

THURSTON NEIGHBOURHOOD PLAN

CHARACTER ASSESSMENT 2017 – REVISED 2018



THURSTON PARISH COUNCIL

Thurston - a vibrant Suffolk village



The photographs on the cover are some of
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Character Assessment photos by Barbara Morris and Ann Reeve.

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THURSTON CHARACTER ASSESSMENT 2017

INTRODUCTION

A Character Assessment is a document that describes the distinct appearance and feel of an area. This Character Assessment of Thurston is based on the guidelines offered by Planning Aid England – a professional planning organisation and part of the Royal Town Planning Institute - and aims to provide a qualitative and visual counterbalance to the factual data gathered through the Village Survey, Householder and Youth Questionnaires and major Community Consultations including Site Assessment Work carried out during 2015 through to 2017.

“A character assessment is a document that describes the distinct appearance and feel of a settlement or an area. It communicates the key physical features and characteristics that combine to give a particular settlement or an area its local distinctiveness and unique identity.”¹

The Neighbourhood Plan Steering Group attended a workshop in January 2017 run by Rachel Hogger, our Critical Friend from Modicom Planning and appointed by Mid Suffolk District Council (MSDC) to help develop Neighbourhood Plans in Babergh and Mid Suffolk. During this we identified seven distinct character areas of the main built-up part of the village.

In February and March members of the Thurston Neighbourhood Plan Steering Group walked all the roads and interconnecting paths in these seven areas and, using a pro-forma template covering ten physical aspects of the environment, noted the details and took photographs.

This evidence was then used to produce the character assessment tables for each area, dividing each into three sections in order to distinguish particular differences in character within the larger area.

There may be individual properties which are not typical of the general character of the area but we have tried to identify the general feel of the area.

Steering Group members are not professional planners but have worked under the guidance of Rachel Hogger to produce this document which we hope will help developers, builders and planners ensure that any new developments in Thurston do not duplicate those aspects that are detracting, but reflect some of the positive aspects of the village’s character.

¹ Planning Aid England, Royal Town Planning Institute - How to prepare a character assessment to support design policy within a Neighbourhood Plan

A BRIEF HISTORY OF THURSTON

Thurston is found in the famous Domesday Book of 1086. The name Thurston is possibly a hybrid name including both Scandinavian and Anglo-Saxon elements. The one solidly Anglo-Saxon name in Thurston is Thedwastre Hill. It appears in the Domesday Book as the name given to the subdivision of the county called a hundred. Thurston Hundred consisted of 24 parishes in Suffolk, of which Thurston was a part. It has been suggested that the Thedwastre Hundred Court may have met in Thurston on Thedwastre Hill.

The Manor of Netherhall included, in addition to Pakenham and numerous other manors in Suffolk, Thurston. The connection with Netherhall continued into the 19th century and early 20th century with the Greene family, who together with generous donations from parishioners, contributed greatly to the rebuilding of St Peter's Church in 1860.

For many centuries Thurston must have existed as a small scattered parish supporting a population of about 300. Most of the inhabitants lived in the eastern half of the parish in the Great Green and Stockhold Green areas. The western half was more sparsely populated and partly consisted of an expanse of heath land.

The landscape of Thurston until recent post war development retained something of its late seventeenth century appearances and some houses can be dated to that period. Pepper Mead, Grove Farm, Pepper Lane Cottage are examples of this period. The enclosure act of 1803 brought about a change in the landscape. Common land in the Great Green area and Thurston Heath were enclosed, in total about 340 acres. The construction of the railway in 1846, had a more significant effect on the landscape and village, but the 1841 Tithe Map shows the landscape before the work began.

As part of the construction of the railway it was decided that Thurston would have a station, now a listed building. This made travelling to and from the village much easier and brought new people to the village. Up until this time everyone would have had work connected with agriculture or traditional village occupations such as blacksmith, wheelwright, and shoemaker. The census of 1851 shows that 48% of the population were agricultural labours, with 5% described as railway men and 19% domestic servants.

The building of the railway station in the mid-1800s did not result in a sudden change but it did provide a new focal point in the west of the village and by 1931 there were approximately 200 houses and a population of 584. The village has developed over the years on the area to the north of the railway, within easy reach of the station and possibly because the land being of poorer agricultural value than that to be found in the Great Green area.

By 1971 the population had reached 1419 as areas of new houses, particularly to the west of Barton Road (mainly privately owned detached dormer bungalows built around small green areas) and around School Road (mainly semi-detached houses – some privately owned, some council owned), were built.

In the 1980s a development of private houses was built on farmland between Station Hill and Barton Road and the 1991 census shows a population of 2612 and 900 dwellings. In the 1990s a large development of private houses was built, ranging in size and built in phases, which linked the east and west of the village and also provided the New Green Centre and surrounding open space.

A small development of retirement homes was also built – some for sale, some for rent.

This century has seen gradual infilling of smaller areas within the village, generally with individual or small groups of detached properties, plus a small number of bungalows for social housing and shared ownership.

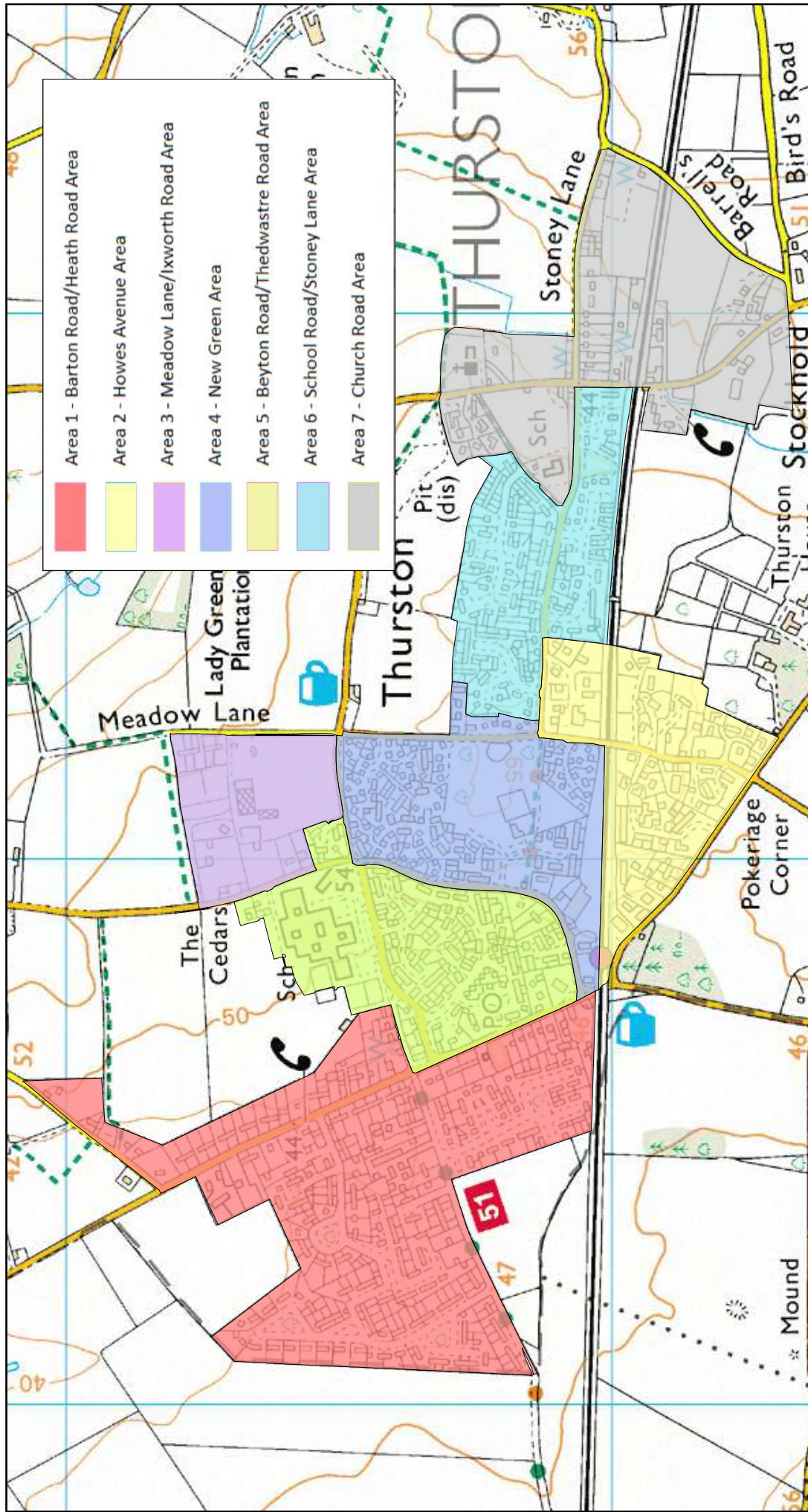
It is of note that there have been over 40 properties built in the last 10 years on back garden sites – thus decreasing the diversity of housing available and altering the appearance of parts of the village. Net new residential completions since 2001 (April to March) show 213 year on year completions for the Thurston Functional Cluster with in excess of 800 dwellings with planning permission but not started or under construction.

The Parish of Thurston contains 23 listed buildings, of which one is Grade II* listed and the remaining 22 are Grade II. Of this total, 7 are in or adjacent to the Thurston Village built-up area boundary.

There are no Scheduled Monuments in the Parish. There is also no Conservation Area nor any Registered Parks and Gardens, Battlefields or World Heritage Sites within the Parish.

