

Hoveton

Design Guide

Final

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Delivering a better world

Quality information

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Introduction

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River Bure of the Broads

1. Introduction

Through the Ministry of Housing, Communities and Local Government (MHCLG) Neighbourhood Planning Support Programme led by Locality, AECOM was commissioned to provide design support to the Hoveton Community Council[1].

As the National Planning Policy Framework (NPPF) (paragraph 131) notes, 'good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities' (see **page 8**).

Following an analysis of the Neighbourhood Area (NA), a set of architectural and design qualities are identified. This set of qualities, combined with good design practice, form the design guidelines that development within Hoveton should follow in order to comply with this parish-wide design guide document.

1 'Hoveton Community Council' refers to the Hoveton Parish Council throughout the document

1.1 Purpose of this Document

This document sets out residential design guidance based on the existing features of Hoveton. The document is intended to sit alongside the Neighbourhood Plan to provide guidance for applicants preparing proposals in the NA and as a guide for the Community Council and North Norfolk District Council or the Broads Authority when considering planning applications.



Figure 01: Residential development at Burnt Fen Way.



Figure 02: Tree canopy and hedgerows lining Tunstead Road.

1.2 Area of Study

The NA of Hoveton is a 1,009 hectare (ha) village and parish in the North Norfolk District of Norfolk County. The south and eastern extent of the parish is situated within the Broads Authority Area. The parish is home to about 2,100 residents (as at 2021 Census).

The Norfolk and Suffolk Broads is Britain's largest protected wetland and third largest inland waterway, with the status equivalent of a national park. Hoveton is often considered the gateway to the Norfolk Broads by providing a range of leisure and boating activities.

The village of Wroxham is situated on the opposite side of the River Bure to the south outside of the Neighbourhood Area. The villages are connected by the Wroxham Bridge. Hoveton is often referred to (mistakenly) as Wroxham, but the two villages have a distinct character of their own and separate administrative boundaries. Services are located both in Hoveton (primary and secondary schools, doctors practice, train station, shops and community amenities) and Wroxham (library) and used by both communities.

Norwich City is about a 15 minute train journey on Greater Anglia services (Bittern Line) or 20 minute drive to the south-west of Hoveton. The city is a regional economic centre that provides employment, education, service and retail opportunities for the residents of Hoveton. The city also supports increased levels of tourism to the Broads, with many visitors firstly passing through or staying in Norwich. Nearby industrial parks including Rackheath provide employment opportunities.

The adopted North Norfolk Local Plan (2008) allocated 120 dwellings on a 7 ha greenfield site adjacent on Stalham Road, which was delivered. The emerging Local Plan proposes an allocation of 150 dwellings and 40 dwellings equivalent of specialist elderly persons accommodation on a 6.4 ha site east of Tunstead Road and approximately 50 dwellings on a 2.9 ha site on Stalham Road. Reforms to the National Planning Policy Framework were adopted in December 2024 and resulted in changes to the housing requirement. At the time of preparing this report, it was yet to be determined if additional sites for housing will be identified within the NA.

The Broads Local Plan (2019) allocates brownfield land off Station Road (Former Broads Hotel Cottage site, Former Waterside Rooms, and building next to the King's Head pub) for various mixed-use schemes that take advantage of the waterside location within the centre. The Plan also supports development that further strengthens the village centre.

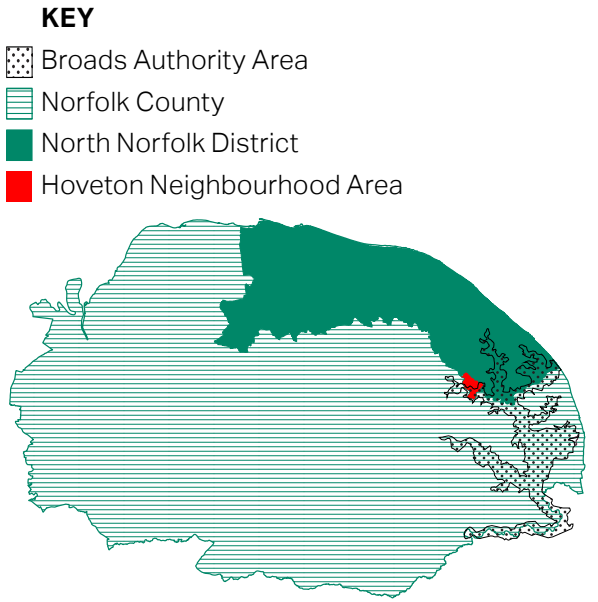
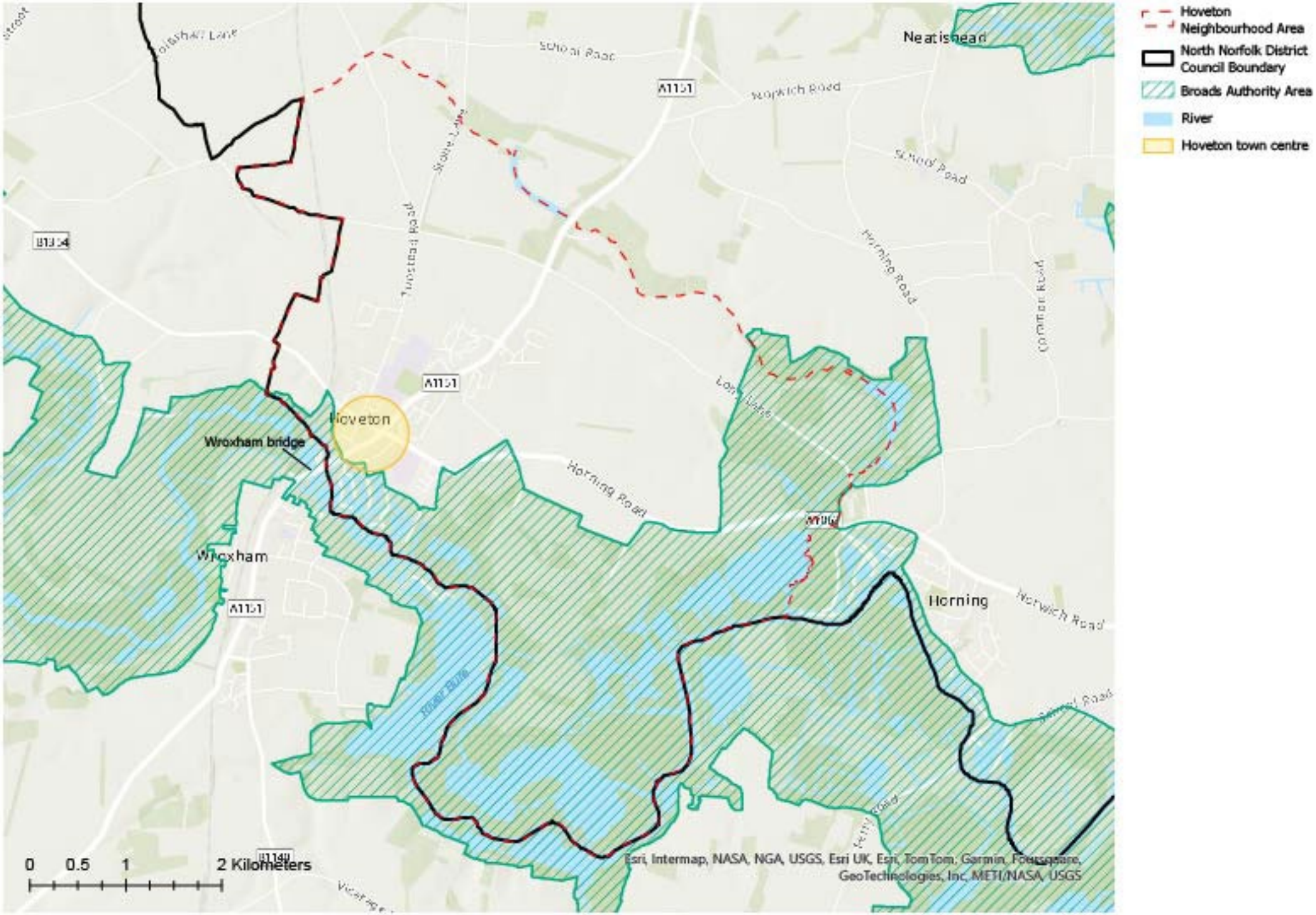


Figure 03: Diagram of administrative areas relevant to the Hoveton Neighbourhood Area.


