

Planning Committee

06 December 2019

Agenda item number 13

Conservation areas in Horning and Ludham

Report by Head of Planning

Summary

Members will be aware that the Authority has a statutory duty to review its Conservation Areas periodically and from time to time to consider the designation of new ones.

The purpose of this report is to advise members of the work that has been carried out on the re-appraisal of the Conservation Areas at Horning and Ludham and to seek authority to commence a public consultation exercise.

Recommendation

That Members

- i. Consider the draft re-appraisals for the Horning and Ludham Conservation Areas; and
 - ii. Endorse these for public consultation.
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1. Introduction

- 1.1. As a Local Planning the Broads Authority has a statutory duty to identify areas which are worthy of Conservation Area status, to designate them and then maintain up to date appraisals. An informal agreement has been reached with the District Councils' Conservation Officers whereby areas that fall mainly within the Broads Authority area would have the appraisal work carried out by the Broads Authority and areas that fell mainly outside the Broads Authority area would have the appraisal work carried out by the relevant district. This approach has worked well.
- 1.2. There are 25 Conservation Areas in the Broads and Members have previously agreed to a rolling programme of re-appraisals. Of these 25, re-appraisals have been completed for 23 within the last 10 years and there are two outstanding. These are at Horning and Ludham.

2. Current position on Horning and Ludham

- 2.1. The initial draft re-appraisals for Horning and Ludham were prepared in 2018.
- 2.2. The draft for Horning proposed minor amendments to extend the boundary of the Conservation Area in both the Broads Authority area and North Norfolk District Council area. In the Broads Authority area, the appraisal proposed to extend the Conservation Area boundary to include the properties on the river bank up to and including Wiluna and part of Ferry Cott Lane to Lower Street. The appraisal proposed to extend the boundary northwards along the Ropes Hill Dyke waterway to include properties accessed from Ropes Hill Dyke track and to the west to include properties on Crabbett's Marsh. It has been proposed to extend the boundary to include Part of Church Road, St Benedict's Church, the Old Vicarage and the Pumping Station in the Broads Authority area.
- 2.3. In the North Norfolk District Council area, the appraisal proposed to extend the boundary in the North Norfolk District Council area to the east side of Lower Street, to include properties 107-127, 131-139 Lower Street and 1, 2, 3 and 8 Hillside Road. The appraisal proposed to re-draw the boundary to exclude properties on the east side of Lower Street including 19-25 Lower Street and to exclude properties 1-3 Staithe Close.
- 2.4. The draft for Ludham proposed amendments to extend the boundary of the Conservation Area in both the Broads Authority area and North Norfolk District Council area. In the Broads Authority area, the appraisal proposed to amend the Conservation Area boundary at the end of Horsefen Road to include the group of houses to the east of the road and it proposed to amend to extend the boundary to include St Benet's Cottage. In the Broads Authority area, the appraisal proposed to amend the boundary to exclude an area of farmland behind Hall Common Cottage.
- 2.5. In the North Norfolk District Council area, the appraisal proposed to extend the Conservation Area boundary to include the School and the former house of the District Nurse north of School Road. The appraisal proposed to exclude parcels of land to the

south of Lover’s Lane and between Lover’s Lane and Norwich Road. Finally, it is proposed to amend the boundary to exclude the houses in Latchmoor Park.

2.6. The draft re-appraisals were considered at the 7 December 2018 meeting of the Heritage Asset Review Group (HARG), where they were supported by Members and endorsed for consultation. An extract of the minutes to that meeting is attached at Appendix 3.

2.7. The timetable presented to that meeting was as follows:

Consultation steps	Date
Initial contact with Parish Councils to make them aware of the process	-
Report to Planning Committee regarding the consultation process	February 2019
Consultation process and exhibitions in the community	Spring 2019
Responses collated and appraisal and boundary reviewed	Summer 2019
Report to Planning Committee for adoption	Autumn 2019

2.8. This timetable has not been met, although some actions have taken place.

2.9. In respect of Horning, the initial consultation with the Parish Council was undertaken and the draft submitted them in early summer 2019. Officers attended the Parish Council meeting on 5 August 2019 to explain the proposals. A site meeting was then held with the Parish Council on 21 September 2019 and an amended draft, which took into account the comments received, was sent on 24 October 2019.

2.10. In respect of Ludham, the preliminary findings were presented to the Parish Council at their meeting on 6 August 2019. The draft appraisal was sent to them on 31 October 2019 and comments are to be provided by the end of the year. It is anticipated that a site meeting with the Parish Council will be held in early 2020.

3. Next steps

3.1. The established process for the Conservation Area reappraisals is that once Members have considered the draft Conservation Area appraisal a public consultation will be undertaken. This will be undertaken in accordance with best practice and the adopted Statement of Community Involvement. As part of the consultation process, a summary leaflet will be produced explaining the draft appraisal and including a map of the Conservation Area (including any proposed boundary changes) and this will be distributed to all households in the Conservation Area and other stakeholders including the Parish Council. During the 6-week consultation period the Authority will also host an exhibition within the parish with officers in attendance to answer questions and receive feedback from the public. Officers from North Norfolk District Council will also be invited to attend.

3.2. Following the public consultation, officers will consider the comments received and what changes should be made to the appraisal. These will be presented and discussed

at the relevant meeting of the Heritage Asset Review Group (HARG). A further report will be prepared, setting out the feedback from the consultation and the proposed actions and this will be presented to the Planning Committee. At this stage this report is likely to recommend the changes for adoption.

- 3.3. The Conservation Area re-appraisal process is more advanced for Horning than it is for Ludham. The proposed timeline for the next steps is as follows:

Consultation steps	Horning	Ludham
Initial contact with Parish Councils to make them aware of the process	Early summer 2019	30 October 2019
Report to Planning Committee regarding the consultation process	6 December 2019	6 December 2019
Consultation process and exhibitions in the community	January & February 2020	March & April 2020
Responses collated and appraisal and boundary reviewed	March 2020	June 2020
Considered at HARG	6 March 2020	26 June 2020
Report to Planning Committee for adoption	May 2020	August 2020

4. Financial implications

- 4.1. A continuing appraisal programme for existing and proposed Conservation Areas within the Broads has implications in terms of resources, primarily in the initial assessment and more detailed appraisal work where required.
- 4.2. This has previously been met through the Cultural Heritage Budget of £30,000, which was used to engage a specialist contractor. However, from January 2020 this work will be undertaken in house. There will be some financial cost associated with the conclusion of the work on these two outstanding Conservation Area re-appraisals, but this can be provided for within the existing budget.
- 4.3. If the boundaries of either Conservation Area are altered as a result of the re-appraisal, there is unlikely to be any significant additional financial implications for its administration.

5. Conclusion

- 5.1. The Authority has a statutory duty to consider areas which are worthy of designation as Conservation Areas.
- 5.2. Up to date Conservation Area appraisals provide a useful reference for both the Local Planning Authority in the determination of applications. They also provide useful guidance for applicants and agents when considering the preparation of development proposals.

5.3. It is considered following a detailed assessment that the areas identified by the draft boundary maps and described in the draft appraisals at Horning and Ludham are worthy of Conservation Area designation, and that public and stakeholder consultation is required to progress this.

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Date of report: 22 November 2019

Background papers: draft appraisals for Horning and Ludham Conservation Areas

[Broads Plan](#) objectives

Appendix 1 – Draft re-appraisal for Horning Conservation Area

Appendix 2 – Draft re-appraisal for Ludham Conservation Area

Appendix 3 – Extract from minutes to Heritage Asset Review Group (HARG) meeting on 7 December 2018

Appendix 1 - Horning conservation area re-appraisal.

Introduction

Why have Conservation Areas?

A review of policies relating to the historic environment carried out by Historic England (then known as English Heritage) on behalf of the Secretary of States for Culture Media and Sport and the Environment Transport and the Regions was published in December 2000 under the heading 'Power of Place'. More recent research on the value and impact of heritage on many factors including growth, the economy, our wellbeing and sense of place is summarised in Heritage Counts (Historic England 2014).

The Reports which reflected views now held generally by the population at large, confirmed 5 main messages

- i Most people place a high value on the historic environment and think it right there should be public funding to preserve it.
- ii Because people care about their environment they want to be involved in decisions affecting it.
- iii The historic environment is seen by most people as a totality. They care about the whole of their environment.
- iv Everyone has a part to play caring for the historic environment. More will be achieved if we work together.
- v Everything rests in sound knowledge and understanding and takes account of the values people place on their surroundings.

In summary we must balance the need to care for the historic environment with the need for change. We need to understand the character of places and the significance people ascribe to them.

The concept of conservation areas was first introduced in the Civic Amenities Act 1967, in which local planning authorities were encouraged to determine which parts of their area could be defined as "Areas of Special Architectural or Historic Interest, the character or appearance of which it is desirable to preserve or enhance".

The importance of the 1967 Act was for the first time recognition was given to the architectural or historic interest, not only of individual buildings but also to groups of buildings: the relationship of one building to another and the quality and the character of the spaces between them.

The duty of local planning authorities to designate conservation areas was embodied in the Town and Country Planning Act 1971, Section 277. Since then further legislation has sought to strengthen and protect these areas by reinforcing already established measures of planning control in the Planning (Listed Buildings and Conservation Areas) Act 1990, and now reflected in the National Planning Policy Framework (NPPF).

This appraisal takes account of the guidance in Historic England Advice Note 1 (updated in 2019 in the light of the NPPF) supporting the management of change in a way that conserves and enhances the character and appearance of historic areas through conservation area appraisal, designation and management.

Unlike Listed Buildings, which are selected on national standards, the designation of conservation areas in the main is carried out at District level based upon criteria of local distinctiveness and the historic interest of an area as a whole. However, in the past, the criteria adopted by different local authorities in determining what constitutes a special area have tended to vary widely. For example, although public opinion seems to be overwhelmingly in favour of conserving and enhancing the familiar and cherished local scene, what is familiar to many, may only be cherished by some.

Over the last 30 years this approach has changed significantly. Much greater emphasis is now placed on involving the local community in evaluating 'what makes an area special', whether it should be designated and where boundaries should be drawn.

It is now recognised that the historical combination of local architectural style and the use of indigenous materials within the wider local landscape creates what has been termed 'local distinctiveness'. Distinctiveness varies within the relatively restricted confines of individual counties, which in turn are distinct in terms of the country as a whole.

Conservation area designation for settlements and wider areas which embody this local distinctiveness may afford them protection against development which bears no relation to the locality either in terms of the buildings within it or landscape surrounding it.

The historical development of such settlements and their surrounding landscape are the 'journals' through which the social and economic development of the locality can be traced. The pattern of agricultural and industrial progress of settlements (their social history) is by definition expressed in the architecture and landscape of any area – the historic environment.

It is not intended (nor would it be desirable) to use conservation area designation as a way of preventing or restricting development, the expansion of a settlement or preventing contemporary innovative design. Logically in the future new development should add to, rather than detract from the character of an area and will in turn help to chart historical development. However, all development should seek to preserve and/or enhance the character and appearance of the area.

Aims and objectives

Horning conservation area was originally designated in 1988. This appraisal examines the historic settlement and special character of Horning, reviews the boundaries of the conservation area and suggests areas for consideration.

If adopted, the re-appraisal will provide a sound basis for development management and encourage development initiatives which endeavour to improve and protect the conservation area as well as stimulating local interest and awareness of both problems and opportunities.

Current Planning policy context - Relevant as of 05/08/2019

The majority of the land and buildings in the conservation area are within the Broads Authority Executive area and the Broads Authority is responsible for all Planning matters in these areas. North Norfolk District Council is responsible for Planning matters to the east of Lower Street. The appraisal suggests amendments to the boundary in both areas.

There are a range of policies which affect conservation areas within both the Broads Authority and North Norfolk District Council areas, originating from both national and local sources. The latest national documents in respect of historic buildings and conservation areas are The Government's Statement on the Historic Environment for England 2010. The National Planning Policy Framework published in March 2012 (revised July 2018), National Planning Policy Framework (July 2018) and the Planning Practice Guidance for the NPPF 2016 (revised July 2018), published by the Department of Housing, Communities and Local Government. The Broads Authority and North Norfolk District Council consider the various provisions contained in them in plan making and decision making.

Locally, in line with government requirements, the Broads Authority adopted a new Local Plan in May 2019 and this replaces all other previous documents. North Norfolk District Council at the time of writing this, were in the early stages of reviewing their policies as they produce a new Local Plan.

To support these policies, the Broads Authority provides further advice in a series of leaflets, which are currently being reviewed and expanded as part of the Local Plan process. A list of those currently available is attached in Appendix 4.

North Norfolk Local Development Framework: Core Strategy (adopted 2008) is still in place at the time of writing and the relevant policies are:

- **Policy EN 8: Protecting and Enhancing the Historic Environment:** - Specifies that development proposals should preserve or enhance the character and appearance of designated assets (which includes conservation areas), other important historic buildings, structures, monuments and their settings through high quality, sensitive design.
- **Policy EN 2: Protection and Enhancement of Landscape and Settlement Character:** - Specifies criteria that proposals should have regard to, including the Landscape Character Assessment and distinctive settlement character and views into and out of conservation areas.
- **Policy EN 4: Design:** - Specifies criteria that proposals should have regard to, including the North Norfolk Design Guide.
- **North Norfolk Design Guide, Supplementary Planning Document (adopted 2008)** - Provides guidance to those involved in the management of the built environment and with the objective of improving design quality.
- **North Norfolk Landscape Character Assessment, Supplementary Planning Document (adopted 2009)** - Provides an assessment of the landscape character of the District with an objective of informing development proposals.