The current population of the village is 3232 (2011 census) with 1327 total occupied dwellings.²

² A History of Thurston, Anthony M Breen MA
Aspects of Village Life, Thurston History Group 2000
A Guide to Thurston, prepared by Thurston Parish Council 1991
Historic England - <https://historicengland.org.uk/>
Office for National Statistics – 2011 Census
Mid Suffolk Annual Monitoring Report - <http://www.midsuffolk.gov.uk/planning/planning-policy/evidence-base/annual-monitoring-report-amr/>



Thurston Character Area Map



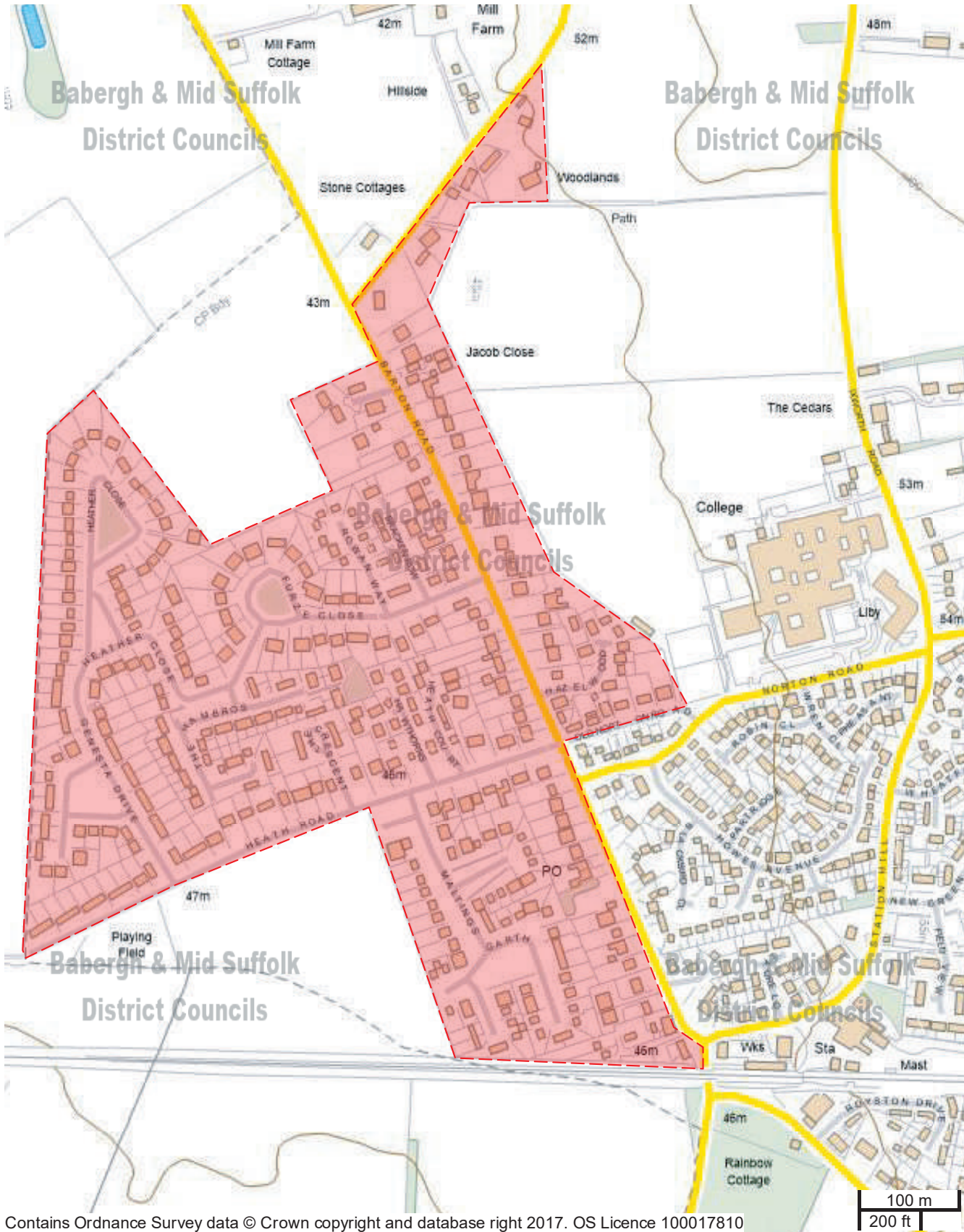
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Area 1 - Barton Road/Heath Road Area

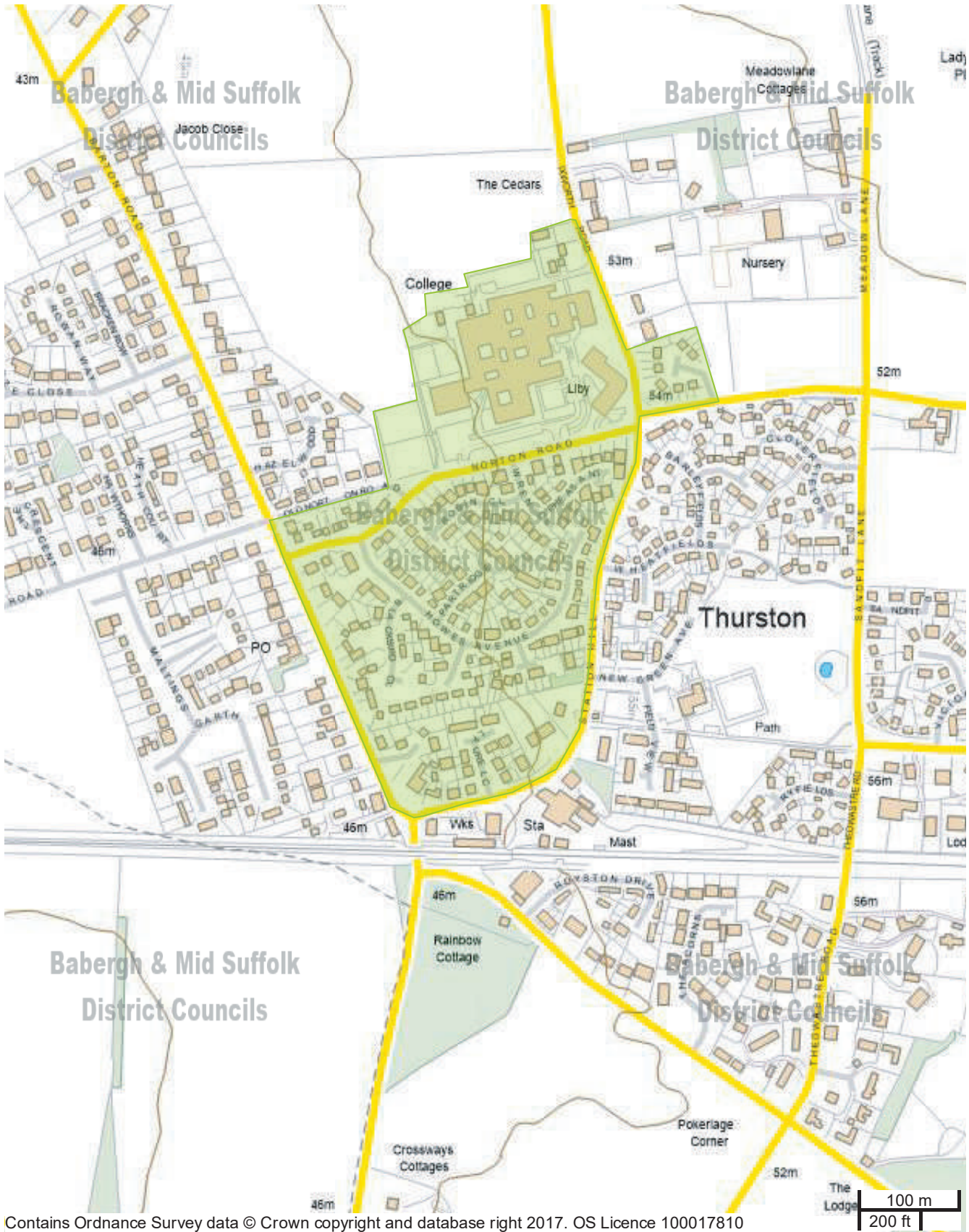


CHARACTER AREA 1

	<p>BARTON ROAD, MILL LANE, HAZELWOOD DRIVE, MARLEY CLOSE, JACOB CLOSE, BLENHHEIM DRIVE, OLD NORTON ROAD</p> 	<p>HEATH ROAD, MALTINGS GARTH, HEATH COURT, THE CRESCENT, THE HAWTHORNS</p> 	<p>GENESTA DRIVE, HEATHER CLOSE, FURZE CLOSE, THE HAMBROS, BRACKEN ROW, ROWAN WAY</p> 
<p>Summary of Characteristics</p>	<p>Barton Road is a busy primary route through village. A mix of housing standing in large plots. A number of large extensions and in-fill housing have taken place in recent years. Open feel to the area. Mature trees including scots pine add value to the appearance of the area. Traffic congestion at peak time especially outside Post Office/shop.</p>	<p>Heath Road is a narrow road with a mix of housing on good sized plots. Area on the northwest boundary was formerly heath land. Arable field lies on the south side. Mature trees and garden hedges. Maltings Garth – early 1970s housing with generous plots, open green spaces and some distinctive trees.</p>	<p>Situated on the west and north boundaries of the village, as the names suggests, this was once part of Thurston Heath. The area was developed during the 1960s. An open feel to the area with green amenity areas planted with mature trees including scots pine and fir trees. Some large extensions and in-fill housing has taken place in recent years.</p>
<p>Layout and Topography Relationship of road, space and buildings. Landscape gradient</p>	<p>Barton Road is level – originally good size linear plots, some back-garden development of individual dwellings and a number of small cul-de-sacs. Mill Lane – rises towards northeast. A small number of individual plots before reaching open countryside on outskirts of village.</p>	<p>Level. Heath Road – generous linear layout, arable land and recreation ground on south side beyond Maltings Garth. Several short closes on north side built in back gardens. Maltings Garth – pleasant plots around wide grass verges and a large grassed open space.</p>	<p>Level. A narrow road with cul-de-sacs meanders through the different areas. Mostly fairly generous sized plots with front gardens and driveways. The Hambros, built during the 1970s, the houses are more dominant than in the other roads.</p>
<p>Roads, Streets, Routes Roads, pavements, footpaths, cycleways, bridleways etc.</p>	<p>Barton Road – pavement on both sides south of Hazel Wood Drive and then west side only. Post Office/shop has off-road parking. Bus route. Cycle Route 51 cycleway is on part of the road. Jacob Close – gravelled, Marley Close - narrow tarmac drive, Hazelwood Drive – made up road, pavement on one side. Mill Lane – quiet narrow country lane, wide grass verges, no pavement. Public footpath between houses across fields to Ixworth Road. Pedestrian access only to Old Norton Road.</p>	<p>Heath Road – pavement only on north side. Beyond Maltings Garth on south side grass verge hidden ditch, with a native field hedge. Bus route and Cycle Route 51 cycleway on road. The road leads to railway crossing and public footpath, cycleway and bridleway continue to Mount Road. Maltings Garth – wide pavements together with wide grass verges.</p>	<p>Mainly paved on one side only. Bus route</p>