Hoveton
Neighbourhood Area
North Norfolk District
Council Boundary
Broads Authority Area
River
Hoveton town centre
Neatishead
School Road
A1151
Norwich Road
Stalham Road
Tunstead Road
B1354
Horning Road
Common Road
Hoveton
Wroxham bridge
Wroxham
Horning
0 0.5 1 2 Kilometers
Esri, Intermap, NASA, NGA, USGS, Esri UK, Esri, TomTom, Garmin, Foursquare,
GeoTechnologies, Inc, METI/NASA, USGS

1.3 Summary of Hoveton's Key Features

Key characterising features of Hoveton were drawn from local knowledge, a site visit on the 18th of November, and a desktop study. These features collectively paint a comprehensive picture of design in Hoveton.

Recognising and preserving these elements is key to maintaining and enhancing Hoveton's character and ensuring it remains a desirable place to live, work and visit.

Gateway to the Broads

Hoveton's geographic location in proximity to the Broads and on the River Bure is important for its settlement pattern as well as for its historic and ongoing economic development. It acts as a gateway to the Broads creating an important tourist base.



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Heritage assets

Hoveton has a long history dating back to Mesolithic and Neolithic times. It has important heritage assets that speak to its early development including two churches from as early as the 12th century and the 16th century respectively. These inform the broader character of the settlement and surrounding rural area.

Varied character and architecture

Hoveton grew during the 19th and 20th centuries as a series of housing estates to the north of the main village centre. These occurred individually, and as a result, a variety of architectural styles and housing typologies can be found across the NA.



Rural connection

Hoveton is well connected to its surrounding environment including a rural and agricultural landscape to the north and west, with the Broads bounding the south of the settlement. As such, connection to nature, and a rural character are defining characteristics of the village with strong pedestrian paths throughout.



The River Bure

The settlement of Hoveton is built to the north of River Bure. An important aspect of the village centre revolves around marina and dock development. Boating provides an important recreational and economic activity in Hoveton, and characterises the village centre.



1.4 Planning Policy Context

The NPPF 2024, paragraph 132 states that:

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

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

Therefore this report's main objective is to develop design guidance to sit alongside the Neighbourhood Plan to inform design proposals within Hoveton and ensure that they remain sympathetic to the character.

Other research, such as for the Government's Commission for Architecture and the Built Environment (now part of the Design Council; see, for example, *The Value of Good Design*[1]) has shown that good design of buildings and places can improve health and well-being, increase civic pride and cultural activity, reduce crime and anti-social behaviour and reduce pollution.

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

Additionally, these following documents have informed the design guidance within this report to ensure they are best aligned with the needs and opportunities identified for the NA.

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

National planning documents

2007 - Manual for Streets
Department for Transport

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

2019 - National Design Guide
MHCLG

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

2020 - Building for a Healthy Life
Homes England

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

North Norfolk District planning documents

Adopted North Norfolk Local Plan (2008)
North Norfolk District Council

Although Hoveton is a village, rather than a town, its size, particularly taken with Wroxham (in Broadland District), means that it acts as a key local retail and service centre within the rural area. The village is designated within the Local Plan as a Secondary Settlement with a Small Town Centre where development will be limited in scale to meet locally identified needs and support Hoveton's role as a visitor and tourist destination. Due to its proximity to the Broads, policies seek to protect the landscape, biodiversity, and hydrology.

Emerging North Norfolk Local Plan (2024–2040)
North Norfolk District Council

The emerging North Norfolk Local Plan (under examination since early 2023) will replace the 2008 Plan and guide development until 2040. The plan identifies the village of Hoveton as a Small Growth Town, where a limited amount of additional development is considered, within a rural area. Hoveton/Wroxham are identified as a Medium Town Centre and Tourist Centre that provide a range of services for local residents, their rural Hinterland, and tourists.

Adopted and Emerging Design Guides
North Norfolk District Council

North Norfolk District Council first adopted a design guide in 1974. The current Design Guide Supplementary Planning Document (SPD) was adopted in 2008, and a new emerging Design Guide is intended to be adopted as an SPD with the new Local Plan. SPDs provide additional guidance on policies set out in a Local Plan and are a material consideration in planning decisions, meaning they can influence how planning applications are assessed.

The current adopted Design Guide provides a brief geological and architectural history of the District to promote a better understanding of the richness of the area in heritage terms. It then provides a chapter on each major development type with objectives and advice for each, followed by a general chapter on sustainability. This design guide is primarily intended to influence the design of residential development within the Neighbourhood Area. Of relevance to this design guide are therefore the North Norfolk Design Guide SPD (2008) chapters on New Residential Development, Landscape Design, Materials and Sustainable Construction.

The emerging Design Guide SPD follows a similar structure to the current adopted document. The updates respond to new government policy as well as increasing development pressure and continues the commitment to raise design standards. The refreshed chapters of relevance to this design guide are Detailing, Household Design, Materials, Residential Development, Landscape and Biodiversity, and Sustainability and Technical Standards.

A signpost to relevant information of the current adopted and emerging design guides for North Norfolk is provided within the corresponding themes of Chapters 2-4 Design Guidance.

Broads Authority Area planning documents

Adopted Broads Local Plan (2019)
Broads Authority

The Local Plan (2019) provides an overview of the national importance of the Broads including for its natural beauty, wildlife and cultural heritage, and the opportunities it creates for the enjoyment of its special qualities. In recognition of this important landscape, policies for development have a strong environmental focus covering themes such as climate change, landscape character, soils, flooding and water management and light pollution.

Site specific policies of Hoveton and Wroxham seek to protect green infrastructure, some of which are within the NA . Policies also focus on improvements and development for appropriate uses on brownfield land and sites within, and adjacent to, the village centre. The Plan establishes a dark sky zone within rural areas and lower density areas of the NA.

Broads Planning Guides
Broads Authority

The Broads Authority has produced several design guides to ensure development acknowledges the special qualities of the Broads. Some of the key design guides relevant to this document are summarised below.

The Sustainability Guide contains guidance on designing buildings to adapt to climate change, energy efficiency (including materials and building approaches) and minimising the use of resources.

The Landscaping Strategy Guide provides guidance for development to minimise landscape impacts and integrate high quality landscaping schemes.

The Biodiversity Enhancement Guide provides information, images and further information on the integration of wildlife enhancements within development.

Towards a Dark Sky Standard provides high level guidance for lighting design and the protection of dark skies (which are designated over the rural areas surrounding the village).

The Broads Authority Design Guide and Code contains guidance around general housing design including for specific types of housing development typical of the area.

Other planning documents

The sub-regional Greater Norwich Local Plan (2024) is a joint spatial plan that focuses on the coordinated development of Norwich, Broadland, and South Norfolk. Wroxham falls within the Broadland District Council area, which is part of the GNLP. While the GNLP supports economic growth, policies from the Broads Authority and North Norfolk District Council aim to balance tourism with environmental sustainability. Wroxham is identified as a key service centre of the GNLP with services shared with neighbouring Hoveton.

1.5 Process and Engagement

A one-day site visit took place on 18 November 2024 commencing with an in-person meeting between AECOM and representatives of the Hoveton Neighbourhood Plan Steering Group to explore the group's key aims and objectives and to address any initial concerns.

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

This document has resulted from a collaborative effort between the Neighbourhood Plan Steering Group and AECOM, reflecting the priorities of local residents. The design coding process includes the following steps:



Figure 05: A brief chronological breakdown of the key elements and milestones used throughout the duration of the production of this document.

1.6 How to use this document

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

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

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

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

What follows is a list of actors and how they will use the design guidelines:

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

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

1.7 Reading Guidance

This report is structured by design theme, followed by a checklist to evaluate good design in Hoveton. Design considerations stretch from the macro scale of urban structure (for example, town planning, transport and infrastructure networks) to the micro scale of detailing (for example, roof pitch and materials). The design themes have been assembled in a linear form to align with the process and scale of design:

- Theme A: Neighbourhood Area and Settlement is focused on the growth and character of Hoveton and district cultural heritage and landscape features of the parish
- Theme B: Plot is focused on the layout and design of buildings, landscaping, car parking and servicing of a development
- Theme C: Architectural Vernacular is focused on scale, form and materials of buildings in Hoveton

For each theme, the following information is provided:

- Introduction to the theme and its components
- Strategic context for the components of the theme
- Design guidelines for development.



