

The Staithes of the Broads: a history and assessment

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Note to the reader

The Broads Authority commissioned this piece of academic research from Professor Tom Williamson of the Landscape History School at the University of East Anglia on the documentary evidence for the existence of and the history of the staithe of the Broads.

The staithe report was written by historians, not by lawyers. It was not within the scope of the report to examine current ownership and does not enshrine the legal position relating to any staithe. About the terminology, it is also worth highlighting that a 'public' staithe does not mean that its use is for the general public.

It examines the history of 85 current or former staithe in the Broads. Some are, or were at some point in their history, 'public' in character; others were investigated because they were anciently established, and may once have had such a status. The analysis was based primarily on the evidence provided by enclosure awards, the tithe apportionments drawn up around 1840, and the land ownership documents relating to the 1910 Finance Act.

Broads Authority

Introduction

This report examines the history of around 85 staithes (landing places) or former staithes in the Norfolk Broads. Most are still 'public' in character; others were investigated because they were anciently established, and may once have had such a status; a few are staithes which are generally, but wrongly, considered to be 'public' today. Our analysis is based primarily on the evidence provided by enclosure awards, the tithe apportionments drawn up around 1840, and the land ownership documents relating to the 1910 Finance Act. We have not systematically investigated current ownership, although we have obtained this information for many examples.

By 'public' we mean that these were places where individuals had a right to moor boats, at least for the purpose of depositing cargoes. Around half of the staithes examined are still to an extent used as moorings by the public, although often under the aegis of the Broads Authority. In addition to these public staithes, a significant number of private staithes also existed in the past, and still exist today, and the line between the two can be blurred in a number of ways. Public staithes often had private staithes beside them, or might have privately-owned buildings standing on them; some public staithes seem to have become private over time, and (to a lesser extent) vice versa; and a number of privately-owned staithes have public rights of use, not least where they had originated as pieces of common land or 'waste of the manor', technically owned by the lord of the manor but over which others had rights of use and access. Some of these complexities will become apparent in the course of this report.

It is sometimes thought that village staithes were generally established by parliamentary enclosure acts in the late eighteenth and early nineteenth century; and that they were defined areas of ground, allotted to some public body, where goods could be loaded and unloaded. It is certainly true that enclosure awards often did allocate an area 'as a public staithe to be used by the owners and occupiers of Estates in the said parish ... for laying and depositing corn, manure, and other things thereon', or 'for the conveyance of corn, manure and other goods to and from the river by owners and occupiers of the Parish'. But as Roy Kemp, who undertook important work on Broadland staithes in the 1980s, emphasised in his pioneering *Staithes: a survey and register* (1986), many staithes did not originate in this manner, but by 'customary use over a long period of time', or in other ways.¹

It is useful to make a distinction between those examples formally allotted by parliamentary enclosure – here referred to, following Kemp, as 'parish staithes'; and those arising through 'customary use', which we shall refer to as 'customary staithes' (Kemp's 'public staithes'). Yet it is also arguable that this distinction is to an extent misleading. Many examples of the former type of staithe already existed as customary staithes *before* the enclosure of the places in which they lie – that is, the enclosure commissioners simply recognised and regularised an existing usage, much as they formalised and regularised, to a significant extent, the existing road network. The enclosure awards for West Somerton, Ludham, Upton and Thurne, for example, all allotted public staithes, but William Faden's county map of 1797 shows that these already existed; and previous existence is indicated in several other cases. Moreover, it is not at all clear that staithes are best understood in terms of areas of land, or of ownership. Instead, a public staithe seems, at least originally, to have been a place which the public had the *right to use* for loading and unloading boats. 'Parish' staithes are simply areas of land which were allotted by an enclosure act for the continued exercise of such rights, the ownership of which was usually invested in some public body.

¹ R. A. F. Kemp, *Staithes: a survey and register* (Broads Authority, 1986).

The overwhelming majority of public staithes are accordingly to be found:

- On common land (as at Coltishall, Stokesby, Chedgrave and possibly Thorpe Green and Reedham); or on former common land, enclosed in the eighteenth and nineteenth centuries (at least twenty examples, including Catfield, Hickling and Acle).
- At points where public roads run alongside rivers or intersect with inlets and tributaries from Broads; or at points where roads cross rivers, by a ferry or a bridge.

Most of the exceptions to this rule are private staithes, even if they bear a village name (as in the case of Hardley Staithe) or are places where public rights are contested or uncertain (as in the case of Langley Staithe).

