbestos roof. 3-stead barn with aisle to south.

Figure 17: Grade I listed St Andrew Church, North Burlingham

Figure 18: Grade I listed Church of St Peter, Lingwood

Figure 19: Grade II listed School House, Lingwood

Figure 20: Traditional village pond, Lingwood

School House, (List Entry Number [LEN]: 1152881), a Grade II listed 18th century school house, with red brick and dark headers and a steeply-pitched reed-thatched roof. The School House has a symmetrical three-bay façade to the south.

The Manor House, (List Entry Number [LEN]: 1051526), a Grade II listed house dated R and E.A 1792 on the west gable. The house is built with colourwashed brick and a pantiled roof. The two-storey wing to east with a steeply-pitched reed thatched roof.

Church of St Peter (List Entry Number [LEN]: 1051521), a Grade I listed church dating back to the 14th century. The tower may have earlier origins. The church is constructed of flint with limestone dressings and a slate roof over the nave, chancel and south porch.

Thatched Cottage (List Entry Number [LEN]: 1051523),a Grade II listed much altered early 17th century cottage, with red brick and a steeply-pitched reed thatched roof.

Lingwood Lodge (List Entry Number [LEN]: 1051527), a Grade II listed late 18th century house, constructed with red brick and a hipped smut pantile roof. The lodge has sash windows and dentilled eaves cornicing.

Church of St Edmund, (List Entry Number [LEN]: 1152884), a Grade I listed parish church of mainly 14th and 15th century origin and some evidence of earlier 12th century works. The church was restored in 1872 and is constructed from flint with limestone dressings and a brick gable to porch; with a continuous thatched roof over the nave and chancel.

Barn Approximately 70 Metres North of Old Hall Farmhouse, (List Entry Number [LEN]: 1051524), a Grade II listed late 16th/early 17th century red brick barn with a steeply pitched thatched roof. The large door opening in the south wall has been blocked with 20th century brickwork.

Barn Approximately 10 Metres North of Old Hall Farmhouse, (List Entry Number [LEN]: 1051525), a Grade II listed small 7th century barn, with red brick and a steeply-pitched reed thatched roof. There are two vertical bands of dark headers in each gable.

Outbuilding Approximately 10 Metres East of Old Hall Farmhouse, (List Entry Number [LEN]:1304555),a Grade II listed 18th century outbuilding with first floor granary, constructed with red brick and a pantiled roof.

Old Hall Farmhouse, (List Entry Number [LEN]: 1152874), a late 16th century 2 and 3-storey farmhouse that has been subject to many alterations. Constructed from red brick with a steeply-pitched thatched roof, the farmhouse features an off-centre three storey porch with octagonal angle piers and moulded brick finials.

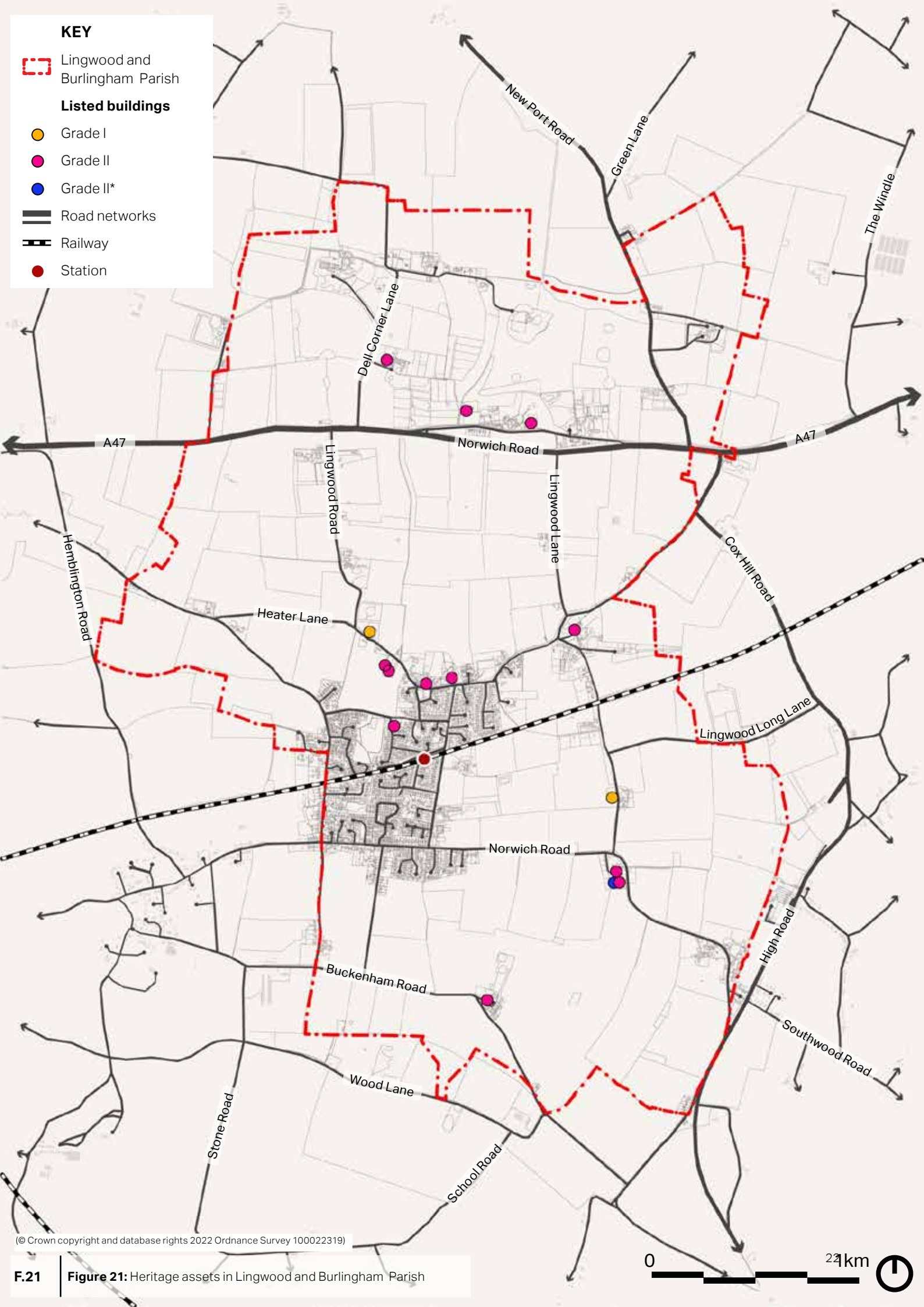
Hill House, (List Entry Number [LEN]:1372656), a Grade II listed early 18th century farmhouse with colourwashed brick and a reed-thatched roof.

Home Farm House, (List Entry Number [LEN]: 1152869), a Grade II listed early 17th century farmhouse that has been heavily altered and sub-divided in the 20th century. The farmhouse was constructed with partly whitewashed red brick and a steeply reed-thatched roof, with later pantiled wing to west.

Church of St Andrew, (List Entry Number [LEN]: 1051522), a Grade I listed 14th and 15th century parish church constructed from flint with limestone dressings and a slate roof. The west tower dates back to the 15th century and features staged diagonal buttresses.

North Burlingham War Memorial, (List Entry Number [LEN]: 1453764), a Grade II listed First World War memorial cross, comprising a 2-metre-tall polished grey granite wheel-head cross on a tapering plinth.

Church of St Peter, (List Entry Number [LEN]: 1304547), the Grade II listed former parish church that is now disused and in ruins. The fabric of the 15th century building with earlier round tower now collapsed; much restored in the 19th century. The church is constructed with flint with limestone dressings and a slate roof.



F.21 **Figure 21:** Heritage assets in Lingwood and Burlingham Parish

3.4 Landscape and open space network

North Burlingham, Burlingham Green and land in the north and west of the parish fall within the Blofield Tributary Farmland Landscape Character Area, whereas Lingwood, South Burlingham and land in the south and east of the parish fall within the Freethorpe Landscape Character Area. The northern boundary of Lingwood's settlement edge forms the boundary between these two separate landscape character areas.

The Freethorpe Landscape Character Area comprises low lying large and flat agricultural fields, with a fragmented hedgerow structure. This open, rural character provides expansive views of the arable landscape. With the exception of Lingwood, settlements are sparse and take the form of ancient hamlets and isolated farmsteads. In places, rural lanes lined with isolated mature trees cut across the arable farmland.

The Blofield Landscape Character Area is defined as a large area of gently undulating tributary farmland that extends between the Yare and Bure river valleys. Land use within this area is dominated by arable farmland, with medium to large arable fields and intact and dense hedgerow field boundaries. There are concentrations of isolated churches, halls and farmlands surrounding Burlingham Green and North Burlingham.

The parish includes several 'Natural England priority habitat' deciduous woodland fragments concentrated around North Burlingham and Burlingham Green. There are also 'Natural England priority habitat' traditional orchards situated in North

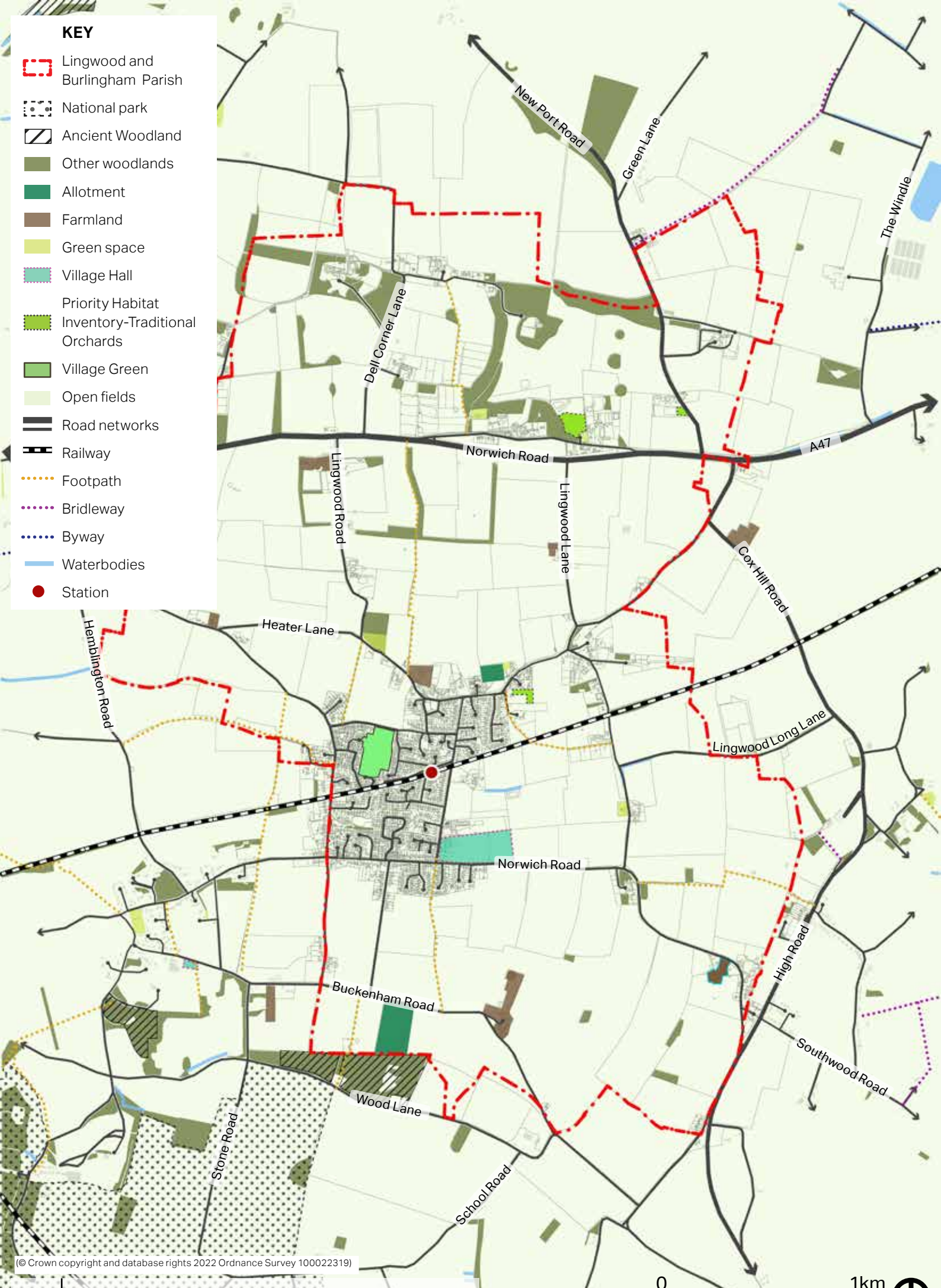
Figure 22: Countryside views north of Lodge Road

Figure 23: View north of Main Road towards North Burlingham Church

Figure 24: Burlingham Woods walk

Burlingham (north of Main Road) and south of Lodge Road in Lingwood. An additional deciduous woodland fragment is located at the southern end of Lingwood Lane.

There are no formally designated local green spaces within the parish in the adopted Joint Core Strategy or emerging Greater Norwich Local Plan. With regard to overall habitat connectivity, it is worth noting that the Natural Capital Evidence Compendium for Norfolk and Suffolk found that Lingwood and Burlingham scored within the top 20% of land across Norfolk and Suffolk for deciduous woodland connectivity. This is mainly comprised of woodland patches smaller than 10ha.



F.25 **Figure 25:** Green Infrastructure in Lingwood and Burlingham

3.5 Topography and flood risk

Lingwood and Burlingham Parish has a relatively flat topography, with elevation ranging from 20m to 40m above sea level.

The River Yare flows approximately 3km south of the parish boundary eastwards to form part of the Broads waterway network. Further downstream, the River Yare confluences with the River Chet and continues to meander eastwards before entering the tidal lake of Breydon Water and the North Sea. The River Bure flows eastwards approximately 10km north of Burlingham Green. This river also forms part of the Broads network and flows east into Breydon Water and onwards into the North Sea.

The entire parish falls within Flood Zone 1, which confirms that the area has a low probability of flooding from rivers and the sea. The majority of the parish also has a very low risk of surface water flooding. There are some localised areas of high and medium surface water flooding risk along Church Road, Post Office Road, Station Road, Homelea Crescent, Chapel Road and Briar Close. There is also an area of high surface water flooding just west of the parish boundary along Norwich Road between Lingwood and Strumpshaw.

Figure 26: Low lying flat agricultural land to the north of Post Office Road

Figure 27: Flat topography and urbanising features along Elm Road

Figure 28: Station Road - an area prone to localised surface water flooding

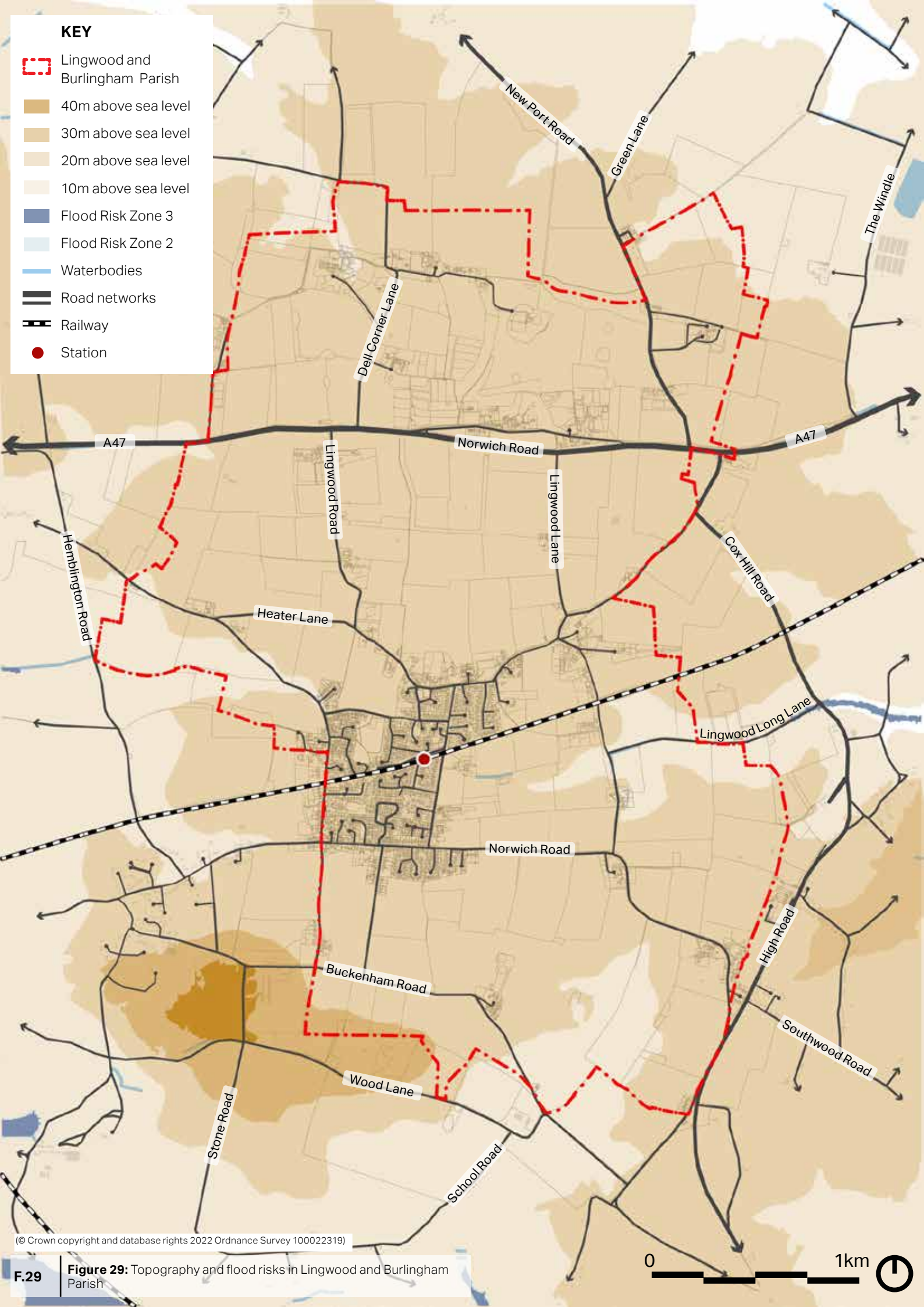


Figure 29: Topography and flood risks in Lingwood and Burlingham Parish

Character area study

04

4. Character area study

This chapter provides character area assessment for five character areas identified.