Preamble

The existing conservation area includes land and buildings in both the Broads Authority and North Norfolk District Council areas. This appraisal is being carried out by the Broads Authority in consultation with North Norfolk District Council.

The appraisal considers the existing conservation area and proposes three extensions to the conservation area boundary and one adjustment to the existing boundary. The reasons for these are set out in the remainder of the document. The following sections cover the whole of the proposed area and the spatial analysis is divided into four character areas:

1. Lower Street north - the village centre, in the existing conservation area boundary
2. Lower Street - south, in the existing conservation area boundary with a proposed extension in North Norfolk District Council area
3. Crabbett's Marsh – proposed extension in the Broads Authority area
4. Church of St Benedict and Horning Grove Pumping Station satellite area

Summary of special interest

As one of the larger riverside villages on one of the busiest stretches of the river system in the Broads, Horning is an important centre for visitors from both the land and the water. The historic core of the village is centred around "Swan Corner", a sharp bend in the middle part of the River Bure. Originally an agricultural community, its location on this part of the river provided access for trading to larger urban centres up and down stream. In the early 20th century, as the Broads became a popular holiday destination, development spread to the south and west of the earlier village. The growth of the tourist trade had a particular effect on the character of the village and this is reflected in the mixed development of the settlement.

Location and context

The parish of Horning covers an area of 11 km² between the River Bure and the River Ant, 9 Miles northeast of Norwich in the Northern Broads. The Parish is in an area of tranquil natural landscape - the Broads of Barton, Alderfen and Burntfen are north of the parish and Bure Marshes lie to the south. In contrast, Horning village is on the seasonally busy waterway of the River Bure.

General character and plan form

Horning village is on the banks of the River Bure opposite low lying alder carr and marshland west of the river. The majority of the village is contained between Lower Street on the riverside and Upper Street on higher ground. The existing conservation area boundary is linear in form and encompasses the earlier part of the village at the lower level on the eastern bank of the river.

Geological background

Deposits laid down on the sea bed many millions of years ago formed Cretaceous Chalk which underlies the whole of Norfolk. It is the oldest rock type to be found in East Anglia, with an approximate age of 100 million years, and because it was subjected to smoothing glacial action, it provides a much more subdued topography than in other areas of Britain. The chalk deposits were subsequently overlain in Pleistocene times by a series of sand, muds and gravels, and these shelly sand deposits are known as 'Crags'. They bore the first brunt of the Ice Age as large glaciers moved into East Anglia from the north; the action of the ice moving over the loose deposits contorted the underlying material into complex thrust-type folds, known as 'contorted drift'. During the Ice Ages, rivers carved out wide but shallow valleys, which as they flowed down towards the lower levels, formed large loops or meanders with wide flood plains as can be seen on the River Bure in the area of Horning. Thus the 'marshes' of the Broads were formed, resulting in lush grazing meadows in large areas of the Broads and alder carr to the west of the river at Horning with fertile agricultural land on the higher valley sides. The soils in the area are predominantly peat with sands and gravels to the valley sides. Extensive peat extraction in medieval times formed the Broads which are a particular feature of the area.

Historic Development

Archaeology and early development of the Parish

The name Horning originates from Old English and reflects its position on the bend of the river. It can be translated as 'folk who live on the high ground between the rivers' or 'the people on the bend'.

Horning was listed as 'Horningham' in the Domesday Book and it recorded that the land was being held by St Benedict. In 1086, the entry noted that Horning had 18 villagers, 11 smallholders, 4 cattle, 10 pigs, 360 sheep and that the taxable value was £4. This indicates that the settlement was largely agricultural at that time, supported through farming sheep on the local grazing marshes.

The Norfolk Museums and Archaeology Service compiles records of areas of known archaeological activity, sites, finds, cropmarks, earthworks, industrial remains, defensive structures and historic buildings in the county, in the Norfolk Historic Environment Record (NHER). There are a high number of records on the NHER for Horning parish, 102 in total, and although most of them are outside the conservation area, they demonstrate the long history of the area.

Finds and evidence from aerial photographs indicate human activity in the Parish during the Neolithic, Roman and Saxon periods.

The remains of a double ditch and bank, thought to be a linear earthwork or defensive barrier of possible Early Saxon date runs across a peninsular of land between the Rivers Bure and Ant near the site of St Benet's Abbey. First recorded in the 18th century, it was largely levelled by 1831 and no remains survive, although Late Saxon artefacts have been found on the site.

The site of St Benet's Abbey is within the parish, although well away from the conservation area. Founded in 1020, it was Norfolk's leading monastery and a wealthy establishment with property in 76 parishes. Although uniquely surviving the dissolution itself, the monastery was abandoned by 1545 following the wider dissolution of the monasteries by Henry VIII, and by 1579 the majority of the buildings were demolished. Earthworks of monastic structures are discernible throughout the site as are a series of elaborate fishponds. Upstanding remains include a 14th century gatehouse encased in an 18th century windmill tower, parts of the precinct wall, and the ruins of a church extensively rebuilt in the 14th and 15th centuries. An important place of mediaeval pilgrimage, which is reflected in finds from that period, the Abbey was connected to the mainland by a causeway that ended at St James Hospital to the north west. The Hospital was founded in 1153 for pilgrims, travellers, the poor, aged

and sick as the last pilgrimage stop before St Benets Abbey. The current building on the site, dating from the 14th century is thought to have been a chapel. The Abbey and windmill still make an evocative scene; it was a common subject for painters of the Norwich School.

The parish church of St Benedict dates from the 14th and 15th centuries. In the centre of the parish, about half a mile east of the main settlement (and outside the existing conservation area), it stands on a possible Saxon defensive bank, suggesting that it may have been an important site at this time.

During the medieval and post medieval periods where timber was in short supply, the cutting of peat was a valuable source of fuel and consequently an important part of the local economy. Peat cutting left behind depressions and low lying areas that gradually filled up with water as sea levels rose, forming what are now known as the Norfolk and Suffolk Broads. Large broads and smaller peat cuttings can be seen along the length of the River Bure.

Later development – outside the conservation area.

During the post mediaeval period, many drainage pumps were constructed to enable the management of the marshes for agriculture. Outside the current conservation area boundary are Neaves Mill, St Benets Level Mill and Hobbs Mill, which is the only open trestle wind pump with a scoop wheel in Britain. Horning Ferry Mill, a rare example in the Broads area of a smock mill pump, is in the village, now converted to residential it lies just outside the current conservation area boundary.

The site of two corn post mills is just outside the conservation area off Mill Loke. Dating from the late 18th and early 19th century, they are marked on Faden's 1797 map and on the 1818 Enclosure Map. Mill Loke Mill is shown on the first edition Ordnance Survey map and is thought to be the first windmill in the country to be fitted with William Cubitt's shuttered self-regulating windmill sails. These improved on the cloth sails on earlier mills and enabled taller and more powerful mills to be built. They were patented in 1807, and eventually used by all Norfolk mills. William Cubitt was a millwright in Lower Street Horning between 1807 and 1812 and worked closely with the England family of millwrights from Ludham. Cubitt went on to become an eminent civil engineer, working on new railway lines, bridges, tunnels and canals across the country, and including Haddiscoe Cut. His inventions included the prison treadmill, originally for use as a means of milling corn, he hadn't contemplated the use of the machine as a particularly cruel means of punishment. He was knighted in 1851 for his work as Chairman of the Building Committee for the Great Exhibition building of Crystal Palace.

The other post mill was demolished by 1838 and in 1858 a steam flour mill is recorded on the site. The siting of these mills processing corn close to a navigable river giving access to both Aylsham and Great Yarmouth and 10 miles from Norwich indicates a thriving milling trade contributing to economy of the village during the 19th century.

Maps from the late 19th century show development on higher ground at Upper Street and surviving buildings include the Old Vicarage, coach house and stable adjacent to St Benedict's Church, which sit in a commanding position on high ground above the Old Staithe. The coach house is listed Grade II and pre-dates the Vicarage which was remodelled in the mid 19th century by Norfolk architect and designer Thomas Jeckyll. Grove Farmhouse on Upper Street is one of a number of farmsteads in the settlement. Listed Grade II, it is a quietly elegant building dating from the early 19th century and constructed of gault brick with a slate roof. These were expensive materials at that time indicating owners of some standing.

The most recent archaeological sites date to World War II. Two WWII military camps were based in the village on higher ground above Lower Street, (outside the current conservation area boundary), which were probably part of the anti-invasion defence works forming part of the Eastern Command Demolition Belt F1 to protect strategic points along inland routes from the coast. These included a searchlight battery on the recreation ground and a light anti-aircraft gun emplacement, possibly associated with protection for the nearby radar station at Neatishead. All the structures at the camps were demolished by 1954.

Later development within the conservation area boundary

Entries in William White's History, Gazetteer and Directory of Norfolk indicate that in the mid to latter half of the 19th century, the village appears to have been largely self sufficient. In 1845, agriculture, maltsters, wherry owner, blacksmith, shoe maker, corn miller, turf merchant and publican are listed as occupations of the 467 inhabitants.

The river system continued to provide vital transport routes for goods and produce around the area and beyond. This gave rise to the establishment of facilities in Horning to support this type of transport such as boat building yards, warehouses and hostelrys catering for the passing trade and visitors. Not far from the Swan Inn, 19th century maps identify malthouses, at least one of which was owned by members of local brewers the Bullard family. These were ideally located for easy transport in of the raw material (barley) for processing and then the distribution of malt to breweries in Norwich and other urban centres.

Areas for the transfer of goods from water to land and vice versa, known as 'staithe' (from the Old English 'steath' or landing place) provided focal points for trading in settlements and this was certainly the case in Horning. Public and private staithe appear to have been in existence in some numbers since mediaeval time - some 83 existing or former staithe have been identified in Norfolk. The Enclosure Awards of 1840 tended to ratify the existing customary landing places or 'public' staithe (i.e. those that have public rights of use and access), stipulating that they were to be used "for the conveyance of corn, manure and other goods to and from the river by owners and occupiers of the Parish." The village staithe at Lower Street, south of the Swan Inn is still used for the mooring of boats, including public short stay moorings.

In the existing conservation area, earlier development was centred on Lower Street on the more stable ground near the Swan Staithe. Surviving buildings on Lower Street include Ivy House dating from 1700 (the only listed building in the current conservation area), and several small scale cottages often retaining their traditional materials of render and thatch.

Maps from the 19th century show that the historic village was concentrated at the northern end of Lower Street. During the latter part of the 19th century and the early 20th century, the construction of the railways and an increase in car ownership made the area more accessible, and the Broads developed into a popular tourist destination for sailing and boating. This was a significant period in the development of the village, as with a decline in commercial trading on the river, Horning became an important centre for holidays on or beside the water. As a consequence, the village expanded into the marshy areas to the south, with the construction of leisure plots, mooring cuts and basins, boathouses and holiday homes, many of them in the typical Broads riverside chalet style. This area along with Crabbett's Marsh chronicle this important phase of growth for the village and mark the beginning of the settlement becoming a thriving tourist hub.

White Lodge Boathouse on Lower Street is a good example of what has become the 'Broads vernacular' for boathouse buildings. Grade II listed, it was constructed in 1938 of waney edged timber boarding with a thatched roof, metal casement windows in wooden frames, leaded light doors under eyebrows and lattice doors to the boat dock. This building is connected with the author Arthur Ransome. The writer based his children's books, Coot Club and The Big Six in the Horning area, referencing this period of water based tourism.

The village includes some individual 19th century houses and short terraces, possibly built to house workers in the river trade, maltings and corn mills.

An air raid shelter near The Swan Inn is a rare and interesting example of WWII architecture, which now incorporates a bus shelter at one end.

Spatial and character analysis.

Landscape character

The terrain around the conservation area is divided into two distinct types of landscape by a significant change in level, a relatively steep escarpment, which is noticeable on the roads leading down from the A1064 (Hoveton to Ludham road) to Lower street and the River Bure. At the higher

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level, the A1064 (Mill Hill and Norwich Road) passes through a level area of fertile arable farmland, divided into relatively large fields by hedges, but with comparatively few trees to interrupt the long views. To the north of the road, a boundary hedge and trees interrupt longer views and to the south, 20th century development masks views to the conservation area in the river valley at the lower level. Once at the lower level, the land to the west of the river is largely fen or alder carr woodland.

Overview of streets and development

The existing conservation area encompasses much of the land between the River Bure and the escarpment behind buildings facing Lower Street. Views of the conservation area from the land are only apparent as Lower Street drops down to the river valley from the east via Mill Hill or when approaching on Lower Street through mainly 20th century development which is not included in the conservation area.

Views out of the conservation area are restrained by the topography to the east and the alder carr woodland to the west on the opposite side of the river to the village. The carr woodland is largely inaccessible which makes it a quiet and tranquil area contrasting sharply with the activity on the river and the liveliness of Horning village, particularly during the summer months.

Horning from the River Bure

There are clear views of the settlement from the river. Approaching by boat from Wroxham in the west, small traditional riverside chalets mark the transition from the open countryside to the start of the settlement. Then larger scale mid to late 20th century houses on the north bank (currently outside the conservation area) are the first indication of the centre of the village before the river makes a sharp turn to the south east. The Sailing Club, in a prominent location at the head of the bend, marks the beginning of the current conservation area. A low white painted building, constructed in the mid 20th century, it is of its type and functional in design. Its location would give an opportunity for a landmark building should it ever be redeveloped. A backdrop of sailing boats masts moored in the dykes surrounding the Sailing Club epitomises the character of the river at this point. The area comes to life in the summer and at weekends with regular sailing races and events such as the Horning regatta and the Three Rivers Race, a gruelling 45 mile test along the rivers Ant, Bure and Thurne, held in June since the 1960s.