It is easy to see how rights to use a place as a staithe could have grown up, or been asserted, in such locations. Tidal rivers, and other navigable watercourses, are in legal terms highways: 'the right of navigation ... is a right of way for all the public for all purposes of navigation, trade, and intercourse'.² This does not mean that individuals using the waterway have an equivalent right to land, or to load and unload, on its banks. Far from it: 'there is no general right to land or embark either passengers or goods on the foreshore or the land adjoining thereto': 'The right of navigation is simply a right of way and the public have a mere right to use a river for the purposes of navigation similar to the right which the public have to pass along a public road or footpath through a private estate'.³ However, there are places 'appropriated by usage, grant or statute' for the purposes of landing or embarking, and amongst the first of these categories roads and commons were evidently the most important. Where a public highway, or a common to which there was *de facto* public access, met a navigable river, there would need to be a place, and a public right, to tranship goods and people, given that both road and river were effectively highways and a boat cannot navigate a road, nor a vehicle drive along water. Such customary staithes are most likely to have developed, not simply where a road met a river, but in particular where there was more space on riverside commons, or where roads ran parallel to rivers for some distance. This said, there are cases, as for example with the lost staithe at Belton, where the 'staithe' seems to have been no wider than the width of a road meeting the water's edge at right angles.

Where parishes were formally enclosed, by acts of parliament, and parish staithes defined, the land they occupied needed to be given to a specific individual or body: enclosure extinguished common wastes and this meant the termination not only the rights enjoyed by commoners but also the assumed ownership of such land by manorial lords. In the absence of parish councils or other local authorities they were allotted to some other local body. This was usually:

- The Drainage Commissioners, whose task it was to maintain the local flood banks, principal drains and arterial watercourses; or
- The Surveyors or the Highways, responsible for maintaining the parish roads (partly because staithes were seen as an element of the local transport infrastructure but also because they were used to land cargoes of gravel and other materials required for road maintenance – as suggested by the wording of the section of the Horning enclosure award relating to Lower Street Staithe, for example).

² A.S. Wisdom, *The Law of Rivers and Watercourses* (London, 1979), p. 58.

³ *Ibid.*, p.59.

More rarely, as with Church Staithe at Irstead, the staithe might be allotted to the Trustees for the Poor; or, as with Bastwick Staithe, Barton Turf Staithe and Gay's Staithe at Irstead, it might be allotted to named individuals who were to act as trustees, maintaining it into the future for the public good. These were usually the lords of the principal manor or manors, reflecting their importance in the local community but also, perhaps, the long association of staithe with common land, of which manorial lords were the notional owners. At Martham, however, the staithe were allotted to special 'Trustees of the Public Staithe'.

What is striking is that, whoever was considered responsible for a particular staithe at the time of enclosure, this often changed subsequently, and in a manner which displays little clear pattern. At both Bramerton and Smallburgh, for example, the staithe allotted to the Surveyors of the Highways at enclosure were still considered to be their property and responsibility when the tithe apportionments were drawn up around 1840; but the 1910 Finance Act documents and maps describe them as the property of the relevant parish councils. The staithe at Horning Lower Street, in contrast, likewise allotted at enclosure and still considered the Surveyors' property when the tithe maps were drawn up, was by c. 1910 simply included as part of the road network, and given no individual parcel number in the Finance Act documents. The other two public staithe in this parish, at Upper Street and Ludham Bridge, were likewise allotted to the Surveyors of the Highways at the enclosure, but by 1840 these were in the hands of a different body, the 'Trustees of the Public Staithe': by 1910 one was considered part of the adjacent public road, the second had been absorbed into a neighbouring property – but in the 1970s was declared a piece of common land, with the parish council as owner!

Those staithe allotted to the Drainage Commissioners were usually still in their hands both at the time of the tithe apportionments, c.1840, and in 1910 (as in the cases of Womack Water, Ludham Howe Hill, Ludham Bridge or Bastwick). But at West Somerton, while the staithe still belonged to the Drainage Commissioners in 1841, by 1910 it was considered the property of the parish council, as was also the case at Thurne and probably at Repps. Crowes Staithe at Catfield, in contrast, was allotted to the Drainage Commissioners at the enclosure in 1802, but by 1840 was recorded as common land. The 1910 documents considered it to be the property of the parish council, but in the 1970s it was registered as common land with no known owner. At Upton the staithe allotted to the Drainage Commissioners had been absorbed in part into the adjacent roads; at Hickling it was being administered by the 'Trustees for Hickling' – the Trustees for the Poor – by 1842, and appears to have been thought of as privately owned in 1910 (it was later the property of the Internal Drainage Board, and was subsequently acquired by the parish council).