4.1 Defining the Character Areas

Following on from the analysis set out above, this part of the report focuses on the different character areas within the parish. The different areas are characterised by variations in topography, movement, views and landmarks, green space and landscape cover, public realm and streetscape, built form and architectural details.

The parish has character areas (See **Figure 30**), which have been defined with the Neighbourhood Plan Steering Group, and are as follows:

- Character Area 1: Lingwood
- Character Area 2: North Burlingham
- Character Area 3: Burlingham Green
- Character Area 4: South Burlingham
- Character Area 5: Countryside

CA1- Lingwood

CA2- North Burlingham

CA3- Burlingham Green

CA4- South Burlingham

CA5- Countryside

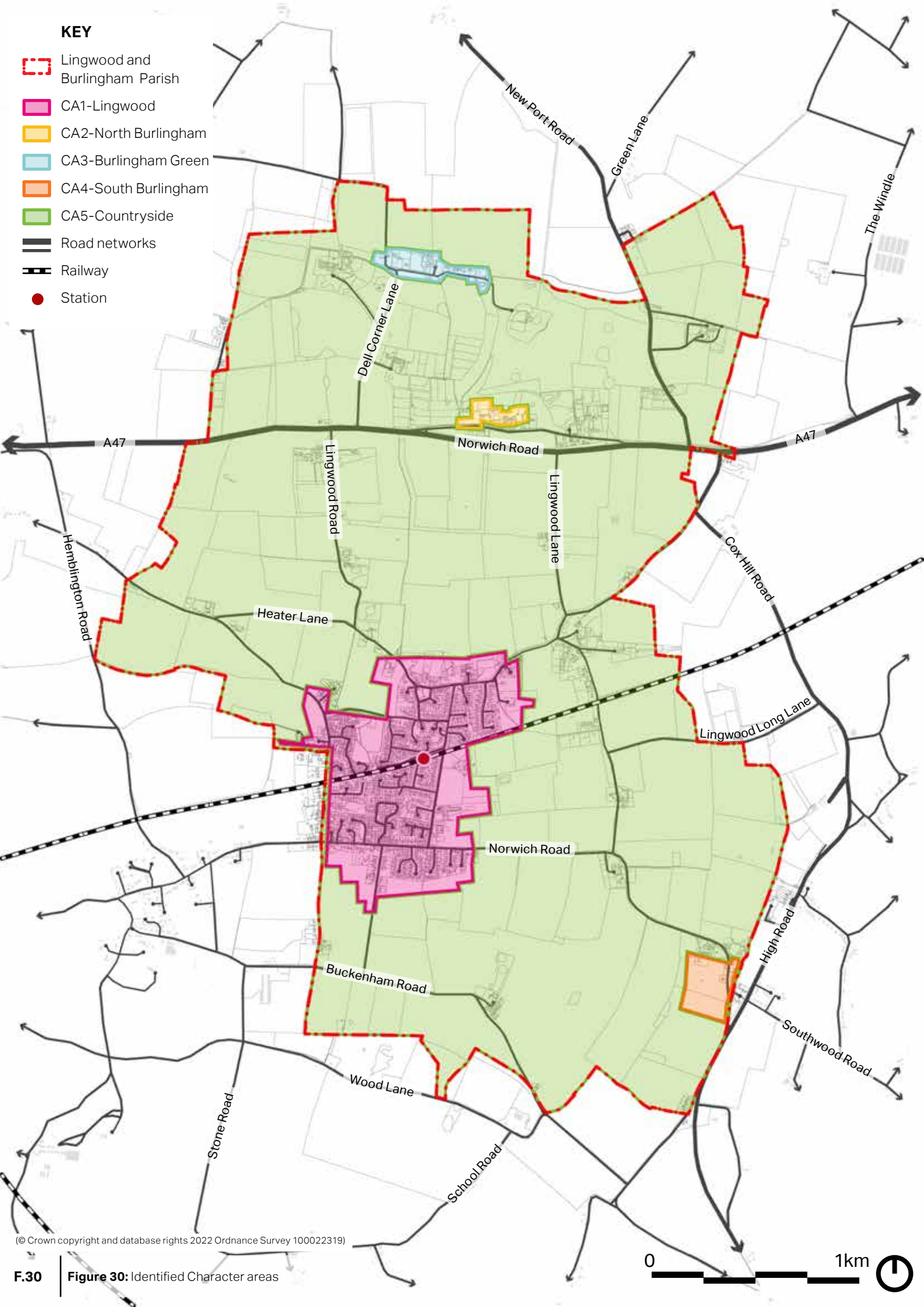
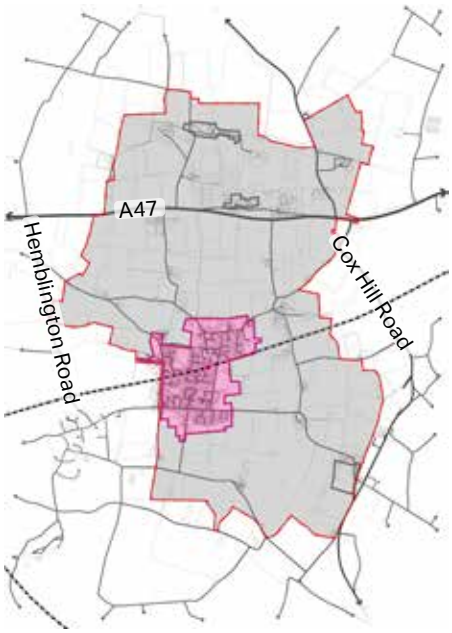


Figure 30: Identified Character areas

CA1- Lingwood

Lingwood Character Area is located in the south west of the parish and comprises the largest settlement within the parish. Typical typologies within this character area include detached and semi-detached bungalows and houses situated within cul-de-sacs. The majority of properties have large driveways and setbacks.



Land Use	The area is mostly residential but also contains a number of community and leisure uses such as the Lingwood Primary Academy, Compass School Lingwood, Lingwood Village Hall and Whiskins Bar, The Kings Head pub, a convenience store, take away food stores, allotments, play areas and recreational space. The character area is also served by Lingwood Station.
Pattern Of Development	Cul-de-sac residential developments (Spencer Close, Clarkson Road, New Road, Memorial Way, Homelea Crescent, High Way, Carpenters Close, Alison Close, Briar Close, St Edmund's Road, Post Office Close, Granary Close, Homestead Close, Acorn Close, Kingsdale, Barn Close, Lingwood Gardens, Manor Gardens, Elm Road) splay inwards from the main thoroughfares of Post Office Road, Chapel Road, Norwich Road, Station Road, School Road and Lodge Road. Cul-de-sac developments also protrude south of Norwich Road into the open countryside. Overall, the loosely interlocking nature of cul-de-sacs create a relatively compact settlement form.
Building Line/Plot Arrangement	The majority of properties within this character area are bungalows (representing 47% of total properties in village) with large plots, extensive driveways and varying front and back garden arrangements. By contrast, development off St Peter's Road primarily contains two-storey semi-detached houses packed into slightly smaller plots. Some of these houses lack off-road car parking and have relatively small front gardens.
Boundary Treatment	Boundaries between houses and roads are varied and typically comprise a mix of low wooden fencing, low red brick walls, hedges and verges.
Heights & Roofline	The dominant typology within this character area is bungalows. These are one-storey with a mix of pitched with open-gables and hipped roofs. Houses in the north west of the character area are typically two-storey with open-gable pitched roofs.
Materials	An array of red brick, gault brick, clay tiles, red pantiles, white rendering, wooden cladding and thatched roofs.
Public Realm	The village green and play park (Post Office Road) serve as important green spaces and leisure areas. The pond and green space off School Road help to maintain the rural setting within the north-western parcel of the character area. Allotments off Lodge Road provides food growing space. There are also a number of Public Rights of Way which provide wider access to the surrounding countryside.

Figure 31: Semi-detached red brick and rendered houses on Station Road

Figure 32: Bungalows set back from Elm Road with ample front garden and driveway space

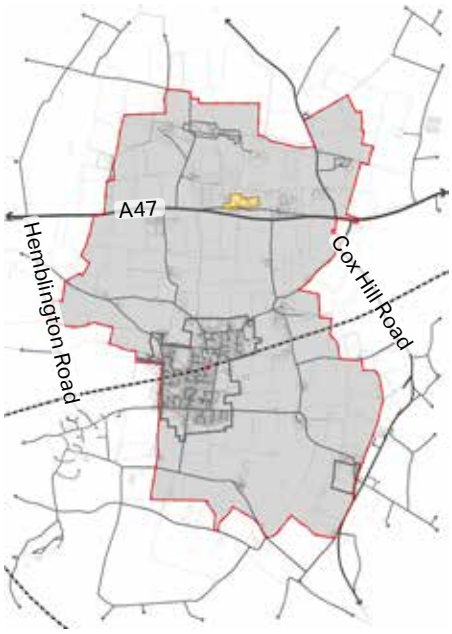
Figure 33: Compass School, School Road, Lingwood

Figure 34: Detached two-storey house with garage on Chapel Road

Figure 35: Timber cladded terraced houses with solar panels on Larchwood Close

CA2- North Burlingham

North Burlingham is a small linear settlement within the north of the parish. All buildings within this character area front onto Main Road. Typical typologies include detached houses and bungalows and small-scale commercial and light industrial buildings.



Land Use	A mix of residential, commercial and light industrial uses.
Pattern Of Development	A small linear settlement centred along Main Road. The settlement is contained to the east and west by the A47.
Building Line/Plot Arrangement	Residential development north of Main Road has relatively compact plot sizes with off-road car parking prioritised to the front of properties. Properties opposite (to the south of Main Road) have larger plot sizes and a more balanced ratio of front and back garden sizes. Commercial and light industrial units have an organic, dispersed layout and extensive forecourt/yard space fronting the main buildings.
Boundary Treatment	Boundaries between houses and roads are varied and comprise a mix of low wooden fencing, hedges and red brick walls. Commercial uses typically have taller metal or wooden fencing to demarcate their respective perimeters.
Heights & Roofline	Residential properties range between 1-2 storeys and have either open-gabled pitched or hipped roofs. Commercial units range between 1-3 storeys and have low pitched roofs.
Materials	Residential homes include red brick, red pantiles and clay tiles. Commercial and light industrial units include wooden cladding, red brick, gault brick and corrugated metal roofs.
Public Realm	There is no formal public realm within the character area. Public realm is constrained to thin verges along Main Road.

Figure 36: Semi detached houses with red pantile roof

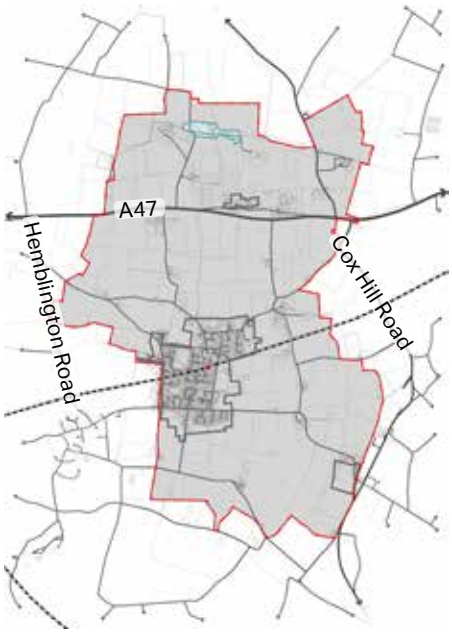
Figure 37: Detached red brick hipped roof house on Main Road

Figure 38: Barns in U-shape layout accommodating commercial and light industrial uses on Main Road

Figure 39: Detached bungalow with double garage

CA3- Burlingham Green

Burlingham Green is a linear settlement in the northernmost area of the parish. It has a rural character and predominantly comprises detached and semi-detached houses with large front gardens and detached garages. All properties within this character area front onto The Green.



Land Use	The area is residential with some agricultural uses.
Pattern Of Development	A linear pattern of development concentrated along The Green. The majority of existing development is sited north of The Green, with views across surrounding arable land.
Building Line/Plot Arrangement	The majority of properties are detached, with some semi-detached houses. Houses in the western half of the character area have extensive plot sizes and large setbacks, with private front gardens that also include long driveways. Properties in the eastern half of the character area have more compact plot sizes, however outside space is distributed more to the front of the properties, allowing for moderate setbacks which accommodate spacious front gardens and off-street car parking.
Boundary Treatment	This area is bounded by open fields, which provide a natural edge and natural transition between the settlement and the countryside beyond. Boundary treatments between properties and The Green consist of uniform low and well-manicured hedgerows which provide both visual interest and a degree of privacy for property occupiers.
Heights & Roofline	Houses range between 1-2 storey in height and include hipped and open-gable pitched roofs, with some examples of dormer windows in the west of the character area.
Materials	Red brick, red pantiles, painted brickwork, grey slate tiles and thatched roofs.
Public Realm	There is no formal public realm within the character area. Public realm is constrained to thin verges along The Green.

Figure 40: Detached house with painted brickwork and red pantile roof setback from The Green

Figure 41: Thatched cottage with dormer windows, extensive driveway and front garden

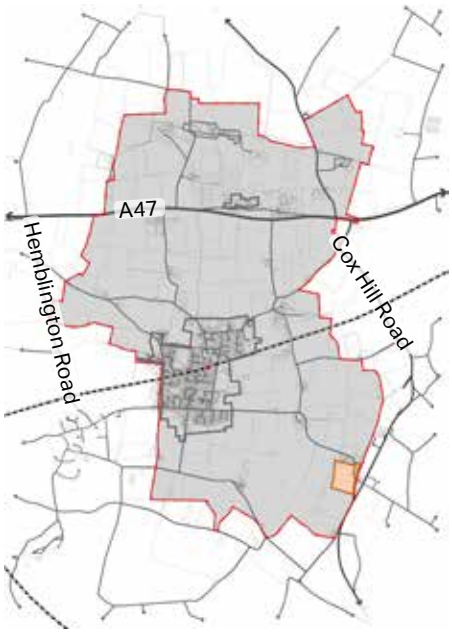
Figure 42: Red brick terraced houses with prominent dormer window

Figure 43: Detached houses well set back with ample front garden and driveway space

Figure 44: Countryside views south of The Green

CA4- South Burlingham

South Burlingham is situated along the south-eastern boundary of the parish and includes a compact cluster of cul-de-sacs splaying out from the Norwich Road, High Road and Southwood Road. Although primarily residential, South Burlingham includes a few light industrial buildings on a plot accessible via Norwich Road. It is important to note that only the western half of South Burlingham falls within the parish.



Land Use	The area is primarily residential and includes a light industrial yard off Norwich Road.
Pattern Of Development	An informal loosely dispersed settlement centred along Norwich Road, Southwood Road, the B1140, Old Southwood Road, Hantons Loke and Carn Close.
Building Line/Plot Arrangement	All residential development within this character area comprises detached houses with regular plot sizes that accommodate front and back gardens and driveway space. The light industrial yard is laid out in a loose courtyard form, with hardstanding and car parking spaces situated to the front of the units.
Boundary Treatment	Boundaries between houses and roads typically comprise low red brick walls, wooden fencing, hedges and trees. Soft landscaping and low hedging separate the light industrial yard from Norwich Road.
Heights & Roofline	One-storey bungalows are situated along Carn Close and Old Southwood Road. Southwood Road contains a mix of 1-2 storey detached houses. Light industrial units range between 1-2 storeys. All roofs within this character area are either hipped or open gable pitched.
Materials	Residential properties include red brick, gault brick, white rendering, clay ridged tiles and red pantiles. Light industrial units contain gault brick, grey timber cladding and corrugated metal roofs.
Public Realm	There is no formal public realm within the character area. Public realm is constrained to thin road verges.

Figure 45: Employment space accommodating commercial and light industrial uses on Norwich Road

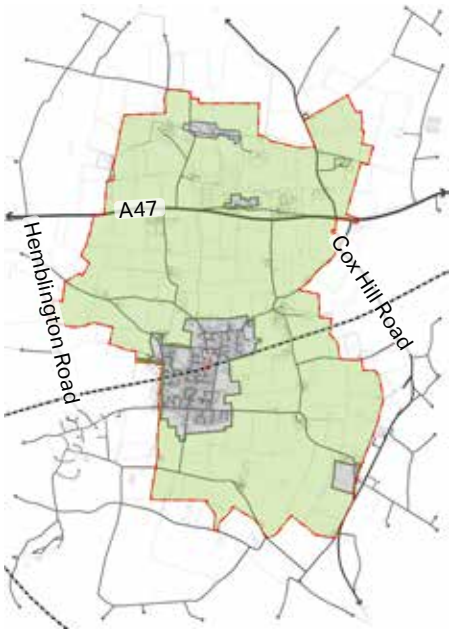
Figure 46: Soft boundary treatment separating the commercial warehouses from Norwich Road

Figure 47: Detached two-storey red brick period property on Norwich Road

Figure 48: Detached rendered and red brick property with double garage on Norwich Road

CA5- Countryside

The Countryside is the largest character area within the parish and includes land outside the key settlements of Lingwood, North Burlingham, Burlingham Green and South Burlingham. Land within this character area is typically characterised as flat with low-lying agricultural fields, isolated farmsteads and rural lanes.