Reference to existing policy: Where there is already reference to a topic in existing local policy or guidance, this has been highlighted alongside this icon.

1.8 What does good design in Hoveton look like?

Hoveton has a number of examples of good design in recent housing estates. These are considered to be good and are enjoyed by local residents.

These examples provide a guide of what future good design could look like in the Neighbourhood Area.



Figure 06: Example of recent development at Burnt Fen Way. It incorporates a variety of complementary materials and sustainable elements, such as PV panels.



Figure 07: Example of development at St Margarets Gardens which uses a consistent material palette and cohesive design elements while incorporating effective landscaping strategies.



Figure 08: Example of natural landscaping at Burnt Fen Way creating a natural interface between new development and open countryside.



Figure 09: Example of a recent development that uses a mix of materials and a varied colour palette that integrate well with each other. Elements of detailing are used on each building to create visual and architectural interest.



Figure 10: Example of effective landscaping that creates visual interest and pathfinding with the sustainable incorporation of green verges and permeable paving.



Figure 11: Example of recent development that retained existing mature tree and positioned it as a landmark on the corner of the street.



Figure 12: Example of mature hedgerow which is maintained along the street with a footpath running adjacent.



Figure 13: Example of a recent development that provide front gardens of a sufficient depth to accommodate the planting of a tree and new hedgerows. Permeable surfacing has also been utilised within the driveway to reduce run-off during rain.



Theme A: Neighbourhood Area and Settlement

2

Dwelling in Hoveton with a deep front garden containing well established landscaping

2. Theme A: Neighbourhood Area and Settlement

Theme A is about the relationship of new development to the local context, including the overarching settlement form, street layout, cultural heritage, and landscape.

This theme covers concepts relevant to the scale of the whole settlement. It considers Hoveton's geographical context, key natural and built assets, and existing built form. Hoveton's context and its relationship to its surroundings is key to the character of the settlement and its layout.

The topics covered in this theme are:

- Settlement context;
- Landscape;
- Biodiversity;
- Streets and built form;
- Open space and community facilities.

Guidance included under this theme relate to the settlement as a whole, and will affect the experience and character of Hoveton.

Extensive design guidance already exists in the North Norfolk Local Plan (and associated Design Guide), the Broads Local Plan and the Broads Authority Design Guide and Code SPD. A summary of what guidance already exists in these documents is included next to the relevant topic area, with this report providing additional supporting design guidance.



Figure 14: Image of settlement on edge of river



Figure 15: Image of St John's Church

2.1 Settlement Context

The main settlement pattern at Hoveton centres around the River Bure watercourse and extends from there to the north-east. The settlement form is influenced by its natural surroundings. In particular, the river forms a natural edge along which the settlement has developed. As one of only 200 chalk-stream rivers in the world, the River Bure is an important ecological and tourist attraction in the Broads. It is the longest river in the Broads, flowing for just over 50km from where it rises in North Norfolk, to Gorleston. It is navigable by boat on a large portion of this route. Open rural fields surround the remainder of the settlement.

The settlement of Hoveton has a long history. It shows historical evidence of early human activity as early as the Mesolithic or Neolithic period. The settlement was mentioned in the 1086 Domesday book, with a population of over 50 households. Most of the settlement's growth has occurred since the late 19th century.

Roys of Wroxham, dubbed "the world's largest village store" opened in Hoveton in 1899. Today Roys has a department store, supermarket, garden centre, toy shop and DIY store in Hoveton, which characterises most of the village centre alongside the maritime industries.

The wider settlement has grown with periods of estate development, resulting in a mixed architectural character. The residential density is relatively low, with the most common type of dwellings being bungalows and detached houses. Some of the more recent development at the far north edge of the settlement has occurred as ribbon development which feels disconnected from the rest of the settlement.

Within the Neighbourhood Area, there are a few Listed buildings and heritage points. To the southeast of the main settlement area lies the Grade I listed Hoveton House, a Regent period house with lush gardens. The Grade II* Listed Church of St John (c. 12th century, remodelled in 15th century) and Church of St Peter (c. mid-17th century) are two of the oldest buildings remaining in the parish. Other Grade II heritage buildings include historic farmsteads dating from the mid-16th century to the late 17th century, indicative of the rural and agricultural history of the settlement.



See the adopted and emerging North Norfolk Plan and adopted Broads Local Plan for guidance on the protection and enhancement of special qualities and local distinctiveness. Historic assets and their settings are identified as a consideration for proposals.



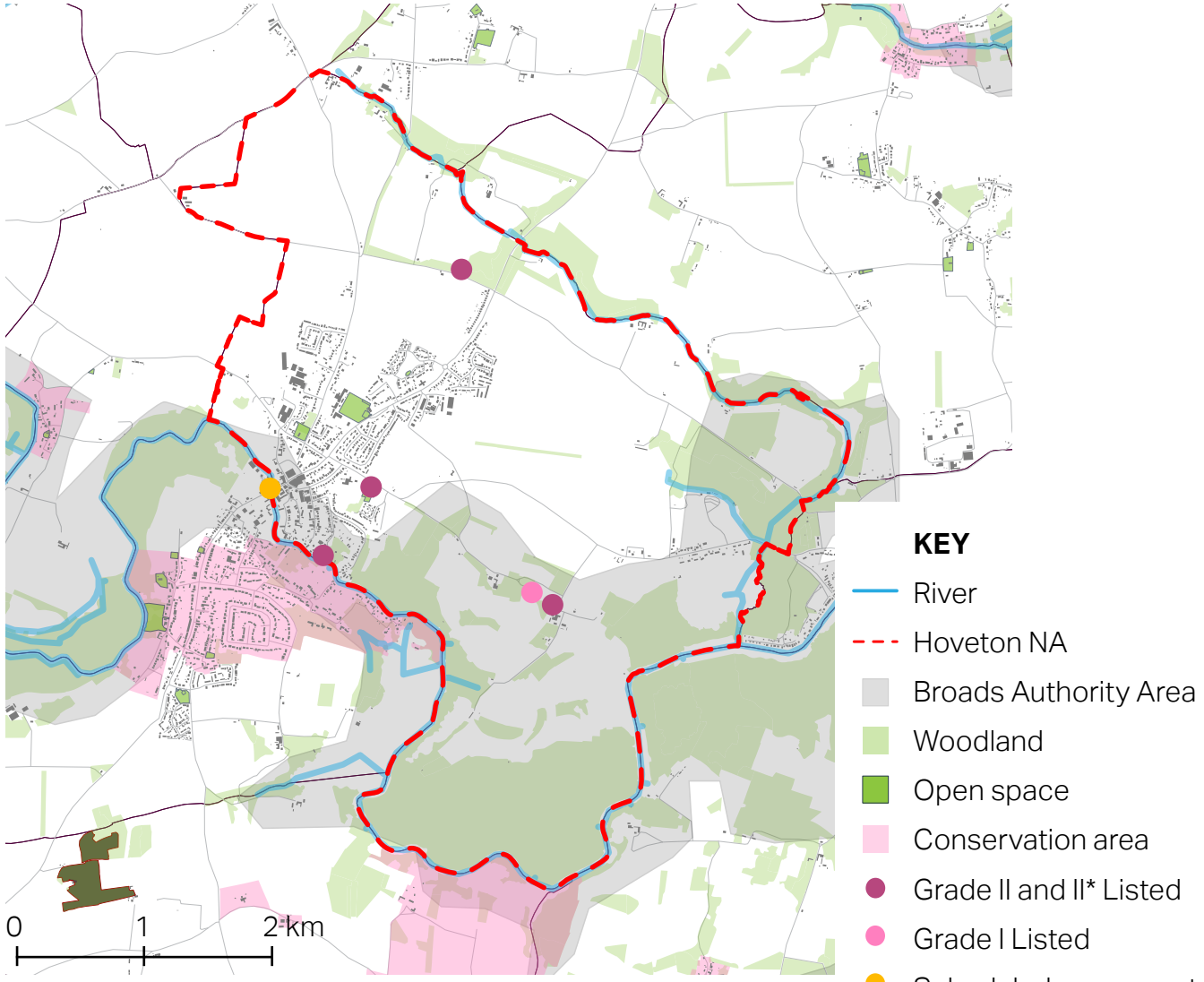
See the adopted North Norfolk Local Plan for density guidance in Hoveton of 30 dwellings per hectare. The emerging Local Plan and associated Design Guide notes that most site allocations will already have an outline density. The design guide also provides approximate densities for different housing typologies, but notes that these should be varied by the local context.