	BARTON ROAD, MILL LANE, HAZELWOOD DRIVE, MARLEY CLOSE, JACOB CLOSE, BLENHEIM DRIVE, OLD NORTON ROAD	HEATH ROAD, MALTINGS GARTH, HEATH COURT, THE CRESCENT, THE HAWTHORNS	GENESTA DRIVE, HEATHER CLOSE, FURZE CLOSE, THE HAMBROS, BRACKEN ROW, ROWAN WAY
Village Spaces Recreation, amenity and village greens	None	Children's play area and sports field on the south side of Heath Road.	The area is broken up by large sized grassy spaces with mature trees.
Green/Natural Features Trees, woods hedges, ponds etc.	Garden hedges. Many distinctive mature trees including fir and scots pine. Wide grass verges with mature deciduous trees on east side at southern end.	Heath Road – mature tall garden hedges and trees including walnut trees. Maltings Garth – many mature trees together with green space. Pleasant front gardens with ornamental trees and shrubs	Mature trees on large green areas. Pleasant front gardens with ornamental trees and shrubs. A communal / amenity green area with a few fruit and deciduous trees on east boundary of The Hambros.
Landmarks Recognisable local features	Parish chalk pit adjacent to Post Office/shop. Station Cottages appear on the 1851 census- four terraced cottages, with arched windows and delightful barley twist chimneys. Bakery House, red brick house shows "CHH1888".	Railway line runs on the south west boundary of Heath Road beyond a field.	Some of the flora and fauna found, together with the area names reflect that the site was once Heath Land.
Buildings Type, storeys, age, materials	Barton Road- individual, mixed housing, started in 1930s but predominantly built 1950s/60s. A number of large extensions and in-fill housing. Marley Close – four large, detached red brick and cream rendered houses built early 2000s on small plots, red/brown pantile roofs and cottage style windows. Jacob Close – recent build of four small brick red/cream rendered bungalows. Hazelwood Drive – cul-de-sac build of brick bungalows and medium sized detached houses built about 2000. Blenheim Drive – three medium red brick detached properties built in the 1980s. Mill Lane – mix of styles and ages, some dating back to pre-1840. Old Norton Road- a pair of old brick cottages and four individual detached properties	Heath Road – individual detached houses, chalet and bungalows of different styles and size. Building began slowly in the 1930s completed 1950/60s. Maltings Garth – completed in the early 1970s detached chalets and bungalows, some gable end on, mixed colour bricks, large picture windows. Some semi detached houses towards the far end of the area. Ample off-street parking. Heath Court – four small modern detached brick bungalows. The Hawthorns – nine modern detached mixed design small brick bungalows and two detached houses. The Crescent – two pairs of semi-detached plain brick bungalows on large plots.	Genesta Drive, Heather Close – mainly 1960s detached bungalows/chalet bungalows. Mainly brick, interspersed with difference coloured rendered ones with tiled roofs. All have garages and ample parking. Furze Close – a mix of 1950/60s brick and rendered detached chalets and bungalows. Rowan Way – a small 1960s development of brick chalets. Bracken Row – built 1980s, six red brick small bungalows with tiled roofs. The Hambros – 1970s medium sized detached houses, red and beige brick, some panels of render. Built gable end on. A small number of bungalows. Area of garages on its south east side. This road is completely different in style from the surrounding areas.
Streetscape Lamp posts, benches, signage, boundaries	Barton Road – sparse street lighting. Benches at the Post Office/Shop and Sandwich Shop. The Post Office, Veterinary Surgery and Nursery all have off-road parking. Bus stops including bus stop shelter on the south east side of the road. Old red telephone box. 30 mph signs on road surface and posts. Overhead telephone and electricity cables.	Bus shelter. Very sparse street lighting. Heath Road – overhead telephone and electricity cables	Very sparse street lighting. Bus stops. Post box at junction of Furze Close/Heather Close.

<p>Land use Residential, leisure, commercial, retail, community etc.</p> <p>Public Views Important views into and out of the area</p>	<p>BARTON ROAD, MILL LANE, HAZELWOOD DRIVE, MARLEY CLOSE, JACOB CLOSE, BLENHEIM DRIVE, NORTON ROAD</p> <p>Residential. Retail – Post Office/Shop, Sandwich Shop and Veterinary Surgery. Children’s Nursery. Wide open views to west of Mill Lane across agricultural countryside.</p>	<p>HEATH ROAD, MALTINGS GARTH, HEATH COURT, THE CRESCENT, THE HAWTHORNS</p> <p>Residential. Agricultural – 9-acre arable field. Recreational – children’s play area southwest of Heath Road. Views south and west of open country.</p>	<p>GENESTA DRIVE, HEATHER CLOSE, FURZE CLOSE, THE HAMBROS, BRACKEN ROW, ROWAN WAY</p> <p>Residential. Views of mature oak trees to the west through and over the roof tops of Heather Close.</p>
			
<p>Key detracting features</p>	<p>Congestion caused by school transport. Parking in road outside Post Office.</p> 	<p>Railway line on the southern boundary of Maltings Garth.</p> 	<p>None.</p> 



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Area 2 - Howes Avenue Area



CHARACTER AREA 2

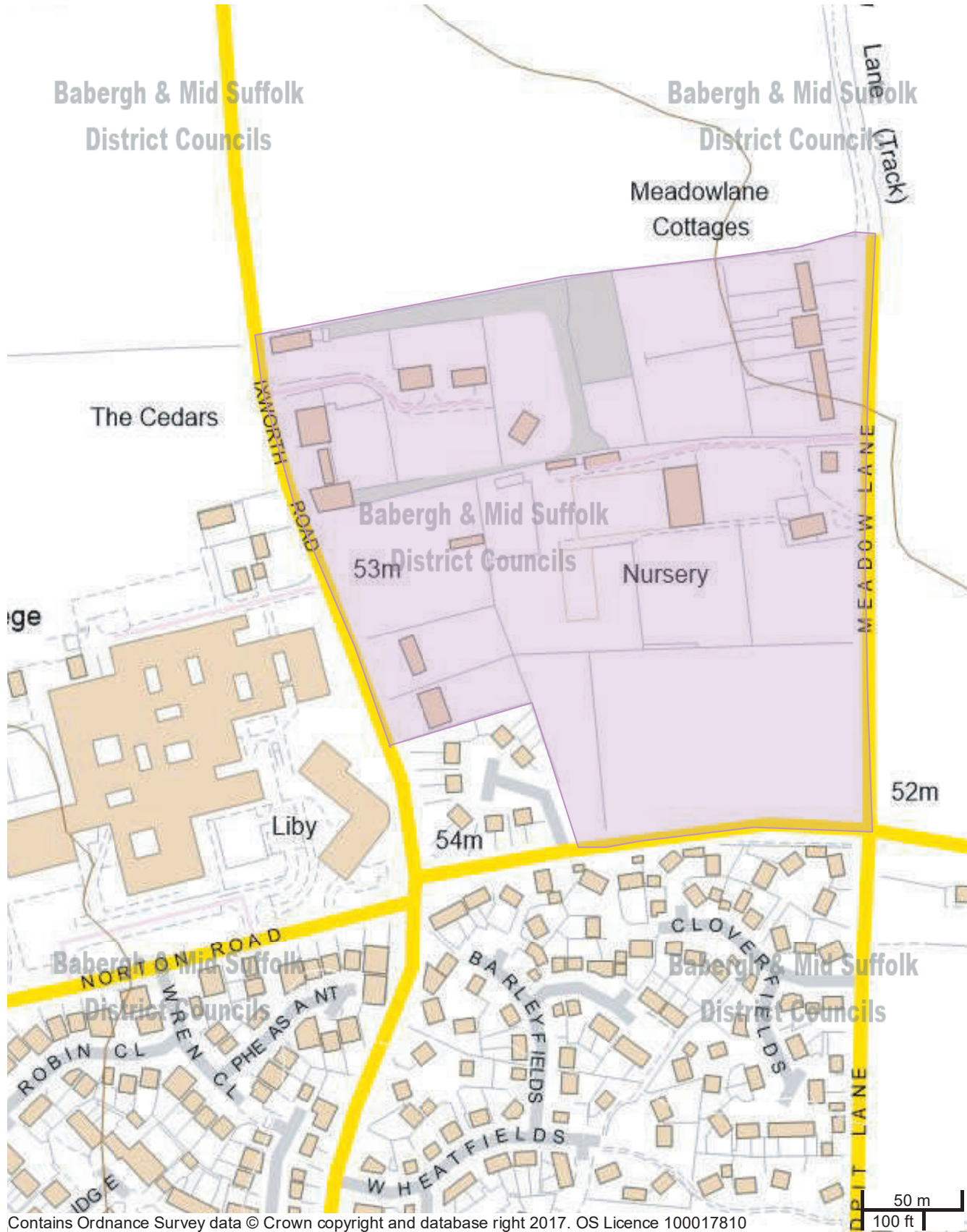
	<p>BLACKBIRD CLOSE, LAPWING CLOSE, PARTRIDGE CLOSE, WEST PART OF HOWES AVE AND OF NORTON ROAD</p> 	<p>WREN, PHEASANT, ROBIN AND RYLANDS CLOSE, EAST PART OF HOWES AVE AND OF NORTON ROAD</p> 	<p>FOX AND HOUNDS CORNER, HUNTER DRIVE, LAUREL CLOSE AND OAK CLOSE</p> 
<p>Summary of Characteristics</p>	<p>Development of mixed family housing built in early 1980's in a cul-de-sac design off Norton Road – a primary route through village with access to Thurston Community College (TCC). Open feel with large oak trees and adequate parking on each property except the terraces in Partridge Close. Walkways linking roads and cul-de-sacs providing good connectivity.</p>	<p>Development of mixed family housing built in late 1990's /early 2000's in a cul-de-sac design. Street parking a problem at times, particularly outside smaller houses. Walkways linking roads and cul-de-sacs providing good connectivity.</p>	<p>The Fox and Hounds public house is the first view of the village on entering under the railway bridge from the south. It is a popular, well supported village public house, serving meals. The small residential cul-de-sacs have been built on pockets of land at various times from 1980's to currently. There is limited parking in the cul-de-sacs.</p>
<p>Layout and Topography Relationship of road, space and buildings. Landscape gradient</p>	<p>Mostly level with upward gradient along Howes Avenue. Norton Road – linear plots Other roads – curving cul-de-sacs with linear plots, varying length open front gardens.</p>	<p>Upward gradient along Howes Ave and Wren Close. Upward gradient eastwards on Norton Road. Norton Road - Thurston Community College to north and backs of gardens to south. Other roads – curving cul-de-sacs.</p>	<p>Level with a gradual rise towards Oak Close. The Fox and Hounds is set back at an angle on junction with children's play and grassed seating area to the side and parking at front. Others are small cul-de-sacs, two wrapping around behind the public house. Oak Close is a recent garden development with houses close together and short frontages.</p>
<p>Roads, streets, routes Roads, pavements, footpaths, cycleways bridleways etc.</p>	<p>Norton Road – primary vehicular route through village to TCC. Primary Bus Route through village. Poor visibility at junction with Station Hill and Ixworth Road. Curving roads with cul-de-sacs, pavements. Some of the smaller cul-de-sacs are gravelled. Well-used walkways from Partridge Close to Robin Close and from Blackbird Close to Lapwing Close providing good connectivity.</p>	<p>Norton Road – primary vehicular route through village to TCC, congested at peak school times. Cycle Route 51 shares roadway. Pavements, zebra crossing and bus stop in Norton Road Other roads - curving cul-de-sacs, pavements. Well-used walkways from Robin Close to Partridge Close, from Howes Ave. to Station Hill, from Howes Ave. to Robin Close and to Wren Close providing good connectivity.</p>	<p>Mini-roundabout at junction of Barton Road and Station Hill – primary vehicular routes through village and to TCC, busy at peak times, school buses can cause a bottleneck. Pavement and grass verge outside The Fox and Hounds. Laurel Close has pavements, others are narrow cul-de-sacs with no pavement.</p>