Land Use	This character area is primarily agricultural, comprising arable fields and isolated farmsteads. There are a few isolated residential properties inset within the countryside along rural lanes.
Pattern Of Development	Isolated farmsteads inset within arable fields.
Building Line/Plot Arrangement	Farmsteads are typically laid out in either loose courtyard or regular U-plan forms on large plots, whereby linked multi-functional buildings are built around a central yard area. Some farmsteads adopt a more dispersed layout, containing loose clusters of buildings developed in a piecemeal manner. The majority of farms within this character area have large setbacks and a high sense of enclosure due to their U or L-shape forms.
Boundary Treatment	Boundaries between farmsteads and roads typically comprise a mixture of wooden fencing, low red brick walls and dense hedgerows.
Heights & Roofline	The majority of residential properties (including farmhouses) within this character area are two-storeys. The predominant roof styles are hipped and open-gabled.
Materials	Red brick, timber cladding, red pantiles, black glazed pantiles, thatched roofs.
Public Realm	Public realm within this character area is constrained to the Public Rights of Way network which links the surrounding settlements such as Lingwood to the open countryside.

Figure 49: Entrance to St Edmunds Farm

Figure 50: Wayfinding signpost linking a rural footpath to Burlingham Green

Figure 51: View south along Dell Corner Lane

Figure 52: View north across arable farmland from Post Office Road. Detached properties along Barn Close and Church Road are visible in the distance

Design guidance and codes

05

5. Design guidance & codes

This chapter provides guidance on the design of development, setting out the expectations that applicants for planning permission in the Parish will be expected to follow.

5.1 Introduction

The following section describes a set of design codes that have been put together based on the existing context of Lingwood and Burlingham .

These codes will aim to guide any changes or development within the parish to ensure the local character is respected whilst allowing space for innovation within the built environment.

The design codes have been split into five categories. The first four sections are relevant to the whole Neighbourhood Plan Area, while the fifth section introduces design codes for each of the identified character areas. It is important to note that codes specific to a certain character area may not be applicable to the whole parish. More detail about this structure is provided in Section 5.1.3. Both national and regional guidance, as outlined in chapter 1, should be read in conjunction with these codes. These codes act as a support to these documents and should not be considered in isolation.

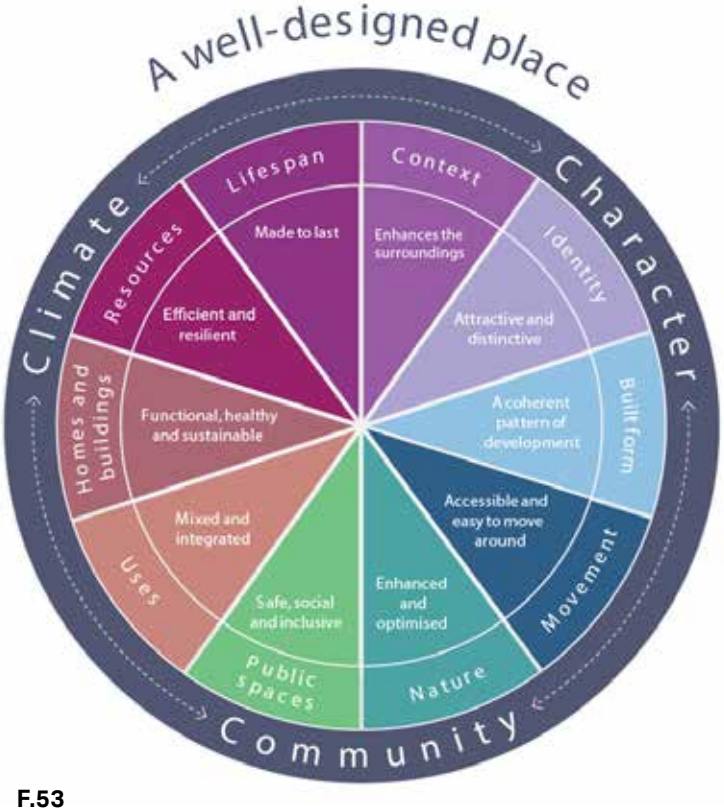


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Figure 53: The 10 characteristics of well-designed places. (Source: National Design Guide, page 8).

5.1.1 The importance of good design

As the NPPF (paragraph 126) notes, "good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities".

Research, such as for the Government's Commission for Architecture and the Built Environment (now part of the Design Council) has shown that good design of buildings and places can:

- Improve health and well-being;
- Increase civic pride and cultural activity;
- Reduce crime and anti-social behaviour; and
- Reduce pollution.

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

5.1.2 Placemaking and design codes

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

What designers and planners call 'placemaking' is about creating the physical conditions that residents and users find attractive and safe, with good levels of social interaction and layouts that are easily understood.

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

The guidelines developed in this part focus on residential environments. However, new housing development should not be viewed in isolation, but considerations of design and layout must be informed by the wider context.

The local pattern of lanes and spaces, building traditions, materials and the natural environment should all help to determine the character and identity of a development.

It is important with any proposal that full account is taken of the local context and that the new design embodies the 'sense of place'.

Reference to context means using what is around, shown in the first three chapters, as inspiration and influence and it could be a contemporary solution that is in harmony with the surroundings.

5.1.3 Structure of the design codes

Based on the understanding gained in the previous chapters, this section identifies design codes for future development to adhere to. The following design codes have been created to apply to the whole parish.

Theme	Code	Key Requirements
Settlement Layout (SL)	SL 01-Patterns of development	• Proposals should maintain the continuity of built form along the main routes.
		• Treatment of main road frontages should include trees, hedgerows, wooden fences and red brick walls.
		• Where possible, building frontages should reinforce the linearity of the street.
		• Residential development should incorporate soft boundary treatments to form a smooth transition between the settlement and countryside.
	SL 02- Layout of buildings	• Development should adopt the enclosure characteristics demonstrated in the parish.
		• Development should be considered strategically at the settlement level and layout, clustering and massing should take precedent from the best examples of development within the surrounding context.
		• New development should be permeable to encourage the uptake of active travel.
		• Site specific environmental considerations such as micro-climates and sun paths should be used as key design drivers in new development.
Street and parking (SP)	SP 01- Active travel	• New development should be selected where it would generate the least amount of car movements and is in close proximity to local services and facilities.
		• New development should incorporate cycle parking and pedestrian and cycle routes that are sited in safe areas and provide links to key services.
		• Inclusivity should be a key consideration when designing new pedestrian routes and cycleways.

Theme	Code	Key Requirements
Street and parking (SP)	SP 02- Car parking solutions	• Parking provision should be undertaken as an exercise of placemaking.
		• On-street parking must be clearly marked and designed to avoid impeding the flow of pedestrians, cyclists, and other vehicles.
		• Parking provided on driveways directly in front of dwellings should be restricted due to the visual impact that cars have on the street and should be at least 6m width with a driveway length of at least 5m.
		• Garage parking should be setback in line with or behind the existing frontage line and should have minimum internal dimensions of 6m x 3m.
		• Parking courts should complement the existing public realm and must be arranged into clusters with groups of 4 spaces as a maximum.
	SP 03- Trees and landscaping on streets	• New development should aim to preserve mature trees and should pay particular attention to canopy size, size of tree pit and tree root zones. A variety of tree species should be integrated into proposals from the outset.
	SP 04-Street lighting and dark skies	• Any new development should minimise the impact on the existing 'dark skies' within the settlements to help reduce light pollution.
Built form (BF)	BF 01- Overlook public space	• The windowed front elevation of a dwelling should face the street where this is in keeping with local character. Back-to back distances should be 20m to ensure privacy.
	BF 02- Define front and back gardens	• Ratios of garden space to built form should complement existing dimensions found within their respective character areas (see BF02 for specific character area dimensions).
	BF 03- Maintain a consistent building line	• The use of continuous building lines and setback distances help contribute to the overall character of the area .
	BF 04- Desired height profile	• Development building heights should accord with the settlement character of one- and two-storey dwellings with pitched and hipped roof styles. Green roofs should be encouraged.
	BF 05- Establish a consistent property boundary	• Buildings should ordinarily front onto streets to ensure that streets and/or public spaces have good levels of natural surveillance. Natural boundary treatments (including locally distinctive landscape features) should reinforce the sense of continuity of the building line.
	BF 06- Extensions	• The original building should remain the dominant element of the property. The scale, massing, materials, architectural features, window sizes should complement the existing building and should not result in unacceptable visual impacts, overshadowing, overlooking or privacy issues.
	BF 07- Infill developments	• Infill development should complement the surrounding street scene. Its scale, massing, layout, building line and density should be in conformity with the existing development.
	BF 08- Architectural details, materials and colour palette	• New developments should use materials that are informed by the local vernacular (as expanded on in section BF 08).
		• New developments should strive for good quality design that meets climatic targets for CO2 emissions.

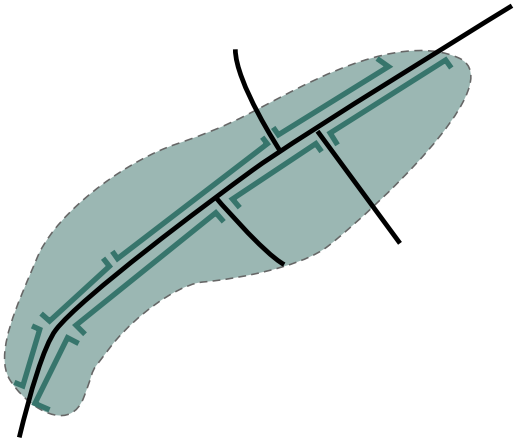
Theme	Code	Key Requirements
Environmental and Energy Efficiency (EE)	**EE 01- Features in dwellings**	• New developments should incorporate energy efficient technologies and principles which contribue towards a more sustainable environment (see section EE 01 for low-carbon home principles).
	EE 02- Sustainable Urban Drainage System (SUDS)	• Where possibe, SUDS should be incorporated into all new developments to reduce flood risk and runoff rates.
	EE 03- Rainwater harvesting	• Where possble, rainwater harvesting systems should be incorporated into new and existing developments.
	EE 04- Permeable pavements	• Where possible, permeable pavements should be integrated into new developments to maintain soil permeability. The design and aesthetic of permeable pavements must complement the local context.
	EE 05- Waste storage and servicing	• Servicing arrangements should have a specific and attractive enclosure of a sufficient size for all the necessary bins. Servicing storage/features should use a material palette that complements its surroundings.
	EE 06- Wildlife friendly features	• Biodiversity and woodlands should be protected and enhanced. New developments and building extensions should aim to strengthen biodiversity and the natural environment.

SL. Settlement layout

SL 01 PATTERNS OF DEVELOPMENT

Lingwood and Burlingham parish comprises a mix of linear development with more recent cul-de-sac developments. Any new development should respect the following principles:

- Proposals should maintain the continuity of built form along the main routes. However, buildings should not be repetitive, and should provide a variety of building types and design with coherent scale, massing and detailing;
- Treatment of main road frontages should include trees, hedgerows, wooden fences and red brick walls that are typical of the parish to increase the sense of enclosure and linear form;
- Linear pattern settlement almost always orientates inwards towards the main road and turns its back towards the landscape to the rear. Building frontages should reinforce the linearity of the street, where possible; and
- Boundary treatments can vary, from low walls to soft landscaped edges on the periphery of the settlement. Residential development with a hard edge which imposes an abrupt transition from the settlement to the surrounding countryside should be avoided.



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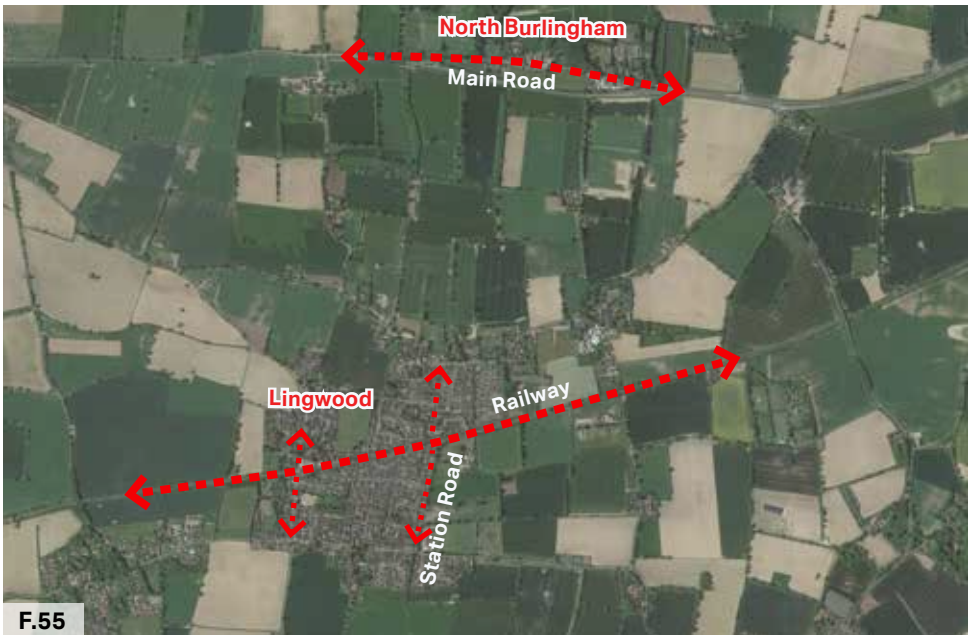

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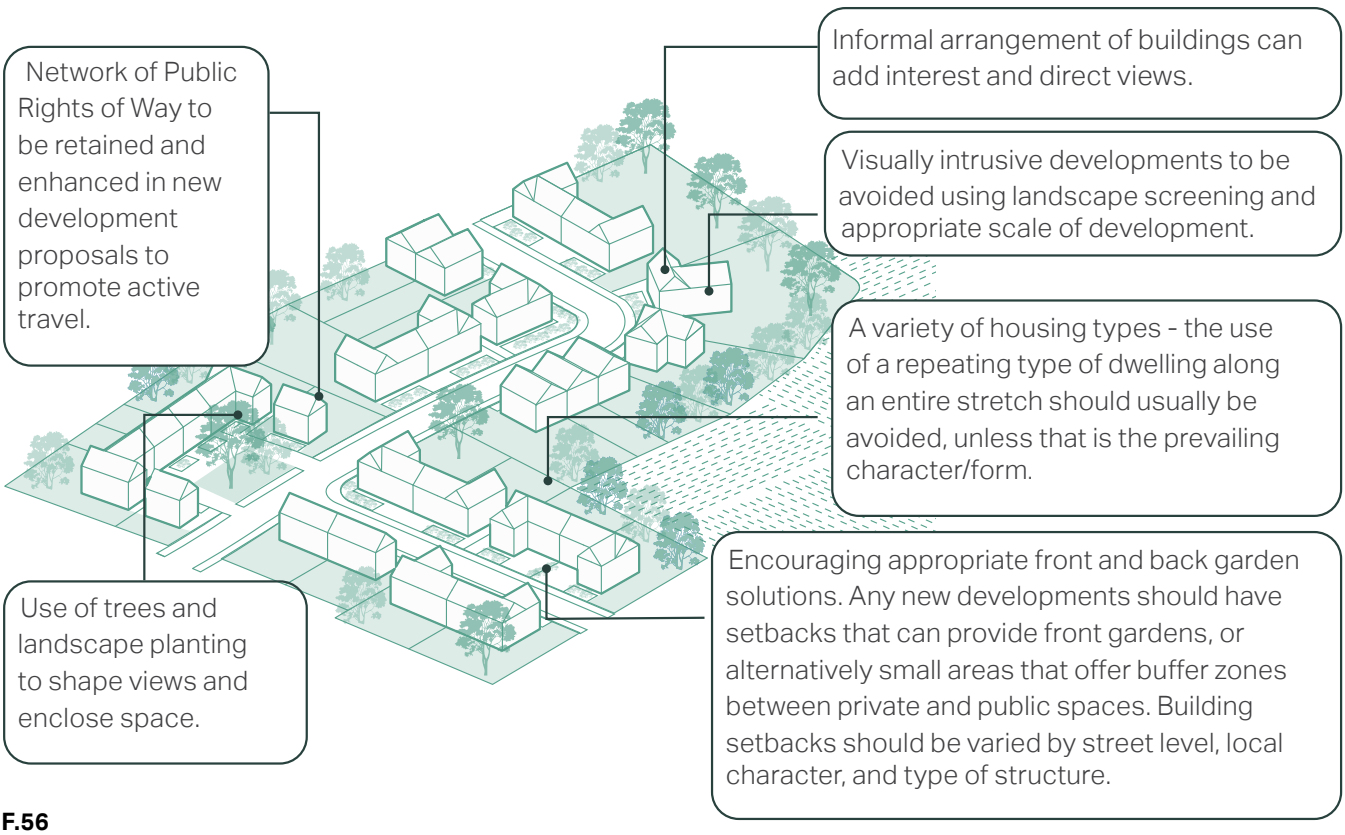
Figure 54: Diagram showing a linear development pattern

Figure 55: Lingwood and North Burlingham pattern of development. The core development is formed along the railway and main roads.

SL 02 LAYOUT OF BUILDINGS

The parish owes much of its character to its historic evolution its buildings and settlements. In particular, Lingwood village has a relatively compact settlement pattern and permeable layout. New developments should respect the particular building patterns of each settlement in order to contribute positively to their character. In particular:

- Development should adopt the enclosure characteristics demonstrated in Lingwood village. New development should strive to knit in with the existing settlement morphology by adopting similar characteristics;
- Development should be considered strategically at the settlement level and should not be considered in isolation;
- New development should be planned to be permeable, promoting active travel.



F.56

Figure 56: Diagram showing layout of building elements such as enhancing PRoW networks, respecting views and front and back garden solution which could positively contribute to local character

at all times, providing plentiful non-vehicular connections;

- Layout, clustering and massing should take precedent from the best examples of development within the surrounding context. The following page illustrates some precedent examples from the existing parish; and
- New development should respond to site specific micro-climates and sun paths and use these as key design drivers to increase the environmental comfort for building users, both internally and externally.