Design Guidance

- The settlement of Hoveton is nestled between the River Bure of The Broads to the south and open rural fields with isolated patches of broadleaved and conifer woodland to the west, north and east. Any new development should consider, and sympathetically integrate with, the landscape character of the surrounding context.

- While the overall plot density of development will be aligned with the Local Plan, it should not necessarily be evenly distributed across the site. A variety of housing types and sizes are encouraged, with the greatest densities located at the 'heart' of the plot, or closer to the village centre, with lower densities closer to the settlement edge.

Figure 16: Map of historic assets within the NA. This map is for illustrative purposes only, please refer to the UK Government interactive mapping platform Magic for further information.



2.2 Landscape

The North Norfolk Landscape Character Assessment (January 2021) identifies what makes North Norfolk a unique place and serves as a framework for decision making that respects local distinctiveness. It identifies the southern part of the NA as being in The Broads National Character Area. The Broads has become a popular recreation and tourist destination, known for its shallow lakes. These lakes are the effects of medieval excavations of peat that became flooded as sea levels rose. The area boasts a loose local vernacular creating some cohesion between local settlements. This includes flint, pebble and brick with pantiles and occasionally reed thatch.

The Broads Landscape Character Assessment (December 2016) identifies the south of the NA within the Bure Valley. Upstream of Wroxham Railway Bridge is noted for early industry workings of chalk deposits but today is noted for its tranquil remoteness. Downstream Wroxham to Fleet Dyke, South Walsham is a tourism hotspot and busy settlement surrounded by varied landscapes and a sense of enclosure from Carr woodland.

The northern part of the NA lies in the Low Plains Farmland Local Character Area identified in the North Norfolk Landscape Character Assessment (January 2021). The Low Plains are characterised by their strong rural character with a sense of remoteness and tranquillity, with a high presence of historic parklands, historic settlements, and rural lanes. There is a variety of woodlands, hedgerows, and remnant semi-natural habitats that provide a sense of variety as well as a richness of biodiversity in the area.

The main settlement is well connected to the surrounding fields, with views out to open countryside especially from the east of the settlement, which has an open edge with its rural surroundings. The north of the settlement equally feels very connected to its rural setting, with linear development occurring along Station Road but preserving much of the openness of the countryside behind the development. Other than the main settlement of Hoveton, the parish remains relatively rural and undeveloped, with some instances of isolated development in the east of the NA.



See the adopted and emerging North Norfolk Local Plan for information on how proposals should protect and enhance the landscape and settlement character and the Broads. The Landscape Character and Sensitivity Assessments are adopted as SPDs. The adopted and emerging Design Guides contain information on the geologic and environmental context that should inform any new development. It also provides specific guidance on landscape design and landscaping.



See the adopted Broads Local Plan for information on how proposals should conserve and enhance the key landscape characteristics of the Broads. Development proposals should be informed by The Broads Landscape Character Assessment (2016).

Design Guidance

- Development should carefully consider and integrate elements of surrounding landscape to ensure the development sits well within its surrounding context.
- Development should integrate a vegetation and hedgerow mix that reflects native species. These include species such as privet, escallonia and hornbeam, along with other native species as outlined in the North Norfolk Design Guide.
- Development should retain all existing trees, hedgerows, and mature planting wherever possible. If removal of vegetation is required, these should be replaced in a ratio of 2:1.
- Development should provide new landscaping areas that improve ecological connectivity of the landscape (connections that allow wildlife and biodiversity to move around the landscape). For example, expanding areas of woodland or hedgerows.



Figure 17: Proposed site allocation in emerging North Norfolk Local Plan (Land East of Tunstead Road)

2.3 Biodiversity

The Neighbourhood Area includes areas of high importance for ecology and biodiversity. In particular, a large area in the south of the NA surrounding the River Bure is nationally designated as a RAMSAR site, a Special Area of Conservation (SAC), a Special Protection Area (SPA), a Local Nature Reserve, and a Site of Special Scientific Interest (SSSI).

The River Bure is an important ecological asset of the Broads, providing a species-rich environment. It is the longest river in the Broads, and being a chalk-stream river, it is one of only a few around the world and needs to be protected as such.

The Broads is an area of shallow lakes connected through a network of rivers. These are sites of medieval peat excavation that have been flooded and now provide some of Europe's most important wetlands for biodiversity and nature conservation. Some of the biodiversity hosted by the landscape includes botanically rich fens, the Norfolk hawker dragonfly, and the bittern as well as a wealth of bird and invertebrate life in the wet woodlands. The area is under increasing pressure from habitat loss and fragmentation, pollution of waterways and rising sea levels causing a decline in species and habitats.

Hoveton is within the SSSI zone of influence. Certain development may require consultation with Natural England to determine the likely impacts from development, and in order to mitigate any harmful effects.

There are also scattered priority habitats supported throughout the NA, including areas of deciduous woodland and lowland fens, particularly in the east of the parish. These are connected by hedgerows.

There are important areas of peatland within the Broads which have been impacted by agricultural drainage and historic cutting of the resource which has left much of the remaining areas in a degraded state. Healthy peatlands act as a carbon sink which is a valuable asset that needs to be protected. There are ongoing protection initiatives and projects happening in the Broads to try to protect these lands.



See the adopted and emerging North Norfolk Local Plan for policies on the protection and conservation of biodiversity and natural resources in any new development proposal. Specific policies for the conservation and enhancement of local environment, including the Broads Special Area of Conservation are also noted.

The adopted and emerging Design Guides also contain specific guidance around landscape design, including types of planing to use in relation to local biodiversity, and minimising light and noise pollution.

Any new development must have regard to the emerging North Norfolk Local Nature Recovery Strategy, the GIRAMS, the Broads nutrient neutrality and any BNG requirements.