Opposite, Horning Green and the Swan Inn are prominent features on Swan Corner. Horning Green is an open grassed area providing valuable public amenity space and access to the river.

Next to The Green, the Swan Inn, with its external seating areas fronting the river, is a distinctive landmark from the river and the land. This prominent black and white gabled building dates largely from the early 19th century, although its mid 17th century beginnings can be seen from a short stretch of riverside walk, which connects back to the street via Horning Village Staithe. The Village Staithe green contains a prominent mature oak tree, and allows views of Lower Street from the river. The Staithe is an historic feature and contributes to the character of both Horning and the Broads in general as an important local amenity providing waterside open space and public access to the river and moorings.

Either side of the Staithe are buildings built at right angles to the river, a small brick former warehouse, the rendered and thatched Staithe 'N' Willow Restaurant and a thatched cafe. These are remnants of an earlier type of development, on narrow plots at right angles to the street making the most of the valuable river frontage. Beyond these, an access road allows a view to Lower Street before a terrace of 20th century houses where the pattern of development changes. Although still on narrow plots, their roofs are parallel to the river and boat docks penetrate the river bank. Whilst of a more unified appearance facing Lower Street, the elevations of these two storey houses facing the river have been altered over recent years, in a range of styles. Travelling downstream southwards towards Ludham, development is a mixture of 19th and 20th century domestic scale buildings in a variety of styles, many of them with private moorings and gardens and balconies overlooking the river. Views to Lower Street are mainly obscured by these houses, although trees in the gardens to the east of the street form a backdrop to the buildings. Materials are mainly brick with some render, and tiled roofs. The New Inn on Lower Street, rendered with a slate roof, is visible from the river and has a large open riverside seating area. Some additional planting to this area might be beneficial, to soften the interface with the river. Adjacent to the New Inn, the Southgates Boatyard building is of a larger

scale than its neighbours, with a large single span roof, again gable onto the river, and cat-slide additions either side. It is clad in profiled steel echoing the corrugated iron cladding of traditional boatyard buildings.

Beyond this, as Lower Street curves slightly westwards to widen the land available for development, the character becomes less suburban in nature and more sporadic with larger, mainly late 20th century houses on more generous plots. Mature trees and riverside gardens are broken up with boat docks and boat houses as the view down the river opens up.

Further downstream the land is marshier, characterised by lagoons and a network of watery inlets with buildings on the water's edge and behind, interspersed with mature trees and vegetation. The buildings vary in age, style and size. Some are late 20th century, but notable within this part of the conservation area are five early 20th century traditional waterside buildings Ashcroft, Heron Lodge, Langton, Box End and Willow Fen. **These good examples of the Broads riverside chalet vernacular were constructed during a significant period of expansion of the village in the early 20th century, as Horning became a centre for waterside holidays.** These are included on the Broads Authority Local List of Heritage Assets as making a positive contribution to the character of the Norfolk and Suffolk Broads. Further information on this type of building is included in the Architectural Styles and Materials section later in this document.

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Cedar Gables, a 20th century house on the riverside, marks the end of this part of the existing conservation area, with the boundary running from the water's edge along a waterway to meet Lower Street opposite Hillside Road.

Proposed extension to the conservation area - Broads Authority area. (Area 2)

It is proposed that the existing boundary is extended to include the properties on the river bank up to & including Wiluna and part of Ferry Cott Lane to Lower Street. This area contains domestic scale buildings of various ages which together make a positive contribution to the character of the conservation area. White Lodge Boathouse is listed and Harnser Lodge and Wiluna dating from the early 20th century are included in the Broads Authority Local List as good examples of traditional riverside chalets. Although on a different scale, later buildings make reference to this style of building with steeply pitched thatched roofs and timber cladding.

Lower Street – North - The Village Centre

Approaching from Ropes Hill (A1062) on Lower Street, the land slopes down to a sharp left hand bend. On the right, Horning Green allows a first view of the River Bure, where The Swan Inn opposite is as prominent from the road as from the river. The current conservation area boundary is drawn around The Green and the Sailing Club to the west.

The area including The Green and the Swan Inn is the focal point of the village. It is vibrant in summer months, where activities such as the Summer Fete are held, sailing races can be viewed and day trips along the river can be taken on the Mississippi Southern Comfort Paddle Boat, which on its moorings is a colourful and eye-catching feature, popular with visitors. The setting of this important approach to the village could be improved if the car parking area adjacent to The Green were to be resurfaced in materials sympathetic to the character of the conservation area and some planting included. The screening to the refuse area could be improved. Consideration could also be given to the parking/access road to the north of the Swan Inn.

After the bend Lower Street runs southwards, parallel to the river, and at the start is closely contained by buildings on either side constraining the views along the street. On the west side, beyond the Swan Inn, views to the river open up at the green area beside The Staithe before the group of buildings around the Staithe 'N' Willow restaurant enclose the street once again. Buildings on the opposite side of Lower Street are built hard up against the road edge, and without any pavements there is a marked sense of enclosure to this part of the village. At busy times cars and pedestrians intermingle and there is a great sense of busyness in the area as visitors use the cafes, pub and shops. Although the narrowness of the street is 'traffic calming' in itself, it may be appropriate to look at reinforcing this to make the effectively shared space more pedestrian friendly. Changes to pedestrian priority, surface treatments, limiting vehicle access and reducing the speed limit below the current 20 mph are all measures that could be considered.

Development in the historic part of the village at the northern end of Lower Street is domestic in scale, mainly one and a half and two storeys, with 20th century structures interspersed with earlier buildings. This has resulted in an assortment of architectural styles, with some of the later additions being more successful than others in fitting in with the street scene. Whilst the earlier buildings tend to be built directly beside the road, (with no pavements), the majority of the 20th century developments are set back from the roadside to accommodate car parking, which breaks the rhythm of the street scene.

A number of buildings dating from the late 17th and 18th centuries survive, the majority on the east side of the street.

Two buildings, part of No 41 and No 47 (1682 in gable) are examples of an early form of development in the village. They are rather diminutive when compared with surrounding buildings. They have a simple rectangular plan, low eaves, are one and a half storeys high (with the loft area used as additional living accommodation), and are thatched with rendered walls. These perhaps give some idea of what the street would have looked like in the 18th and 19th centuries.

No 35, Ivy House on the corner of Lower Street and Mill Loke, is the only Listed Building in the Conservation Area, dating from around 1700. Constructed of red brick with a plain tile roof (which were high quality materials at that time), this substantial building and its comparatively large size and brickwork detailing suggests that it must have been of some status in the earlier village. The later 'bow' windows were installed in the 20th century when the building was used as a shop.

A number of the earlier buildings were altered in the early 20th century to accommodate businesses catering for the growing numbers of visitors to the village. One such is the Bure Riverside Restaurant (No 27), a rendered thatched cottage with an early 20th century single storey extension to the roadside, constructed to accommodate a shop. The building containing the current Butchers shop and Post Office (Nos 37 and 39) was refaced around the same period, and both these buildings demonstrate the use of the Arts and Crafts style popular at the time. No 43 (delicatessen and cafe) has also been extended to the roadside with a timber and glazed shop entrance. All these contribute to the enclosure of the street in this part of the village.

Further south, 20th century development becomes more frequent on Lower Street, where the street becomes visually wider with short stretches of pavement and parking forecourts in front of the houses. There are one or two detached houses in this part of the village, but the majority are in terraces of one and half or two storeys, built with tiled roofs and walls of red brick with some render and weather boarding. They are more or less sited on a building line either side which leaves little opportunity to see what is beyond the buildings.

On the east side, No 59 is a thatched red brick early 20th century house set back from the road, its garden contains a number of trees that are prominent in the street scene, and its position away from the road allows a view of further tree cover behind on the rising ground outside the conservation area boundary.

Visual connection with the river to the west is limited to glimpses between buildings until the New Inn where a wider view is possible as the land slopes down beyond the vehicle access and parking to the external seating area beside the river.

Next to the New Inn the large gable and outshots of the boatyard buildings contrast in size and materials to the domestic scale of the 19th century public house and the cottages opposite.

The end of the existing conservation area boundary on the east side of Lower Street is marked by a prominent spruce tree where the escarpment drops down towards road level.

Proposed amendment to the conservation area boundary - North Norfolk District Council area. (Area 1)

The current conservation area boundary generally follows the rear of properties on the east side of Lower Street behind Nos 19 – 25 inclusive where nos 1 - 3 Staithe Close are included. These late 20th century buildings are of insufficient historic interest for the conservation area and it is proposed that consideration be given to re-drawing the boundary to exclude these properties.

Lower Street – south

From this point, as the road gently curves away from the river, there is a marked change in the character of the conservation area. There is generally a more rural feel; the street scene is less constrained by buildings, and hedges and mature trees make a marked contribution. The conservation area boundary runs along the east side of the road, but the leafy gardens, hedges and mature trees of the houses outside the conservation area on the east side make a positive contribution to its setting. The land on the river side of the road is low lying as lagoons and inlets from the river make their presence felt, with views through the trees to boats in a watery landscape punctuated by mainly low level buildings. Taking advantage of the moorings on the inland dykes, plots are narrow and at right angles to the road and many are 'leisure plots', purely used for access to the water. Some are completely hidden behind hedges and trees and others have grassed areas with the water coming close to the road. In the main, the houses that have been built in these difficult conditions were constructed in the 20th century and are one or one and half storeys.

The current conservation area boundary on the west side of the road runs along a dyke opposite Hillside Road to meet the river.

Proposed extension to the conservation area boundary - North Norfolk District area. (Area 2)

It is suggested that an extension to the conservation area is considered on the east side of Lower Street, to include 107 – 127, 131-139 Lower Street and 1 & 3, 2 & 8 Hillside Road. This area was developed in the early to mid 20th century with many of the houses built to accommodate holiday visitors to the village. It contains a number of traditional 'Broads waterside chalet style' houses built early in that century many of which are included on the Broads Authority Local List of Heritage Assets, although this part of Horning is within North Norfolk District area. See Architectural styles for more information on the Riverside chalets.

*Although some of these properties have been more altered than others, the majority retain features of the original dwellings facing the street and it is considered that as a group, they **make a positive contribution to the street scene, and reflect a particular period of development as the village expanded to accommodate the growing holiday trade in the early 20th century.***

Bure Ridge (no 8 Hillside Road), Bure House (131 Lower Street), White Lodge (133 Lower Street) are more substantial houses in vernacular style, most dating from the second quarter of the 20th century, although Bel Aire (139 Lower Street) a well preserved example of the 'International Style' popular in the 1920s and 1930s, was constructed in the mid 20th century.

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Crabbetts Marsh

The current conservation area is centred on the earliest part of the village on the eastern bank of the River Bure, where the river makes a pronounced hairpin bend. However, the western, upstream 'leg' of that bend, is significant in the development of the settlement. Known as Crabbett's Marsh its low lying, marshy character makes it difficult to build on and the area was largely undeveloped until the early 20th century. As the Broads grew more popular as a holiday destination and direct access to the river became limited in the earlier village, holiday accommodation was extended into Crabbett's Marsh. These tended to be small riverside dwellings built of a lightweight construction, and eight of those riverside chalets are included in the Broads Authority Local List of Heritage Assets, as part of a unique building type found in the Broads. Two of these are on Ropes Hill Dyke track, two on the banks of the River Bure and the last three on the western most dyke running parallel to the river. They are listed in Appendix 2. Further information about waterside chalets is in the following section on Architectural Styles and Materials.

During the mid to late 20th century larger, more permanent homes have been built in this part of the village, mainly on the main river bank. This later development is mixed in character, form and materials. Although no more than two storeys, houses tend to be larger closest to the village centre, near the bend in the river, with development generally becoming smaller in scale up stream. The majority of the buildings have gables facing the river, and although somewhat reminiscent of traditional boathouses, their modern scale makes them visually more prominent. Traditional materials such as timber and thatch are found here, some of the later houses use brick and tiles which are in contrast to this context.

Proposed extension to the conservation area in the Broads Authority area. (Area 3)

Crabbet's Marsh. It is proposed that the existing conservation area boundary be extended to the north along Ropes Hill Dyke waterway, to include properties accessed from Ropes Hill Dyke track, and west to include the waterside properties on Crabbet's Marsh. The earlier development in this part of the village dates from the early 20th century, when Horning was expanding to cater for the growing holiday trade.

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Church of St Benedict satellite area

This proposed extension to the conservation area is situated to the south east of the existing conservation area on the north side of a wide bend in the river. It contains the parish church of St Benedict, the former vicarage, a scattering of houses and the Horning Grove Pumping Station, and although physically separated from the main conservation area, it has strong historical and cultural connections to the village.

The extensive alder carr and mature tree cover on this part of the river allows glimpses of a group of buildings at the Horning Grove Pumping Station, where two large buildings are slightly set back from the river's edge. The earlier one, constructed in 1914, is simple in form but built to impress, of red brick with pilasters and stepped brick eaves, low pitched plain tile roofs and a timber cupola. A later building, from 1957, also built in red brick, is more utilitarian in style with a flat roof and metal Crittall style windows. These buildings are no longer in daily use (decommissioned in 2005), although the site, owned by the Broads Internal Drainage Board, still forms part of the extensive management system for the control of the drainage of this part of the Broads. The site of Horning Upper Street Staithe is on the river bank in front of the Pumping Station site.