Figure 57: Detached house with on-plot parking along Norwich Road set back from the road and pavement and buffered by a soft boundary treatment

Figure 58: Linear modern development along Station Road, forming a uniform building line with appropriate setback and on-plot parking

Figure 59: Terraced houses fronting Norwich Road with low red brick wall boundary treatment. The front garden includes tall shrubs which help to provide a buffer between the house and the main thoroughfare

SP. Street and Parking

The following pages set out policies to consider when developing both existing and new development within the parish. They are generic design codes that apply to all areas of the parish and are not specific to one character area.

SP 01 ACTIVE TRAVEL

Increasing the number of residents walking and cycling around the parish is an important part of improving health and the quality of their experience.

- Where there is a choice, new development in Lingwood and Burlingham should be selected where it would generate the least amount of car movements and be within a comfortable distance of local services. This will help to promote active travel, an important feature in 'liveable' neighbourhoods;
- New development should ensure that pedestrian and cycle routes are incorporated into new designs to incentivise modes of active travel;
- New development should incorporate cycle parking that is well spaced, sensitively designed and does not detract from the pedestrian experience;
- These routes should link to key services on Norwich Road, Station Road and other existing routes to form a network of walkable areas;
- Users of public and private space are varied and include disabled users, parents/carers with buggies and young children. It is important for these users to be catered for when designing new development;
- Walking routes along a roadway should provide safety from vehicles on the road. This requires a footway, grass verge or pavement that is wide enough to ensure pedestrians do not conflict with vehicles; and
- Walking routes should not pass through hazardous areas such as fields with large animals, ditches or flooded areas.

Figure 60: Public footpath linking Post Office Road to St Peter's Road

Figure 61: Rural public footpath crossing Millenium Wood, Burlingham Green

SP 02 CAR PARKING SOLUTIONS

Parking areas are a necessity of modern development. However, they do not need to be unsightly or dominate views towards the house. Parking provision should be undertaken as an exercise of placemaking.

- When placing parking at the front of a property, the area should be designed to minimise visual impact and to blend with the existing streetscape and materials. The aim is to keep a sense of enclosure and to break the potential of a continuous area of car parking in front of the dwellings. This can be achieved by means of walls, hedging, planting, and the use of quality paving materials;
- When needed, residential car parking can be translated into a mix of on-plot side, front, garage, and courtyard parking, complemented by on-street parking;
- For family homes, cars should be placed at the side (preferably) or front of the property. For small pockets of housing, a rear court is acceptable;
- Car parking design should be combined with landscaping to minimise the presence of vehicles; and
- Parking areas and driveways should be designed to improve impervious surfaces, for example, through the use of permeable paving. 1 or 2 bedroom dwellings should provide at least 1 on-plot parking space. Dwellings with 3 or more bedrooms should provide 2 on-plot parking spaces.

F.62

Figure 62: Parking space along the front of a larger detached property with a landscaped front garden

F.63

Figure 63: Bungalow on Clarkson Road with on-plot parking , a driveway and a garage. Shrub planting and a low brick wall help to minimise the visual impact of the on-plot parking space

On-Street Parking

On-street parking is the only parking option for several dwellings along St Andrew's Road. In order to reduce the visual impact of parked cars on the street, on-street parking as the only means of parking should be avoided in future development wherever possible.

- On-street parking must be designed to avoid impeding the flow of pedestrians, cyclists, and other vehicles, and can serve a useful informal traffic calming function;
- On low-traffic residential streets or lanes that are shared between vehicles and pedestrians, parking bays can be clearly marked using changes in paving materials instead of road markings; and
- Opportunities must be created for new public car parking spaces to include electric vehicle charging points. Given the move towards electric vehicles, every opportunity must be taken to integrate charging technologies into the fabric of the road and street furniture in the public and private realm.

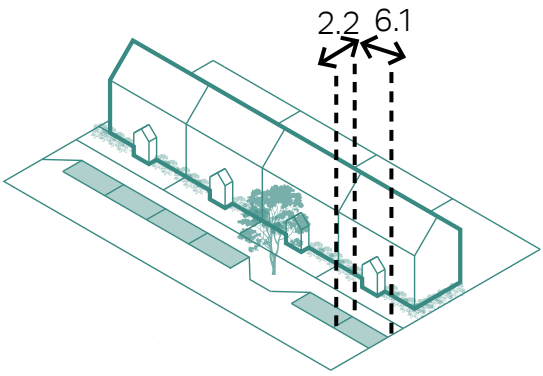


Figure 64: Inset on-street car parking solution

Figure 65: Diagram illustrating optimal parking dimensions

On-Plot Side or Front Parking

- Parking provided on driveways directly in front of dwellings should be restricted due to the visual impact that cars have on the street. Therefore, a maximum of 2 dwellings in a row will be permitted to provide parking in this way. Front gardens should be a minimum depth of 6m to allow movement around parked vehicles and also be well screened with hedgerows when providing parking space to the front of a dwelling; and
- Parking being provided on a driveway to the side of a dwelling should be of sufficient length (5m minimum) so that a car can park behind the frontage line of the dwelling. This will reduce the visual impact that cars will have on the street scene. When parking is provided to the side of a dwelling a minimum front garden depth of 3m should be provided.

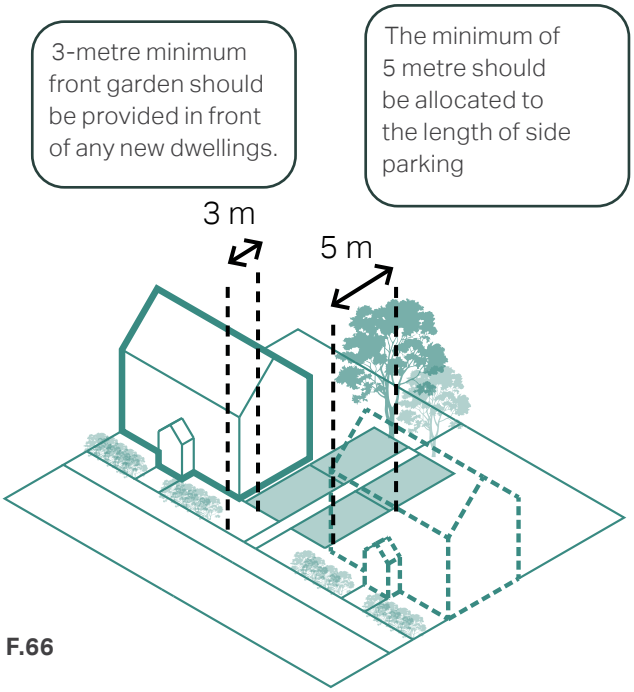


Figure 66: Illustrative diagram showing an indicative layout of on-plot side parking

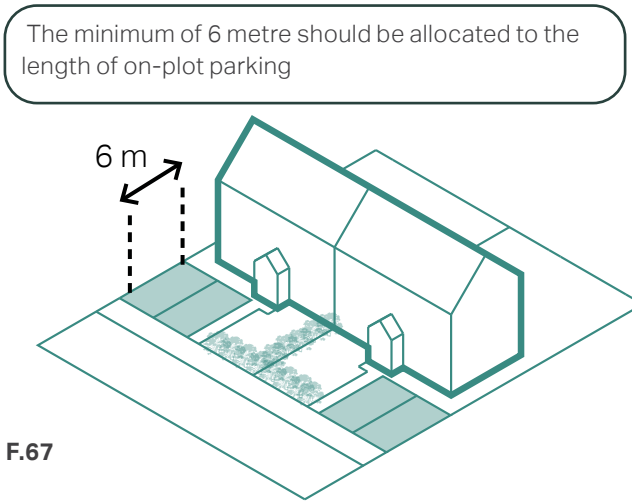


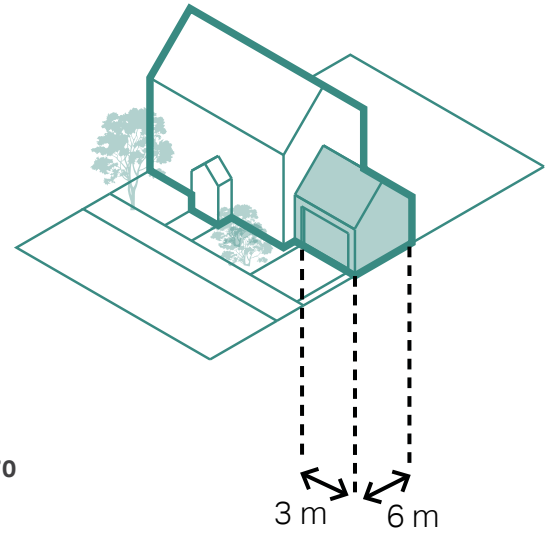
Figure 67: Illustrative diagram showing an indicative layout of on-plot front parking

Figure 68: Local example of on-plot parking at the front of the house

Figure 69: Local example of on-plot parking to the side of the property

Garage Parking

Parking being provided in a garage to the side of a dwelling should be in line with, or slightly set back from the frontage line of the existing dwelling, which is in keeping with the character of the existing parish and will reduce the visual impact of cars on the street. Garages should also provide sufficient room for cars to park inside them as well as providing some room for storage. The minimum internal dimensions of a garage should therefore be 6m x 3m.



The minimal internal dimensions of a garage should be 6m x 3m

Figure 70: Illustrative diagram showing an indicative layout of on-plot garage parking

Figure 71: Garage setback from building line of bungalow on Elm Road

Figure 72: Garage aligned with the building line

Parking courtyard

- This parking arrangement can be appropriate for a wide range of land uses. It is especially suitable for terraces fronting busier roads where it is impossible to provide direct access to individual parking spaces;
- Ideally all parking courts should benefit from natural surveillance;
- Parking courts should complement the public realm; hence it is important that high-quality design and materials, both for hard and soft landscaping elements, are used; and
- Parking bays must be arranged into clusters with groups of 4 spaces as a maximum. Parking clusters should be interspersed with trees and soft landscaping to provide shade, visual interest and to reduce both heat island effects and impervious surface areas.

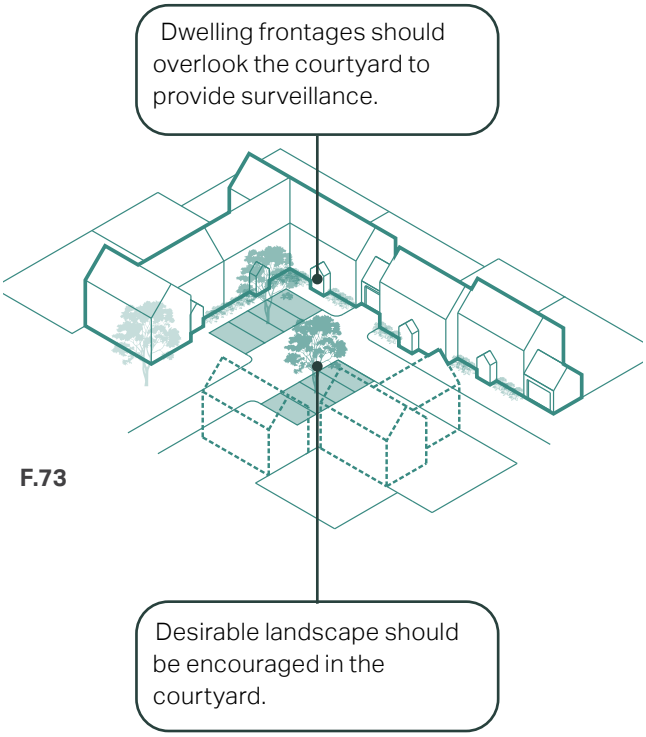


Figure 73: Illustrative diagram showing an indicative layout of parking courtyards

Figure 74: Local example of dwelling frontages overlooking courtyard parking

Figure 75: Local example of informal parking court serving the local convenience store

SP 03 SAFEGUARD TREES, LANDSCAPING AND VIEWS

The abundance of trees is one of the parish's greatest assets. They provide shading and cooling, absorb carbon dioxide, act as habitats and green links for species, reduce air pollution and assist water attenuation and humidity regulation. For people, they help alleviate stress and anxiety, help with recovery from ill-health and create a sense of positive mental health and well-being. In addition, they add life to the landscape and help shape and add character to open spaces.

There are different green spaces which need to be protected such as the Lingwood village green, Lingwood Village Hall recreation area, the Vicarage Road pond, the allotments, Burlingham Woods and Millenium Wood.

The following guidelines focus on the design aspects and appearance of planting and trees in private gardens as well as public open spaces and streets.

F.76

Figure 76: An indicative diagram showing green spaces and landscape planting

Planting standard

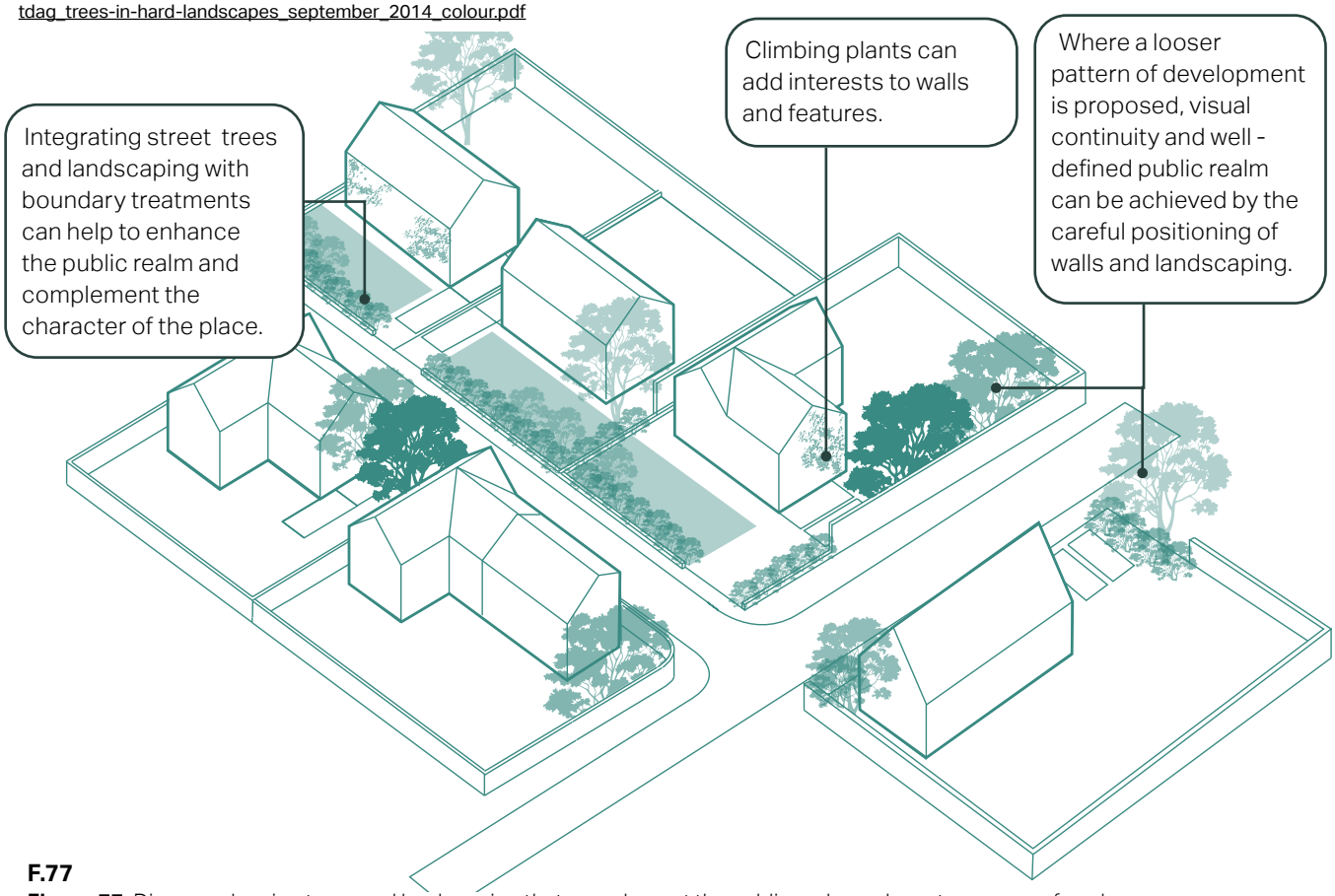
- Aim to preserve existing mature trees, incorporating them into the new landscape design and using them as accents and landmarks, where appropriate;
- Consider canopy size when locating trees; reducing the overall number of trees but increasing the size of trees is likely to have the greatest positive long-term impact;
- Size of tree pits should allow sufficient soil around the tree. Ensure tree stems are in the centre of the verge to provide a 1m clearance of the footway or carriageway;
- Tree root zones should be protected to ensure that trees can grow to their mature size. Root barriers must be installed where there is a risk of damaging foundations, walls and underground utilities;
- New trees should be added to strengthen vistas, focal points and movement corridors, while retaining clear visibility into and out of amenity spaces. They should, however, not block key view corridors and vehicular circulation sight lines;
- New trees should be integrated into the design of new developments from the outset rather than left as an afterthought to avoid conflicts with above- and below-ground utilities;

- To ensure resilience and increase visual interest, a variety of tree species is preferred over a single one. Tree species should be chosen to reflect the prevailing character of the landscape, soil conditions and the associated mix of native species, but should also have regard to climate change, environmental/habitat benefits, size at maturity and ornamental qualities;
- Regulations, standards, and guidelines relevant to the planting and maintenance of trees are listed below:
- Trees in Hard Landscapes: A Guide for Delivery;[1]
- Trees in the Townscape: A Guide for Decision Makers;[2]
- Tree Species Selection for Green Infrastructure;[3] and

[1] Trees & Design Action Group (2012). *Trees in Hard Landscapes: A Guide for Delivery.* Available at: http://www.tdag.org.uk/uploads/4/2/8/0/4280686/tdag_trees-in-hard-landscapes_september_2014_colour.pdf

[2] Trees & Design Action Group (2012). *Trees in the Townscape: A Guide for Decision Makers.* Available at: http://www.tdag.org.uk/uploads/4/2/8/0/4280686/tdag_treesinthetownscape.pdf

[3] Trees & Design Action Group (2019). *Tree Species Selection for Green Infrastructure.* Available at: http://www.tdag.org.uk/uploads/4/2/8/0/4280686/tdag_treespeciesguidev1.3.pdf



F.77
Figure 77: Diagram showing trees and landscaping that complement the public realm and create a sense of enclosure

- BS 8545:2014 Trees: from nursery to independence in the landscape - Recommendations.[1]

Give spatial enclosure, provide screening and privacy

The use of hedges, hedgerows trees and walls contribute to the strong character of the area and a sense of enclosure. To respect the existing context, both the building and the boundary feature should be consistent with the prevailing character, although there should be some allowance for some variation to provide added visual interest.