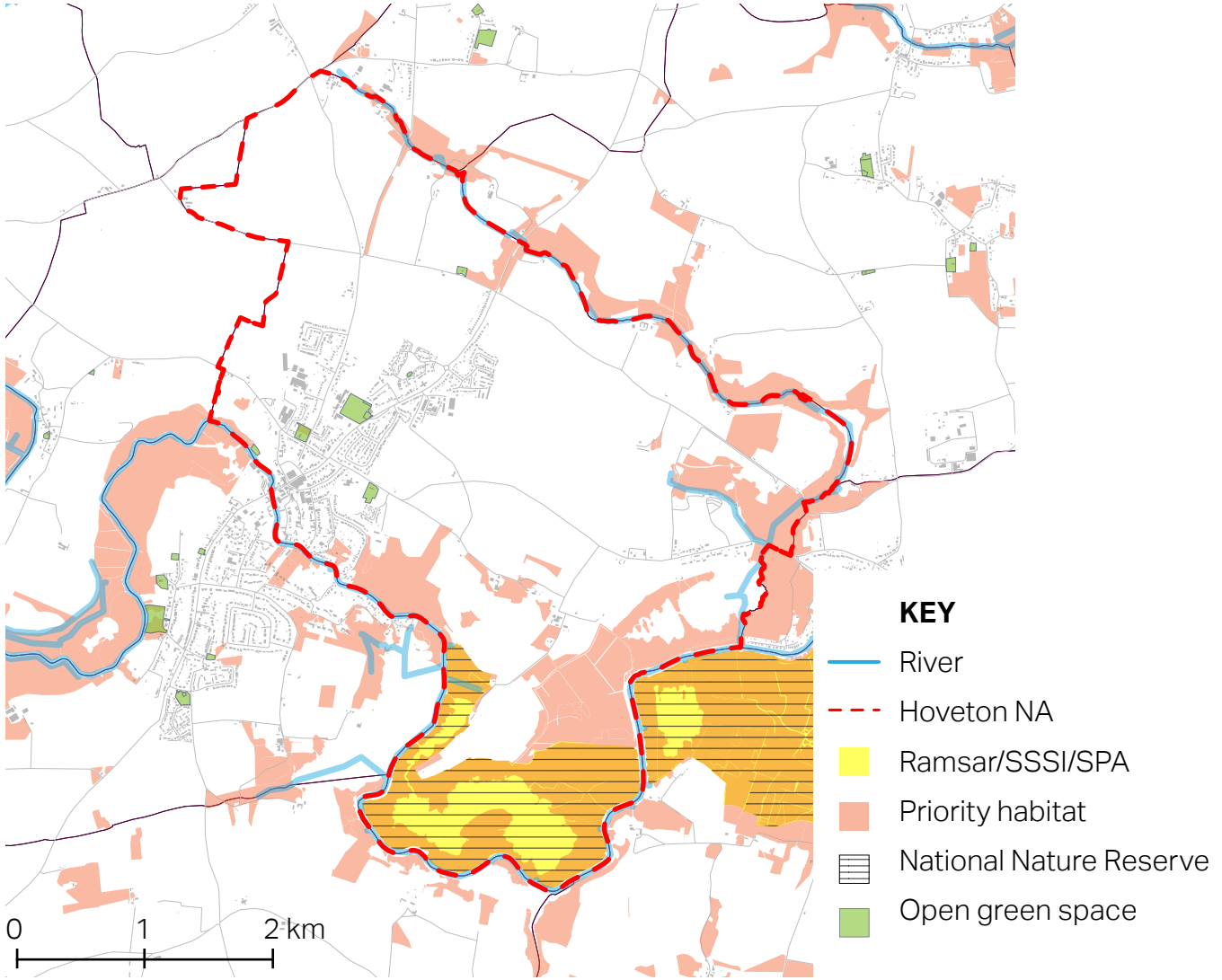


See the Broads Local Plan for Broads for guidance around the conservation and enhancement of existing biodiversity. The Plan also contains a policy in relation to the Dark Sky zone that covers the part of Hoveton that lies in the Broads Authority Area, setting specific guidance for exterior lighting to protect wildlife and human health.

Design Guidance

- Any new development should support the integration of biodiversity features such as hedgehog corridors, bird/ bat boxes, or bee bricks. Proposals should seek to support the Broads internationally important wildlife, enhance biodiversity, and seek to further the statutory purposes of protected landscapes.
- The existing Dark Skies guidance that applies to the Broads should be extended to cover the whole parish of Hoveton, including any new development. This will help decrease the high levels of light pollution in Hoveton and support the tourist industry related to dark skies, as well as help support wildlife that rely on dark skies.
- Any new development should mitigate noise pollution impacts.
- Any new development should protect and enhance existing peatlands.

Figure 18: Map of key biodiversity features within the NA. This map is for illustrative purposes only, please refer to the UK Government interactive mapping platform Magic for further information.



2.4 Streets and Active Travel

Hoveton suffers from congestion in the village centre along the A1151 and across the river bridge through Wroxham, particularly in holiday periods. The Wroxham Bridge (which is also a Scheduled Monument) is a significant constraint to internal circulation between Wroxham and Hoveton.

Hoveton & Wroxham station, located on the western edge of the settlement serves Hoveton, and provides direct rail access into Norwich. The railway station was instrumental in the development and growth of Roys of Wroxham, with all freight being delivered directly by train. There is a tourist railway line and station associated with Hoveton and Wroxham, the Bure Valley Railway, which opened in 1990 and provides tourist experience steam trains from the historic market town of Aylsham and Hoveton.

The village's main street layout follows the same historic layout from the 1800s. Stalham Road and Tunstead Road form the main axes for development leading northeast from the river's edge. From these main axes, there are several smaller streets and cul-de-sacs that branch off to create pockets of residential development. The street layout has been influenced by estate developments along these primary axes, with looping roads and cul de sacs typical of the period they were built. Generally, roads are relatively wide providing ample space for cars.

The main settlement is well served by pedestrian footpaths making the area accessible to walkers. There is a public footpath along the water's edge between the main village centre and the railway station which is in need of some improvement. Although, this area is also fairly concentrated with car parks; which are required for the intense flux in population during the tourist season in the summer, but the rest of the year remain relatively underutilised and quiet.

Some of Hoveton's strengths lie in the settlement's connections to its natural setting. The Bure Valley Path Railway Walk begins at the Hoveton and Wroxham railway station, following the railway tracks to Aylsham. Cycle routes that go through Hoveton include the 3 Rivers Way as well as the Bure Valley Path. There is also some dedicated cycle infrastructure in recent development.



See the adopted and emerging North Norfolk Local Plan for policies on car parking provision. The adopted and emerging Design Guides also contain specific guidance on movement and connectivity, streets and spaces, and ensuring active transport is prioritised and encouraged.



See the Broads Authority Design Guide and Code for guidance around street design, in particular ensuring accessibility, connection of new development to existing street network, and some specific guidance around cycle and parking infrastructure, including types of parking.



See the Manual for Streets for guidance around the design of streets including dimensions, inclusive design, and street furniture and lighting.



See the Local Cycling and Walking Infrastructure Plan for Norfolk - Wroxham and Hoveton which sets out a list of active travel infrastructure projects to be implemented.

Design Guidance

- Development should promote active travel through design, including the implementation of continuous cycle infrastructure, and continuous, separated pedestrian footpaths wherever possible. The integration of shared surface roads can also promote active travel and safe streets. See the figures on pages 27 and 28 for examples of street design that promotes active travel and safety.

- Development should maintain and enhance public rights of way and connections to the surrounding countryside. Wherever possible, new public rights of way and paths should be created to preserve a sense of connection to the countryside, and to promote a pedestrian friendly environment.



Figure 19: Example of street with paved pedestrian footways on both sides



Figure 20: Example of shared use path provided in recent development



Figure 21: Illustrative section of street with separated pedestrian footpath

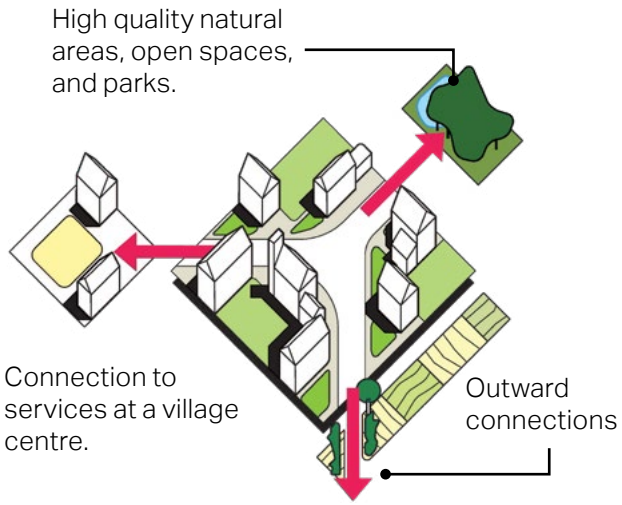


Figure 22: Illustrative diagram showing direct routes from dwellings to amenities and countryside

Design Guidance

- Any new development should provide parking on-plot wherever possible, preferably to the side or front of the main development in line with current parking provision in the settlement. Rear parking courts are discouraged as they offer little passive surveillance, and create dead zones within a development.



Figure 23: Sign signalling public footpath through fields



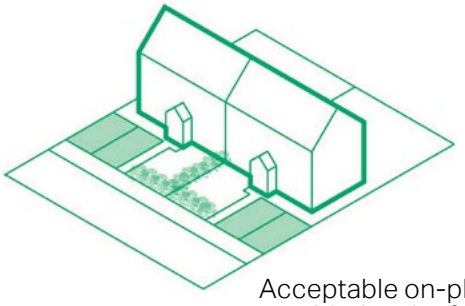
Figure 24: Example of street clear of visual clutter with use of on-plot parking



Acceptable on-plot garage parking provision.



Acceptable on-plot parking provided to the side of dwellings.



Acceptable on-plot parking provided to the front of dwellings.

Figure 25: Example of acceptable parking provision for non-waterfront developments

2.5 Open Space and Community Facilities

Being so close to the river Bure, there are a number of public space provisions along the river, in particular including walks along the river, and boating opportunities. There is some open space associated with the Village Hall including some provision of play and sports equipment. Directly south of this field is the Broadland Youth and Community Centre which provides a well-used community space for a variety of activities. Further open space is connected to the schools in the settlement, as well as surrounding the churches.