Other forms of allotment were no more stable over time. The staithe allotted to the 'Trustees of the Public Staithe' at Martham had, by the 1840s, passed to the Drainage Commissioners – and have been considered the property of either the parish council or the Environment Agency, although in modern times subject to contested ownership. Gay's Staithe at Irstead, allotted by the enclosure award to 'Thomas Preston and Jared Horner [lords of the manor] and their heirs for ever in trust' for the use of the owners and occupiers of lands and tenements in Irstead and Neatishead, had by 1839 passed into the hands of the Trustees of the Poor. The staithe at Bastwick, allotted in 1809 to Sir John Lombe, lord of the manor, and his tenants but 'for use for ever hereafter of owners and occupiers of estates within the Parish for laying and depositing thereon corn, manure and other things', was by 1840 the property of the Drainage Commissioners.

The majority of public staithes known or suspected in Broadland are not, however, specifically allotted to public bodies by enclosure acts: that is, in the terms defined above they are *customary* staithes. These are a diverse group, comprising the following broad categories:

- Those located in parishes enclosed by parliamentary act, but which were ignored by the relevant enclosure award – even though this might specifically allot one or more other parcels as public staithes. Such staithes might be shown on the enclosure maps, and often on the tithe maps, as areas coloured the same as, and continuous with, the adjacent public roads, as at Stalham. Alternatively, they might lie unmentioned within land allotted to a public body, as with the staithes at Wood End in Catfield, and at Catfield Common, which are not referred to in the enclosure award but which continued to exist within parcels of land given to the Trustees for the Poor.
- Those located on commons with a river frontage which escaped enclosure, and which have survived to this day: as at Stokesby, Coltishall, Thorpe St Andrew and Chedgrave.
- Those in other locations in parishes which were unaffected by parliamentary enclosure. This group includes some of the most problematic of staithes, and fall in turn into two broad categories.
 - Those known, or suspected, at places where public roads ran to, cross or otherwise meet water, often widening as they did so – as for example on Ferry Road at Woodbastwick.
 - Those occupying land which was privately owned, but which the public nevertheless had the right to use as a staithe, as at South Walsham Broad and Malthouse Broad in Ranworth. Langley and Hardley, which we have classified as private or probably private staithes in the entries below because no historic evidence for public use-rights has been found, may likewise have originally fallen into this category. It is noteworthy that in all cases the ‘owner’ was in fact the lord of the manor, suggesting that these were originally areas of common land, owned by the manorial lord but used as of right by tenants. We should also note that the distinction between a public road, widening as it approached a river, and a larger piece of common land, is a fine one. Both roads and commons traditionally formed part of the ‘waste’ of a manor.

Parish staithes, formally recognised by parliamentary enclosure commissioners and placed by them in the care of public bodies, were on the whole more likely to survive in public use, to the present, than the various types of customary staithe. The latter were often gradually neglected and forgotten, as evidently at Buckenham; or absorbed into the complete ownership of a large landowner, as perhaps in the case of Norton Staithe. Even where such staithes lay in parishes enclosed by act, but were not specifically allotted to a public body, they were vulnerable, as with the examples on the Stalham side of Wayford Bridge; at Ludham, on the west side of Womack Water; or at Runham Swim. Yet while most of the parish staithes which were specifically allotted at enclosures have survived in public use, there are some notable exceptions. At least one and possibly two of the parish staithes at Martham have come under threat; that in Smallburgh, beside Wayford Bridge, has been much encroached upon. Several such staithes have, in addition, become redundant because the channels leading to them are now silted, as with the staithe in the north east corner of Horsey Mere, or that beside the now silted broad at Strumpshaw.

In the report that follows we provide, at the end of each entry, a statement of our understanding of the status of the staithe in question - whether it was a ‘private’, ‘parish’ or ‘customary’ staithe

(sometimes qualified by whether this attribution is 'possible' or 'probable'). We have tried to distinguish between those public staithes which are 'lapsed' – in the sense that they would, if reinstated, still function as landing places; and those which are 'redundant', in the sense that they could no longer so function due to changes in watercourses, etc.

It is important to note that both 'parish' and 'customary' staithes sometimes had, or acquired over time, other uses, as public open spaces. That is, they were used for informal recreation - even, in the case of those at Bastwick and Potter Heigham in the mid-twentieth century, as the venue for a travelling fun fair. Some of these uses simply reflect the fact that 'customary' staithes were often found on areas of common land, and that such uses probably contributed to the recognition of some staithes as registered commons under the 1965 and 2006 acts. Usage in this manner is, of course, quite separate from the role or function of the areas in question as landing places. A location might become redundant as a place for mooring boats, due for example to the silting of an access channel, yet retain other acquired rights of public use and access.