- Existing hedges, hedgerow trees and walls should, wherever appropriate, be retained to contribute to this sense of enclosure. Additional or replacement hedges and trees should be planted to maintain the continuity of existing hedges providing continuity of hedge and hedgerow tree cover; and
- Where appropriate and feasible, any new developments should have setbacks that allow for front gardens or else a small area to provide a planted buffer zone between the private space and public space.

Complement public realm and enhance built environment and local identity

Planting can make an appreciable difference to the appearance of an area, as well as adding to the local identity.

- New development should use boundary features which are complementary to the street and enhance the character of the parish. The use of trees, hedges and planting in publicly visible areas, including edges and interfaces, should be encouraged; and
- Climbing plants are good at screening features such as garages, blank walls and fences.

Form focal points and frame views

In addition to the intrinsic value of trees, they can also have a practical use value. In a small-scale open space, trees provide a focal point of interest.

[1] British Standards Institution (2014). *BS 8545:2014 Trees: from nursery to independence in the landscape - Recommendations.* Available at: https://shop.bsigroup.com/ProductDetail/?pid=000000000030219672

Figure 78: The use of hedgerows as boundary treatment along property boundaries provides a natural screen and offers good spatial enclosure. Climbing plants help to add interest. Detached property along Norwich Road.

Figure 79: Thick hedges provide screening along Station Road

Figure 80: Local example illustrating how tree planting can establish a focal point of interest

SP 04 STREET LIGHTING AND DARK SKIES

The 'dark skies' character of the countryside should be protected. Dark skies benefit both people and wildlife.

Any new development should minimise impact on the existing 'dark skies' within the settlements and reduce light pollution that disrupts the natural habitat and human health.

The following guidelines aim to ensure there is enough consideration given at the design stage:

- Street lighting should be avoided within areas of public realm, in line with existing settlement character; and
- Any new developments and house extensions designs should encourage the use of natural light sources.

BF. Built Form

The following section outlines policies that should be considered by developers when creating new development within Lingwood and Burlingham. Some of the following guidance is directed at development on existing plots, such as extensions, though many can be applied to both new and existing development.

In general, cul-de-sac developments in Lingwood have generous size plots with extensive external spaces. While this is appropriate when development or redevelopment occurs in those areas, other, newer, areas should be developed in a coherent form with modern best practice. That is, there should be a proportional relationship between size of plot, dwelling and spaces between the dwellings. In general however, Lingwood and Burlingham exhibits a low density with heights averaging 1 to 2 storeys and a reasonable space between dwellings. The following illustrative diagrams show this intention and new proposals would need to demonstrate that this has been observed.

The structure of the following codes generally starts with policies on a larger scale and subsequently moves to codes related to specific built form details.

Figure 81: Bungalow along Spencer Close with large driveway

Figure 82: Bungalow along Chapel Road on large plot with long driveway

BF 01- OVERLOOK PUBLIC SPACE

In order to provide a sense of security and natural surveillance, the windowed front elevation of a dwelling should face the street where this is in keeping with local character. The rear boundaries facing the street should be avoided as this has a negative impact on the character of a street and reduces levels of security and natural surveillance. Rear boundaries should back on to other rear boundaries or provide a soft transition into the natural environment such as at the settlement edge.

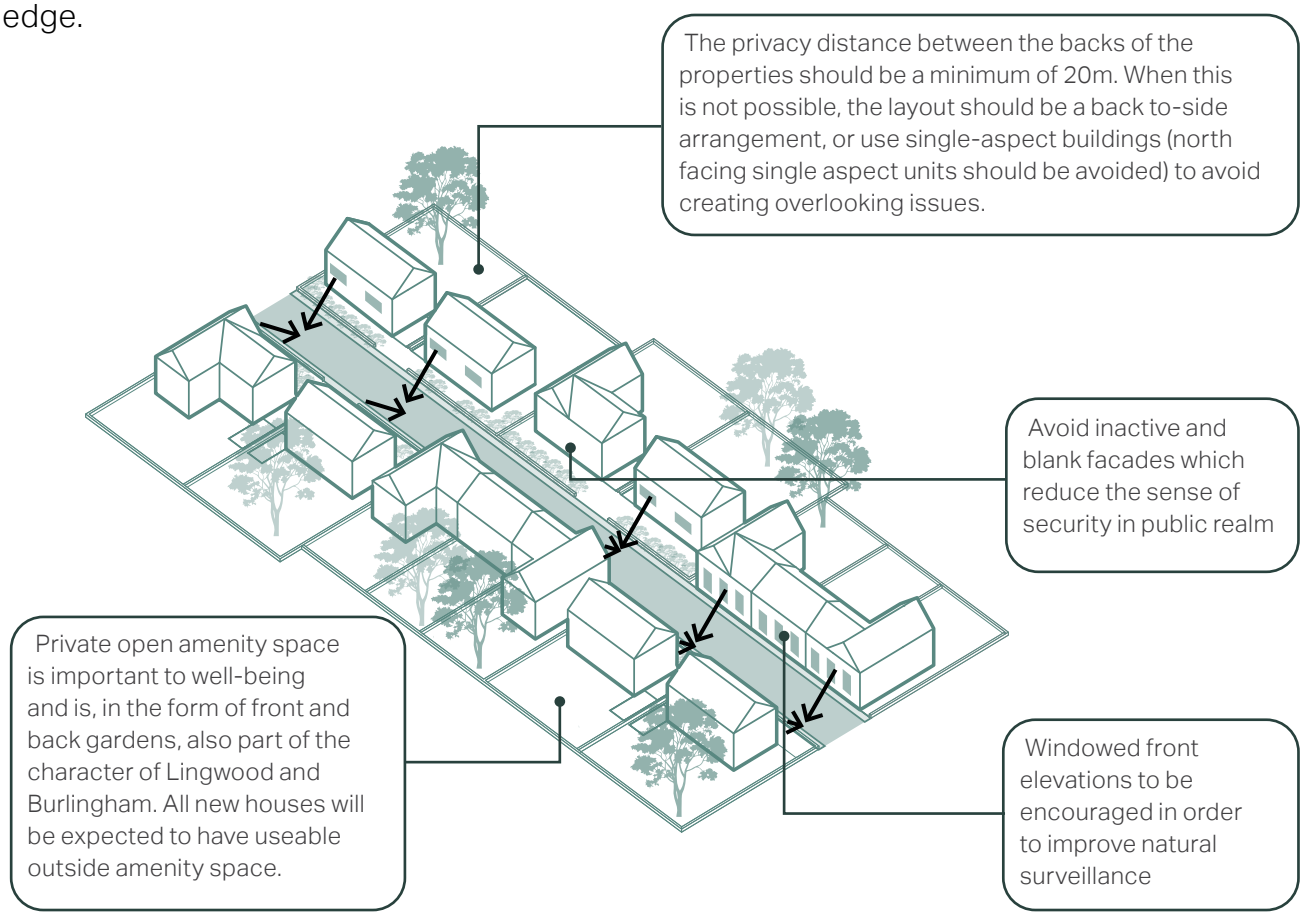


Figure 83:
Diagram to highlight the importance of natural surveillance to improve security and sense of safety

BF 02- DEFINE FRONT AND BACK GARDENS

The ratio of garden space to built form within the overall plot is exceptionally important to ensure that the sense of openness and green space within the parish is maintained.

There are different garden dimensions in each of the character areas. In CA1, CA2 and CA4 the front garden proportions range from 5-10m and the back garden are between 5 till 15m. Burlingham Green (CA3) has more generous garden size, with an average width of 30-40m.

Back gardens should be a minimum depth of 10m and provide a minimum area of 50m^2 of useable amenity space.

North facing back gardens should exceed 10m in length to ensure sunlight is maximised.

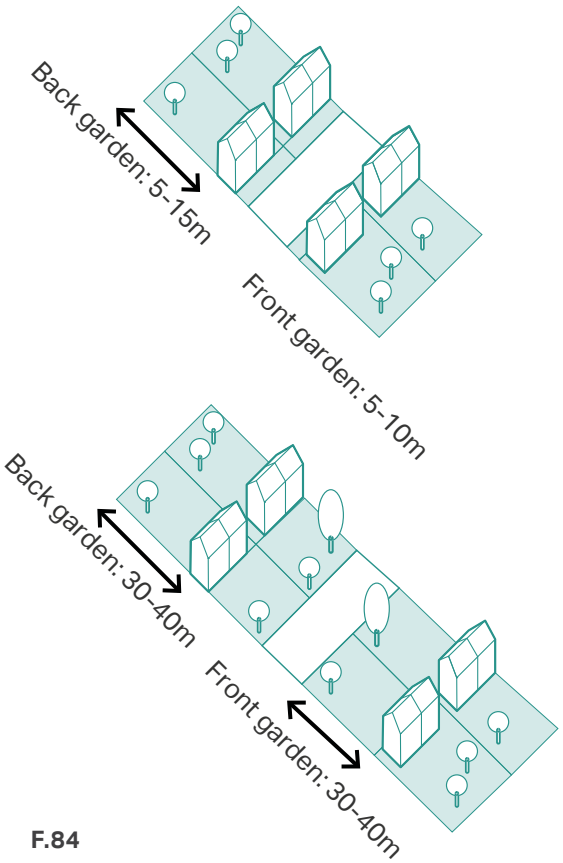


Figure 84: Diagram illustrating the existing variation in garden sizes within the parish. From top (CA1- Lingwood, CA2- North Burlingham and CA4- South Burlingham) and bottom (CA3-Burlingham Green). The gardens width varied in CA5- Countryside

BF 03- MAINTAIN A CONSISTENT BUILDING LINE

The use of continuous building lines and setback distances contribute to the overall character of the area and the sense of enclosure of the streets and public spaces. Continuous building lines with a minimum gap create a strong distinction between public and private spaces, and provide definition to the public realm. Where buildings are more generously set back from the carriageway, the threshold spaces should be well landscaped.

- To ensure sufficient street enclosure, private front thresholds should have a modest depth and accommodate a small garden or area for plantation;
- Low to medium densities in residential areas can vary setbacks in order to respond to the landscape context and the more open character of the area; and
- Front gardens can be much deeper where the topography requires so or to respond to the existing character area. It also helps to create a softer transition between countryside, green spaces and built environment.

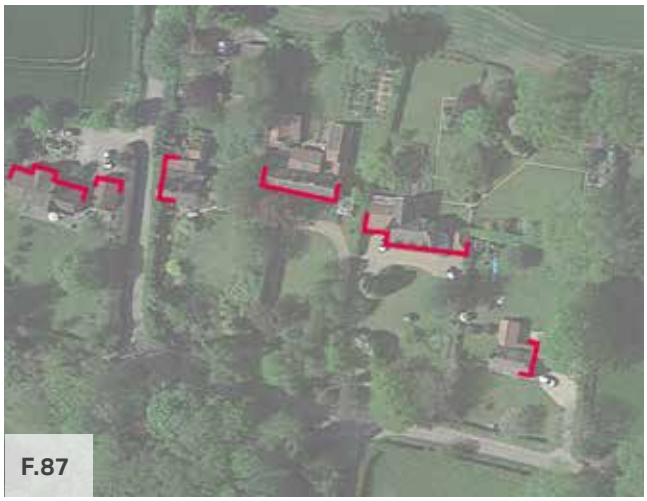

F.86

Figure 85: Subtle changes in building lines on Briar Close in Lingwood Character Area

Figure 86: Building lines align with the Main Road in the North Burlingham Character Area

Figure 87: Inconsistent building line with various sizes of front and back gardens in Burlingham Green


F.85


F.87

BF 04- DESIRED HEIGHT PROFILE

- Development building heights should accord with the settlement character of one- and two-storey dwellings;
- Roofs in the village tend to be generally traditionally pitched, with some hipped examples. New roof types and pitch should reflect this. The use of red pantile and plain clay tile is widespread and should be the main roofing material for new development in the parish along with other appropriate roof materials;
- Innovation which explores the integration of green roof should be encouraged;
- The scale of the roof should always be in proportion to the dimensions of the building itself. Flat roofs for buildings, extensions, garages and dormer windows should be avoided; and
- Chimney type and height should be congruent with the typical parish chimney precedent examples.

Figure 88: Two-storey semi-detached house with pitched red pantile roof

Figure 89: Detached house with well-proportioned chimney stack

BF 05- ESTABLISH A CONSISTENT PROPERTY BOUNDARY

- Buildings should ordinarily front onto streets. The building line can have subtle variations in the form of recesses and protrusions, but will generally follow a consistent line;
- Buildings should be designed to ensure that streets and/or public spaces have good levels of natural surveillance from adjacent buildings. This can be achieved by placing ground floor habitable rooms and upper floor windows facing the street;
- Natural boundary treatments should reinforce the sense of continuity of the building line and help define the street, appropriate to the character of the area. They should be mainly continuous hedges and low walls, as appropriate, made of traditional materials found elsewhere in the parish;

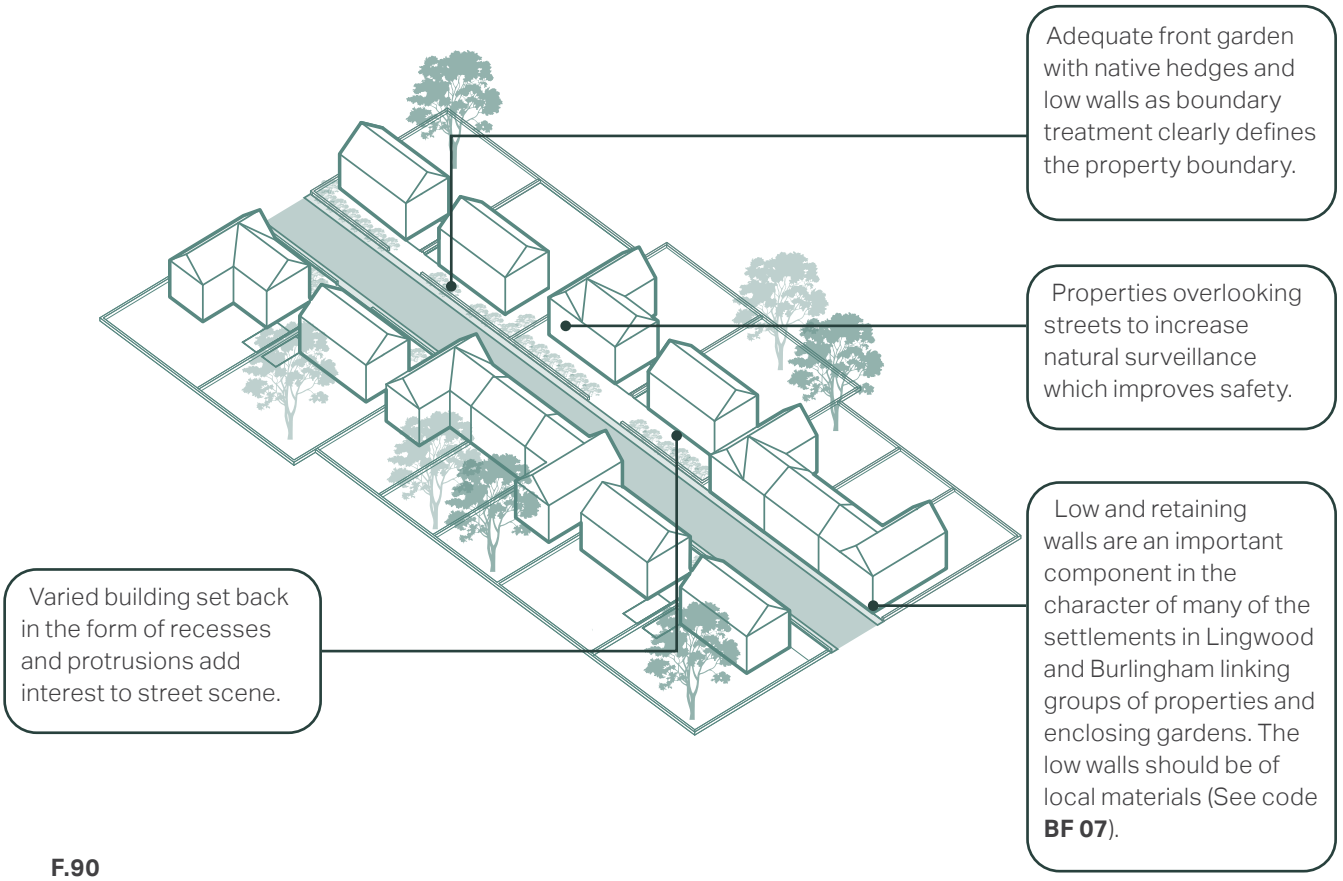


Figure 90: Illustrative diagram showing boundary treatments

- Front gardens/soft planted shallow setbacks should be provided in most instances, although it is recognised that there are some parts of Lingwood and Burlingham where the prevailing character and form is one where buildings sit to the back of the footway/ highway;
- If placed on the property boundary, waste storage should be integrated as part of the overall design of the property. Landscaping could also be used to minimise the visual impact of bins and recycling containers; and
- Locally distinctive landscape features and planting, such as low wall boundary and hedges of native species should be used in new development to define boundaries. Any material that is not in keeping with the local character should be avoided.