	BLACKBIRD CLOSE, LAPWING CLOSE, PARTRIDGE CLOSE, WEST PART OF HOWES AVE AND OF NORTON ROAD	WREN, PHEASANT, ROBIN AND RYLANDS CLOSE, EAST PART OF HOWES AVENUE AND OF NORTON ROAD	FOX AND HOUNDS CORNER, HUNTER DRIVE, LAUREL CLOSE AND OAK CLOSE
Village spaces Recreation, amenity and village greens	Small grassed amenity area between Robin Close and Partridge Close.	Small grassed area between Robin Close and Partridge Close. Small area of shrubs by walkway between Wren Close and Howes Ave.	public house with side children's play area and grassed seating area.
Green/natural Features Trees, woods hedges, ponds etc.	Large old oaks with Tree Preservation Orders (TPOs) in Blackbird Close and behind Lapwing Close.	Large old oaks with TPOs between Howes Avenue and Station Hill.	Attractive shrubs around public house car park. Large mature oaks visible behind public house.
Landmarks Recognisable local features	No notable landmarks.	Thurston Community College and Library	Fox and Hounds public house - Grade 2 listed. Village sign
Buildings Type, storeys, age, materials	Built early 1980s. Small/medium mainly detached with some semi-detached houses and a few terraced. Red and buff bricks, dark pantile roofs, white and dark mainly UPVC window frames. Many detached garages and parking space on driveways.	Rylands Close – built about 2000 - small development of semi-detached small red/sandy brick affordable houses. Some detail on the brick, dark pantile roofs, white or dark mainly UPVC window frames, small door canopies. Other roads - built late 1990s/early 2000s. Small/medium detached, semi-detached and terraced with a few detached bungalows. Mixed colour bricks with some details, cream render, dark pantile roofs, white or brown mostly UPVC window frames. Some built gable-end on to road.	The Fox and Hounds was built in 1850 Hunter Drive - four red brick and cream rendered medium detached houses built early 1980s. Fox and Hounds Close was built about 2000 and has 4 medium detached rendered or red brick houses on small plots with small windows and very short frontages. Laurel Close – small development of small detached and semi-detached houses built late 1990s. Shades of red brick, dark pantiles and dark wood windows. Oak Close – 4 mottled red brick medium detached and 4 small semis built about 2015.
Streetscape Lamp posts, benches, signage, boundaries	Modern street lighting, open frontages or low shrubs/hedges. Bus stop.	Modern street lighting, open frontages or low shrubs/hedges. Tall wooden back garden fences on south side of Norton Road with some hedging. High metal railings outside TCC car park and sports pitches. Weight restriction 7.5 tons except loading on existing Norton Road 'westward'. Zebra crossing outside of TCC. Off-road parking at Library.	Mini roundabout at junction of Barton Road and Station Hill-well provided with lamp posts. Road signs at roundabout. Village sign. Laurel Close – modern street lighting, other cul-de-sacs have no lighting.
Land use Residential, leisure, community, retail etc.	Residential.	Residential. Educational. Community – Library.	Residential. Amenity – public house.



	<p>BLACKBIRD CLOSE, LAPWING CLOSE, PARTRIDGE CLOSE, WEST PART OF HOWES AVE AND OF NORTON ROAD</p> <p>No major views.</p>	<p>WREN, PHEASANT, ROBIN AND RYLANDS CLOSE, EAST PART OF HOWES AVE AND OF NORTON ROAD</p> <p>No major views.</p>	<p>FOX AND HOUNDS CORNER, HUNTER DRIVE, LAUREL CLOSE AND OAK CLOSE</p> <p>View of Fox and Hounds on entering village from under the railway bridge.</p>
<p>Public Views Important views into and out of the area</p>			
<p>Key detracting features.</p>	<p>Street parking detracts from the appearance of the amenity grassed space between Pheasant Close and Robin Close. Poor visibility at staggered junction at Ixworth Road/Norton Road and Station Hill. School traffic congestion in North Norton Road.</p>	<p>Residents street parking detracts from the appearance of the area. This is made worse by school generated parking in the roads opposite TCC. School traffic congestion at peak times.</p>	<p>At times street parking detracts from the appearance of the cul-de-sacs. Busy junction at mini-roundabout outside The Fox and Hounds.</p>
			






Area 3 - Ixworth Road/Meadow Lane Area

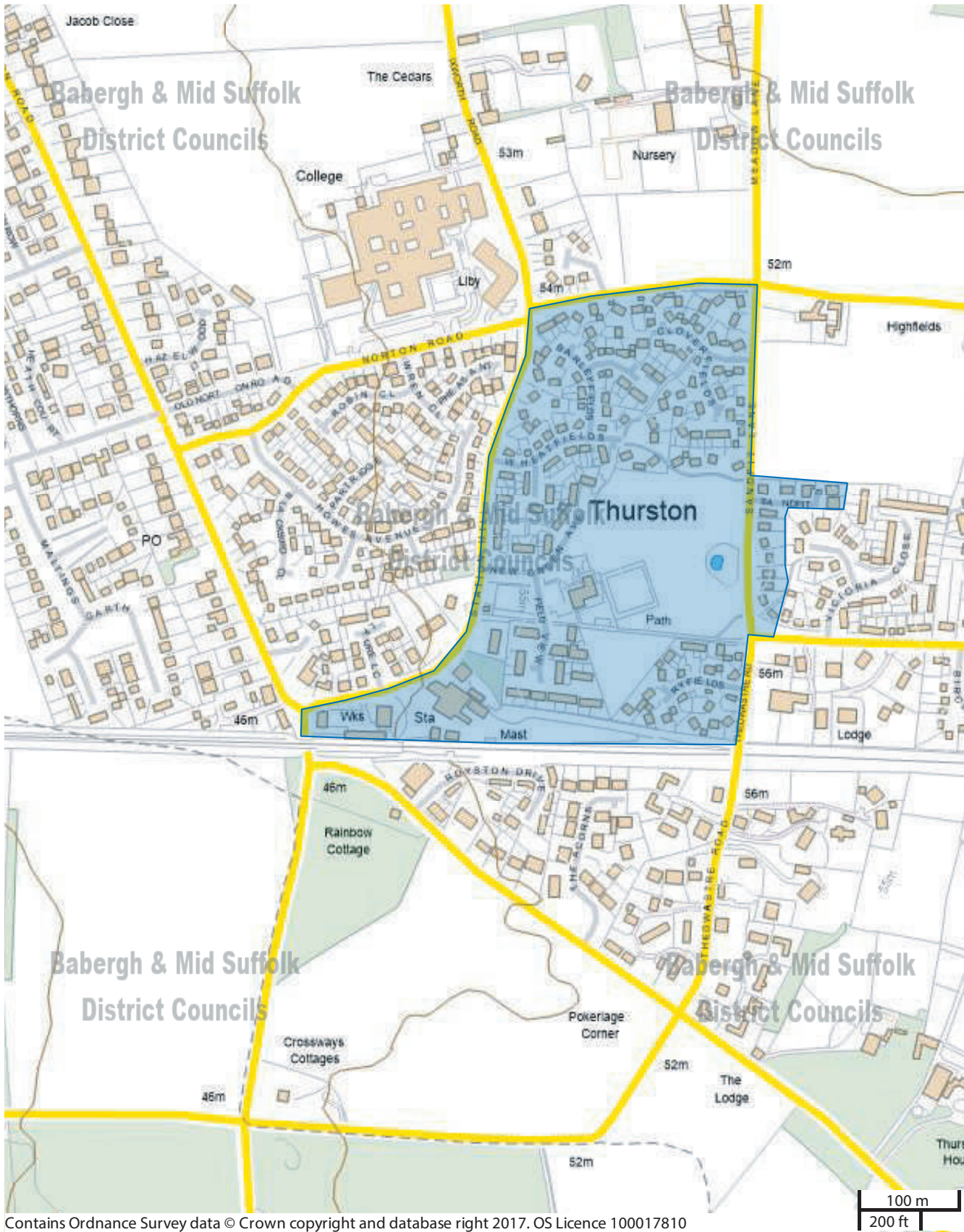


CHARACTER AREA 3

	MEADOW LANE	CEDAR CLOSE	IXWORTH ROAD
Summary of Characteristics	<p>No through road leading to public footpaths to Pakenham and Ixworth Road. Used regularly by walkers.</p> <p>Rural area of the village.</p> <p>Small number of houses.</p> <p>Open views to the north and east.</p>	<p>Small cul-de-sac development of large houses in the garden of a large house. Begun in the 1990s and now in the final stage.</p> <p>A number of mature trees have been removed.</p> <p>Very narrow access road.</p>	<p>Small country road leading in and out of village to the northeast. TCC to the west, which at peak school hours results in a very busy road.</p> <p>A number of mature trees and older properties give a rural feel to the area.</p>
Layout and Topography Relationship of road, space and buildings. Landscape gradient	<p>Mainly level. Slightly sloping south to north.</p> <p>Few houses. Two chalet properties built in the early 1970s. Three groups of 1840s terraced cottages. Large front and rear gardens.</p>	<p>Level. Large houses mainly on small plots.</p> <p>Some houses very close to site road. Linear layout with open country side to the north and old plant nursery to the south.</p>	<p>Level. Five large linear plots on east. The older properties are close to road while the newer house and bungalow are set back. TCC playing fields, associated buildings and access to the rear of the college building are situated on the west.</p>
Roads, streets, Routes Roads, pavements, footpaths, cycle ways bridleways etc.	<p>Narrow, tarmac quiet no-through road leading to houses and public footpaths.</p> <p>No pavement and wide grass verges.</p>	<p>Narrow gravelled cul-de-sac. No pavements.</p> <p>The access route to the site is from the Ixworth Road.</p>	<p>Primary route for traffic entering or leaving Thurston from the northeast. Narrow road for amount of traffic using it. Narrow verges on West which are used by pedestrians.</p> <p>Public footpath to Meadow Lane is to be found on the east of the road and a footpath to Mill Lane on the west.</p>
Village spaces Recreation, amenity and village greens	<p>Well used footpaths to Pakenham and to Ixworth Road at the end of the lane. The lane is very popular with walkers and dog walkers.</p>	<p>None.</p>	<p>None.</p>