Who should now be responsible for the maintenance of particular customary staithes, or for the restoration of lost examples, is often unclear. Buckenham Staithe, for example, was considered as part of the adjacent public road well into the twentieth century, and it might be argued that Norfolk County Council as the relevant Highways Authority should restore and maintain it. Where staithes were allotted to particular bodies by enclosure awards, or where they are otherwise known to have become the property or responsibility of particular bodies in the past, responsibility for upkeep is usually more obvious, but not always. As we have noted, there is no clear evidence for a predictable, orderly line of succession. This said, it is broadly true that staithes allotted to the Surveyors of the Highways had generally devolved, by the start of the twentieth century, to parish councils, while those allotted to the Drainage Commissioners normally remained with them. The subsequent history of these latter staithes is complex. As a result of the 1930 Land Drainage Act the property of parish Drainage Commissioners - i.e. banks, drains, wind and steam pumps as well as staithes - passed to the East Norfolk Rivers Catchment Board if they lay on a main river, or to the new local Internal Drainage Boards if they did not. Thus staithes such as those at Hickling, Sutton and Womack, which were deemed not to lie on a main river, passed to Smallburgh IDB. These examples, and some others, have subsequently passed, by arrangement, to the relevant parish councils; others have devolved to the Broads Internal Drainage Board. Those on main rivers passed, in the late 1940s, from the East Norfolk Rivers Catchment Board to the East Suffolk and Norfolk Rivers Board; then, after 1977, to the Anglian Water Authority; before devolving in 1989 to the National Rivers Authority and finally, in 1996, to the Environment Agency.

This report is written by historians, not by lawyers, and we do not have the expertise required to tease out the full implications of our findings. These may, however, be of some significance. In particular, where a known public staithe has been taken into private ownership – even through a claim of adverse possession, legally upheld – the evidence presented here renders it doubtful whether this necessarily precludes its continued use by members of the public: 'once a highway, always a highway', and the status of public staithes as parts of the highway network is clear from the way in which they are depicted, as a continuation of the adjacent road surface, on many early maps. This situation is particularly clear in the case of parish stathes, formally established by enclosure acts: as Roy Kemp was advised in 1971, 'whatever may be the position with regard to the ownership of the staithe itself the rights conferred by the Inclosure Act and Award continue to subsist' (NRO Accn 2016/204/Box 2). But we would also point out that it is difficult to interpret the present uses of

the staithes – for recreation – in terms of those envisaged in the past – for practical transport of goods. Whether holidaymakers visiting, and mooring at, a parish staithe today can really be seen as legally equivalent to people using it in the past ‘for the conveyance of corn, manure and other goods’ is, perhaps, a moot point. It is also unclear, from the historical sources, whether such users can be charged by the body responsible for the upkeep of the staithe, and what if any limits might be placed on such charges.

The report does not deal with the two principal urban areas in the Broads – Yarmouth and Norwich. In the latter case, this is because numerous public roads ran, or still run, for some distance alongside the Yare, including Riverside, Quayside, Friars Quay: while early maps show that a number ended at the river (Water Lane), or widened immediately before bridges to provide access to the water (as at St George’s Bridge or Bishop’s Bridge). In the case of Yarmouth, the situation is further complicated by the existence of wharfs reserved for sea-going vessels. The problems and complications encountered more generally in the study of staithes are in these contexts greatly multiplied. In addition, the public moorings which still exist at these places – the two Yacht Stations – are both managed directly by the Broads Authority, and not therefore a subject of dispute or uncertainty.

The three main sources used to establish the existence, and ownership, of staithes are not directly comparable, having been made for very different purposes. Enclosure awards were drawn up following enclosure acts and allotted parcels of enclosed land to individuals and organisations, set out (or confirmed the status of) private and public roads, and registered other changes of rights and ownership. Apart for parish staithes specifically allotted – as land parcels – by the award, others might be shown, as already noted, on the map as public roads (frequently shaded a particular colour, usually brown or sienna) running, and often widening, beside rivers. These are sometimes (as in the case of ‘Burgh Staithe’ in Burgh St Peter) specifically labelled, but usually not. Tithe maps, which were land use, tenancy and ownership surveys drawn up in the late 1830s and 40s (following the tithe commutation act of 1836) similarly discuss some staithes in terms of specific land parcels, numbered on the map and listed in the attached schedule or apportionment; while others are simply included as part of the road network, shown as an extension of a public road and usually coloured, once again, brown or sienna. Again, some examples (as at Runham Swim) are specifically labelled, others are not. The maps and documents drawn up following the Finance Act of 1910 are, in some ways, a more difficult source. The maps – coloured and numbered versions of the existing Ordnance Survey 25”: 1 mile maps – are kept at the National Archive in Kew, as are the Field Books supplying details of the properties shown. However, for a large number of places in Norfolk and Suffolk the Field Books have not survived, and recourse has to be made to the less finished or tidy Valuation Books, kept at the County Record Offices, which do not always include all the numbered properties, and contain a range of other mistakes and anomalies. In a few cases, neither Field Book, nor Valuation Book, has survived. As with the other sources, staithes might appear on the maps as numbered parcels, with an identifiable owner listed in the Field and Valuation Books. Or they might appear as uncoloured areas on the maps, extensions of an adjacent uncoloured road. Such ‘white roads’ have figured in innumerable legal cases in the past, where it has usually been asserted that, lying outside the coloured and numbered land parcels attributed to particular owners, they must represent public highways. This is generally true, but not invariably. Where roads were private, but the property of a large number of individuals, they might also be left uncoloured and unattributed, as perhaps in the case of Boat Dyke Lane in Acle.