Figure 92: Property with low hedgerow overlooking street on Briar Close

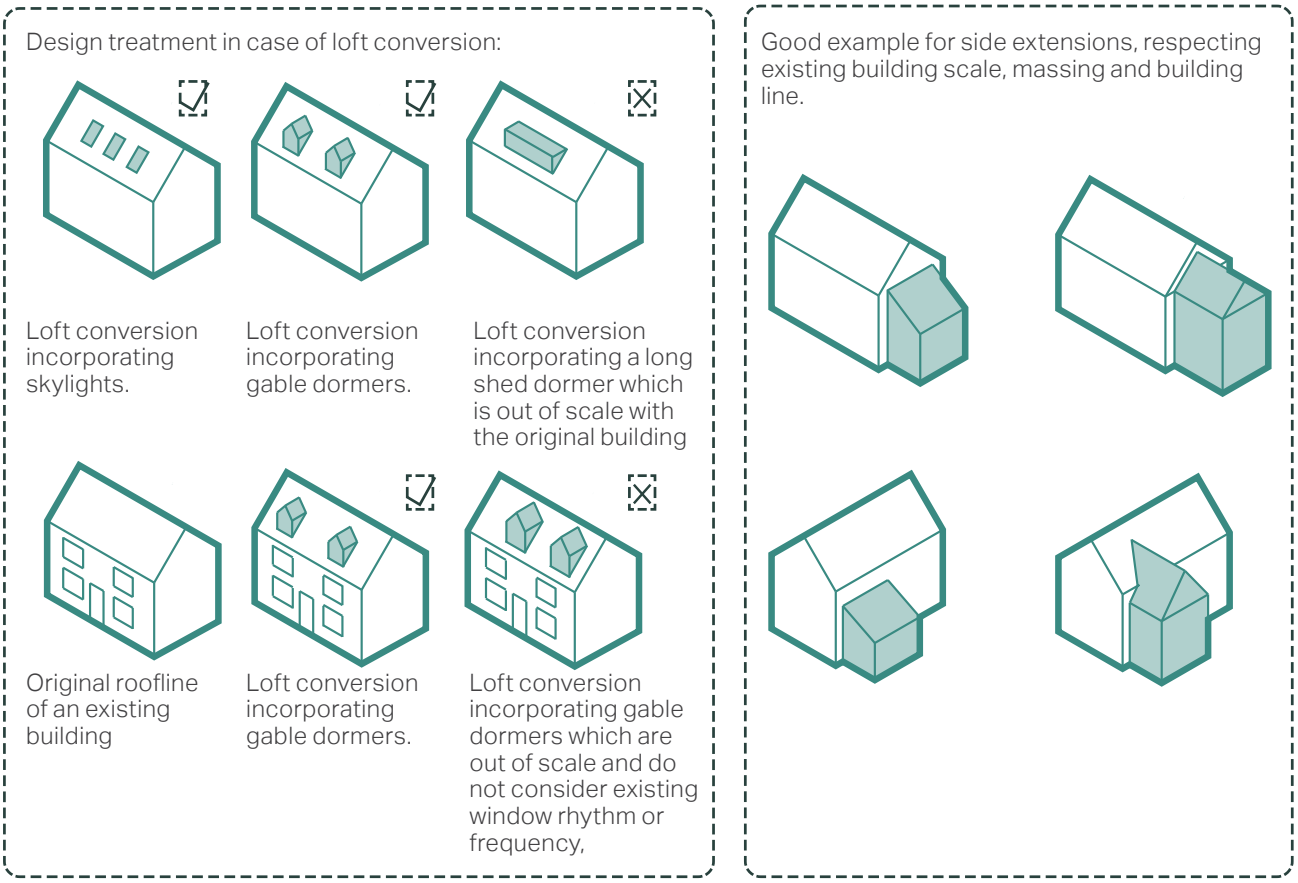
Figure 91: Low wall helps to enclose front gardens on the Barn Close/Vicarage Road junction

Figure 93: Property with shallow setback and low wooden fencing to provide passive surveillance to the street

BF 06- EXTENSIONS

There are a number of principles that residential extensions and conversions should follow to maintain character:

- Many household extensions are covered by permitted development rights and therefore do not need planning permission;
- The original building should remain the dominant element of the property regardless of the scale or number of extensions. The newly built extension should not overwhelm the building from any given viewpoint;
- Extensions should not result in a significant loss to the private amenity area of the dwelling;
- Designs that wrap around the existing building and involve overly complicated roof forms should be avoided; and



F.94

Figure 94: Some examples for different type of building extensions

- The pitch and form of the roof used on the building adds to its character and extensions should respond to this where appropriate.
- Extensions should consider the materials, architectural features, window sizes and proportions of the existing building and respect these elements to design an extension that matches and complements the existing building;
- In the case of side extensions, the new part should be set back from the front of the main building and retain the proportions of the original building. This is in order to reduce any visual impact of the join between existing and new;
- In the case of rear extensions, the new part should not have a harmful effect on neighbouring properties in terms of overshadowing, overlooking or privacy issues;
- Any housing conversions should respect and preserve the building's original form and character; and
- Where possible, reuse as much of the original materials as possible, or alternatively, use like-for-like materials. Any new materials should be sustainable and be used on less prominent building parts.

Figure 96: Positive example of a property with well-proportioned dormer windows

Figure 95: Bungalow with disproportionate shed dormer window

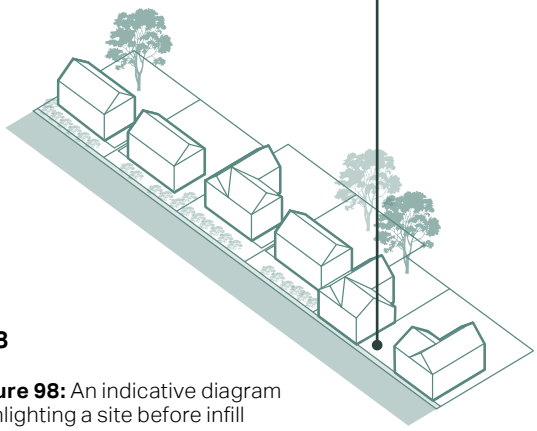
Figure 97: Bungalow with disproportionate shed dormer loft conversion, Clarkson Road

BF 07- INFILL DEVELOPMENTS

Infill sites will vary in scale, context and location within a settlement. Any new infill can have significant impact on the character and appearance of the built environment. The following principles should be applied in any future infill site:

- Infill development should complement the street scene into which it will be inserted. It does not need to mimic the existing styles but its scale, massing and layout need to be in general conformity with the existing (this is particularly ridge/eave heights, especially for terraced or dense groupings of buildings);
- The building line of new development should be in conformity with the existing. Very often, with terraced or dense groupings, the building line will be exactly the same, but in other cases it might be acceptable that it closely aligns with the exiting arrangement of buildings where there is an irregular, meandering building line;
- The density of any new infill development should reflect its context and its location in the village (centre or edge), or in a smaller settlement nestled in a wider landscape. The optimum density will respond to surrounding densities whilst making efficient use of land; and
- Where there are opportunities for infill development, proposals should demonstrate that existing views and vistas between buildings and along view corridors have been considered and the aim should be that they are retained, wherever possible.

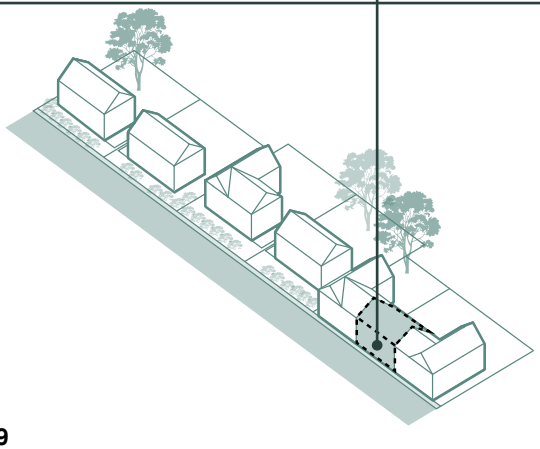
A potential site for infill. The future infill property should complement the street scene.



F.98

Figure 98: An indicative diagram highlighting a site before infill

New building lines should be consistent with existing properties. Some places in Lingwood and Burlingham have linear or regular meandering arrangements of buildings while others have random and irregular patterns. The infill should also reflect the surrounding context in terms of form, materials and height/ massing.



F.99

Figure 99: An indicative diagram highlighting a site after infill building

BF 08- ARCHITECTURE DETAILS, MATERIALS AND COLOUR PALETTE

Whilst much of Lingwood and Burlingham's housing stock was built in the 20th century, there are some earlier 17th and 18th century examples, such as Lingwood Lodge and Hill House. There are also some larger historic properties styled with red brick and red pantile roofs in Burlingham Green. In North Burlingham and South Burlingham there is a mixture of trade premises and light industrial spaces accommodated on larger big box type developments with yard space and car parking. Much of Lingwood comprises modern cul-de-sac developments.

Some buildings have modern extensions and alterations. New developments should encourage and support innovative and proactive approaches to design and opportunities to deliver decentralised energy systems powered by a renewable or low carbon source and associated infrastructure, including community-led initiatives.

Figure 100: Red brick bungalow in North Burlingham with modern PVC windows

Figure 101: Red brick terraced houses, typical of the materials palette of Lingwood and Burlingham

Figure 102: Local example of a yellow brick bungalow with off-white rendering

New developments should strive for good quality design that meets climatic targets for CO2 emissions and that can be constructed sustainabily, maximising opportunities for recycling.

The special character of buildings in the historic Burlingham Green Character Area arises from the mixture of red brick and red pantiles.

Informed by the local vernacular, the following pages illustrate acceptable materials and detailing for future housing developments in the parish. The use of traditional construction finishes should be specified for all new development and repair work. Material specification, quality for repair, replacement and modern developments should be maintained. The requirement for additional housing in the parish should not trump architectural quality and character of the area.

Future developments should carefully apply this code to avoid creating a pastiche of the existing local vernacular. Detailing can be interpreted using contemporary methods to avoid this.


F.103

Figure 103: Modern two-storey property with dark brown brick situated in St Andrew's Close

Figure 104: Former farm building in Burlingham Green with red brick and red pantile roof


F.104

Figure 105: Period detached property with red brick and pantile roof

Figure 106: Red brick terraced properties with white window lintels

Figure 107: Painted brick facade with rounded casement windows

Figure 108: Modern part-red brick part- rendered property with vertical brick lintel

In the case of a conversion of an existing historic building into a residential use, this should look to preserve and enhance any existing heritage features, to maintain the integrity of the original building. Any new fenestration should be positioned carefully to maintain the character and balance of the building and reflect the existing design through use of complementary materials and finishes. These buildings create the opportunity to provide large single dwellings or can be split into a series of smaller dwellings.

Wall materials

There are different wall materials in the parish such as red brick, gault brick, brown brick, timber cladding, white render and whitewashed brick.

Fenestration materials

There are various materials and styles used for windows and doors in Lingwood and Burlingham such as sash, casement, dual aspect, wall dormer and bow windows, and apex pitched and flat porch roofs. Some windows have additional detailing.

Roof materials

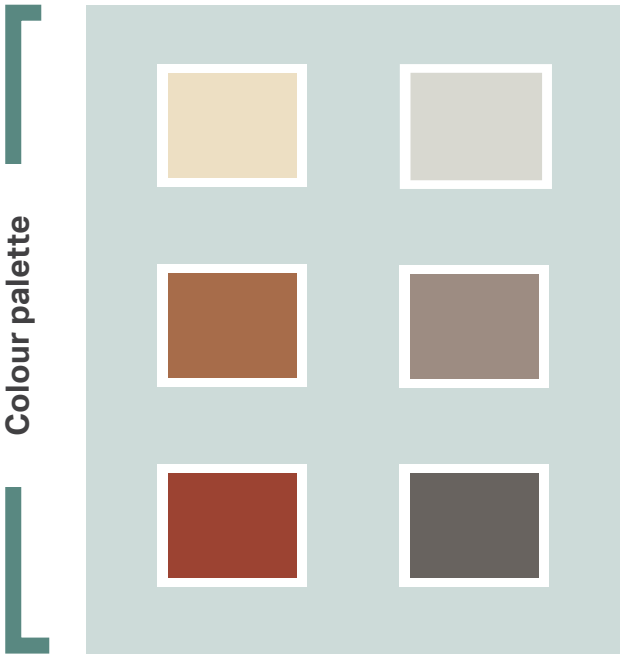
Of those roof materials in the parish, red pantile and plain brown tile are more often used. The majority of buildings have pitched roofs. Shed dormers and pitched dormers can be found in Lingwood.

Ground surface materials

Generally gravel and cement used in majority of ground surfaces within the parish.

Boundary treatment materials

There are a wide variety of boundary treatments in the village such as hedgerows, low walls with red brick, soft landscaping and fencing.



Wall

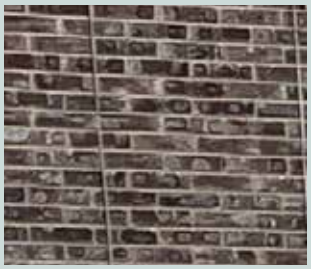
Red brick

Buff/gault brick

Render

Whitewashed brick

Timber cladding



Dark brown brick

Fenestration

Casement window

Bow window

Sash windows

White window lintel

Muntin detailing

Wall dormer

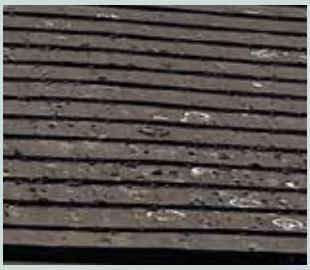
Apex porch

Flat door canopy

Roof

Thatched

Red pantile



Plain brown tile

Pitched roof with red pantiles

Pitched dormer

Shed dormer

Ground surface

Cement

Gravel

Mix of gravel and paving

Herringbone brick paving

Boundary treatment

Low wooden fence

Shrubs

Low brick wall

Mix of metal fence and saplings

Picket fence

Mature trees

Hedge

Mix of brick wall and hedge

EE. Environmental and energy efficiency

Design codes in the following section apply to the whole parish. They contain important policies that will help to reduce our collective impact on the planet while allowing the natural environment in and around Lingwood and Burlingham to flourish.

They include general guidance that apply to both new and existing development as some of the policies can be used to modify existing dwelling to become more environmentally sustainable.

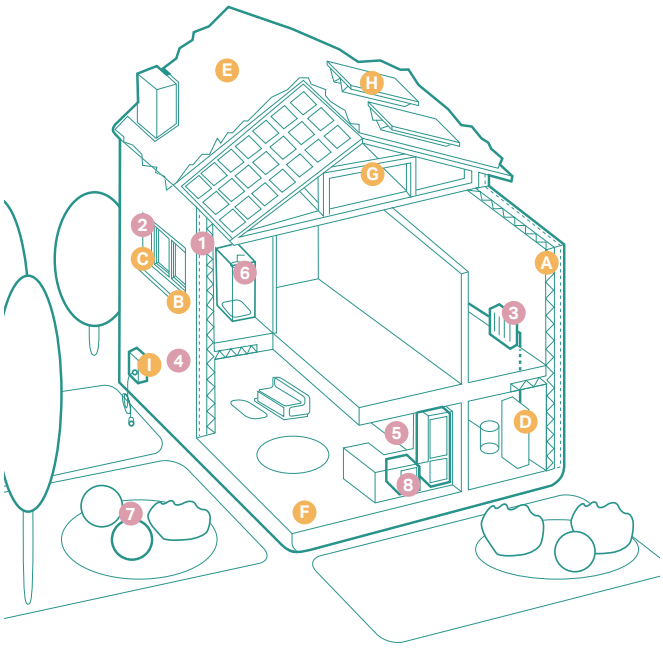
Owing to Lingwood and Burlingham's rich green space character, it is hoped that more of these policies are adopted in the future to help preserve and sustain this distinct character.

EE 01- FEATURES IN DWELLINGS

The following section elaborates on energy efficient technologies that could be incorporated in buildings and at broader Parish design scale as principles.

Use of such principles and design tools should be encouraged in order to contribute towards a more sustainable environment.

Energy efficient or eco design combines all around energy efficient appliances and lighting with commercially available renewable energy systems, such as solar electricity and/or solar/ water heating and electric charging points.



F.109

Figure 109: Diagram showing low-carbon homes in both existing and new build conditions.

Existing homes

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

Existing and new build homes

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

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**

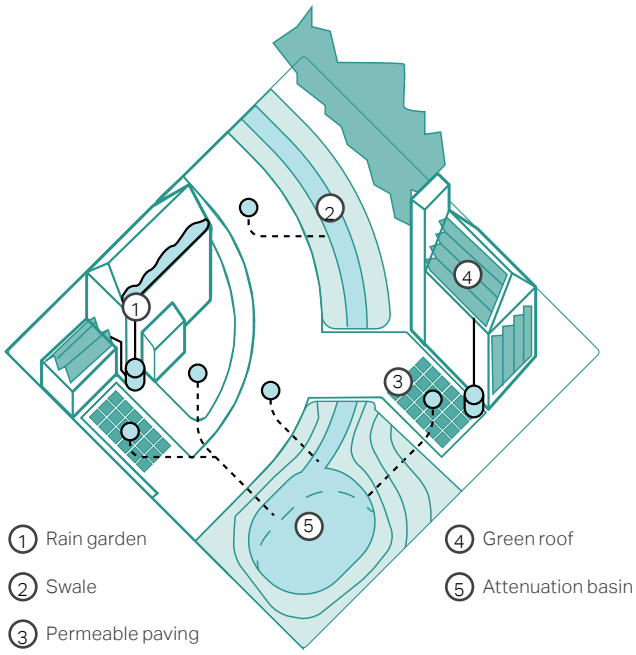
EE 02- SUSTAINABLE URBAN DRAINAGE SYSTEM (SUDS)

The term SuDS stands for Sustainable Urban Drainage Systems. It covers a range of approaches to managing surface water in a more sustainable way to reduce flood risk and improve water quality whilst improving amenity benefits.