	MEADOW LANE	CEDAR CLOSE	IXWORTH ROAD
Green/natural Features Trees, woods, hedges, ponds etc.	Mature field hedges on both sides of the road. A number of hedgerow trees. Arable field on east side, pasture on west side where sheep can be seen.	Mature oaks on the south side of the development. A number of mature beech on the west. Garden hedges have replaced field hedge in some areas. The site is covered with a general Tree Preservation Order.	Mature oaks on west side. Some hedging on school boundary. A number of garden hedges, including beech on east side.
Landmarks Recognisable local features	Was the site of a plant nursery which closed circa 2012. Large greenhouse and poly tunnels are still standing.	From some aspects Cedar House, 19 th Century can be viewed.	Thurston Community College housing Thurston Community Library.
Buildings Type, storeys, age, materials	Two detached beige brick chalets with tiled roofs built in the early 1970s. A row of 1840 terraced flint cottages with slate roofs. They stand in three blocks.	All detached, differing style, large houses. Various brick types and different roof tiles including artificial slate. The development began in the 1990s and is now near completion.	A mix of housing. On east – sideways on sandy rendered detached house, cream rendered slate roof Georgian house and old pebble dashed house. Mainly cream rendered newer detached house and large detached buff brick bungalow. On west – 2 small white painted brick bungalows on edge of TCC grounds.
Streetscape Lamp posts, benches, signage, boundaries	Waste bin and salt bin. Tarmac road, field and garden hedges. No street lighting or seating.	No street lighting.	No street lighting.
Land use Residential, leisure, commercial, retail, community etc.	Residential.	Residential.	Residential. Small car sale business at one of the bungalows.
Public Views Important views into and out of the area	Views of the Church and Manor Farm to the east. To the north views across open country side looking towards Pakenham.	None of any note.	Views looking north to Ixworth.
			

	MEADOW LANE	CEDAR CLOSE	IXWORTH ROAD
Key detracting features.	Occasional dumping of garden waste along footpath from Meadow Lane to Ixworth Road.	Poor visibility at entrance to Cedar Close within the 30mph speed limit.	Litter along fence bordering TCC.
			



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Area 4 - New Green Area



CHARACTER AREA 4

	<p>SANDPIT LANE, SANDPIT DRIVE</p> 	<p>NEW GREEN DEVELOPMENT</p> 	<p>STATION HILL</p> 
<p>Summary of Characteristics</p>	<p>This is a primary route through village which is busy at peak school times. The southern end has a general open feel with New Green open space to the west and detached properties well set back to the east. The northern end has tall fences and hedges to the west and a field hedge to the east. There is adequate off-street parking for residents.</p>	<p>Large development of mixed housing built around 1990 in a cul-de-sac design centred around and leading off a spacious green with community facilities. There is an attractive group of sheltered properties for over 55s next to New Green Centre. There is a good system of well used linking walkways. In places there is considerable on street parking by residents at certain times and some neglected communal parking areas. High garden fences line pavements particularly where the development bounds Norton Road.</p>	<p>This is a primary route through the village to the railway station and TCC. It is a bus route, busy and congested at peak times. Mini-roundabout at bottom of Station Hill. Access to mainline railway station with limited parking provision. There are some retail and commercial units around old granary site next to station – an area currently undergoing redevelopment. High garden fences along north of Station Road. Entry to New Green Centre via New Green Avenue.</p>
<p>Layout and Topography Relationship of road, space and buildings. Landscape, gradient</p>	<p>Level. Sandpit Lane – straight road with 8 properties on adequate plots on east and New Green open space on west. Sandpit Drive – development of 4 small detached bungalows on small plots.</p>	<p>Level. Curving cul-de-sacs of varying length leading off Station Hill and Sandpit Lane. Properties of mixed size, most close together with short frontages, some communal parking areas.</p>	<p>Steady upward gradient towards north. 2 small blocks of flats, 2.5 storey, next to old station building, set back from road with grass, shrubs and car parking. Grassy bank abutting New Green car park. Cycleway and pavement with small terraced houses – part of New Green development. Back garden fences on both sides towards top of hill.</p>
<p>Roads, streets, Routes Roads, pavements, footpaths, cycleways bridleways etc.</p>	<p>Primary route with pavement on one side only, leads to single file traffic calming point at railway bridge on Thedwastre Road. Cycle Route 51 goes across road. Access to footpath across New Green. Sandpit Drive – gravelled, no pavements Bus route.</p>	<p>Narrow cul-de-sacs of varying length leading off primary routes. Pavements in most places. Well-used walkways linking cul-de-sacs providing good connectivity. Cycle Route 51 crosses New Green next to a footpath.</p>	<p>Primary route through village to unmanned station, old granary site and Thurston Community College, used by school buses. Pavement on both sides, grass verge in places, narrow and close to the road in others. Cycle Route 51 next to the road.</p>

	SANDPIT LANE, SANDPIT DRIVE	NEW GREEN DEVELOPMENT	STATION HILL
Village spaces Recreation, amenity and village greens	New Green open space and wildlife garden is accessed from Sandpit Lane.	New Green Open Space – large area of grass and trees, wildlife garden and pond, play equipment, multi-user games area, youth shelter, boule pit, croquet lawns, New Green Centre with halls to hire, coffee shop, car park and Parish Council Offices.	Entry to car park for New Green Centre and Open Space.
Green/natural Features Trees, woods hedges, ponds etc.	Row of large scots pines along west side. New Green Open Space on west with wildlife. garden and pond, surrounded by mixed hedging. Abundant trees on green.	Large area of grass and trees planted around 1990. Wildlife garden and pond. Short open frontages to houses. New Green Centre.	Large old oaks with TPOs on west side. Hedgerow between cycle path and pavement on part of east side. Some tall hedges in front of back garden fencing towards top of hill.
Landmarks Recognisable local features	New Green Open Space Scots pines along roadside.		Old Railway Station Pharmacy in old weighbridge and grain inspection building at entrance to granary site.
Buildings Type, storeys, age, materials	Sandpit Lane – medium detached red brick houses, chalets and bungalows built 1970s, Sandpit House – rendered cottage built about 1840. Sandpit Drive – four small, detached sandy brick bungalows built late 1990s in garden of Sandpit House.	Mixture of medium and small detached, semi-detached and terraced houses built around 1990. Range of designs and finishes – brick of various colour and/or render in cream, pink, apricot, green. Brown pantries, dark and white window frames, now mainly upvc. Some wood cladding to parts of properties and some curved tops to windows. Field View – sheltered red brick 2 storey flats, brick and pink render terraced houses and 2-tone brick semi-detached bungalows with attached garages.	Station building (unmanned) – redundant with boarded windows – impressive listed red brick with lighter brick detail and decorative roof features. 2.5 storey flats built in 1990s of red brick with dark grey large roof tiles in a style to reflect the adjacent old station building. Retail and commercial units – purpose built mixed retail unit, single storey commercial units plus a small white rendered building housing The Pharmacy. Thedwastre Place – large white double fronted bayed rendered house built 1800s. Several detached houses and chalet bungalows of different ages and building types. Houses north of New Green Centre – see New Green development.
Streetscape Lamp posts, benches, signage, boundaries	Sandpit Lane – modern street lighting. Signage at cycle route. Uncontrolled pedestrian crossing. Road signage.	Modern street lighting Low metal fencing around play equipment, yew hedge around croquet lawns. Several benches, waste bins and dog waste bins on New Green Open Space. Open or low shrubs/hedges around properties. Excessive signage around New Green Centre.	Modern street lighting. Gravelled parking outside flats. Excess signage at pharmacy and workshops. Low white iron railings outside Thedwastre Place. Pedestrian crossing, bus stop.
Land use Residential, leisure, commercial, retail, community etc.	Residential. Community.	Residential. Community. Leisure.	Residential. Commercial – car workshops. Retail – fish and chip shop, hairdresser, estate agent, pharmacy,



	SANDPIT LANE, SANDPIT DRIVE	NEW GREEN DEVELOPMENT	STATION HILL
Public Views Important views into and out of the area	View to west across New Green from Sandpit Lane. 	View across New Green from south. 	No important views. 
Key detracting features	High back garden fences lining pavement at northern end of Sandpit Lane. In parts hedging can grow over onto block pavement.	Some neglected communal parking areas. Considerable on-street parking in places. High back garden fences lining pavement along Norton Road. Greenery lining walkways could be better maintained. Excessive signage around New Green Centre. Considerable amount of litter around youth shelter.	Limited station parking impacts on surrounding area. High irregular back garden fences along north of Station Hill. Excess signage at pharmacy and workshops. Mature Oaks on Station Hill have roots partly extended into the pavement. Boarded redundant Station Building on Station Hill. Congestion at peak times at mini-roundabout.
			