There are established footpaths running through the open fields, for instance from Tunstead Road to Stalham Road along the south of the development at Burnt Fen Way. There are also formal and informal footpaths running along the river just south of the station. Another public walk runs along the historic Bure Valley Railway, providing a scenic walk for residents and visitors alike.

New developments such as at St Johns Way demonstrate how open space can successfully be incorporated through the creation of public paths and preservation of views to the open countryside. The recent development at Burnt Fen Way also includes a vast amount of landscaping and open spaces with integrated footpaths. It also includes a play space for children.

See the adopted and emerging North Norfolk Local Plan and Broads Local Plan for guidance on protecting and enhancing areas designated as public realm and open spaces. North Norfolk also sets out specific open space standards that new development proposals must meet and the Local Plan has regard to these standards.



Figure 26: Image of play space provided at Burnt Fen Way development

Design Guidance

- Development should be developed around opportunities for play and community interaction wherever possible. The development at Burnt Fen Way is an example of a successful development built around a central open space and play provision.
- Development should maintain and enhance existing open space and community facilities wherever possible.
- Development should provide additional open space and community facilities for both new and existing residents.
- Development should integrate pedestrian connections to new and existing open space and community facilities.



Figure 27: Illustrative diagram of development around communal open space



Theme B: Plot

3

Recent development with dwellings oriented towards the open rural landscape

3. Theme B: Plot

Theme B is about design of the plot to ensure the layout, scale of buildings and design of private and public open spaces are sensitive to the local character.

This theme covers concepts at the scale of the plot, and streetscape. It considers the kinds of estate development, the layout of buildings within large developments, the relationship between building frontage and the street, the landscaping, the experience someone has at street level. These topics are relevant at the scale of the neighbourhood and plot.

The topics covered in this theme are:

- Building line, setback and layout;
- Building Height and Scale; and
- Landscaping.

Extensive design guidance already exists in the North Norfolk Local Plan and the North Norfolk Design Guide. A summary of what guidance already exists in each of these documents is included next to the relevant topic area, with this report providing additional supporting guidance.

In addition to the design guidance provided in this report, the existing Local design guides provide further information on themes such as infill and extensions, sustainable drainage systems and so on. Please refer to these documents for further information.



Figure 28: Example of larger setback from the street creating more privacy

3.1 Building Line, Setback and Layout

Hoveton hosts a variety of development layouts. Typically, the area benefits from relatively large setbacks from the street edge, making the whole area feel relatively rural. The core of the settlement has a concentrated area where there is a shorter setback from the street edge, creating a denser area.

While there is no overarching setback and building line that is relevant to the whole neighbourhood area, there are specific features that are relevant to different parts of the NA. In particular, the area surrounding Roys department store benefits from a relatively regular short setback from the street, and a regular building height that varies between flat roofs and pitched roofs, creating a varied and interesting building line along the village centre. Almost all development in the village centre is aligned to the street, with frontages oriented onto the main street.

Further to the north along Tunstead Road and Stalham Road, individual housing estates have aligned setbacks creating coherent streetscapes. Areas like around Waveney Drive benefit from one and two storey houses with relatively large setbacks accommodating front gardens. Older developments along the west of Tunstead Road are characterised by a larger setback from the street, with a longer driveway and more dense vegetation making these developments feel more secluded.

In older developments, the layout is very rectilinear with buildings aligned parallel to the street. More recent developments integrate more curvilinear layout. Existing North Norfolk and Broads Authority Design Guide and Code state that the established form and character of the surrounding area should provide a strong steer to any new development. In particular, this section does not cover waterside developments for which extensive guidance already exists in the Broads Authority Design Guide and Code and should be referenced.



See the adopted and emerging North Norfolk Local Plan for guidance on the placement and layout of buildings on a plot. The adopted and emerging Design Guides support layouts that respond to the surroundings and the efficient use of land. Detailed standards are also provided for the spacing between dwellings and orientation. The guide states that in a rural area like North Norfolk, informal groups of houses tend to be more compatible than any geometrical configuration.



See the Broads Authority Design Guide and Code for guidance and codes detailing a uniform building line which is aligned to the front, setback informed by the prevailing building line, and layout promoting primary entrances on the street-facing elevation.

Design Guidance

- Development should take reference for setbacks from established neighbouring streets. Development in the north of the settlement should look to neighbouring streets such as Two Saints Close for reference.
- Development should maximise alignment of dwellings to 30 degrees from south for solar gain, whilst mitigating overheating in summer months. Any departure from this desired alignment should be in response to prevailing site characteristics that can not be overcome, for example, topography, wildlife, or hydrological features (waterways, natural surface water flood plains and so on).
- Roof angle should be considered in order to maximise gain from use of solar panels.
- Existing roof structure strength and integrity must be carefully considered before retrofitting with solar panels



Figure 29: Example of standard building line and setback from street

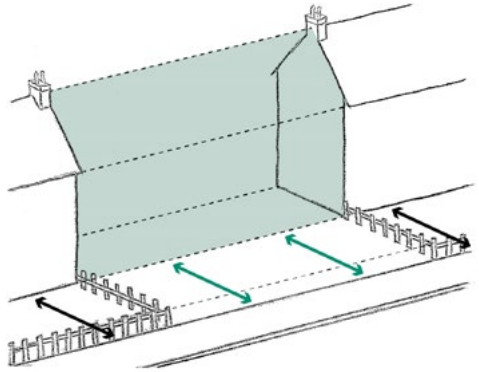


Figure 30: Example of setback informed from surroundings

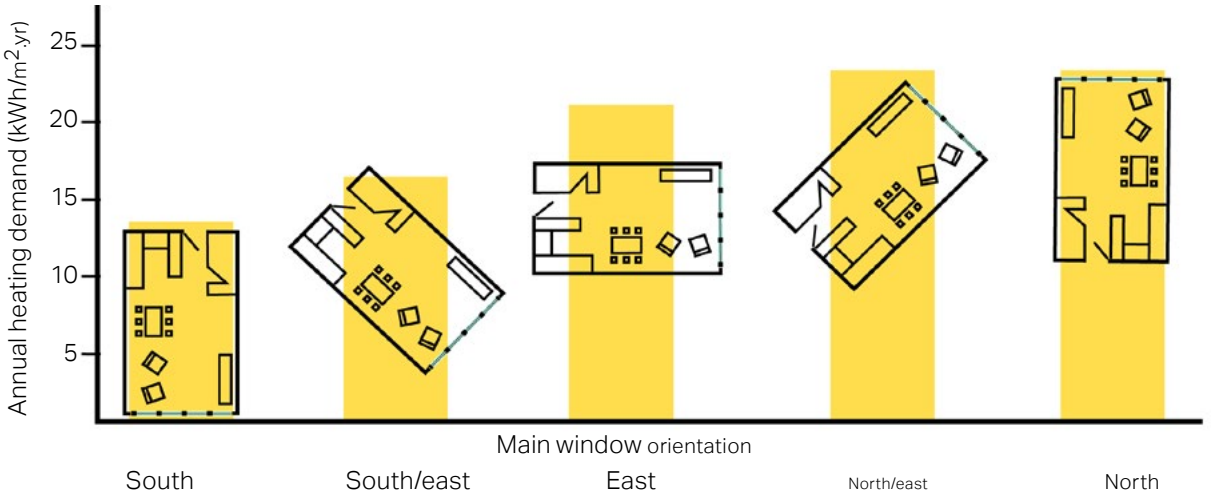


Figure 31: Diagram illustrating change in energy demand based on orientation of dwelling

3.2 Building Height and Scale

Hoveton benefits from a variety of low-rise building heights and developments of different scale across the NA.

Around the village centre, building heights lie around 2-3 storeys, with smaller unbuilt gaps between buildings creating a consistent building line and height around the village centre. The village centre is also characterised by some more massive developments, such as the buildings associated with Roys and the riverside.

More residential areas further away from the village centre have larger built gaps and buildings with smaller footprints. Different housing estates are characterised by their individual housing typology. Certain areas such as St Johns Way are characterised by mainly 2-storey detached houses. Other areas, such as along Waveney Drive are characteristic of single storey bungalow developments. Across the whole NA, building heights lie between 1 and 2 storeys.