By land, the approach from the north via Water Works Lane, off Church Road is along a long private drive through grassland, from which the main buildings are visible between groups of mature trees, before the land drops down to the river. There are several smaller buildings on the site those dating from the early 20th century are built of red brick with steeply pitched plain tile roofs and gable parapets with stone cappings. There is a number of later 20th century structures connected to the operation of the site. On the approach to the site, one building stands out as of a different style to the rest, being an early 20th century, single storey thatched building with an exposed timber frame and reeded panels – a typical Broads Chalet of some quality, possibly manufactured by Boulton and Paul of Norwich.

The buildings at Horning Grove Pumping Station demonstrate important developments in the history of the drainage of the Broads.

Beside the Pumping Station site, Bureside is a new addition to the landscape, a house in contemporary style and materials, replacing an early 20th century building which was occupied by the Waterworks supervisor when he needed to live on site.

The Church of St Benedict, the former vicarage and Burfield House are prominent features from the river, as a break in the tree cover allows an unexpected and iconic view of this part of the Broads. At the river level, several deep inlets are carved into the low lying land providing access to private moorings and boathouses. Behind, the ground rises towards the north to the fine flint faced Church with its distinctive tower, dating from the 13th century. In contrast to the church, the former vicarage is a simple but elegant 19th century design with canted bay windows, white rendered walls and a black pantile roof set behind grassed banks sloping down to the river's edge. On the other side of the church and partially hidden by trees, Burefield House is early 20th century house with a thatched roof and prominent, steeply pitched gables above walls with exposed timbers in a style typical of this period of development in the Broads and reminiscent of the Arts and Crafts movement. The landscaped gardens contain thatched boathouses and a thatched octagonal summer house at water's edge.

Church Road is a minor road that loops southwards off School Road. On a sharp bend in the road, a timber lych-gate with a steeply pitched roof marks the entrance to the churchyard with views beyond of the rendered north wall, roof and tower of the church. The churchyard scattered with grave stones is visible from Church Road but is tightly enclosed by mature trees to the east and west. A footpath

leads through the churchyard to the entrance porch on the south side of the church overlooking the river. Another footpath along the outside of the east perimeter of the churchyard, drops steeply down to the river, where there are glimpsed views of the church, the former vicarage and Burefield House and longer views along the river.

To the right of the lychgate a by-way bounded by mature trees runs beside the churchyard down towards the river, giving access to Burefield House, which is largely hidden behind trees.

Beyond this to the west, is Burefield Lodge, a 20th century house of one and half storeys in a mature garden. The house has rendered walls under a steeply pitched plain tile roof with sweeping eaves and curved topped roof dormers.

The whole area contains many mature trees which in contrast to the more open arable land to the north. These give it a secluded, enclosed character in contrast to the more open views of the area from the river.

Proposed extension to the conservation area in the Broads Authority area: (Area 4)

Part of Church Road, St Benedict's Church, the Old Vicarage and the Pumping Station in the Broads Authority area.

Architectural styles and materials.

There is a range of architectural styles and a variety of materials in the conservation area, largely related to age and location.

The earliest buildings are at the northern end of Lower Street and are small in scale, often 1½ storeys high with steeply pitched roofs thatched in water reed and low eaves over rendered walls. The Brambles and part of No. 43 are examples, which illustrate the use of these readily available local materials in the 18th and 19th centuries. Other earlier buildings, such as Staithe 'N' Willow, Staithe Cottage, the Bure River Restaurant, the butchers and Post Office (37 and 39 Lower Street), Gable Cottage and 79 and 81 Lower Street also retain their thatched roof coverings. Parapet gables and steep roof pitches are found on other houses in Lower Street, such as 89 Lower Street may indicate that they may have been thatched in earlier times.

Ivy House on Lower Street, which dates from around 1700, demonstrates an early and unusual use at that time in Horning of local red brick and a plain tile roof.

A particular feature of some buildings in earlier part of Horning is a form of the Arts and Crafts style, which was popular in Europe in the late 19th and early 20th centuries. As the popularity of Horning as a holiday destination grew in the early 20th century, older buildings were adapted for use as shops and extended to the roadside to provide new entrances. In several cases, such as The Bure River Restaurant and the 37 and 39 Lower Street, this involved the use of brickwork in a herringbone pattern, flint panels and curved brick gables over the single storey entrances. A variation of this style is found on no. 59 Lower Street, a thatched cottage set back from the road with herringbone brickwork and exposed timber framing on the gable. The 19th century Swan Inn has prominent use of exposed timber framing, which has also been used on later buildings, such as nos 45 and 48 – 52, on the west side of Lower Street, the latter built in the mid 20th century as a terrace of shops. Prominent gables facing the road are another feature of later buildings.

The 19th century saw infill development of individual houses and short terraces built of local red brick, most with clay pantile roofs, but some using slates; the Swan Inn is roofed with clay plain or pin tiles.

Broads waterside chalets. - Away from the historic centre of the village there are a number of small chalet type houses. A large number of waterside chalets are found in the Broads area and their distinctive style and place in Broads cultural history has been recognised by the inclusion of the best examples in the Broads Authority Local List of Heritage Assets. Often built directly beside the rivers, these chalets were constructed to satisfy the needs of visitors to the Broads who did not necessarily want to spend a complete holiday on the water. They are generally small scale and of lightweight construction, suited to the uncertain subsoil of the wetlands and the need to transport materials by

water rather than by road. Manufactured by local firms, often in kit form, including many by Boulton and Paul in Norwich, who published an extensive catalogue of these and other demountable buildings in the early 1890s. Usually built of timber framing with rendered and colour washed walls, verandas and overhanging eaves and gables, many were thatched with 'rustic' detailing. In their most elaborate form they have a picturesque quality which is very distinctive and although disapproved of by some in the past, they are now an accepted part of the landscape of the area. There is also a significant number of them in Horning, on the south of Lower Street, beside the River Bure, on Crabbett's Marsh and off Ropes Hill Dyke track. **Although not all are as originally designed, their scale and materials demonstrate a significant period of expansion of the village. It was the beginning of a time when leisure became attainable for many and the Broads were opened up to large numbers of holiday visitors.**

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A considerable number of houses were built in the village in the **mid to late** 20th century. The main differences between earlier buildings in the village and those constructed in the late 20th century are their larger scale, as standards of construction and expectations have changed, and their siting in relation to the road due to increased car ownership. Houses set back from the road behind parking areas contrast sharply with the tight-knit streetscape in the earlier part of the village. Where possible, parking integrated within a new development or some form of enclosure to the road edge, such as walls or hedges would be preferable. Later buildings have used a wide palette of materials of brick, render and pantile roofs and a few with timber boarding, although the latter is more usually found in riverside buildings in the older properties in Horning.

Ground surface materials and the public realm

The public highway is surfaced in asphalt and there are only short stretches of pavement in Horning as properties in the main take directly front the road. The absence of pavements and street lighting in the conservation area add to the 'village' character of the settlement. There are some overhead wires and cables which are visually intrusive.

Shingle, block paving and tamped concrete have been used for private parking areas. Gravel or resin bound gravel are materials sympathetic to the character of the conservation area.

Trees, hedges and boundary treatments

Several individual trees, such that on the Village Staithe and the pine on the conservation area boundary at the south of Lower Street are noticeable, but trees and hedges make significant contributions to the character of the conservation area, especially those in private gardens on the south part of Lower Street, which has a more rural feel than the village centre. Trees and planting outside the conservation area provide a backdrop to the setting of the conservation area, for example the alder carr on the opposite side of the river and trees on higher ground to the east of Lower Street. The large area of alder carr at Crabbetts marsh is a very distinctive characteristic in this part of the village.

On older properties, boundaries tend to be delineated by walls of brick and in a few cases flintwork, but railings and picket fences are also found in the conservation area. It is regrettable that a small number of properties in the southern area of Lower Street have erected high close boarded fencing on their front boundaries. Whilst the need for privacy is understandable, these private open spaces are of particular amenity value, and hedges or lawns allowing glimpses of the water beyond are attractive characteristics of this part of the conservation area.

Neatly trimmed lawns to the water's edge are a particular feature of properties on the river bank.

Issues, pressures and opportunities for improvements

Generally the buildings and gardens in the Conservation Area are well maintained and there are no structures that would qualify to be on the Buildings at Risk Register.

The special character of conservation areas can easily be eroded by seemingly minor, and well intentioned home improvements such as the insertion of replacement windows and doors with ones of an inappropriate design or material, (for example hinged opening lights in lieu of sash windows and UPVC instead of painted timber). There is evidence of this in Horning conservation area. This can be a particular issue with unlisted buildings that have been identified as contributing to the character of

the Conservation Area. In line with current legislation, all complete window replacements are required to achieve minimum insulation values, but recognising the affect that inappropriate replacements can have, Local Authorities can relax that requirement when considering the restoration or conversion of certain buildings within conservation areas, and advice should be sought from the Local Authority at an early stage.

Loss of front garden boundaries to provide off-street parking can also erode the special character of streets.

Specific policies in the Broads Authority Local Plan aim to protect the character of the conservation area in Horning. The character of the area could easily be eroded by loss of open space and the construction of properties that are out of scale with the existing.

The character of the riverside can be eroded by the replacement of the natural bank edge and vegetation with quay heading. This can lead to the urbanisation of the river and building owners with water frontage properties should be consider this when planning work to the river bank.

Recommendations for suggested improvements

- Car park beside The Green – consider re-surfacing and planting to soften the impact of this large area of parking, screening to refuse area and improvements to the appearance of the public toilets building
 - Integrate Horning Green with Lower Street – consider means to slow traffic and make more pedestrian friendly
 - Consider means to restrict traffic and parking in Lower Street around Swan Inn and The Staithe to make pedestrian friendly
 - Consider improvements to the access to the New Inn parking area and soft landscaping on the riverside seating area
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The conservation area boundary

The boundaries to the conservation area are as illustrated on the accompanying map and as described in the text. It is suggested that the conservation area boundaries are amended as follows;

	Area	Reasons
A	North Norfolk District Council area: east side of Lower Street and part of Hillside Road	An important area in the historical development of the settlement in relation to the expansion of the settlement in the early 20 th century as tourism became more significant to the economy of the area.
B	North Norfolk District Council area: mission of properties in Staithe Close	Late 20 th century development of insufficient historic interest to be included in the conservation area.
C	Broads Authority Executive area: extend south boundary to include part of the west side of Lower Street to the river bank	An area containing a listed building and buildings of local historic interest in relation to the expansion of the settlement in the early 20 th century.
D	Broads Authority Executive area: part of Ropes Hill Dyke (track) and Crabbett's Marsh	An important area in the historical development of the settlement in relation to the expansion of the settlement in the early 20 th century as tourism became more significant to the economy of the area.

E	Broads Authority Executive area: Satellite area containing Horning Grove Pumping Station, Church of St Benedict, former vicarage and houses	An area containing listed buildings and buildings of local historic interest and an important area in the historical development of the Parish.
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Public Consultation

Draft: Consultation with interested parties and organisations was carried out in accordance with the Broads Authority 'Statement of Community Involvement'. A joint consultation exercise was undertaken with North Norfolk District Council as the proposed conservation area boundaries include land in both planning authority areas as defined on the maps included in the character appraisals. A letter and leaflet were delivered to all residents and businesses within the conservation area boundary, and copies of the appraisal documents were made available both online and in hard copy format in the Broads Authority offices. The leaflet included a comments section and consultees were also able to comment on line.

A public exhibition was held in ?? on ??, which was attended by officers from the Planning Team of the Broads Authority and open to the public to ask questions, propose or suggest minor amendments to the re-appraisal or boundary and raise issues of concern.

Appendix 1: Buildings on the List of Buildings of Special Architectural or Historic Interest

- Ivy House, 35 Lower Street, Grade II (North Norfolk District Council area) – in current conservation area (Grade II)
- Boathouse opposite to White Lodge, Lower Street (Broads Authority area) – in proposed extension to conservation area. (Grade II)
- Church of St Benedict, Church Road (Broads Authority area) – in proposed extension to conservation area. (Grade II*)
- Stable to the St Benedict's Vicarage, Church Road (Broads Authority area) – in proposed extension to conservation area. (Grade II)

Appendix 2: Buildings on the Broads Authority Local List of Heritage Assets

Within the current conservation area

River Bure – west bank:

Ashcroft, Lower Street
Heron Lodge, Lower Street
Langton, Lower Street
Box End, Lower Street
Willow Fen, Lower Street

Within proposed extensions to the conservation area

River Bure – east bank:

Harnser Lodge, Ferry Cott Lane
Wiluna, Ferry Cott Lane
Romany, Ropes Hill Dyke
Garden House, Ropes Hill Dyke

River Bure – Crabbett's Marsh:

Bonnington
Birch and Jada
Plot 24
Plot 26
Plot 28B

Appendix 3: *Unlisted buildings that make a positive contribution to the character of the Conservation Area*

Whilst the following buildings, boundary walls and railings within the present Conservation Area and the proposed extensions to it do not merit full statutory protection, they are considered to be of local architectural or historic interest, and every effort should be made to maintain their contribution to the character of the Conservation Area.

Broads Authority Executive Area

In the current conservation area:

Lower Street (East side)

Swan Inn and outbuildings

Country Treats, 12 – 14 Lower Street and Benet's Hall

16 Lower Street, Staithe 'N' Willow Restaurant and thatched timber clad building adjacent

36 Lower Street

48 – 52 Lower Street

New Inn

84 Lower Street, Lagoon

98a Lower Street, Heron Cottage

102 Lower Street, Fisherman's Rest

Boathouse to Birchwood

Oakmead Cottage

In proposed extensions to the current conservation area:

Crabbett's Marsh

Plot 23 The Willows

Plot 24 Sedgeway

Plots 8 & 9 Imney

Church Road

The Old Vicarage

Lych Gate to Church of St Benedict

Burefield Lodge

Burefield

Boat houses to Burefield

Summer house to Burefield

Water Works Road

Horning Grove Pumping Station buildings

North Norfolk District Council area. (Note: these to be confirmed in accordance with the criteria for locally listed buildings in the North Norfolk District Council area).