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Area 5 - Beyton Road/The wastre Road Area

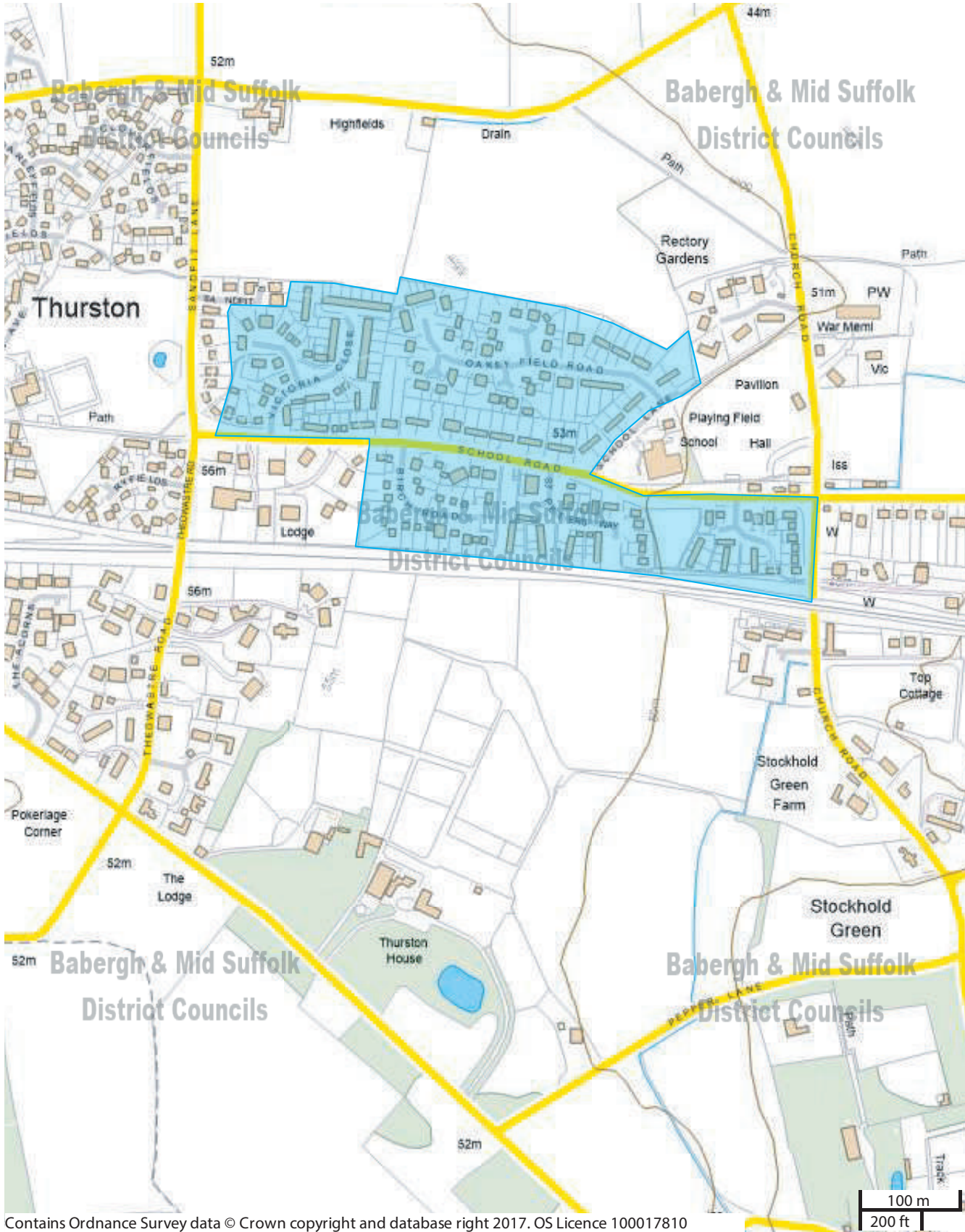


CHARACTER AREA 5

	<p>THEDWASTRE ROAD, POKERIAGE GDNS, THE ROSE GDNS, LODGE CLOSE</p> 	<p>BEYTON ROAD, ROYSTON DRIVE</p> 	<p>THE ACORNS</p> 
<p>Summary of Characteristics</p>	<p>A semi-rural feel to this narrow road which has now become a primary route through the village. Original large individual properties on substantial plots some of which have been developed into small cul-de-sacs of large modern detached houses, a few of which fill their plot. Attractive mixed hedging and large oaks and scots pines in gardens to west.</p>	<p>Beyton Road has a 7.5-ton weight restriction (except loading) and is a country road which is a primary route to A14, busy at peak times. To the north there is a narrow pavement and a small number of detached properties on adequate plots and to the south is a field hedge and agricultural land. There is a semi-rural feel with attractive views of the trees of the Rougham Estate to the south.</p>	<p>A 1990 development of 15 large detached houses and a bungalow with a large front garden giving a green and tree-filled entrance to the cul-de-sac.</p>
<p>Layout and Topography Relationship of road, space and buildings. Landscape gradient</p>	<p>Thedwastre Road has a gradual upward gradient towards the north.</p>	<p>Beyton Road – slight upward gradient towards west – a few bungalows on relatively large plots to north. Royston Drive – slight upward gradient – curved cul-de-sac of small modern housing association bungalows with an open feel.</p>	<p>A gradual upward gradient to the north.</p>
<p>Roads, streets, Routes Roads, pavements, footpaths, cycleways bridleways etc.</p>	<p>Originally a country lane now a primary route through village to schools – busy during peak hours and used by many school buses. Poor visibility and flooding at Pokeriage Corner. Narrow pavement on one side only. Railway bridge – traffic calming priority system, single file traffic and no pavement – only a white line indicating pedestrian use. Short cul-de-sacs – concrete or gravel.</p>	<p>Beyton Road – single carriageway primary route to and from A14 – busy during peak hours, used by many school buses. Narrow pavement on one side only, reducing even more in width under railway bridge at Barton Road. Large vehicles forced to mount pavement when turning by railway bridge. Flooding under bridge. Royston Drive – winding cul-de-sac.</p>	<p>Curving cul-de-sac with block pavements on one side.</p>

	THEDWASTRE ROAD, POKERIAGE GDNS, THE ROSE GDNS, LODGE CLOSE	BEYTON ROAD, ROYSTON DRIVE	THE ACORNS
Village spaces Recreation, amenity and village greens	None.	None.	None.
Green/natural Features Trees, woods hedges, ponds etc.	Thedwastre Road – tall pines, grassy banks and mixed hedges. Lodge Close – large trees and mixed boundary hedging.	Beyton Road – field hedges and old oaks to south with a small private woodland at junction with Barton Road.	Backed by 3 veteran oaks with TPOs. Fronted by large open tree filled grassy garden.
Landmarks Recognisable local features	Field House – origins 1600s – large pink thatched house. Thedwastre White House – listed – origins 1530s.	Cracknell's filling station, garage and shop, considerable signage. Rainbow Cottage – pre-1884, flint.	None.
Buildings Type, storeys, age, materials	Individual properties with wide range of style, finish and age. A large thatched pink rendered house and a listed white house are of note. In recent years there have been many new detached properties built in various styles in some of the large gardens of the older dwellings.	Beyton Road – linear plots to north with 3 new large Georgian style detached houses on small plots and 4 older bungalows of varying sizes on large plots. An old flint cottage to south. Royston Drive – affordable semi-detached small bungalows, red or sandy brick, brown pantile roofs, white window frames. Those facing Beyton Road have flint finish to reflect cottage opposite, and decorative ridge details.	Large detached family houses on adequate plots built 1990, some brick, some part tile hung, some mock Tudor with render and/ or brick, brown pantile roofs, dark window frames. Double integral garages and plenty of off-street parking.
Streetscape Lamp posts, benches, signage, boundaries	Sparse street lighting in Thedwastre Road only. Road and direction signage at Pokeriage Corner. Some overhead telephone cables. Tall boundary hedges and some high metal gates.	Road and direction signage at Pokeriage Corner. Sparse street lighting in Beyton Road, overhead telephone and electricity cables. Modern street lighting in Royston Drive. Open fronts or low hedges and /or fencing.	Modern street lighting. Open frontages with some low hedges. High scalloped brick walls where back gardens abut pavement or road
Land use Residential, leisure, commercial, retail, community etc.	Residential.	Residential. Retail – filling station/garage/general store.	Residential.

	THE DWASTRE ROAD, POKERIDGE GDNS, THE ROSE GDNS, LODGE CLOSE	BEYTON ROAD, ROYSTON DRIVE	THE ACORNS
Public Views Important views into and out of the area	Attractive semi-rural view looking north up Thedwastre Road. 	View to west on entering Thurston across farmland to woods of the Rougham Estate and of the small area of woodland on corner opposite railway bridge. 	View to south across farmland to woods of the Rougham Estate. 
Key detracting features	Narrow pavement and none over railway bridge where the traffic calming often causes waiting traffic to mount the verge or pavement. Busy cross roads at Pokeridge Corner with poor visibility for all access points. 	Dangerously narrow pavement along Beyton Road with large vehicles and school buses daily mounting the pavement at junction with New Road/Barton Road. Flooding at Pokeridge Corner and under Railway Bridge. Busy cross roads at Pokeridge Corner with poor visibility. 	None. 