This last observation raises in turn a more intractable problem which cannot be dealt with in detail here; the precise meaning of terms like 'public' and 'private' encountered in these various sources, especially as applied to roads. Suffice it to say that the latter term, applied in enclosure documents to roads, may not have any necessary implications about ownership or access: a private road was, fundamentally, one whose maintenance was a matter for one or more private individuals, rather than the responsibility of the parish as a whole. Similar issues relate to the tithe maps, where roads shown with an individual ownership number, and given a specific owner in the apportionment, might still have public rights of way along their course. Such difficulties and complexities – which also extend to public staithes – need to be borne in mind in the discussions of specific examples which follow.

Apart from these three main sources, we have also employed a range of other maps, including William Faden's county map of 1797 and successive editions of the Ordnance Survey 6" and 25":1 mile; as well as a number of other archives sources, referenced in the text to the appropriate repository.

The descriptions of individual staithes which follow are arranged separately by river, and ordered from the highest point of navigation.

Abbreviations

NRO – Norfolk Record Office.

TNA/PRO – The National Archive, Public Record Office (at Kew).

IRO – Ipswich Record Office

Location of sources

Enclosure maps and awards – NRO and online at Norfolk Explorer (<http://www.historic-maps.norfolk.gov.uk/mapexplorer/>)

Tithe maps and schedules – NRO and TNA/PRO and online at Norfolk Explorer (<http://www.historic-maps.norfolk.gov.uk/mapexplorer/>)

1910 Inland Revenue documents:

Maps and fieldbooks - TNA/PRO

Valuation schedules – NRO

Decisions of the Commissioners under the Commons Registrations Acts can be accessed online (<https://www.acraew.org.uk/commissioners-decisions/norfolk>).

River Ant (Including the North Walsham and Dilham Canal)

East Ruston Staithe

At the enclosure of East Ruston in 1810 (NRO C/Sca 2/236) a piece of land lying between Chapel Lane and the Hundred Stream, centred on TG 34920 2780 (parcel number 82 in the award), was allotted 'as and for a public staithe', although it was to be owned by Thomas Cubitt. By the time the tithe map was surveyed in 1841, however (NRO DN/TA 525), this staithe had been rendered redundant by the construction of the North Walsham and Dilham Canal, and was described as 'The Old Staithe' (parcel number 551). What was apparently a new staithe now existed at the end of a short waterway leading off the canal at TG 34440 26890: this waterway, some 400 metres in length, comprised a still navigable section of the Hundred Stream and a short channel branching off this to the east, terminating at a 'T' shaped basin. The site was at TG 34487 27219, on land owned by the 'Trustees of East Ruston'. This staithe may already have been abandoned by the time the railway from Yarmouth to North Walsham was constructed across part of its area in 1879. The channel to the staithe is now silted and no longer navigable.

Old Staithe is a redundant parish staithe; accessed off Chequers Street, the land remains uncultivated to this day. New Staithe should probably be classified as 'possibly lapsed'. Both remain areas of public access.

Dilham – Tonnage Bridge

By the late nineteenth century there was a staithe at Tonnage Bridge (TG 34752605), although there is no explicit reference to one on the enclosure map, or in the enclosure award, of 1829 (NRO C/Sca 2/92); nor on the tithe award map of 1841 (NRO DN/TA 394). The road leading down to Tonnage Bridge, from the west, past Oaks Farm, pre-existed the construction of the canal and is shown on Faden's county map of 1797 leading to Dilham Common. The tithe map shows that it widened just before the bridge, clearly to provide access to the water, and the first and second editions of the Ordnance Survey 25" maps from the late nineteenth century both mark a 'staithe' here. However, given that the canal was, technically, a private waterway, it is debateable whether this represented a *public* staithe. Moreover, the tithe map suggests, and the 1910 Finance Act confirms, that the road to Tonnage Bridge was in fact private, part of the lands of Oaks Farm (TNA IR 58/62418). It is considered private today.