In the current conservation area:

Lower Street (West side)

19 Lower Street, (Mill House)

21 Lower Street, (Little River View)

23 Lower Street, River View

25 (Yacht Brokers) & 27 Lower Street, (Bure River Cottage Restaurant) including thatched cottage behind

37 & 39 Lower Street (Butchers and Post Office)

41 & 43 Lower Street, (The Galley)

45 Lower Street

47 Lower Street, (The Brambles)

59 The Street

61 The Street, (Gable Cottage)

69 & 71 Lower Street (Rose Cottage & Tregony)

75 The Street

79 & 81 Lower Street (Eel Catchers Cottage Acorns)

83 & 85 Lower Street

89 Lower Street, (Mill Cottage)

In proposed extension to the current conservation area:

107 – 127 & 131 -139 Lower Street

Hillside Road

1 & 3 (north side)

2 & 8 (south side)

Appendix 4: Broads Authority guidance leaflets

- Keeping the Broads Special
- Do I need Planning Permission?
- How do I apply for Planning Permission?
- Building at the Waterside – A guide to design of waterside buildings in the Broads Authority area
- Environment and Landscape – How do I plan and manage trees and scrub alongside rivers?
- Development and Flood Risk in the Broads
- Riverbank Protection Works – A guide for riparian landowners
- Sustainability Guide – Sustainable development in the Broads

Appendix 5: Contact details and further information

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Norfolk Historic Environment Service
Union House
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Appendix 2 - Ludham conservation area re-appraisal

Introduction

Why have Conservation Areas?

A review of policies relating to the historic environment carried out by Historic England (then known as English Heritage) on behalf of the Secretary of States for Culture Media and Sport and the Environment Transport and the Regions was published in December 2000 under the heading 'Power of Place'. More recent research on the value and impact of heritage on many factors including growth, the economy, our wellbeing and sense of place is summarised in Heritage Counts (Historic England 2014).

The Report which reflected views now held generally by the population at large, confirmed 5 main messages

- i Most people place a high value on the historic environment and think it right there should be public funding to preserve it.
- ii Because people care about their environment they want to be involved in decisions affecting it.
- iii The historic environment is seen by most people as a totality. They care about the whole of their environment.
- iv Everyone has a part to play caring for the historic environment. More will be achieved if we work together.
- v Everything rests in sound knowledge and understanding and takes account of the values people place on their surroundings.

In summary we must balance the need to care for the historic environment with the need for change. We need to understand the character of places and the significance people ascribe to them.

The concept of conservation areas was first introduced in the Civic Amenities Act 1967, in which local planning authorities were encouraged to determine which parts of their area could be defined as "Areas of Special Architectural or Historic Interest, the character or appearance of which it is desirable to preserve or enhance".

The importance of the 1967 Act was for the first time recognition was given to the architectural or historic interest, not only of individual buildings but also to groups of buildings: the relationship of one building to another and the quality and the character of the spaces between them.

The duty of local planning authorities to designate conservation areas was embodied in the Town and Country Planning Act 1971, Section 277. Since then further legislation has sought to strengthen and protect these areas by reinforcing already established measures of planning control in the Planning (Listed Buildings and Conservation Areas) Act 1990, and now reflected in the 2018 National Planning Policy Framework (NPPF).

This appraisal takes account of the guidance in Historic England Advice Note 1 (updated in 2019 in the light of the NPPF) supporting the management of change in a way that conserves and enhances the character and appearance of historic areas through conservation area appraisal, designation and management.

Unlike Listed Buildings, which are selected on national standards, the designation of conservation areas in the main is carried out at District level based upon criteria of local distinctiveness and the historic interest of an area as a whole. However, in the past, the criteria adopted by different local authorities in determining what constitutes a special area have tended to vary widely. For example, although public opinion seems to be overwhelmingly in favour of conserving and enhancing the familiar and cherished local scene, what is familiar to many, may only be cherished by some.

Over the last 30 years this approach has changed significantly. Much greater emphasis is now placed on involving the local community in evaluating 'what makes an area special', whether it should be designated and where boundaries should be drawn.

It is now recognised that the historical combination of local architectural style and the use of indigenous materials within the wider local landscape creates what has been termed 'local distinctiveness'. Distinctiveness varies within the relatively restricted confines of individual counties, which in turn are distinct in terms of the country as a whole.

Conservation area designation for settlements and wider areas which embody this local distinctiveness may afford them protection against development which bears no relation to the locality either in terms of the buildings within it or landscape surrounding it.

The historical development of such settlements and their surrounding landscape are the 'journals' through which the social and economic development of the locality can be traced. The pattern of agricultural and industrial progress of settlements (their social history) is by definition expressed in the architecture and landscape of any area – the historic environment.

It is not intended (nor would it be desirable) to use conservation area designation as a way of preventing or restricting development, the expansion of a settlement or preventing contemporary innovative design. Logically in the future new development should add to, rather than detract from the character of an area and will in turn help to chart historical development. However, all development should seek to preserve and/or enhance the character and appearance of the area.

Aims and objectives

Ludham conservation area was originally designated in 1974 This appraisal examines the historic settlement and special character of Ludham, reviews the boundaries of the conservation area and suggests areas for consideration.

If adopted, the re-appraisal will provide a sound basis for development management and encourage development initiatives which endeavour to improve and protect the conservation area as well as stimulating local interest and awareness of both problems and opportunities.

Current Planning policy context - Relevant as of 29/07/2019

Land and buildings in the conservation area are within both the Broads Authority Executive area and North Norfolk District Council area.

There are a range of policies which affect conservation areas within both the Broads Authority and North Norfolk District Council areas, originating from both national and local sources. The latest national documents in respect of historic buildings and conservation areas are The Government's Statement on the Historic Environment for England 2010. The National Planning Policy Framework published in March 2012 (revised July 2018), National Planning Policy Framework (July 2018) and the Planning Practice Guidance for the NPPF 2016 (revised July 2018), published by the Ministry of Housing, Communities and Local Government. The Broads Authority and North Norfolk District Council consider the various provisions contained in them in plan making and decision making.

Locally, in line with government requirements, the Broad Authority adopted a new Local Plan in May 2019 and this replaces all other previous documents. North Norfolk District Council, at the time of writing this, were in the early stages of reviewing their policies as they produce a new Local Plan.

To support these policies, the Broads Authority provides further advice in a series of leaflets, which are currently being reviewed and expanded as part of the Local Plan process. A list of those currently available is attached in Appendix 4.

The North Norfolk Local Development Framework: Core Strategy (adopted 2008) is still in place at the time of writing and the relevant policies are:

- **Policy EN 8: Protecting and Enhancing the Historic Environment:** - Specifies that development proposals should preserve or enhance the character and appearance of

designated assets (which includes conservation areas), other important historic buildings, structures, monuments and their settings through high quality, sensitive design.

- **Policy EN 2: Protection and Enhancement of Landscape and Settlement Character:** - Specifies criteria that proposals should have regard to, including the Landscape Character Assessment and distinctive settlement character and views into and out of conservation areas.
- **Policy EN 4: Design:** - Specifies criteria that proposals should have regard to, including the North Norfolk Design Guide.
- **North Norfolk Design Guide, Supplementary Planning Document (adopted 2008)** - Provides guidance to those involved in the management of the built environment and with the objective of improving design quality.
- **North Norfolk Landscape Character Assessment, Supplementary Planning Document (adopted 2009)** - Provides an assessment of the landscape character of the District with an objective of informing development proposals.

Preamble

The existing conservation area includes land and buildings in both the Broads Authority and North Norfolk District Council areas. This appraisal is being carried out by the Broads Authority in consultation with North Norfolk District Council.

The appraisal considers the existing conservation area and proposes amendments to the conservation area boundary in both Planning Authority areas. The reasons for these are set out in the remainder of the document. The following sections cover the whole of the proposed conservation area. The spatial analysis is divided into three character areas:

1. The village centre
2. Horsefen Road and Womack Water
3. Staithe Road/Cold Harbour Road

Summary of special interest

Often spoken of as a 'picture postcard village', Ludham is a well preserved Broadland village centred around the Church. Its historic core remains almost completely intact and contains many buildings of historic interest. There are some fine examples of the use of local building materials such as thatch, pantiles, red brick, and render all of which help to define the special character of the area. Like many small villages Ludham has seen later phases of development, however this is mainly outside of the clearly identifiable historic core. The buildings within the older part of the settlement are largely unaltered as is their historic relationship with the water, which remains a defining characteristic of the village. Womack Water and the head of Staithe are key features of the village, where there is a public interface with the water. As well as the residential extensions to the village Ludham played an active part during WWII with an airfield built to the North East and an Army camp built between Norwich Road and School Road.

Today Ludham remains a popular destination for holidaymakers who access the village via the moorings at Womack Water.

Location and context

Ludham parish is located 13 miles north east of Norwich and north west of Great Yarmouth in the northern Broads area. Unusually, it is bounded by three rivers, the Ant, Bure (although the parish boundary is to the north of the Bure along Hundred Dyke) and the Thurne and it has its own small broad, Womack Water. The parish covers an area of just over 12 km².

General character and plan form

Ludham village is centred around the crossroads of a minor road running north to south and the A1062, Norwich to Great Yarmouth road running west to east. St Catherine's Church is a prominent building in the village centre. This area and Staithe Road to the south contains the majority of the historic development within the settlement. 20th century development generally lies to north of the A1062. The conservation area extends south from the main road along Horsefen Road to Womack Water and along Staithe Road, which are more rural in character.

Geological background

Deposits laid down on the sea bed many millions of years ago formed Cretaceous Chalk which underlies the whole of Norfolk. It is the oldest rock type to be found in East Anglia, with an approximate age of 100 million years, and because it was subjected to smoothing glacial action, it provides a much more subdued topography than in other areas of Britain. The chalk deposits were subsequently overlain in Pleistocene times by a series of sand, muds and gravels, and these shelly sand deposits are known as 'Craggs'. They bore the first brunt of the Ice Age as large glaciers moved into East Anglia from the north; the action of the ice moving over the loose deposits contorted the underlying material into complex thrust-type folds, known as 'contorted drift'. During the Ice Ages, rivers carved out wide but shallow valleys, with minor tributaries such as that at Womack Water. The silty clay soils produced the lush grazing meadows found in large areas of the Broads fringed by alder carr woodland. Peat is found towards the valley sides and sandy clay soils in the fertile agricultural land on the higher upland as can be seen to the north of Ludham. Extensive peat extraction in medieval times formed the Broads which are a particular feature of the area.

Historic development

Archaeology and early development of the Parish

The name Ludham derives from the Old English, Luda's Ham or 'Luda's home stead'. The parish has a long history and was well established by the time of the Norman Conquest, its population, land ownership and productive resources being extensively detailed in the Domesday Book of 1086.

The Norfolk Museums and Archaeology Service compiles records of areas of known archaeological activity, sites, finds, cropmarks, earthworks, industrial remains, defensive structures and historic buildings in the county, in the Norfolk Historic Environment Record (NHER). There are an unusual number of records on the NHER for Ludham parish, 159 in total, and although many of them are outside the conservation area, they demonstrate the long history of the area.

The early history of the parish is somewhat patchy. A few prehistoric, worked flint instruments provide the earliest evidence of human activity in the parish, and then there is a chronological gap until the Bronze Age. Evidence from this period is provided by three copper alloy axeheads, a late Bronze Age flint dagger and, from aerial photographs, crop marks of two possible Bronze Age ring ditches and the flattened remains of circular burial mounds. Iron Age finds have yet to be definitely identified. During the Roman occupation, much of the area known as the Norfolk Broads was a broad estuary and the area where Ludham stands would have been a low-lying marshy area. Roman finds include coins and the crop marks of a possible military camp or settlement to the west of the parish. There is currently no evidence of Saxon activity, although it is thought that the village was in existence in that period.

The medieval St Catherine's Church is the oldest surviving building in the centre of the village, and although no other medieval buildings survive, examples of medieval finds include pottery fragments, buckles, a Papal bull and a forged silver coin. Even before the Norman Conquest, the village had a close connection with St Benet's Abbey on the banks of the River Bure in the neighbouring parish of Horning. St Benet's Abbey was endowed with several manors, one of which was Ludham. Successive Bishops of Norwich spent much of their time at their country seat at Ludham Hall, outside the main village, which might explain the size and fine quality of construction of St Catherine's, reflecting the great wealth of the population when it was built in the 14th and 15th centuries, replacing an earlier, less impressive structure.

During the Middle Ages, Norfolk was a prosperous part of England, and Ludham flourished in an area where crops grew easily and sheep and cattle could be kept and fattened on the higher ground around the parish and the lush grazing marshes of the Rivers Ant and Thurne.

Womack Water occupies a minor tributary valley and is a former medieval turbary (common ground for peat or turf cutting) and later a broad, although now diminished from its former size. Peat was a valuable source of fuel during the medieval and post medieval periods where timber was in short supply and consequently an important part of the local economy. The landscape was transformed by peat cutting; man-made peat cuttings left behind depressions and low lying areas that gradually filled up with water as sea levels rose, forming what are now known as the Norfolk and Suffolk Broads. From the late 19th century, various writers commented on the picturesque qualities of Womack Water which included gently decaying timber boathouses tucked amongst the surrounding trees.