Figure 32: Example of single storey height maintained in areas typical of bungalows



Figure 33: Example of standard 2-storey building height in recent development

See North Norfolk Local Plan for guidance on design of new development, including guidance around height and scale being sympathetic to immediate surroundings. The adopted and emerging Design Guides detail specific guidance around building height and scale, in particular with a maximum gable width of 7m, and tallest buildings being located on the northern part of a site. It supports building height, scale and enclosure ratios that are relative to its surroundings.

See the Broads Authority Design Guide and Code for guidance and codes around height detailing heights of 1-2 storeys, and scale that is informed by its surroundings. The guide also includes more detailed guidance on waterside developments.

Design Guidance

- Any new development should be of one or two storeys, in line with existing building heights found across the settlement.
- Any new development should maintain the building height from its immediate surroundings wherever possible.



Figure 34: Illustration of consistent building height and scale creating a strong building line along street edge

3.3 Landscaping

Hoveton is in close proximity to open rural landscape on its outskirts and borders the ecologically important River Bure to the south. Development must be sensitive to its impact on its surroundings.

Landscaping of individual houses typically includes a large back garden and some front garden, including on-plot parking. Throughout the settlement, there are areas of wooded land that promote a sense of greenery within the area and a connection to nature. Many of the main roads including the lower part of Tunstead Road and Horning Road are lined with trees, creating natural wayfinding and creating pleasant paths for all users.

Overall, the village feels very green, with vegetation and plantings integrated well into individual developments, and throughout the public realm.

See the Broads Authority Design Guide and Code for guidance detailing size requirements of front gardens being 1m deep with at least 700mm for planting. It details that front gardens must be predominantly soft landscaping, with large areas of hard landscaping to be avoided.

See the Broads Landscaping Strategy Guide for guidance on successful integration of development into the Broads Landscape, and guidance around the production of a Landscaping Strategy.

See the adopted and emerging North Norfolk Local Plan for guidance on landscape for new development. Guidance includes how to prepare a landscaping strategy (including a maximum height of shrubs and hedges of 1m) and locally appropriate vegetation species.



Figure 35: Image of public realm landscaping including street furniture and lush vegetation

- Development should integrate small front gardens of at least 1m depth as is already typical across the settlement.
- Where development is proposed in an area that already benefits from front boundary treatments, these should be included, and should be planted, or low brick or stone walls, in keeping with character of the local area and street.

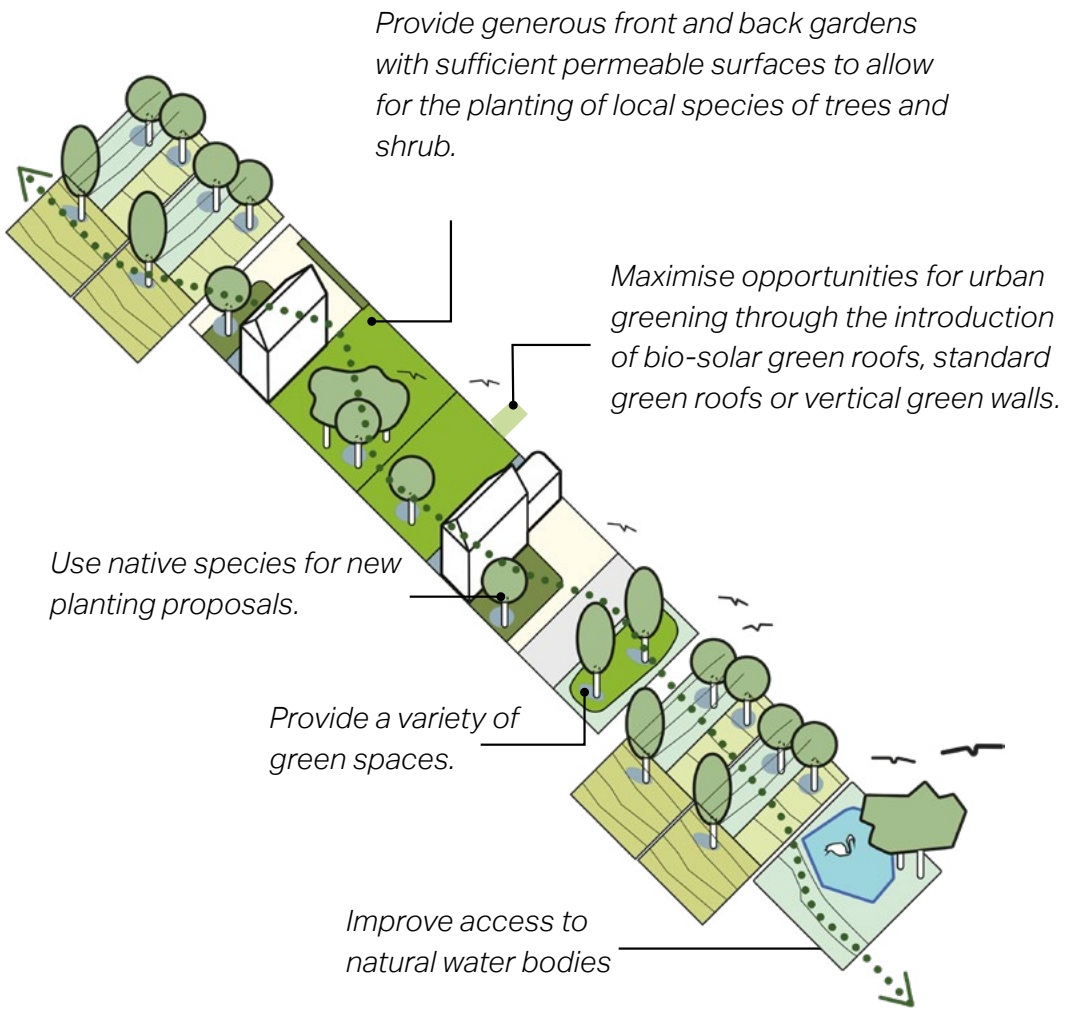


Figure 36: Illustrative example of design principles to enhance green infrastructure.



Figure 37: Image of vegetation permeating settlement



Figure 38: Image of light vegetation used for landscaping of recent development



Theme C: Architectural Vernacular

4

The settlement of Hoveton is not historic. The varied architectural character has been established by a series of developments over the late 19th to 21st centuries

4. Theme C: Architectural Vernacular

Theme C is about the architectural vernacular of buildings and structures on the plot. Design considerations such as materials, fenestration, the roofline and boundary edges come together to create a unique sense of place.

Hoveton is primarily a 20th century village and has a mixed architectural vernacular. This theme seeks to establish a character appropriate for a rural village of Norfolk and situated on the unique waterways of the Broads.

This theme covers concepts at the scale of the individual building or dwelling. It considers building materiality, details and interface with the street. These topics are relevant at the scale of the building.

The topics covered in this theme are:

- Material and colour palette;
- Roofline; and
- Boundary Treatment.

Extensive guidance already exists in the adopted and emerging North Norfolk Local Plan and Design Guide and Broads Local Plan. A summary of what guidance already exists in each of these documents is included next to the relevant topic area, with this report providing additional supporting guidance.

A key topic area of relevance is sustainability. This will be touched on, but as mentioned, guidance already exists in the adopted and emerging North Norfolk Local Plan and Design Guide, and the Broads Local Plan and associated guidance documents.

4.1 Material and Colour Palette

Listed buildings that are scattered around Hoveton and the immediate surrounds incorporate building materials that are varied, but typical of Norfolk. Red/brown brick walls (or facing and facades) are common across most listed buildings within Hoveton, such as Hoveton House (Grade I), Greengates (Grade II*), and Grade II Home Farmhouse, Hoveton Old Hall, Drives Cottages, North Farmhouse, 20 and 21 Horning Road and Church Farmhouse. Leisure Hour (Grade II) is a distinctive chalet on the waterway with timber framed boarded walls. Hoveton is located within an area that once had widespread use of thatch (including with Norfolk reed), which still remains on many of these listed buildings. Other roofs are typically gabled with plain tiles, but there are some exampled of hipped roofs. A variety of different materials and construction techniques are employed for architectural detailing, most commonly ashlar dressings, flint, brick pilasters, moulded platbands between storeys, and rusticated brick or stone quoins.