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Area 6 - School Road Area

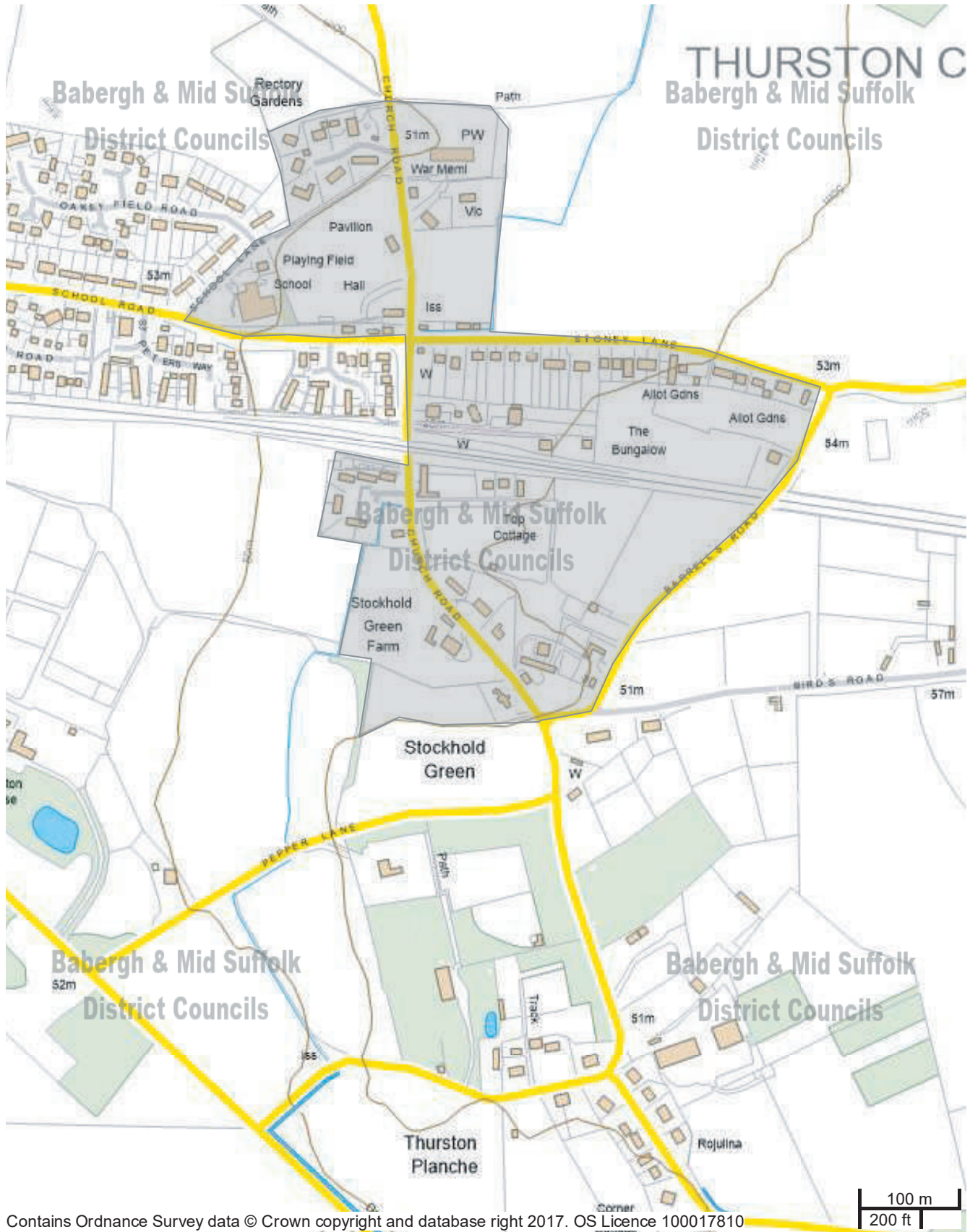


CHARACTER AREA 6

	<p>VICTORIA CLOSE, OAKLEY FIELD ROAD</p> 	<p>SCHOOL ROAD, SCHOOL LANE</p> 	<p>BIRCH ROAD, CAVENDISH CLOSE, ST PETER'S WAY</p> 
<p>Summary of Characteristics</p>	<p>Cul-de-sac residential area, built in 1950s through to 1970s, with mix of terraced, semi-detached, detached houses and bungalows. Many in Oakley Field Road originally built by the local authority. Good pedestrian connectivity throughout, providing access to other areas such as School Road and Sandpit Lane. Some parts of the development are lacking in green and natural features and the segregated walkways, whilst well used, are between high garden fences.</p>	<p>Linear development of local authority (1940s) generously spaced semi-detached properties set in large plots and 1970/80s small/medium detached, semi-detached and terraced properties and bungalows. This is the main route to the primary school and is characterised by the school traffic and the associated parking and turning problems, acerbated by street parking along School Road. Mature well-established vegetation (trees, hedgerows) throughout but particularly noticeable along eastern end of School Road.</p> <p>Road rises very slightly upwards from School Lane junction, East to West.</p> <p>From School Lane turning to Sandpit Lane – linear housing on both sides of the road. Local authority-built houses have deep front gardens. Reasonable space between properties.</p> <p>West of School Lane, School Road becomes a narrow, high-sided, blind curved road with passing area for wide vehicles.</p> <p>Narrow road, bus route and Cycle Route 51 on road.</p> <p>Pavement on both sides from School Lane to Birch Road, then only on north side. Grass verge on north side at eastern end with parking bays.</p>	<p>Quiet cul-de-sac residential area off the south side of School Road built in 1970s and 1980s. A mix of terraced, semi-detached and detached small bungalows and in Birch Road medium detached houses. Good pedestrian connectivity throughout and into other areas via pavements but also walkways along green amenity areas and adjacent to railway line (sharing Cycle Route 51). Railway embankment corridor provides a green setting to the area with frequent views of scots pine and larch.</p>
<p>Layout and Topography Relationship of road, space and buildings. Landscape gradient</p>	<p>Oakey Field Road – level with housing on both sides. Adequate front gardens. Two smaller cul-de-sacs on the north and south side.</p> <p>Victoria Close – level with housing on both sides of the road. Front gardens, reasonable space between properties.</p>	<p>Road rises very slightly upwards from School Lane junction, East to West.</p> <p>From School Lane turning to Sandpit Lane – linear housing on both sides of the road. Local authority-built houses have deep front gardens. Reasonable space between properties.</p> <p>West of School Lane, School Road becomes a narrow, high-sided, blind curved road with passing area for wide vehicles.</p>	<p>Birch Road – level. Housing on both sides of road, which winds to the east. Reasonable sized plots with small front gardens.</p> <p>Cavendish Close, St Peter's Way- area rises slightly east to west. Road leads to small separate areas of bungalows, some with pedestrian access only. Small plots with open front gardens.</p>
<p>Roads, streets, routes Roads, pavements, footpaths, cycleways bridleways etc.</p>	<p>Both areas have a reasonable width road with pavements on both sides. Areas are linked together with a well-used narrow walk way and are similarly linked to School Road.</p>	<p>Narrow road, bus route and Cycle Route 51 on road.</p> <p>Pavement on both sides from School Lane to Birch Road, then only on north side. Grass verge on north side at eastern end with parking bays.</p>	<p>Birch Road – pavement on both sides.</p> <p>Cavendish Close, St Peter's Way – pavement on both sides with access paved areas to small residential areas.</p> <p>Cycle Route 51 together with shared walkway.</p>

	VICTORIA CLOSE, OAKLEY FIELD ROAD	SCHOOL ROAD, SCHOOL LANE	BIRCH ROAD, CAVENDISH CLOSE, ST PETER'S WAY
Village spaces Recreation, amenity and village greens	Very small unkempt grass area behind School Road on walkway through to Victoria Close.	Small grassed amenity area next to shops leading through to Birch Road.	Small green amenity area between St Peter's Way and Birch Road. Green amenity space between Cavendish Close and St Peter's Way.
Green/natural Features Trees, woods hedges, ponds etc.	Oakey Field Road – a number of small areas of green space. No trees of any note. Victoria Close – area of grass with a few trees.	Several large mature oaks in front gardens.	Trees on green area between Cavendish Close and St Peter's Way, including several mature oak trees. Scots pine and larch trees planted on railway embankment.
Landmarks Recognisable local features	None.	None.	Railway line on south side and the mature vegetated corridor/railway embankment provides a green setting.
Buildings Type, storeys, age, materials	Oakey Field Road-semi-detached houses and some semi-detached bungalows. Includes local authority houses and bungalows built in the late 1950s/early 1960s. A small number of Local Authority terraced houses and bungalows built in the 1980s. Different colour brick. Most properties have a garage. Parking area with the 1980s builds. Victoria Close – 1970s build of a few small detached chalets but mainly small plain bungalows, semi-detached and terraced housing. Mainly red brick. Area of garages, some car ports.	Local authority houses, semi-detached, rendered in range of colours, built 1947/48. Lodge Cottages, one pair of semi-detached, mock Tudor style. Small detached houses and bungalows, brick, built late 1970s/early 80s.	Birch Road – medium sized 1980s brick houses of differing styles. Four small bungalows at the end of the cul-de-sac. Cavendish Close and St Peter's Way – all small bungalows, terraced with a few detached properties. Brick built, slightly different styles and finishes. Built late 1970s. Areas of garages.
Streetscape Lamp posts, benches, signage, boundaries	Sparse street lighting. Areas of garage blocks. In places, at certain times there is considerable on-street parking by residents – in particular in Victoria Close.	Covered bus stop, post box, notice board. Sparse street lighting. On street parking, made worse by school traffic.	Sparse street lighting. Railway line along southern boundary. Street parking in St Peter's Way due to school and amenities.
Land use Residential, leisure, commercial, retail, community etc.	Residential.	Residential, retail – butchers and hair dressers. Primary School (see Character Area 7).	Residential.

	VICTORIA CLOSE, OAKLEY FIELD ROAD	SCHOOL ROAD, SCHOOL LANE	BIRCH ROAD, CAVENDISH CLOSE, ST PETER'S WAY
Public Views Important views into and out of the area	None of any note. 	At south end of School Road, views towards the West across grassed amenity area. 	Views towards the north and east from Cavendish Close and St Peter's Way. 
Key detracting features	Neglected areas of garage blocks. In places there is considerable on-street parking by residents at certain times – particularly in Victoria Close. Narrowness of high-fenced walkways. 	School traffic and the associated parking and turning problems. Both roads have narrow pavements. Occasional dumping of garden waste on amenity area near shops. 	Neglected parking areas and block garaging. Some use of front gardens for parking. Occasional use of the railway embankment next to the walkway and cycleway as an area for disposing of garden waste. Significant noise from high speed and freight trains both day and night. 