Later development in the Parish

Notable post medieval buildings in the parish include Ludham Hall, the site of the Palace of the Bishops of Norwich, which burnt down in 1611 and was later partially rebuilt and a chapel added in 1627. The current flint and brick building is late 18th century, but based on the original gables and rear elevation, and the chapel is now used as a barn. An early 18th century brick barn and late 17th century brick garden wall are also on the site.

Notable listed buildings in the conservation area are The Dutch House and Hall Common Farmhouse in Staithe Road, both dating from around 1700. They are built of local red brick with curved 'dutch' gables and thatched roofs. The village centre contains historic buildings dating from the 17th to the 19th century; Church View, The Saddlers Shop and cottage on Norwich Road and 1 – 5 Yarmouth Road are also listed buildings.

In post medieval times windmills were significant features in the landscape surrounding Ludham village. Most were drainage mills, used to control the level of water in the marshy parts of the parish to allow the grazing of stock which was a mainstay of the local agricultural economy. Ludham became a centre for millwrights working throughout the Broads and many of the iconic drainage mills in the Broads landscape were designed and built by Ludham craftsmen. The England family of millwrights were active in the village from the 18th century. The early mills had cloth sails and the Englands worked closely with William Cubitt, then a millwright in Horning (and later an eminent civil engineer), who invented the shuttered self-regulating sails which enabled taller and more powerful mills to be built. Horning Mill Loke post mill was the first mill to be fitted with the new sails, which were later patented and used on all the mills in Norfolk. Dan England, 1823 to 1897 was the first man in Ludham to generate and use electricity in his millwright workshops and was the inventor of the turbine drum, which would lift half as much water again as the scoop wheel for draining the Norfolk marshes. The last drainage mill built by Dan England was at St Olaves in 1910 for Lord Somerleyton.

Ludham parish had seven drainage mills including two on Horsefen Marshes, two at How Hill and one at Cold Harbour. The derelict brick tower of Womack Water drainage mill is a prominent feature in the landscape, although outside the conservation area.

There were also corn mills in the parish, including one at Lovers Lane, which was destroyed in a gale in 1896, and High Mill on Yarmouth Rd which was demolished in the early 20th century.

Access to the common lands around Ludham ceased after the Enclosure Acts of the 18th and 19th centuries, when small landholdings were consolidated into larger farms and the land drained by a series of drainage mills with an organised rectilinear drainage pattern. Gradually, instead of being smallholders, the majority of the inhabitants of Ludham became dependant on work as agricultural labourers. The nearby Ludham and Potter Heigham marshes which have remained in grazing use are recognised as one of the richest areas of traditionally managed grazing marsh and dykes in the Broads, some of which are designated as SSSIs.

In common with many rural communities at this time the village appeared to be largely self sufficient. White's History, Gazetteer and Directory of Norfolk 1883 records 796 inhabitants in 1881 including farmers, agricultural workers, shop keepers, a doctor, school teachers, millwrights, and blacksmiths. It is recorded elsewhere that there were three sites for smithies in the village, but probably not occupied at the same time, but their use ceased with the decline in the use of horses on farms.

Essentially a mixed farming community, twelve farmers were recorded in Ludham in 1888. The farms varied in size and some of the smaller farmers combined agriculture with other activities such as maltster, corn and coal merchant or carpenter. After World War 1 Norfolk County Council compulsorily purchased farmland to set up smallholdings to provide work for returning soldiers, and during WWII, part of this land became Ludham Airfield. Although not all in active farming use, several groups of farm buildings remain in the conservation area, notably Beeches Farm, at the junction of Yarmouth Road and Horsefen Road and Hall Common and Manor Farms in Staithe Road.

The relatively remote location of the village and the poor condition of the roads meant that many goods and services for the village travelled by water with trading wherries using the local, which included Staithe Road, Horsefen Road, Ludham Bridge and How Hill. 'Staithe' (from the Old English 'steath' or landing place) provided areas for the transfer of goods from water to land and vice versa, and were focal points for trading in settlements. Public and private staithe appear to have been in existence in some numbers since medieval times - some 83 existing or former staithe have been identified in Norfolk. The Enclosure Awards of 1840 tended to ratify the existing customary landing places or 'public' staithe (i.e. those that have public rights of use and access), stipulating that they were to be used "for the conveyance of corn, manure and other goods to and from the river by owners and occupiers of the Parish."

This means of transport was particularly important for local agricultural businesses with grain, sugar beet, and vegetables for market being common loads, as well as general stores and heavier materials such as chalk, lime, timber, coal and bricks. Other goods included reed, sedge and marsh litter, although trade in the latter declined as horses were replaced by motor vehicles as a means of transport. In the early 1900s, it is noted that goods were unloaded at the wherry harbour at Staithe House in Staithe Road and stored in warehouses for distribution to the surrounding area. The Maltings in Horsefen Road provided storage facilities for Womack Staithe and sugar beet from local farms was transported to the Cantley factory from here until the mid 1950s.

There is evidence of brick making in the parish mainly using locally available materials. Chalk was delivered by river from Thorpe for lime-burning. The remains of a post medieval lime kiln near to Staithe House was surveyed in the 1980s and a brick kiln, probably dating from the 18th century was found just outside the village south of Yarmouth Road. The brick kilns, next to the Maltings on Horsefen Road were in use until the late 19th century.

A church school was built within Ludham churchyard in 1841. The site is now occupied by the St Catherine's Church Rooms, an early 20th century building in the Arts and Crafts style, designed by Norwich architect, Edward Boardman who lived locally at How Hill House.

A Board School was built in 1873 to accommodate 140 children. It was enlarged in 1892 for 200 children, and the accommodation upgraded in the mid 20th century.

There were two chapels; a Baptist Chapel, in Staithe Road was built on the site of the Malthouse Lane post mill in 1821 to seat 150 people and demolished in 1975. The field to the south was called 'Meeting House Pightle'. The Methodist Church on Catfield Road survives, designed and built by Mr Chaplin of Ludham in 1866, it is recorded as containing '250 sittings'.

The 20th century

North of Ludham and outside the conservation area, How Hill House is a beautiful listed Arts and Crafts house on an estate of marsh, pasture and farmland bordering the River Ant. Built at the turn of the last century by prominent Norwich architect Edward Boardman who had strong connections to the village. Initially intended as a country retreat, it was extended during the First World War to become the family's home. How Hill House is now run by the How Hill Trust as an Environmental Educational Centre for school children and young people.

Ludham played an active part in World War II. The airfield in the north east of parish, consisting of three tarmac covered runways and ancillary buildings, became operational in 1941, as a satellite for the main fighter station at RAF Coltishall. It was allocated to the USAF three years later, although never used by them, the year after was transferred to the Admiralty and the site closed down in 1946. A number of concrete access roads remain and the control tower and former watch tower are listed buildings, but most of the site has now returned to agricultural use and a small airstrip is still used for

private flying. Ludham itself was categorised as a Category 'B' 'defended place' or nodal point, and in 1939, an army camp was built in the village, between Norwich Rd & School Rd. The Motor Transport Section was in the Manor Grounds (in the conservation area) and a motor vehicle repair shed remains there. The site of the army camp is now the residential area of Laurels Crescent, School Road and Willow Way. Ludham Bridge was identified as a strategic river crossing and was well defended with gun emplacements, anti-tank defences and pill boxes, including the drainage mill north of Ludham Bridge which was converted into a two storey pill box.

In 1954 a movie, Conflict of Wings was filmed in Ludham, the story set in a Norfolk country village where the locals decide to fight against a proposal to build a rocket range on a bird sanctuary.

One of the more eccentric features of Ludham in the 1950s and 60s was the Manor Bird Sanctuary in the Ludham Manor gardens. Accessed off Horsefen Rd via bridge over a dyke, it was a popular early 'visitor attraction' with a Fairy Garden containing a collection of stone animals, model flowers, toy tea parties, wishing wells and other eccentricities, before the trail led to the tea rooms at the Manor where some exotic birds were kept. Sadly all this is long gone and the former sunken garden is now a lake.

The area has a number of literary and artistic connections, including the artist Edward Seago (1910 – 1974), who for many years, lived at The Dutch House in Staithe Road, Ludham.

The most noticeable change to the village is the new housing built in the 20th century. Most of this is on the north and west fringes of the village, including on land that was occupied by the WWII camp. Latchmoor Park and Pikes Nursery (outside the conservation area) were developed later in the century, the latter based on sketch designs by a resident local artist.

The local rivers, Womack Water and the staithe have been a constant influence on the life of the village and there is a long history of boat building and maintenance in the area. The upsurge of tourism in the whole of the Broads area during the latter part of the 19th century and early 20th century, saw Ludham adapt to cater for the visitor trade. In the 1930s Percy Hunter and his two sons established a boatyard, building and hiring cabin yachts on Womack Water. This was the start of the well known Hunter hire fleet of vintage, wooden, half-deckers (day boats) and cruisers. The yard subsequently became an education centre and then a Trust which is still hiring out boats. The boats and boatyard are much loved reminders of the heyday of boating on the Broads.

By the 1940s the use of wherries on the waterways was in decline, as they were unable to compete with improving links to the surrounding countryside via rail and road. Many wherries were lost and the Norfolk Wherry Trust was set up to preserve part of this great tradition. The Trust purchased the Wherry Albion, initially to be used as a trading vessel and although this proved to be uneconomic, Albion is still a well known sight on local rivers as it is hired out by the Trust for group trips. In the 1980s a permanent home for Albion and the Trust was set up at Womack Water with the digging out and building of a new wherry base.

Swallowtail Boatyard also on Womack Water, hires, builds and restores sailing craft and provides chandlery stores to boaters.

In the mid 20th century, improved facilities for visitors were built at Womack Staithe, as the tourist trade increased and it is now a vibrant centre for visiting hire boats.

Road improvements carried out in the mid to late 20th century have had an effect on the character of the village. These include the widening of Norwich Road and the widening and straightening of Yarmouth Road at its junction with the High Street (Bakers Arms Green) and Horsefen Road (Pit Corner).

Spatial and character analysis.

Landscape character

The land around Ludham has two distinct characters. In the Broads Authority area to the south of the conservation area, Womack Water occupies a minor tributary of the River Thurne, incised through the

adjacent upland towards Ludham village. Small to medium scale grazing marshes link to the gently sloping valley sides and a fringe of carr woodland provides a sense of enclosure. Views into the settlement from the south are limited by tree cover around Womack Water, along Horesfen Road and surrounding Ludham Manor.

On the uplands to the north, west and east of the conservation area, the topography is flat with little change in levels and a moderately open character, particularly around the former Ludham air field. This fertile agricultural land is predominantly in arable use with some fields delineated by hedges, and some by ditches which add to the open character of the area. On some minor roads, trees grown up from earlier hedgerows are prominent in the landscape and tree cover in the built up area and on the fringes of the Broads area give a perception of enclosure to the area.

Views into the village are generally restricted by tree and hedgerow cover and surprisingly the church does not play a prominent part in announcing the settlement. The village is most visible from the level more open countryside looking eastward along Norwich Road with glimpses of the church tower possible amongst the trees, but from the east (Yarmouth Road) 20th century development is the first indication of the village. From the south along Staithe Road, the historic farm settlements of Hall Common Farm and Manor Farm are the first indication of the village. From the water individual waterside properties along Womack Water can be seen but the main village is obscured by tree cover.

Overview of streets (and development)

Character area 1 - The Village Centre

The crossing of the main Norwich to Yarmouth road (A1062) running roughly east to west and two more minor roads, the High Street leading north to Catfield and Staithe Road running south to marshy land beside the River Thurne, form the historic village centre. The majority of the later development of the village is to the north of the crossroads. The buildings around the crossroads are mainly two storeys with the focal point being the churchyard, bounded by a flint and brick wall and the Church of St Margaret, in the south west quartile.

Norwich Road and Yarmouth Road are offset from the crossing point, forming in a pronounced 'S' bend in the main road. The resulting space is an irregular shaped 'square'. It is dominated by traffic and at a later date it might be beneficial to consider some form of re-surfacing, not only to slow the pace of vehicles but also to add emphasis to the relationship of the centre of the village to the Church and churchyard which is an important open space in this part of the village.

The roads forming the crossroads have differing characters – Norwich Road provides a fairly straight entrance to the village, somewhat open on the south, but buildings on the north side hug the road with the Public House on the corner providing an end stop before the road turns northwards to the wider thoroughfare of the High Street. The entrance to Staithe Road at Stocks Hill is visually confined by buildings on both sides and that to Yarmouth Road flanked by buildings on the south and the open space of Bakers Arms Green.

Buildings in the western part of Staithe Road and opposite the church on Norwich Road are built hard onto the roadside emphasising the open space of the churchyard. Historically the commercial centre of the village, the majority of the buildings are now in residential use, although there are still a number of shops in this part of the village.

Norwich Road

Approaching Ludham from the west, the first buildings in the conservation area boundary area are pair of cottages and a villa, all dating from the 19th century and rendered under slate roofs. Opposite, on the south of the road, Heronway is a 20th century house designed with reference to the Arts and Crafts style and beyond a view of St Catherine's Church opens up with a backdrop of trees on Staithe Road.

The church is impressive and given greater prominence as it is set back from the road within the green space of the churchyard dotted with trees and light coloured gravestones. The brightly painted clock on the north face of the tower is a prominent feature.