SuDS work by reducing the amount and rate at which surface water reaches a waterway or combined sewer system. Usually, the most sustainable option is collecting this water for reuse, for example in a water butt or rainwater harvesting system, as this has the added benefit of reducing pressure on important water sources.

Where reuse is not possible there are two alternative approaches using SuDS:

- Infiltration, which allows water to percolate into the ground and eventually restore groundwater; and
- Attenuation and controlled release, which holds back the water and slowly releases it into the sewer network. Although the overall volume entering the sewer system is the same, the peak flow is reduced. This reduces the risk of sewers overflowing. Attenuation and controlled release options are suitable when either infiltration is not possible (for example where the water table is high or soils are clay) or where infiltration could be polluting (such as on contaminated sites).



F.110

Figure 110: Diagram showing the best use of harvesting water systems rain garden, swales, permeable paving, green roofs

The most effective type or design of SuDS would depend on site-specific conditions such as underlying ground conditions, infiltration rate, slope, or presence of ground contamination. A number of overarching principles can however be applied:

- Reduce runoff rates by facilitating infiltration into the ground or by providing attenuation that stores water to help slow its flow down so that it does not overwhelm water courses or the sewer network;
- Integrate into development and improve amenity through early consideration in the development process and good design practices;
- SuDS are often as important in areas that are not directly in an area of flood risk themselves, as they can help reduce downstream flood risk by storing water upstream;
- Some of the most effective SuDS are vegetated, using natural processes to slow and clean the water whilst increasing the biodiversity value of the area;
- Best practice SuDS schemes link the water cycle to make the most efficient use of water resources by reusing surface water; and
- SuDS must be designed sensitively to augment the landscape and provide biodiversity and amenity benefits.

Figure 111: Examples of SuDS designed as a public amenity and fully integrated into the design of the public realm, Sweden

EE 03- RAINWATER HARVESTING

Rainwater harvesting is a system for capturing and storing rainwater as well as enabling the reuse of in-situ grey water. Some design considerations include:

- Concealing tanks with complementary cladding;
- Use attractive materials or finishing for pipes, unsightly pipes should be avoided;
- Combine landscape or planters with water capture systems; and
- Use underground tanks.

Figure 112: Example of a rainwater harvesting tank in the shape of a bee hive

Figure 113: Example of a modular water tank

EE 04- PERMEABLE PAVEMENTS

Most built-up areas, including roads and driveways, increase impervious surfaces and reduce the capacity of the ground to absorb runoff water. This in turn increases the risks of surface water flooding. Permeable pavements offer a solution to maintain soil permeability while performing the function of conventional paving. The choice of permeable paving units must be made depending on the local context; the units may take the form of unbound gravel, clay pavers, or stone setts.

Permeable paving can be used where appropriate on footpaths, public squares, private access roads, driveways, and private areas within the individual development boundaries.

It is recommended that the majority of the unbuilt areas in the plot (i.e. gardens) are permeable by means of landscape such as grass or earth as well as permeable and filtrating pavements. As a rule of thumb the % of permeable area should be between 30% to 70%.

In addition, permeable pavement must also comply with:

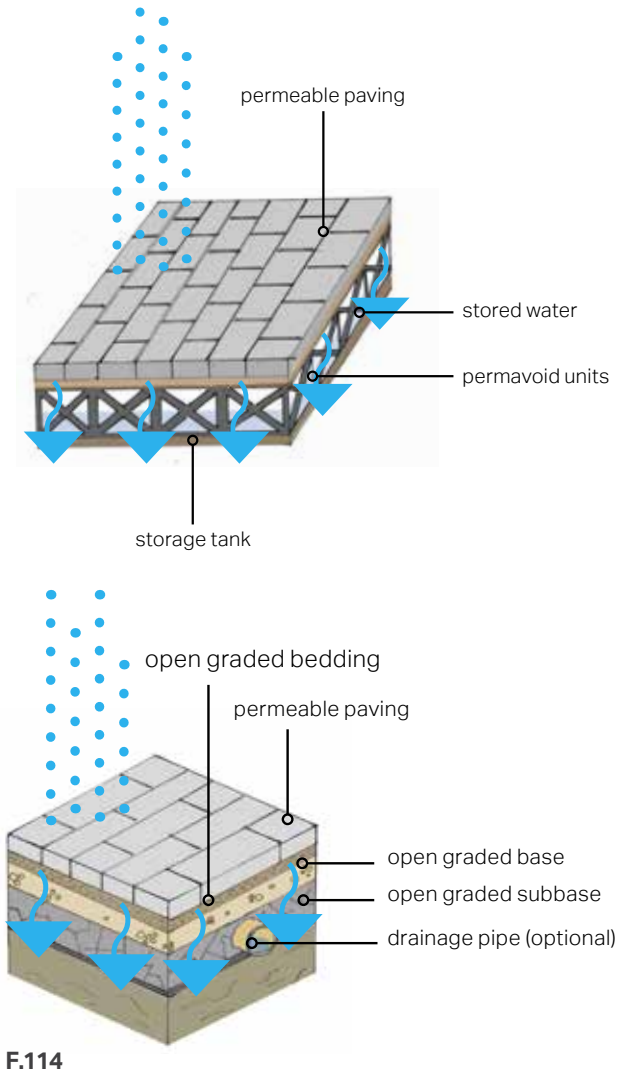
- Flood and Water Management Act 2010, Schedule 3;[1]
- The Building Regulations Part H – Drainage and Waste Disposal;[2]
- Town and Country Planning (General Permitted Development) (England) Order 2015;[3]

Regulations, standards, and guidelines relevant to permeable paving and sustainable drainage are listed below:

[1] Great Britain (2010). *Flood and Water Management Act, Schedule 3*. Available at: http://www.legislation.gov.uk/ukpga/2010/29/schedule/3

[2] Great Britain (2010). *The Building Regulations Part H – Drainage and Waste Disposal*. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/442889/BR_PDF_AD_H_2015.pdf

[3] Great Britain (2015). *Town and Country Planning (General Permitted Development) (England) Order 2015*. Available at: http://www.legislation.gov.uk/uksi/2015/596/pdfs/uksi_20150596_en.pdf



F.114

Figure 114: Diagrams illustrating the functioning of a soak away

- Sustainable Drainage Systems - non-statutory technical standards for sustainable drainage systems;[1]
- The SuDS Manual (C753);[2]
- BS 8582:2013 Code of practice for surface water management for development sites;[3]
- BS 7533-13:2009 Pavements constructed with clay, natural stone or concrete pavers;[4] and
- Guidance on the Permeable Surfacing of Front Gardens.[5]

Figure 115: A good example of permeable paver (Source: https://www.paverconnection.com/testimonial/hedwig-village-permeable-driveway-and-patio-upgrade/)

Figure 116: A good example of clay paver (Source: https://www.londonstone.co.uk/brick-pavers/paving-bricks/)

[1] Great Britain. Department for Environment, Food and Rural Affairs (2015). *Sustainable drainage systems – non-statutory technical standards for sustainable drainage systems*. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/415773/sustainable-drainage-technical-standards.pdf

[2] CIRIA (2015). *The SuDS Manual (C753)*.
[3] British Standards Institution (2013). *BS 8582:2013 Code of practice for surface water management for development sites*. Available at: https://shop.bsigroup.com/ProductDetail/?pid=000000000030253266
[4] British Standards Institution (2009). *BS 7533-13:2009 Pavements constructed with clay, natural stone or concrete pavers.* Available at: https://shop.bsigroup.com/ProductDetail/?pid=000000000030159352
[5] Great Britain. Ministry of Housing, Communities & Local Government (2008). *Guidance on the Permeable Surfacing of Front Gardens*. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/7728/pavingfrontgardens.pdf

EE 05- WASTE STORAGE AND SERVICING

With modern requirements for waste separation and recycling, the number and size of household bins has increased. This poses a problem with the aesthetics of the property.

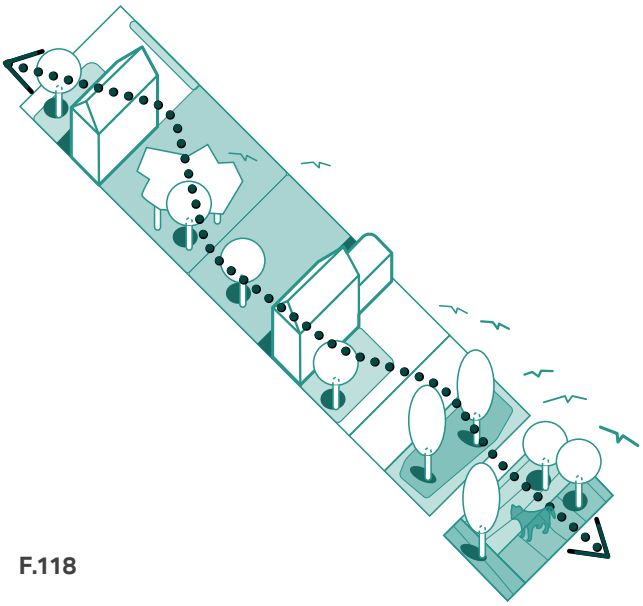
- Servicing arrangements should have a specific and attractive enclosure of sufficient size for all the necessary bins, this avoids the blocking of pavements with bins and makes the public realm more attractive. The storage solutions should be kept to the minimum dimensions in order to prevent the footprint being converted into an annexe at a later date;
- Create a specific enclosure of sufficient size for all the necessary bins;
- Bins should be placed as close to the dwelling's boundary and the public highway, such as against wall, fence or hedge;
- Refer to the materials palette to analyse what would be a complementary material;
- Create an environmentally sustainable enclosure to contain all bins; and
- The illustrations below show some successful design solutions for accommodating bins within the plot.

Figure 117: Examples of successful storage design solutions for accommodating bins at the front of buildings

EE 06- WILDLIFE FRIENDLY FEATURES

Biodiversity and woodlands should be protected and enhanced where possible.

- Roadside verges, hedges, and trees should act as natural buffers and should be protected when planning new developments;
- Abrupt edges to development with little vegetation or landscape on the edge of the settlement should be avoided and, instead, comprehensive landscape buffering should be encouraged;
- New developments and building extensions should aim to strengthen biodiversity and the natural environment;
- Ensure habitats are buffered. Widths of buffer zones should be wide enough and based on specific ecological function;



F.118

Figure 118: Diagram to highlight the importance of creating wildlife corridors.

Figure 119: Examples of a bughouse decorating rear gardens or public green spaces.

Figure 120: Examples of a frog habitat decorating rear gardens or public green spaces.

F.119

F.120

- New development proposals should include the creation of new habitats and wildlife corridors such as planting wildflowers and bulbs on the village green spaces, meadows and verges. This could be by aligning back and front gardens or installing bird boxes or bricks in walls and improve habitat at ponds. Wildlife corridors should be included to enable local wildlife to travel to and from foraging areas and their dwelling area;
- Avoid low maintenance gardens which are harmful to wildlife by reducing hard landscaping.; and
- The loss of any tree and garden should be discouraged. Encourage permeable pavement and gardens which is beneficial to biodiversity net gain.

Figure 121: Burlingham woods and other important green spaces within the parish should be protected to maintain biodiversity

5.2 How to apply design codes to character areas

The character area codes are designed to provide specific guidance to areas within Lingwood and Burlingham. These areas were set out in the character analysis undertaken in chapter 3. The specific guidance builds upon the general design codes outlined in the previous section and highlights guidelines that will both preserve and enhance the existing character of the area. These should be read jointly with the previous codes.

Developers seeking to build in these areas should refer to these sections when considering the street layout, placemaking and architectural features of new development.

CA1- Lingwood

CA2- North Burlingham

CA3- Burlingham Green

CA4- South Burlingham

CA5- Countryside

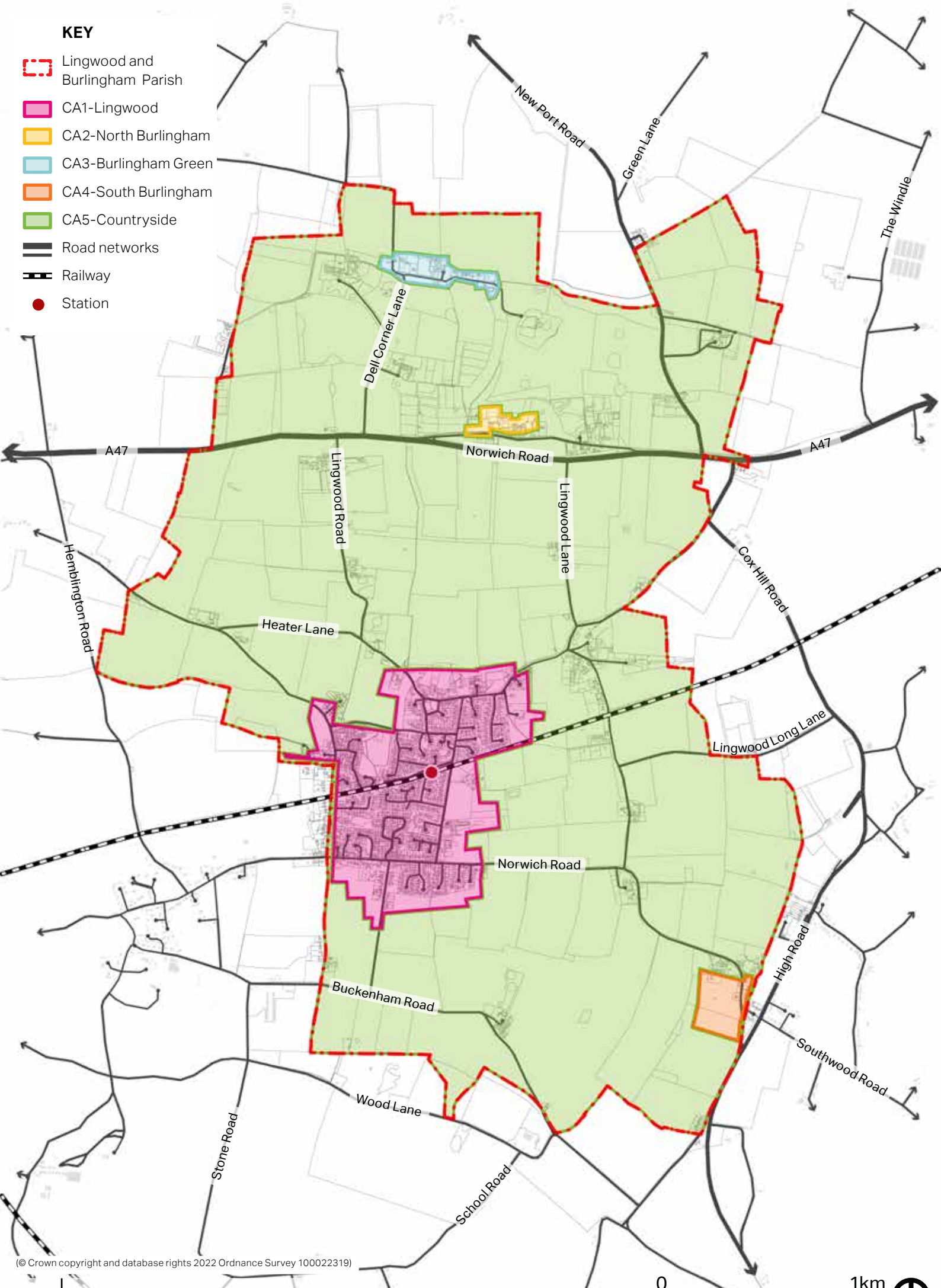
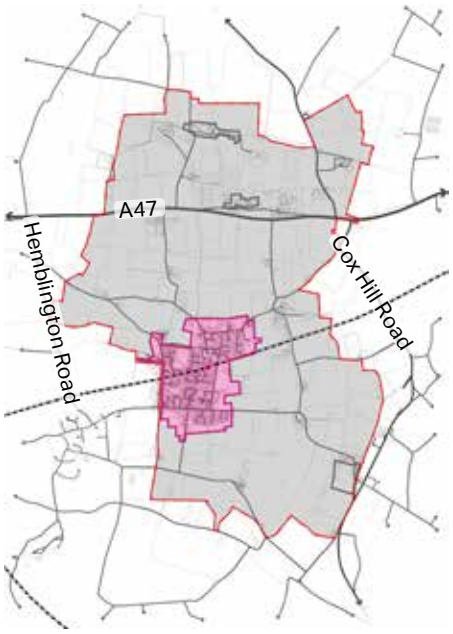


Figure 122: Identified Character areas

CA1- Lingwood

The codes in the following pages address the Lingwood Character Area.



EXISTING CHARACTERISTICS

- Residential, community and leisure uses;
- A mix of permeable roads with some cul-de-sacs developments provide a compact layout with average front and back gardens, although some properties have wider gardens;
- Most of the roads have footpaths except some roads which provide narrow pavements on both sides and some on one side. The latter raises pedestrian safety concern; and
- Bungalows with generous plots are a feature in this character area.