Almost certainly this was always a private staithe, but just possibly once with public rights of use.

Dilham – Tyler's Cut

A long dyke, now known as Tyler's Cut, extends north-west from a broad - now long since terrestrialised - to the main settlement in Dilham parish. This channel is still navigable, and just below where it is crossed by the public road from Smallburgh to Honing there is a Broads Authority mooring place, 50 metres long, generally referred to as 'Dilham Staithe' (at TG 33232 25557). This is not – in origin at least – a public or parish staithe. It was almost certainly, like the dyke itself, constructed to serve the brickworks which lay to the west of the road. The area now occupied by the

staithe is described as 'staithe' on the tithe award map of 1840 (NRO DN/TA 394), but was the private property of Thomas Shephard Taylor, who also owned the brickworks. The 1910 Finance Act documents show that it was then the property of H.M.Taylor, although occupied by 'George Walker and others' (TNA IR 58/62418). It was included with parcel 49 (the brickworks), on the western side of the road, the whole being described as 'brickground, kiln, cottages, staithe etc'. It has not proved possible to trace present ownership but the staithe is managed and administered by the Broads Authority.

Private staithe, but currently with public access and free Broads Authority 24-hour mooring.

Smallburgh/Dilham - Mill Lane Staithe

There was a staithe on the north side of the lost Smallburgh Broad (at TG 33509 24986), reached by a track – still surviving as a public footpath – which continued the line of Mill Lane as far as the water. The staithe originally lay in Smallburgh, although the access track was in Dilham, but as a consequence of twentieth-century boundary changes it now lies in Dilham. A number of buildings are shown here on the tithe map and the First Edition 6-inch, including a windmill which was demolished in c.1935. White's *Directory* for 1845 describes how 'Dilham staithe, on the east side of the parish, is a hamlet on the navigation, partly in Smallburgh parish, and near it is Dilham Mill....' which it also refers to as 'Staith Mill'. The 1815 enclosure award and map for Smallburgh (NRO C/Sce 2/263) show that the land here was allotted to Frederica Windham: the map labels it as 'Old Common Staithe', perhaps suggesting that use had already lapsed. The enclosure presumably terminated any residual rights of access. The tithe map of 1841 (NRO DN/TA 390) shows the land as private property, owned by William Windham of Felbrigg.

Probably in origin a customary staithe, but rights terminated by enclosure in 1815.

Smallburgh - Wayford Bridge Staithe

The enclosure map of 1820 (NRO C/Sca 2/262) marks 'Smallburgh Old Common Staith' as parcel number 47 at TG 33530 25000 but if (as its name implies) it had once been a public landing place, it was now private, the property of a Mrs Windham, the widow of William Windham. The enclosure commissioners did, however, allot one public staithe, just below Wayford Bridge – parcel 79 on the enclosure map – to the Surveyors of the Highways, for the use of all landowners and their tenants in Smallburgh. This land was still being used as a staithe, and administered by the Surveyors of the Highways, when the tithe award map was surveyed in 1841 (NRO DN/TA 731) but the western section was now occupied by one William Wenn (parcel 44), so that the staithe (parcel 43) was now separated from the public road by this and the garden of the public house: presumably rights of way across Wenn's land had been retained. What is more curious, however, is that while the tithe map shows parcel 43 as a narrow enclosure of land, the First Edition Ordnance Survey 25" map from the 1880s depicts it as a small inlet from the river: this still exists at TG 34835 24810.

The 1910 Finance Act maps and documents describe the parcel occupied by Wenn at the time of the tithe award as 'Parish Staithe', and gives the owners as 'Smallburgh Parish Council'; parcel 163, on the eastern side of the dyke, was now the property of 'Churchwardens', and described as gardens, but occupied by 'Pallett and Barclay' (the relevant Field Book does not survive at Kew, but the

Valuation Book survives and is held at the NRO: P/DVL/1/117). What had been plot 162 on the tithe map was both owned and occupied by Pallett and Barclay, and described as 'granary and coal shed'.

The history of this plot of land is evidently complicated. Today, the parcel described as 'Parish Staithe' in 1910 is an area of mown grass, covering some 0.14 hectares, bounded on the west by the old line of the A 1151, now a cul-de-sac; on the west by the dyke; and on the north, and south, by the properties called 'Staithe Cottage' and 'Wayside' respectively. Its northern section is occupied by a short drive leading to what is still a public slipway. There do not, however, appear to be any free moorings here. The eastern side of the dyke seems to be used by the adjacent boatyard; the western may also be so used, or has been dedicated to long-term moorings, as there are numbered berths here.