Beside the church, the Arts and Crafts Church Rooms is a prominent building, being brought closer to the road than originally planned when the road was widened in the 1960s. On the opposite side of the road, rows of cottages and detached houses are set back from the road behind gardens, in the case of the Old Vicarage a substantial garden bounded by a 19th century brick wall topped by clay coping stones. Nearer to the centre of the village some of the buildings are built 'end' on to the road, possibly following an earlier street pattern. The Limes, Fern Cottage and Redcott are good examples. Adjacent is Church View, an early 19th century pair of cottages, of an unusual design for the area as the front doors are raised up above a semi-basement with delicate cast iron railings to separate them from the street. A row of thatched and whitewashed cottages opposite the Church, date from the 17th century and are listed. Part of them once housed a saddler and then a hardware store, the end part of the row is now the Alfresco Tea Rooms.

High Street and Catfield Road

The Kings Arms Pub turns the corner from Norwich Road to the High Street, its main facade facing Yarmouth Road is prominent when approaching the village centre from the south. At the start of the High Street the road appears to have a generous width, but this is largely due former front gardens being absorbed into the space (for example in front of Throwers shop) and the wide entrance to the pub car park. The streetscape here would benefit from restoring a sense of enclosure by, for example, narrowing the car park entrance with appropriately design walls or fences. Trees further down the High Street and in Catfield Road fringe the eastwards view.

Buildings at the beginning of the north side of the road are built close to the carriageway, the line markings indicating the former shallow front gardens. The garage forecourt interrupts this enclosure of the street, after which a row of three cottages and West Terrace are again at the side of the road. The scale of the buildings is generally modest, a mixture of two and single storey with the single span garage building built gable end to the road a prominent building. The building facades are generally colour washed render with the single storey Wendy House a notable exception being built of local red brick with a hipped pantile roof.

On the south side of the street, a red post box and traditional red telephone box are noticeable beside Throwers Village Store, which occupies a 19th century red brick building with a pantile roof, possibly a former house or pair of houses. The building, with its 20th century shopfronts, is in a conspicuous position on the crossroads, and soft landscaping against the north wall of the shop extension could soften the carpark entrance. Beyond The Village Stores, a row of one and two storey late 20th century houses are set back behind gardens, the majority enclosed by neatly clipped hedges. The trees in the gardens of The Firs, a well preserved mid 19th century house, make a positive contribution to the street scene as do the high quality railings and gates around the garden.

Catfield Road

At the junction with School Road/ Malthouse Lane the road becomes Catfield Road. The early 19th century Albury House on the corner of Malthouse Lane retains many of its original features. Holly House and The Croft are in a similar style and materials of local red brick and clay roof tiles, beyond which is the conservation area boundary. Hedges and trees hint at the countryside to the north.

On the west side of Catfield Road at the junction with School Lane, The Stores is a listed building dating from the early 18th century. It is built of colour washed render with a thatched roof and retains examples of the original design of timber gutters. It was known by several names, as Town Farm in the 19th century, The Stores from early 20th century and often referred to as Cook's Corner and is now divided into several dwellings, each with its own name. The mid 19th century Ludham Methodist Church is of different style and materials to any other building in the village. Built gable onto the road, it is faced with fine squared flint, the door and elegant tall leaded windows trimmed with red brick. It also has a good set of iron railings with intricate tops. A footway, verge, hedge and trees beside the school play area marks the end of a proposed extension to the conservation area.

School Road

The School and attached School House were built in the latter part of the 19th century of red brick with stone dressings and fish scale and plain slate roof. The iron entrance gates are flanked by red brick piers with decorative stone cappings and the front boundary wall is constructed with un-knapped field

flints and a hog's back red brick coping. The District Nurses House was built in the mid 20th century shortly after the inception of the National Health Service when free health care was being taken out into the community and in particular to rural areas. They were often of a generic design, usually contained a consulting room and living accommodation for one or two nurses and were often built on a corner 'to be easily found'. Children's health was of a particular concern in this post war period, hence the position of this house adjacent to the School.

Proposed extension of the conservation area boundary – North Norfolk District Council area (Area 1)

The current conservation area boundary finishes at the rear of The Stores on the north side of School Road. It is proposed to extend the conservation area boundary to include the School and the former house of the District Nurse as they are significant buildings in the history of the village.

The opposite side of School Road is already in the conservation area and includes a 19th century red brick single storey building currently housing workshops which was once occupied by a blacksmith's until just after the last war.

Malthouse Lane

At the crossroads with the High Street and School Lane the west part of Malthouse Lane is within the conservation area boundary. A low level thatched cottage is noticeable on the bend of this narrow lane.

Yarmouth Road

Proposed amendment to the conservation area boundary – North Norfolk District Council area. (Area 1)

The current conservation area boundary includes part of Yarmouth Road and part of Latchmoor Lane, the latter area being an open field at the time of the original designation. It is proposed that boundary is adjusted to exclude the houses in Latchmoor Park, as whilst a pleasant late 20th century development, it is not considered to have the special historic quality to be included in the conservation area.

The entrance to Yarmouth Road from the High Street is flanked by trees on one side and buildings on the other. On the North side, a pleasant green area containing the village sign, seats, a Millennium sculpture and village information board, is given more emphasis by the mature trees behind. Known as Bakers Arms Green, this area was formed when the Baker Arms Public House was demolished to enable the widening of the road in the mid 20th century. Beyond the green the road is enclosed by the gable of a red brick cottage and Rose Cottage, which is thatched and rendered and dates from the latter part of the 17th century.

The south side of the road is enclosed by a range of thatched houses and former shops built parallel to the road behind a narrow footway. Dating from the mid 18th century, Nos 1 – 5 Yarmouth Road are listed and retain many of their original casement windows. At the end of this row, Manor Whin was another former public house. Beyond, Rose House is differently orientated, being built side onto the road with a prominent asymmetrical gable of local red brick. Extensive tree cover in the grounds of Ludham Manor line the remainder of this side of the road until its junction with Horsefen Road.

Character area 2 - Horsefen Road.

A prominent oak tree at Pitt Corner, marks the entrance to Horsefen Road from Yarmouth Road. The tree is surrounded by a timber seat, The Mardling Seat that replaced an earlier seat of the same name at the entrance to the former Ludham Manor Bird sanctuary and Fairy Garden. Opposite, a pair of late 20th century houses designed to reflect the local vernacular, sit on a triangular piece of land formed as a result of improvements to the road junction in the mid 20th century.

Horsefen Road, leading down to Womack Water, is rural in character and lined with trees along much of its length. The lack of footpaths next to the carriageway adds to its rural feel and the extensive and thickly wooded grounds of Ludham Manor on the west side make an important contribution to the character of the conservation area.

Historically, with easy access to the Staithe this was a working area and farmsteads (such as Beeches Farmhouse and Barn) cottages and malthouse buildings remain, many of them now converted to dwellings. These use the traditional materials of render or local red brick under thatched or pantiled roofs.

As the road curves eastwards, a view of Womack Water opens up at Ludham Womack Staithe in contrast to the earlier enclosure of the road by buildings and trees. This is a popular area and important to the village, with mooring for boats. Used all the year round, but particularly busy and vibrant in the summer months, parking for cars, a pleasant grassed area with trees with seats and small shops provide facilities for visitors by road and water. The shops are housed in a late 20th century building which, whilst constructed of the locally found materials of red brick and flints with a steeply pitched pantile roof, is domestic in appearance. However, the environs might be improved if the car parking areas were resurfaced with a sympathetic material and some additional tree planting included to soften the effect of the number of cars using the area. There are views across Womack Water to the tree lined bank opposite. The public toilets and waste and recycling area are discreetly positioned to the east of The Staithe behind three Ivy covered tree stumps on the road side. These might be better replaced with a continuous low hedge of an indigenous species or sympathetic fencing.

After the Staithe, the road continues to curve east and south, roughly following the line of Womack Water. Hedges and individual trees fringe the road with open arable fields to the north giving views to gently rising ground. On the south side of the road, the water largely disappears from view behind first a small boatyard, an informally sited group of timber holiday chalets and then individual houses. These vary in size, from 19th century cottages, such as Fenside and Holland Cottage, which tend to be built close the road, to larger 20th century houses set nearer the water in large gardens. Trees, drainage dykes and boathouses add to the character of this watery landscape. The open gardens of some of the larger properties interrupt the largely rural character of the road.

At the easternmost end of the road, distinctive low wide span single storey buildings of two boatyards, evidence the continued tradition of boat building in the area. The first one, Swallowtail Boatyard, constructed in the 20th century, is traditional in design and clad in traditional timber boarding. Then, boatsheds form the 1980s house the Norfolk Wherry Trust, the base for the Wherry Albion, the last trading wherry on the Broads. Adjacent, the buildings of Hunters Yard, are also clad in timber, and are largely as they were built in the 1930s.

Also on that site is a building that was constructed by the Broads Authority in 1993 as a field base for their operations. Its style reflects that of local boatyards, but with an upper level room providing wide views across the Thurne valley and Horsefen marshes. The building was decommissioned by the Broads Authority in 2017. It is now used as a boatyard.

The activities of the boatyards with their mooring basins, the waterside houses and Womack Staithe are more visible from Womack Water than from Horsefen Road. These are all in contrast to the quiet and natural character of the alder carr woodland on the south west bank. The head of Womack Water is at Staithe House in Staithe Road.

Woodlands, a well preserved detached 19th century cottage of red brick with a pantile roof stands at the end of Horsfen Road. Beside the cottage the road reverts to a track (Marsh Wall) allowing open views across Horse Fen marshes and Womack Water Drainage Mill.

Proposed extension to the conservation area boundary – North Norfolk District Council area. (Area 2)

It is proposed to amend the conservation area boundary at the end of Horsefen Road to include the group of houses to the east of the road. Woodlands is a remnant of historic development in the area and prominent where the road finishes. Whilst the houses opposite are later, their design takes reference to the local vernacular and they add to the character of the conservation area as a group.

Character area 3 - Staithe Road and part of Cold Harbour Road

The beginning of Staithe Road at Stocks Hill is enclosed by houses built near the road on both sides. The houses on the west side are of differing sizes and styles, but form an attractive group that includes The Old Post Office, Sunnyside, Manor Gates and The Town House. On the east side, two

storey houses form an almost continuous row. Although similar in style they are of a variety of ages, unified by the use of red or colour washed brick with a mixture of red and black pantliles.

After the closely built buildings of the village centre, Staithe Road is relatively straight and becomes progressively more rural in character as it progresses through level countryside. The extensive wooded area in the grounds of Ludham Manor and the trees around Ludham Staithe in the grounds of Staithe House, restrict views from the road to the east. The Staithe at the head of Womack Water, and the drain feeding into it from the west are not immediately obvious, although they are marked by a low white painted post and rail fence. The metal finger post showing the profile of a duck and 'crossing' on the opposite side of the road is an attractive and idiosyncratic feature.

Development on remainder of Staithe Road is domestic in nature, the houses mostly detached, and widely spaced in medium to large gardens. Those built in the 20th century are, for the most part, on the west side of the road, and although enclosed by hedges on the road side have an open feel allowing glimpsed views across the drained landscape and open fields.

The earlier development is mainly to the east, a mixture of farmsteads, former workers cottages and detached houses, the road intermittently bounded by red brick walls or farm buildings and with many trees.

Some of the earliest buildings in the village are on this road such as The Dutch House, home of the artist Edward Seago, and Hall Common Farmhouse, both of which are listed. They both date from around 1700, and are built of local red brick with thatched roofs and curved 'dutch' gables. A good red brick wall with a hog's back coping and intricate metal gate separates The Dutch House from the road. Other buildings of note are the 19th century Staithe House and the group buildings on the corner of Lover's Lane of Manor Farm and St Bennett's Farm and the cottage, The Mowle. Many of the earlier buildings have thatched roofs.

Due to the accessibility to Womack Water, the area gained popularity in the early 20th century, and Holm Mere stands out, not only for its position directly on the roadside, but also for its 'neo-Tudor' style when an earlier small cottage was extended in the 1930's.

Proposed extension to the conservation area boundary – North Norfolk District Council area. (Area 3)

Staithe Road becomes Cold Harbour Road at the junction of Hall Common Road. The last building in the current conservation boundary is Hall Common Cottage. It is proposed to amend the boundary to exclude an area of farmland behind Hall Common Cottage as not being directly related to the development of the settlement and to extend the boundary to include the adjacent St Benet's Cottage as part of the historic development of the settlement.

Proposed amendment to the conservation area boundary – North Norfolk District Council area. (Area 1)

Area of land - Lover's Lane to Norwich Road. The original conservation area boundary included farmland to the south of Lover's Lane and between Lover's Lane and Norwich Road. It is proposed that the boundary be amended to exclude these parcels of land as they do not directly relate to the historic development of the village. The new boundary would include the wooded area and dyke.

Behind the properties on the east side of the road, the area of land between Staithe Road and Womack Water is low lying marshland and alder carr woodland contributing to the character and setting of the settlement.

Architectural styles and materials

There is a range of architectural styles and a variety of materials in the conservation area, largely related to age and location.

Buildings in the village are, on the whole domestic in scale, often of two storeys. Some earlier buildings are of 1½ storeys utilising the roof space for living accommodation, often with rendered walls under steeply pitched roofs thatched in water reed, demonstrating the use of historically locally available materials. The number of buildings retaining their thatched roofs is a feature of the conservation area. Walls of locally produced red brick are found on historic buildings, with clay pantiles being the most common roof finish, slates being confined to a few buildings of the 19th century. It is notable that the early brickwork on some buildings has been either painted or rendered over during 20th century alterations.

A number of houses were built in the village in the 20th century, some more successful at integrating with the character of the village than others. The main differences between earlier buildings in the village and those constructed in the 20th century are their larger scale, as standards of construction and expectations have changed, and their siting in relation to the road due to increased car ownership. Later houses tend to be set back from the road behind parking areas in contrast to the tightly knit streetscape in the earlier part of the village. However, the majority of the 20th century houses are grouped together, away the historic part of the village, although there is some infill development, which in the main respects the historic building lines.