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Area 7 - Church Road/Stoney Lane Area

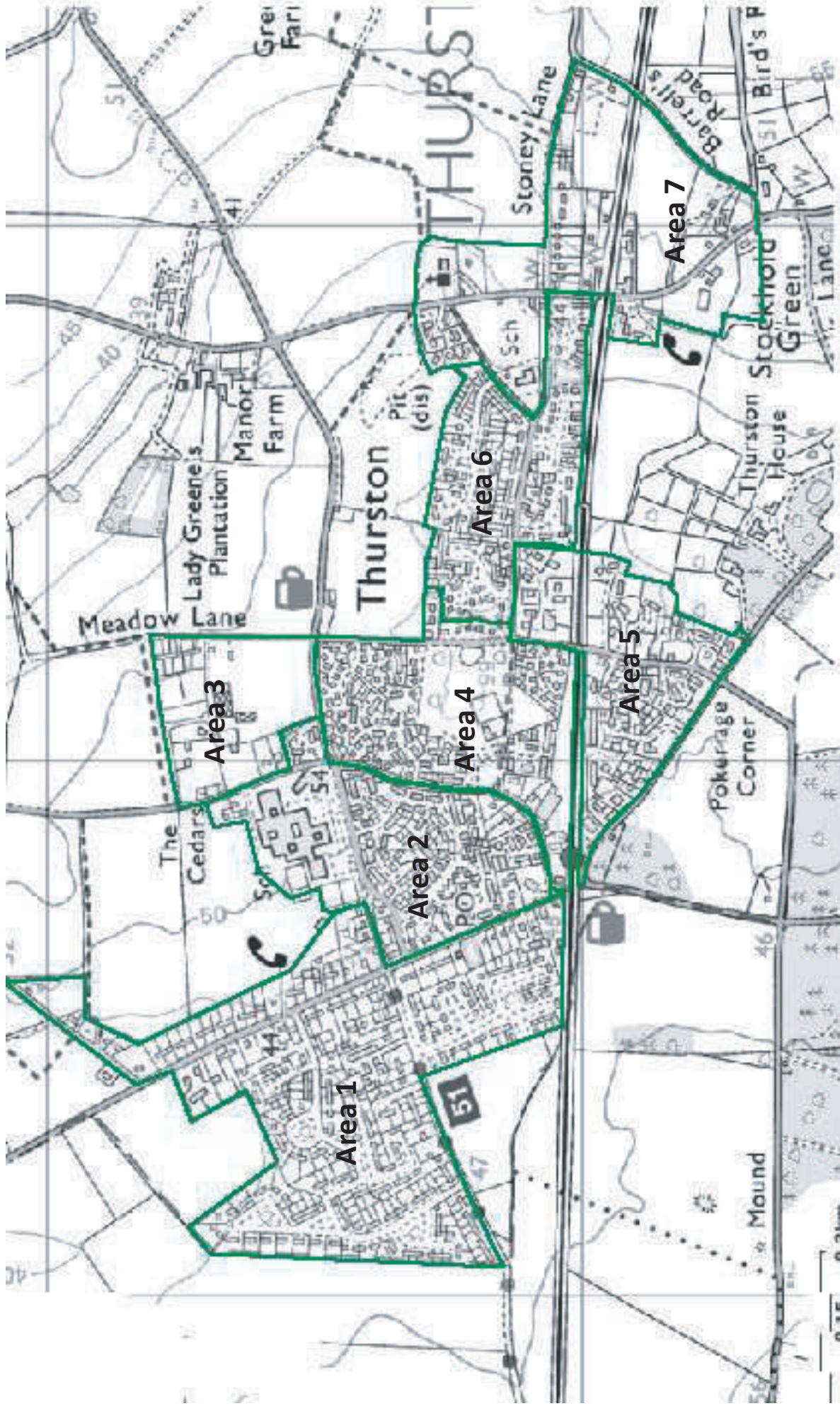


CHARACTER AREA 7

	<p>CHURCH ROAD, WOODLANDS CLOSE</p> 	<p>STONEY LANE, BARRELL'S ROAD</p> 	<p>SCHOOL ROAD – EASTERN END, NORTH SIDE, RECTORY GARDENS, RECREATION GROUND AND SURROUNDS</p> 
<p>Summary of Characteristics</p>	<p>The older semi-rural part of the village with low density housing of mixed age and style. St Peter's Church, a grade 2 listed building, is situated on the north of the area. Several veteran pollarded oak trees line part of the road and many other mature trees are to be found, adding to the semi-rural feel of the area. The railway bridge and embankment are key features. Parking problems on verge by the pre-school building and church at certain times of the day. Bus route (2 hourly).</p>	<p>Stoney Lane – quiet lane leading east out of village. Linear mixed housing on south, arable fields to the north. As you proceed northwards the properties have ever increasing steep access driveways, providing wonderful views across open fields north to Pakenham. Barrell's Road – few properties, mainly paddocks on both sides, allotments on west. Narrow bridge over railway line. Panoramic views while standing on railway bridge. Area has a semi-rural feel.</p> <p>Upwards gradient to where the two lanes meet Stoney Lane – linear, generally deep plots to south, fields to north. Barrell's Road – rural lane with only three old detached properties.</p>	<p>Semi-rural village feel but a number of village amenities are to be found here – recreation ground, Cavendish Hall, sports pavilion, primary school and pre-school building.</p> <p>Rectory Gardens – small 1990 development of 4 bungalows and 2 houses on leafy private drive behind the old rectory.</p>
<p>Layout and Topography Relationship of road, space and buildings. Landscape gradient</p>	<p>Church Road is undulating, rising up towards north. Linear plots, south of the railway bridge many are large, with properties set well back. Woodlands Close – short cul-de-sac of local authority bungalows.</p>	<p>Narrow country lanes, no pavements Footpath from Stoney Lane, east across open field. A number of residents' cars parked on road in Stoney Lane.</p>	<p>School Road – upwards gradient to west with three small properties at bottom and then boundary hedge of primary school. Rectory Gardens – curved short cul-de-sac of wide plots</p>
<p>Roads, streets, Routes Roads, cycle ways, pavements, footpaths, bridleways etc.</p>	<p>Church Road – narrow country road. Pavement only from railway bridge to church. Cycle Route 51 on the road, joining the walkway adjacent to railway line leading to School Road. Well-used walkway along the side of the recreation ground from church to primary school. Footpath along field boundary north side of churchyard leading to Great Green area. Footpath across field north of Rectory Gardens leading to Norton Road.</p>		<p>School Road – narrow road, steep bank with no pavement to north, verge and pavement on south side. Rectory Gardens – gravel cul-de-sac. Well used walkway along the side of recreation ground from church to primary school.</p>

	CHURCH ROAD, WOODLANDS CLOSE	STONEY LANE, BARRELL'S ROAD	SCHOOL ROAD – EASTERN END, NORTH SIDE, RECTORY GARDENS, RECREATION GROUND AND SURROUNDS
Village spaces Recreation, amenity and village greens	St. Peter's Parish Church and churchyard. Amenity green areas, planted with small trees in Woodland Close.	Area of well-established village allotments on Barrell's Road.	Thurston CE Primary Academy Cavendish Hall, recreation ground used for formal and informal sports, recreation ground car park, sports pavilion, pre-school building.
Green/natural Features Trees, hedges, woods, ponds etc.	Veteran oaks along Church Road Old yews and rows of mature horse chestnut trees in churchyard. Mature hedges, wide verges.	Field hedges along Barrell's Road. Field hedge planted on a tall bank and stream in ditch on north of Stoney Lane.	Row of mature horse chestnut trees along walkway by recreation ground.
Landmarks Recognisable local features	St. Peter's Church and War Memorial Church Cottage Village sign Railway bridge over Church Road.	None.	Recreation ground (also serves as school field), obelisk commemorating purchase of the recreation ground in 1921. Cavendish Hall, sport pavilion.
Buildings Type, storeys, age, Materials	Church Road – a mix of houses dating from 1500 to current day. Some flint, some brick or render of varying colours. One thatched cottage. A row of small terraced grey brick cottages built 1840s for farm workers. Other individual properties dispersed up tracks behind the roadside properties. Recently some properties built on the larger garden sites. Church Cottage – pre- 1884 – flint walls, dark red pantiles. Woodlands Close – cul-de-sac of 12 tile-clad semi-detached sheltered bungalows built early 1970s.	Stoney Lane – deep plots on south with semi-detached local authority built 1920s family houses of differing design and finish. Detached medium sized chalets and bungalows of varying design, together with two houses, built between 1950 to 2000.	School Road – a small pre-1840 red brick cottage and 2 1990s small red brick bungalows with short frontages. Rectory Gardens – small 1990 development of 3 individual large brick detached bungalows and 2 houses off private drive with grass and shrubs. The Old Rectory – Woolpit white brick, slate roof. Cavendish Hall – cream rendered community hall built 1914. Sport Pavilion – mock flint, built 1990s. Primary School – single storey glass and black/white panelled walls, flat roof, built 1960s on site of Victorian school.
Streetscape Lamp posts, benches, signage, boundaries	Sparse street lighting. Village sign opposite church. Woodlands Close – bench and telephone box. Church Road – bus stop, overhead power and telephone cables, 2 church noticeboards and other church signage.	Sparse street lighting.	Sparse street lighting. Cavendish Hall car park and paper recycling bank. Recreation ground – benches, children's play equipment, waste bins, excessive signage.
Land use Residential, leisure, retail, commercial, community etc.	Residential. Community – church and churchyard. Church field used as horse paddocks.	Residential. Stoney Lane – agricultural – (arable) fields. Barrell's Road – community allotments. Horse paddocks.	Community, sports and leisure. Residential. Educational.

	<p>CHURCH ROAD, WOODLANDS CLOSE</p> <p>From Church Road opposite Cavendish Hall, looking east across farmland towards Great Green. Views from churchyard looking north towards Pakenham and east to Great Green.</p>	<p>STONEY LANE, BARRELL'S ROAD</p> <p>From top of Stoney lane looking northwest to church and Pakenham. From railway bridge in Barrell's Road panoramic views across the neighbouring countryside.</p>	<p>SCHOOL ROAD – EASTERN END, NORTH SIDE, RECTORY GARDENS, RECREATION GROUND AND SURROUNDS</p> <p>From walkway looking south across recreation ground to Cavendish Hall.</p>
<p>Public Views Important views into and out of the area</p>			
<p>Key detracting features</p>	<p>Cars parked on verge between Cavendish Hall and church during school pickup times, football and cricket matches and church services. This causes passing problems. Considerable signage outside church and at entry to footpath along side of recreation ground.</p>	<p>Cars parked on the road in Stoney Lane cause passing problems.</p>	<p>Considerable signage on entry to footpath along side of recreation ground.</p>
			



- Area 1 - Barton Road/Heath Road Area
- Area 2 - Howes Avenue Area
- Area 3 - Ixworth Road/Meadow Lane Area
- Area 4 - New Green Area
- Area 5 - Beyton Road/The wastre Road Area
- Area 6 - School Road Area
- Area 7 - Church Road/Stoney Lane Area



Thurston Parish Council

Parish Council Office, New Green Centre, Thurston, Suffolk IP31 3TG