This is still technically a parish staithe, although there are apparently no public moorings here, only a public slipway: Both the rectangle of grass, and the dyke (including the western bank), are the property and responsibility of Smallburgh Parish Council.



Figure 1: Staithe on the north side of Wayford Bridge, Stalham, as shown on the 1810 enclosure map.

Stalham – Wayford Bridge Staithe

The Stalham enclosure award for 1810 (NRO C/Sca 2/273) shows an elongated triangle of land, covering c.0.1 of a hectare, without a parcel number but coloured in the same way as the public road, lying beside the river on the east side of Wayford Bridge (centred at c. 34840 24850) (Figure 1). On the tithe award map of 1841 (NRO DN/TA 857) this parcel is numbered 386, the schedule describing it as Wayford Staithe, owned by Stalham Trustees for the Poor but occupied by John Burton and others. Although tenanted, this must presumably have remained a public staithe or, at the very least, its use as such was only in temporary abeyance.

The 1910 Finance Act valuation books show that the plot (number 328) was then still the property of the 'Trustees of the Poor', but it was described simply as 'Marshes' (NRO P/DLV/1/103).

Part of the 'triangle' has been lost to road widening, the rest survives as an area of trees and scrub. There are Broads Authority 24-hour free moorings on the river frontage.

Customary staithe, current ownership unclear.

Stalham Staithes

Stalham Staithe (TG 3732465) represents the most important complex of eighteenth - and nineteenth-century warehouses and related buildings surviving in Broadland, one of which now houses the Museum of the Broads. The enclosure award and map of 1810 (NRO C/Sca 2/273) shows a boat dyke running north from Sutton Broad which bifurcates at its end, giving a rough 'Y' shape (Figure 2). Two public roads (now Staithe Road and East Staithe Road, but described as 'Public Road Number 6' and 'Public Road Number 5' respectively) run south from the village, towards the dyke; they are linked by a broad area, coloured the same as the roads but unlabelled, which runs east-west just to the north of the 'Y'. This clearly represents a public staithe. An area similarly detailed, and containing two buildings, runs west from East Staithe Road along the southern side of the eastern arm of the 'Y', and then for some 40 metres south along the main boat dyke. The tithe map of 1841 (NRO DN/TA 857) shows the main staithe, running between the two roads, as parcel number 72, described as a 'staithe' owned by the Trustees for the Poor and occupied by John Burton and others. The north side of the second staithe, to the south, was now partly shown as private property.



Figure 2: Stalham Staithe, as shown on the enclosure map of 1810.

The 1910 Finance Act map and documents (NRO P/DLV/1/103) show a similar situation: the main northern staithe (parcel 328), and the southern part of the southern staithe, were considered the property of the Trustees of the Poor, the northern part of the southern staithe was private property. The northern staithe is still known as 'Stalham Staithe': the southern is now mainly occupied by the Museum of the Broads. Current ownership of the northern staithe is unclear: in 2013 the latter body reported that the 'Clerk confirmed that the land registry search had showed no owner of the Staithe at Stalham registered with the Land Registry'. In January it resolved 'To record that Stalham Town Council can find no evidence to support the assertion that any of the land abutting the dyke at the Stalham Staithe has ever been the responsibility of or maintained by the Town Council'. Stalham Poor's Trust may well remain as owners today, although the current status of that body remains unclear.

The two staithe at Stalham are customary staithe, but current ownership and responsibility for maintenance remain unclear. There are free moorings on the north staithe; the southern or Poor's Staithe is now part of the Museum of the Broads and the free moorings here are for visitors only (and not to be used overnight).

Sutton – Sutton Staithe

The Catfield and Sutton enclosure award of 1802 (NRO C/Sca 2/67) allotted the public boat dyke running from the River Ant, through Sutton Broad, to what is now Sutton Staithe to the Commissioners for Drainage, together with the staithe itself, for the use of the 'owners and occupiers of estates in Sutton for the time being ... for the laying and depositing thereon corn, manure and other things'. The staithe is shown on the north side of the boat dyke, and to the south west of what was then Staithe Farm, but is now the Staithe Hotel, centred at TG 38190 23725. It was an open area covering around 0.37 hectares. The same area is described as 'Public Staithe' on the tithe map of 1841 (NRO DN/TA 601) (parcel number 89) and as 'Sutton Town Lands', occupied by the 'Inhabitants of Sutton'. There are buildings shown on the staithe but only one (parcel 82), further to the east, has a named owner and occupier, Robert Lake and Robert Staff respectively. The 1910 Finance Act described the land as 'staithe', and recorded that the owners were 'Parish Councils of Catfield and Sutton' (NRO P/DLV/1/103). The staithe was the subject of a complex and protracted legal battle over ownership in the 1960s, 70s and 80s, between the Smallburgh IDB and the parish council. In March 1975 it was registered as common land under the 1965 Commons Registration Act (NRO Accn 2016/204/Box 2; see also Commons Registration documents, 12/U/225; 22/U/184-7).