Across the late 19th to 21st century housing estates within Hoveton, building materials have varied. Some of the most prevalent materials include red, brown and buff brick, white plaster and light render, flint and weatherboarding. While the whole settlement benefits from a variety of materials contributing to a varied streetscape and building typologies, individual housing estates often use similar materiality creating cohesive areas. For instance, residential development along the riverside is often characterised by the usage of weatherboarding, which is reflective of the waterside setting of these developments and responds to less stable ground conditions, and may have drawn upon the colourful character of Leisure Hour. Development along Meadow Drive and at St John's Way utilises red and brown brick, which is more aligned with historic buildings situated in the rural area of the NA. White/cream render and painted pebbledash can be found on some of the older housing typologies, and flint is typical of some boundary treatments and landmarks.

The North Norfolk Design Guide highlights the importance of underlying geological landscape properties in the sourcing of materials for most historic villages in North Norfolk. Hoveton is not associated with flint as much as some other parts of North Norfolk due to its inland geographic location, though it is still prominent.



See the adopted and emerging North Norfolk Local Plan for guidance on general design, including that material and colour palette should be sympathetic to immediate surroundings. The adopted and emerging Design Guides set out guidance on geologic and architectural context which should inform material selection. This includes the traditional wall construction of clay, and traditional thatched roofs in the area. There is specific guidance on materials selection based on context, as well as more general guidance on building design including materials and colour palette for detailing.



See the Broads Authority Design Guide and Code for guidance on the local vernacular materials which must be used to reinforce local distinctiveness. It states that locally sourced, recycled and renewable materials should be considered.

Design Guidance

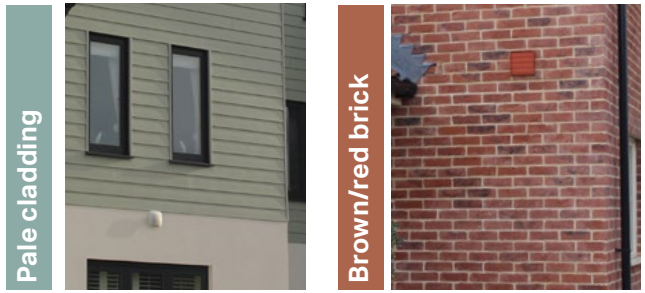
- Hoveton has a varied material and colour palette as a result of the incremental development of the settlement over the late 19th to 21st centuries. However, a more cohesive architectural character is desired by the community. While the landscape design of development is critical to the NA's character, the architectural palette is of equal importance. Development should reflect the riverside or rural context of development by utilising materials and colours of relevant listed buildings.

- Development should demonstrate how the design is informed by the existing local character and vernacular. For example, weatherboarding and the use of bright colours may be appropriate along the Broads, while brick is more typical for the rural setting. Gabled dark-tiled roofs are common across the NA. Traditional detailing is encouraged on all buildings for architectural interest.

Colour palette



Facade



Roofing





Figure 39: White weatherboarding and brighter colour palette typical of waterside developments



Figure 40: Red bricks and plain dark tiled roof is more typical of the rural setting

4.2 Roofline

Hoveton hosts a variety of rooflines across the Neighbourhood Area. There are still some surviving thatched roofs scattered across the NA reflective of the history of the East of North Norfolk where thatched roofs from Norfolk reed were common.

The village centre and its immediate surroundings includes many buildings with flat or low-pitched roofs, associated with Roys and warehousing or boatyards near the waterfront. There is also a variety of gabled, hip, and other rooflines found in the village centre, creating a variety of styles symbolic of the more recent history of the settlement.

The housing estates radiating to the north of the village centre have a variety of gabled and hip roofs, typical of traditional suburban residential development. Roofline decorations are typical across the NA, including repetitive chimney stacks, and roof ridge decoration. These design features should be maintained and implemented wherever possible, using features from surrounding properties to create a sense of cohesiveness.

See the adopted and emerging North Norfolk Local Plan for guidance on design of new development being sympathetic to immediate surroundings. The adopted and emerging Design Guides provide guidance on traditional roofing materials. It also provides guidance on roof design including slope, shape and overhang, as well as a maximum gable width of 7m.

See the Broads Authority Design Guide and Code for guidance stating that any proposals must clearly demonstrate how they are proposing to reflect the predominant roofscape of the area. It states that uniform ridge heights must be avoided, with slight variation required. It requires roofs to be hipped or pitched with gables, either perpendicular or parallel to a street, waterway or public space.

Design Guidance

- Development should utilise existing rooflines from the settlement and wider local area.
- Development could introduce some gentle variation to rooflines in order to bring some variety and visual interest to larger developments.
- Development should integrate PV panels into roof design wherever possible.



Figure 41: Example of gentle variation in roofline and orientation across a recent development with a variety of hipped, gable and front gable roof designs.

4.3 Boundary Treatment

A variety of boundary treatments can be found across Hoveton. Wooden fencing and vegetation are typical between properties. Along the boundary between property plots and the street, low brick walls are common along with vegetation and plantings.

In certain areas such as around Waveney Drive, the front of properties is often open with no boundary treatment or simple vegetation and landscaping along the street. Other areas such as on the western side of Tunstead Road, thick vegetation and low brick walls are typical. Throughout the settlement, vegetation is often used, creating permeable screening between the street and dwellings, and contributing to the overall rural feel of the settlement. Other typical boundary treatments include wooden fencing, low brick or stone walls, and changes in paved surface to demarcate site boundary.

See the adopted and emerging North Norfolk Local Plan for guidance on design of new development being sympathetic to immediate surroundings. The Design Guide provides guidance on boundary treatment including types of fencing, walls and landscaping strategies.

See the Broads Authority Design Guide and Code for guidance on boundary treatments, including detailing on heights of gates being in line with boundary treatment and must have gaps to enable views through. Rear buildings where adjacent to public sites must match the prevailing materials of the building or its neighbours.

Design Guidance

- Development should integrate boundary treatments that reference neighbouring development to create continuity, and better integrate new development into the existing settlement. Front boundaries should not utilise boarded wooden fencing.
- Boundary treatment along the river frontage will not be acceptable



Figure 42: Example of light, varied vegetation to demarcate boundaries (left) and low brick wall and vegetation boundary treatment (right)

Checklist

5



Streetscape along Horning Road.

5. Checklist

This concluding section provides a number of questions based on established good practice against which the design proposal should be evaluated.

The checklist can be used 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 taken into account the context and provided an adequate design solution.

A first set of 'General design principles' apply generally to most developments. Following this are a series of questions relating to more specific topic areas.

1

General design principles:

- Does it integrate with existing paths, streets, circulation networks and patterns of activity?
- Does it reinforce or enhance the established settlement character of streets, greens, and other spaces?
- Does it harmonise and enhance existing settlement in terms of physical form, architecture and land use?
- Does it relate well to local topography and landscape features, including prominent ridge lines and long distance views?
- Does it reflect, respect, and reinforce local architecture and historic distinctiveness?
- Does it retain and incorporate important existing features into the development?
- Does it respect surrounding buildings in terms of scale, height, form and massing?
- Does it adopt contextually appropriate materials and details?
- Does it provide adequate open space for the development in terms of both quantity and quality?

1

General design principles:

- Does it incorporate necessary services and drainage infrastructure without causing unacceptable harm to retained features?
- Does it ensure all components e.g. buildings, landscapes, access routes, parking and open space are well related to each other?
- Does it make sufficient provision for sustainable waste management (including facilities for kerbside collection, waste separation, and reduction where appropriate) without adverse impact on the street scene, the local landscape or the amenities of neighbours?
- Does it positively integrate energy efficient technologies?
- Does it positively integrate green infrastructure in accordance with national design guidance to positively contribute to liveability, biodiversity and climate change resilience?
- Does it ensure that places are designed with management, maintenance and the upkeep of utilities in mind?
- Does it 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

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?

3

Open environmental areas, 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?

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 heritage assets?
- Is the landscaping to be hard or soft?

5

Buildings layout and grouping:

- What is the typical built pattern of buildings?
- How have the existing groupings been reflected in the proposal?
- Are proposed groups of buildings offering variety and texture to the townscape?

5

Buildings layout and grouping:

- 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?

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

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?

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?

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