Boundary treatments, hedges and trees

Property boundaries in the conservation area are treated in a variety of different ways. Houses, cottages and shops often enclose the highway, particularly in the village centre, and elsewhere farm buildings and out buildings are built onto the road such as those at Staithe House, Hall Common Farm and Manor Farm on Staithe Road and the former maltings on Horsefen Road.

Garden walls are important elements in the village, particularly if they have surviving historic decorative brickwork or traditional copings. Almost exclusively in local red brick, examples include those in front of the Old Vicarage in Norwich Road, the School in School Road, and Hall Common Farmhouse and The Dutch House in Staithe Road, the latter with an elaborate metal gate. Later walls can also make a contribution such as the flint and brick churchyard wall and the curved walls to the gate to Ludham Manor on Yarmouth Road.

There are good examples of metal (historically cast or wrought iron) railings, especially in the village centre. Of particular note are those in front of Church View, Norwich Road, the Methodist Church in Catfield Road and The Firs in the High Street which retains two intricately worked gates and unusual gate piers in the same material.

These boundaries on public thoroughfares make a particular contribution to make to the street scene.

Hedges to gardens are found throughout the conservation area, but are more evident on the rural Staithe Road and Horsefen Roads. These are most successful when indigenous species are used to compliment the local vernacular. In the more agricultural areas of the settlement field hedges enclose the road, often emphasised by individual trees that have grown up from earlier hedgerows. This is most noticeable on Horsefen Road and Staithe Road.

Trees make a large contribution to the character of the conservation area, both individually and in groups. Naturally there are fewer trees in the closely knit village centre than in other areas, but trees on the fringes of the village give a backdrop to views and vistas out of the centre. Important groups of trees include those along Yarmouth Road, Horsefen Road, Staithe Road, in the grounds around Ludham Manor and the alder carr woodland on the east side of Womack Water.

Open spaces and the public realm

The principal public open space in the village is the Churchyard. This large grassed space punctuated by gravestones, memorials and both deciduous and evergreen trees, is important in providing an historic setting for St Catherine's Church.

The churchyard sits at the south west corner of the meeting of the roads in the village centre. As mentioned earlier in this document, changes in surface treatments and some highway re-alignment could make this area a more attractive focus for the village centre.

The other major open space is the area adjacent to Womack Staithe. The grassed area with trees and picnic facilities provides an appropriate 'edge' to Womack Water successfully integrating a number of car parking spaces. Whilst performing a slightly different function, the area of parking in

front of the shops could benefit from a redesign to soften the effect of the number of vehicles using the area.

Two smaller green areas, Bakers Arms Green on Yarmouth Road and Pit Corner on Horsefen Road were formed after the roads were widened and realigned. They both make a contribution to the character of this part of the conservation area.

Generally there are no footways adjacent to the highway in the village. This is a noticeable feature which greatly contributes to the rural character of the village. There are some footways in the settlement, but these tend to be adjacent to 20th century development or as a result of highway improvements.

Issues, pressures and opportunities for improvements

Generally the buildings and gardens in the Conservation Area are well maintained and there are no structures that would qualify to be on the Buildings at Risk Register.

The special character of conservation areas can easily be eroded by seemingly minor, and well intentioned home improvements such as the insertion of replacement windows and doors with ones of an inappropriate design or material, (for example hinged opening lights in lieu of sash windows and UPVC instead of painted timber). There is evidence of this in Ludham conservation area. This can be a particular issue with unlisted buildings that have been identified as contributing to the character of the Conservation Area. In line with current legislation, all complete window replacements are required to achieve minimum insulation values, but recognising the affect that inappropriate replacements can have, Local Authorities can relax that requirement when considering the restoration or conversion of certain buildings within conservation areas, and advice should be sought from the Local Authority at an early stage.

Boundaries on public thoroughfares make a particular contribution to make to the street scene and Ludham has many good examples of railings and brick walls. Close boarded fencing is often used and this can be successful if sensitively designed, but concrete posts and concrete gravel boards should be avoided. The loss of front garden boundaries to provide off-street parking can also erode the special character of streets.

National and local planning policies aim to protect the character of conservation areas through limiting or controlling future development. The character of the area could easily be eroded by loss of open space and the construction of properties that are out of scale with the existing.

The character of the riverside can be diminished by the replacement of the natural bank edge and vegetation with quay heading. This can lead to the urbanisation of the river and building owners with water frontage properties should be consider this when planning work to the river bank.

Recommendations for suggested improvements

- Consider changes in road surface materials at the crossroads in the village centre
- Consider narrowing the King's Arms car park entrance to increase the sense of enclosure to the High Street
- Consider new surface treatments to better define the public realm around the cross roads
Consider planting to north wall of the village Stores shop extension to soften the car park entrance
- Consider softening the parking in front of the shops at Womack Staithe maybe using appropriate tree planting

The conservation area boundary

The boundaries to the conservation area are as illustrated on the accompanying map and as described in the text. It is suggested that the conservation area boundaries are amended as follows;

Area		Reasons
A	North Norfolk D C area School Road/Catfield Road	

		Include School, school ground and the former District Nurses' house as important to the history of the village
B	North Norfolk D C area Latchmoor Park	Exclude as 20 th century development of insufficient historic interest for the conservation area
C	Broads Authority area East of Horsefen Road	Minor adjustments to regularise the boundary
D	Broads Authority area Field to the east of Staithe Road/Cold Harbour Road St Benet's cottage	Exclude as farmland not directly related to the historic development of the village Include St Benet's cottage as part of the historic development of the village.
E	North Norfolk D C area Fields to south and north of Lover's Lane and south of Norwich Road	Exclude as farmland not directly related to the historic development of the village

Public Consultation

Draft: Consultation with interested parties and organisations was carried out in accordance with the Broads Authority 'Statement of Community Involvement'. A joint consultation exercise was undertaken with North Norfolk District Council as the proposed conservation area boundaries include land in both planning authority areas as defined on the maps included in the character appraisals. A letter and leaflet were delivered to all residents and businesses within the conservation area boundary, and copies of the appraisal documents were made available both online and in hard copy format in the Broads Authority offices. The leaflet included a comments section and consultees were also able to comment on line.

A public exhibition was held in ?? on ??, which was attended by officers from the Planning Team of the Broads Authority and open to the public to ask questions, propose or suggest minor amendments to the re-appraisal or boundary and raise issues of concern.

Appendix 1

Listed Buildings in Conservation area (Grade II unless stated otherwise).

Broads Authority Executive area

Hall Common Farmhouse, Staithe Road

The Dutch House, Staithe Road

1 – 5 Yarmouth Road

North Norfolk District Council area

Saddlers Shop with Cottage adjoining to the west, Norwich Road

Church View, Norwich Road

Church of St Catherine (Grade I), Norwich Road

F.H. Chambers memorial, approx. 50 m SW of south porch of Church of St Catherine, Norwich Road

Ludham War Memorial Cross

The Stores, High Street/Catfield Road

Appendix 2. Unlisted buildings that make a positive contribution to the character of the Conservation Area

Whilst the following buildings, boundary walls and railings within the present Conservation Area and the proposed extensions to it do not merit full statutory protection, they are considered to be of local architectural or historic interest, and every effort should be made to maintain their contribution to the character of the Conservation Area.

Broads Authority Executive area

Yarmouth Road (south side)

Rose House

Former Motor Repair Shed in grounds of Ludham Manor

Stocks Hill/Staithe Road (east side)

Crown House and outbuildings behind

Butchers Shop (1 High Street) and outbuildings behind

1 – 5 Stocks Hill/Staithe Road

Ludham Manor, outbuildings and WWII vehicle repair shed

Staithe House, outbuildings and boundary walls

Flint and Brick wall in grounds of Staithe House

Barn Owl Cottage

Holm Mere

The Mowle & metal gates

Cold Harbour Rd

Hall Common Cottage

St Benet's and thatched garden building

Horsefen Rd (west side)

Womack House and outbuildings

Fenside and outbuildings

Boatsheds at Hunters Yard

Boatsheds at Norfolk Wherry Trust Base

North Norfolk District Council area (Note: these to be confirmed in accordance with the criteria for locally listed buildings in the North Norfolk District Council area).

Norwich Road

1 & 2 Oulton Cottages

Lankaster

1 – 4 Alma Cottages

Stone House/Cottage

The Old Vicarage

Brick garden wall to The Old Vicarage

The Limes

Fern Cottage

Redcott
1 & 2 Church View
Flint wall to rear of Kings Arms PH
St Catherine's Church Rooms (former National School)
Flint & brick churchyard wall to St Catherine's Church
High Street (west side)
The Kings Arms Public House
Flowers by Kim
The Wendy House
Ray House, Luxem Cottage & Vale Cottage
1 – 5 West Terrace
Hollymoore Cottage
Catfield Rd
Ludham Methodist Church
Albury House
Folly House
High St (east side)
K6 telephone box & post box
Throwers, 2 High St (2 storey bldg on corner)
Cats Whiskers Hair Salon
The Firs & garden railings
School Rd
Ludham School
5 School Road (Former District Nurses House)
12 School Road workshop
Malthouse Lane
Sunnydene
Ashleigh
Garden Cottage
Stocks Hill/Staithe Road (west side)
The Old Post Office
Sunnyside & railings
Manor Gates, adjoining buildings and lychgate
Manor Croft
Town House
1 & 2 Rice Cottages
'Duck Crossing' sign
The White House
The Lodge
Manor Farm

St Benet's Barn
Horsefen Rd (east side)
The Beeches
The Stables, The Hayloft and Beeches Farm Barns
Womack Lodge
1 – 3 Womack Cottages
Womack Residences (former maltings)
'Ducks Crossing' sign
Seven Oaks
Green Corner
Woodlands

Appendix 3: Broads Authority guidance leaflets

- Keeping the Broads Special
- Do I need Planning Permission?
- How do I apply for Planning Permission?
- Building at the Waterside – A guide to design of waterside buildings in the Broads Authority area
- Environment and Landscape – How do I plan and manage trees and scrub alongside rivers?
- Development and Flood Risk in the Broads
- Riverbank Protection Works – A guide for riparian landowners
- Sustainability Guide – Sustainable development in the Broads

Appendix 4: Contact details and further information

The Broads Authority
Yare House
62 – 64 Thorpe Road
Norwich
NR1 1RY
Tel: 01603 610734 Website: www.broads-authority.gov.uk

North Norfolk District Council
Council Offices
Holt Road
Cromer
Norfolk
NR27 9EN Website: www.north-norfolk.gov.uk

Norfolk Historic Environment Service
Union House
Gressenhall
Dereham
Norfolk NR20 4DR
Tel: 01362 869280 Website: www.heritage.norfolk.gov.uk

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www.norfolk Mills.co.uk
Norfolk Historic Environment Record
Ludham Village Archive

DRAFT

Appendix 3 - Extract from minutes to Heritage Asset Review Group (HARG) meeting on 7 December 2018

Ludham and Horning Conservation Area Re-Appraisals

It was noted that there were now only 2 Conservation Areas out of the 25 that required re-appraisal – Ludham and Horning. Both of these areas shared boundaries with North Norfolk District with the majority being outside the Broads area. However, given that substantial and significant parts were contained within the Executive Area, the Authority was carrying out the appraisals and liaising closely with North Norfolk District Officers. Members were provided with maps of the existing CA boundaries, and indications of the existing parts considered to be possibly no longer worthy of inclusion and therefore excluded as well as possible extensions which were considered worthy of inclusion.

Ludham

Officers considered that there were three distinct character areas for Ludham relating to Horsefen Road, the Village itself and Staithe Road. It was noted that there had been considerable new development since the Conservation Area had been designated originally and these had been evaluated in relation to Conservation Area status criteria. Slides of the areas were provided for information. The written narrative was intended to provide a history of how the area had developed. It was noted that there was a very active historical group within the village which had provided a wealth of material. The Group considered that this was a very interesting and good foundation for the Conservation Area appraisal consultation. They noted the proposed amendments to the original area in the accompanying map to the report and as described in the text. These included areas for removal, boundary adjustments and proposed additions.

Members of the group were invited to comment on any of the detail individually and send these to Prue Smith.

Horning

Officers considered that there were four different character areas within the proposed area. These included the riverside, the village core and Crabbetts Marsh as well as the area of Upper Street, Horning, which included the Waterworks building, the church and rectory and a new building adjacent to the water works for which planning permission had recently been granted. The Group considered that this latter area of Upper Street Horning, was definitely worthy of consideration as a satellite part of the Conservation Area. It was also noted that some properties on the eastern side of Lower Street, in North Norfolk District, had Broads characteristics and been considered worthy of inclusion. The Group welcomed the proposed additions.

With reference to Crabbetts Marsh, it was noted that many of the properties behind those on the river frontage were of a different character. However, in terms of the history and pattern of development in Horning, they were none the less valuable. Many of the properties had originally been temporary but had either been replaced or become permanent.

It was noted that officers were working closely with officers from North Norfolk District on both of these Conservation Area re-appraisals.

The Group noted the Draft Timetable for the Consultation process –

- Initial contact with Parish Councils to make them aware of the process
- A Report to Planning Committee regarding the consultation process – February 2019
- Consultation process and exhibitions in the community – Spring 2019
- Responses collated and appraisal and boundary reviewed – Summer 2019
- Report to Planning Committee regarding adoption – Autumn 2019

The Historic Environment Manager commented that members would be informed of and invited to the open mornings as part of the consultation. Their presence would be very welcome.

The Group welcomed the progress being made and supported the proposals to go forward.