PROPOSED CHARACTER

- Protect the local character and retain the history of properties through similar use of materials and colour palette. Use the array of red brick, gault brick, clay tiles, red pantiles, white rendering and wooden cladding;
- Design permeable development layout to provide well-connected non-vehicular connections to different places;
- On-street parking should be discouraged;
- Protecting the landscape features such as the village green, allotments, the pond and other green spaces to preserve the natural character of Lingwood;
- Provision of the same boundary treatments such as low wooden fencing, low red brick walls, hedges and verges; and
- Encourage active travel by proposing new footpaths to connect the existing Public Rights of Way to different parts of the parish.

LINGWOOD CHARACTER AREA CODES

The following highlights codes that relate to the Lingwood Character Area.

SP 01

Active travel

Encourage active travel modes such as walking and cycling by proposing new footpaths which linking the existing PRoWs to other part of the parish and the wider countryside.

SP 03

Trees and landscaping on streets

Respect the existing landscape features such as the village green and integrate trees and vegetation in order to improve biodiversity net gain.

SL 02

Layout of buildings

New development should be permeable, providing non-vehicular connections to different areas.

BF 08

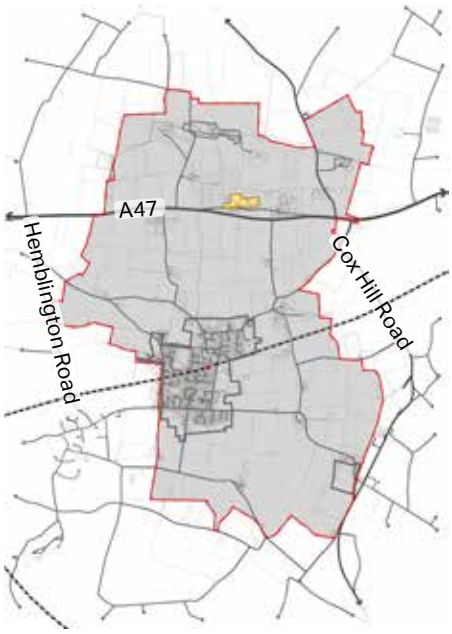
Architecture details, material and colour palette

Retain the history of properties and use the same materials that are in keeping with Lingwood's local character.

Figure 123: Diagram showing the 3D view of Lingwood Character Area (Source: Mike Page, https://lingwood-burlinghamparishcouncil.norfolkparishes.gov.uk/)

CA2- North Burlingham

The codes on this page address are applicable to the North Burlingham Character Area.



EXISTING CHARACTERISTICS

- Multiple uses such as residential, commercial and light industrial;
- Sections of continuous frontages along a linear road pattern (Main Road);
- The settlement has compact plot sizes;
- On-street car parking on Main Road creates a chaotic street scene;
- Pavements on both or one side of the road;
- The majority of properties are detached or bungalows;
- 1-2 storey properties in this character area; and
- Red brick, red pantiles and clay tiles are used in residential properties and wooden cladding, red brick, gault brick and corrugated metal roofs used in commercial and light industrial units.

PROPOSED CHARACTER

- Protect the local character and retain the history of the commercial and residential areas;
- Respect the existing building line;
- Properties should front onto the roads to provide a natural surveillance;
- On-street car parking should be discouraged;
- Future development should not exceed 2 storeys in height; and
- The roofs should be built in gabled or hipped roof styles.

NORTH BURLINGHAM CHARACTER AREA CODES

The following codes are applicable to the North Burlingham Character Area.

BF 01

Overlook public space

Improve sense of security and natural surveilance by facing the windowed front elevation of a dwelling to the street.

BF 05

Establish a consistent property boundary

The use of well-kept front gardens, low wooden fencing, hedges and red brick walls as boundary treatment should be encouraged.

SP 02

Car parking solutions

On-plot parking should be encouraged in this area and on-street parking should be avoided.

BF 04

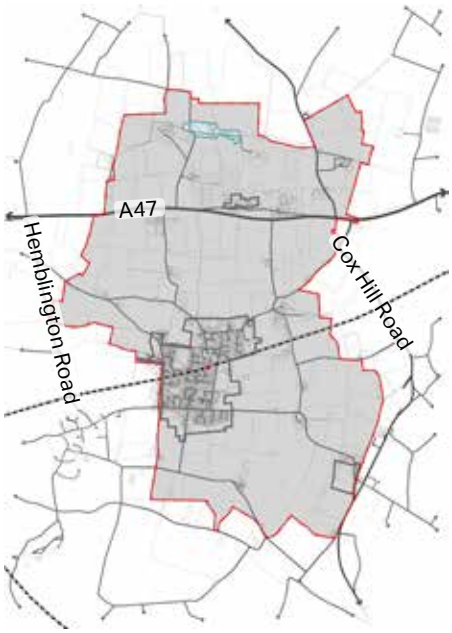
Desired height profile

The building height should not exceed 2 storeys. Open gabled pitched or hipped roof styles should be applied.

Figure 124: Diagram showing the 3D view of North Burlingham Character Area (Source: Mike Page, https://lingwood-burlinghamparishcouncil.norfolkparishes.gov.uk/)

CA3- Burlingham Green

The following codes are applicable to the Burlingham Green Character Area.



EXISTING CHARACTERISTICS

- This character area has a rural character;
- Detached and semi-detached houses are the main typologies;
- Spacious front and back gardens with big plot sizes;
- Narrow road with no pavement on both sides creates safety concerns;
- Thin verges along The Green; and
- A footpath connects this character area to North Burlignham via Burlingham Woods.

PROPOSED CHARACTER

- Retain and enhance the rural character and linear pattern of development;
- Establish a consistent boundary treatment such as low and well-manicured hedgerows. These provide a degree of privacy and visual interest;
- Protect the views towards the arable land; and
- Respect the existing local character by proposing similar materials which are in keeping with local character such as red brick, red pantiles, grey slate tiles and thatched roofs.

BURLINGHAM GREEN CHARACTER AREA CODES

The following codes are applicable to the Burlingham Green Character Area.

SL 01

Patten of development

Preserve the linear pattern of the development. New buildings need to conform to the existing building line along The Green and protect the views toward the countryside.

BF 03

Maintain a consistent building line

The use of well-kept front gardens, low wooden fencing, hedges and red brick walls as boundary treatment should be encouraged.

BF 06

Extensions

Extensions to the back or side of dwellings are acceptable but should be secondary to the original buildings in terms of height and size.

EE 06

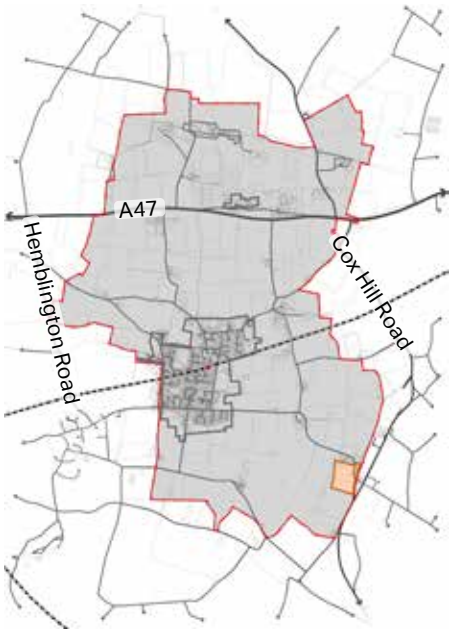
Wildlife friendly features

Comprehensive landscape buffering should be encouraged to define the edge of the settlement.

Figure 125: Diagram showing the 3D view of Burlingham Green Character Area (Source: Mike Page, https://lingwood-burlinghamparishcouncil.norfolkparishes.gov.uk/)

CA4- South Burlingham

The following codes are applicable to the South Burlingham Character Area.



EXISTING CHARACTERISTICS

- Compact cluster of cul-de-sac developments;
- Mostly residential with a light industrial yard off Norwich Road;
- Detached houses with regular plot sizes which accommodate front and back gardens;
- Boundary treatments include low red brick walls, wooden fencing, hedges and trees;
- The existing local materials are red brick, gault brick, white rendering, clay ridged tiles and red pantiles; and
- Use of gault brick, grey timber cladding and corrugated metal roof for the light industrial units.

PROPOSED CHARACTER

- Protect the local character and retain the history of the character area through similar use of materials and colour palette;
- Follow the consistent building line and respect the portion of front and back gardens;
- Building heights should not exceed 2 storey in height; and
- Protect the rural character of the area and respect the views towards arable land.

SOUTH BURLINGHAM CHARACTER AREA CODES

The following codes are applicable to the South Burlingham Character Area.

SP 01

Active travel

Encourage active travel mode such as walking and cycling by proposing a new footpath which connect this character area to the existing footpath network.

SP 03

Trees and landscaping

Retain existing trees and integrate new trees into the design of new development. Preserve gaps and respect the views towards the countryside.

SP 08

Architecture details, material and colour palette

Ensure new developments use materials that are in keeping with South Burlingham's local character.

BF 02

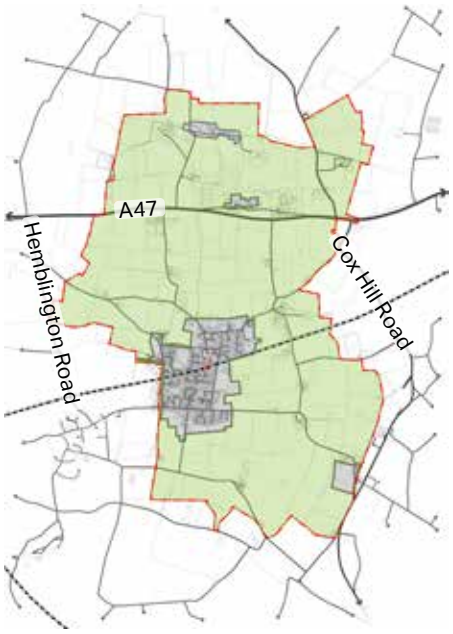
Define front and back gardens

Ample front (5-10m) and back gardens (5-15m) should be applied within this character area, with tall mature trees, green verges and hedges forming natural boundary treatments.

Figure 126: Diagram showing the 3D view of South Burlingham Character Area (Source: Mike Page, https://lingwood-burlinghamparishcouncil.norfolkparishes.gov.uk/)

CA5- Countryside

The following codes are applicable to the Countryside Character Area.



EXISTING CHARACTERISTICS

- Low-lying and flat agricultural fields with isolated farmsteads are predominant;
- Narrow rural lanes run through this character area;
- Loose courtyard or U-plan forms on large plots;
- Large setbacks from the rural lanes with generous front and back gardens;
- The majority of properties are two storey;

PROPOSED CHARACTER

- The future development should respect the local materials used in this area;
- Propose local boundary treatments such as wooden fencing, low red brick walls and dense hedgerows which provide a very rural character;
- Retain and enhance the hedges, trees and other landscape features;
- Connect the existing footpaths to different part of the parish; and
- Provision of wildlife friendly corridors to respect the biodiversity and existing habitats.

COUNTRYSIDE CHARACTER AREA CODES

The following codes are applicable to the Countryside Character Area.

SP 03

Trees and landscaping

Protect and enhance existing trees, hedges and other green spaces.

BF 04

Desired height profile

Roof styles should be open-gabled or hipped roof. The building heights should not exceed 2 storey to ensure they are in keeping with the existing local character.

BF 08

Architecture details, material and colour palette

Preserve the history and architectural details of existing properties.

EE 06

Wildlife friendly features

Comprehensive landscape buffering should be encouraged to provide a buffer between development and the countryside.

Figure 127: Diagram showing the 3D view of Countryside Character Area (Source: Mike Page, https://lingwood-burlinghamparishcouncil.norfolkparishes.gov.uk/)

5.3 Checklist

As the design guidance and codes in this document cannot cover all design eventualities, this chapter provides a number of questions based on established good practice against which the design proposal should be evaluated. The aim is to assess all proposals by objectively answering the questions below. Not all the questions will apply to every development. The relevant ones, however, should provide an assessment as to whether the design proposal has considered the context and provided an adequate design solution.

As a first step there are a number of ideas or principles that should be present in all proposals. These are listed under 'General design guidance for new development'. Following these ideas and principles, questions are listed for more specific topics on the following pages.

1

General design guidelines for new development:

- New development will integrate with existing paths, streets, circulation networks and patterns of activity;
- Reinforce or enhance the established settlement character of streets, greens, and other spaces;
- Harmonise with and enhance the existing settlement in terms of physical form, architecture and land use;
- Relate well to local topography and landscape features, including prominent vegetation and long-distance views;
- Reflect, respect, and reinforce local architecture and historic distinctiveness;
- Retain and incorporate important existing features into the development;
- Respect surrounding buildings in terms of scale, height, form and massing;
- Adopt contextually appropriate materials and details;
- Provide adequate open space for the development in terms of both quantity and quality;
- Incorporate necessary services and drainage infrastructure without causing unacceptable harm to retained features;
- Ensure all components e.g. buildings, landscapes, access routes, parking and open space are well related to each other;
- Make sufficient provision for sustainable waste management (including facilities for kerbside collection, waste separation, and minimisation where appropriate) without adverse impact on the street scene, the local landscape or the amenities of neighbours;
- Positively integrate energy efficient technologies;
- Ensure that places are designed with management, maintenance and the upkeep of utilities in mind; and
- Seek to implement passive environmental design principles by, firstly, considering how the site layout can optimise beneficial solar gain and reduce energy demands (e.g. insulation), before specification of energy efficient building services and finally incorporate renewable energy sources.

2

Local green spaces, views & character:

- What are the particular characteristics of this area which have been taken into account in the design; i.e. what are the landscape qualities of the area?
- Does the proposal maintain or enhance any identified views or views in general?
- How does the proposal affect the trees on or adjacent to the site?
- Can trees be used to provide natural shading from unwanted solar gain? i.e. deciduous trees can limit solar gains in summer, while maximising them in winter.
- Has the proposal been considered within its wider physical context?
- Has the impact on the landscape quality of the area been taken into account?
- In rural locations, has the impact of the development on the tranquillity of the area been fully considered?
- How does the proposal impact on existing views which are important to the area and how are these views incorporated in the design?
- Can any new views be created?
- Is there adequate amenity space for the development?
- Does the new development respect and enhance existing amenity space?
- Have opportunities for enhancing existing amenity spaces been explored?
- Will any communal amenity space be created? If so, how this will be used by the new owners and how will it be managed?
- Is there opportunity to increase the local area biodiversity?
- Can green space be used for natural flood prevention e.g. permeable landscaping, swales etc.?
- Can water bodies be used to provide evaporative cooling?
- Is there space to consider a ground source heat pump array, either horizontal ground loop or borehole (if excavation is required)?

3

Street grid and layout:

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

4

Gateway and access features:

- What is the arrival point, how is it designed?
- Does the proposal maintain or enhance the existing gaps between settlements?
- Does the proposal affect or change the setting of a listed building or listed landscape?
- Is the landscaping to be hard or soft?

5

Buildings layout and grouping:

- What are the typical groupings of buildings?
- How have the existing groupings been reflected in the proposal?
- Are proposed groups of buildings offering variety and texture to the townscape?
- What effect would the proposal have on the streetscape?
- Does the proposal maintain the character of dwelling clusters stemming from the main road?
- Does the proposal overlook any adjacent properties or gardens? How is this mitigated?
- Subject to topography and the clustering of existing buildings, are new buildings oriented to incorporate passive solar design principles, with, for example, one of the main glazed elevations within 30° due south, whilst also minimising overheating risk?
- Can buildings with complementary energy profiles be clustered together such that a communal low carbon energy source could be used to supply multiple buildings that might require energy at different times of day or night? This is to reduce peak loads. And/or can waste heat from one building be extracted to provide cooling to that building as well as heat to another building?

6

Building line and boundary treatment:

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

7

Building heights and roofline:

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

8

Household extensions:

- Does the proposed design respect the character of the area and the immediate neighbourhood?
- What is the impact of the proposed changes/extension on the surrounding environment, including green space and parking/pedestrian access?
- Is the roof form of the extension appropriate to the original dwelling?
- Do the proposed materials match those of the existing dwelling?
- In case of side extensions, does it retain important gaps within the street scene and avoid a 'terracing effect'?
- Are there any proposed dormer roof extensions set within the roof slope?
- Does the proposed extension respond to the existing pattern of window and door openings?
- Is the side extension set back from the front of the house?
- Does the extension offer the opportunity to retrofit energy efficiency measures to the existing building?
- Can any materials be re-used in situ to reduce waste and embodied carbon?
- What is the impact of the proposed changes/extension on the surrounding environment, including green space and parking/pedestrian access?

9

Building materials & surface treatment:

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

10

Car parking:

- What parking solutions have been considered?
- Are the car spaces located and arranged in a way that is not dominant or detrimental to the sense of place?
- Has planting been considered to soften the presence of cars?
- Does the proposed car parking compromise the amenity of adjoining properties?
- Have the needs of wheelchair users been considered?
- Can electric vehicle charging points be provided?
- Can secure cycle storage be provided at an individual building level or through a central/ communal facility where appropriate?
- If covered car ports or cycle storage is included, can it incorporate roof mounted photovoltaic panels or a biodiverse roof in its design?
- Has adequate off road parking been provided for each dwelling?
- Does the proposed parking arrangement provide sufficient security and deter anti-social behaviour/crime?

11

Architectural details and design:

- Does the proposal harmonise with the adjacent properties? This means that it follows the height massing and general proportions of adjacent buildings and how it takes cues from materials and other physical characteristics.
- Does the proposal maintain or enhance the existing landscape features?
- Has the local architectural character and precedent been demonstrated in the proposals?
- If the proposal is a contemporary design, are the details and materials of a sufficiently high enough quality and does it relate specifically to the architectural characteristics and scale of the site?
- Is it possible to incorporate passive environmental design features such as larger roof overhangs, deeper window reveals and/or external louvres/shutters to provide shading in hotter months?
- Can the building designs utilise thermal mass to minimise heat transfer and provide free cooling?
- Can any external structures such as balconies be fixed to the outside of the building, as opposed to cantilevering through the building fabric to reduce thermal bridge?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6. Delivery

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

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

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