Parish staithe, owned and managed by Sutton Parish Council and with Broads Authority 24-hour free moorings. Why the 1910 documents also mention Catfield parish council in this context is unclear, but it may be because Catfield and Sutton shared an enclosure award.

Barton Turf – Parish Staithe

The Barton Turf enclosure award of 1810 (NRO C/Sca 2/18) allotted a staithe at TG 357225 for the use of the 'owners and occupiers of lands and tenements' in the parish as a public staithe, with Thomas Preston, James Wiggett and William Gunn as Trustees. It was an area of around 0.25 hectares, forming an irregular polygon at the end of a short boat dyke leading in from the western side of Barton Broad. The tithe award map of 1840 (NRO DN/TA 205) shows that the staithe (parcel

number 52) was now owned and occupied by the Surveyors of the Highways, and had a storage shed/warehouse erected near its centre, between the two main inlets.

The 1910 Finance Act map and documents describe it as 'Parish Staithe' and give its owners as 'Barton Parish Council' (NRO P/DLV/1/77); and in 1989, at a hearing held under the Commons Registration Act of 1965, the staithe was declared common land, with the parish council as owners, the Charity Commissioners having recognised them as such two years previously (the ownership of the storage shed (by then known as the 'Black Shed') was disputed, but this was eventually recognised as part and parcel of the staithe) (Commons Registration documents 225/U/253).

Parish staithe, now with the status of Registered Common Land, administered by Barton Turf and Irstead Parish Council, and with Broads Authority 24-hour free moorings.

Barton Turf - Callow Green Staithe

An inlet extends north from the northern edge of the western embayment of Barton Broad leading to Callow Green which the 25" Ordnance Survey map marks as 'staithe'. The enclosure award of 1810 (NRO C/Sca 2/18) does not refer to a staithe here but the area was not affected by the enclosure. The tithe award (NRO DN/TA 205) describes the parcels of land on either side of the inlet (nos. 276 and 277) as owned and occupied by Benjamin Wells: the status of the road leading down to the inlet is unclear. The 1910 Finance Act map shows the first section as public (to just beyond Hall Farm) but the last section, to Callow Green, was by then considered private. However, given that 'Callow Green' was evidently once a hamlet, it seems very probable that the entire length of the road was originally public. By 1840 this road terminated a mere eight metres from the end of the small inlet leading in from the broad, making it hard to believe that this was not, in origin, a public staithe. The 1910 Finance Act map and Valuation Book show the inlet and associated buildings as part of the same land parcel as Barton Broad; explicitly describe it as a staithe; and give Sir Jacob Preston as the owner (NRO P/DLV/1/77).

Probably always a private staithe; but possibly once customary, and lapsed.

Neatishead Staithe

There is now a Broads Authority mooring for a dozen boats on an inlet leading in from the south side of Limekiln Dyke at the point where navigation for larger boats ceases (TG 34462 21064). Neither the Neatishead enclosure award and map of 1811/13 (NRO C/Sca 2/204), nor the tithe apportionment and map (NRO DN/TA 456), make any reference to a parish or public staithe at Neatishead, and neither shows an inlet from the river here. The land now occupied by the staithe was then a small field, privately owned. The 1910 Finance Act maps and documents (NRO P/DLV/1/140) likewise show no inlet, the parcel at this time being owned by Sir Jacob Preston. The Ordnance Survey maps suggest that the dyke or inlet was dug in the 1960s. How and why this became a public staithe, managed by the parish council, is currently unclear, but it is not an ancient arrangement.

Public staithe, origins unclear but recent, managed by Neatishead Parish Council and with Broads Authority 24-hour free moorings.

Irstead – Gay’s Staithe

There are currently Broads Authority moorings at Gay’s Staithe in Neatishead (TG 3505 2100), a promontory of mown lawn covering 0.44 hectares. The Irstead enclosure map and award of 1810 (NRO C/Sca 2/177) allotted this piece of land to Thomas Preston and Jared Horner and their heirs forever in trust for the use of the owners and occupiers of lands and tenements in Irstead and Neatishead as a public staithe. The Irstead tithe apportionment and map of 1839 (NRO DN/TA 129) show it as parcel number 212, owned and occupied by Irstead Trustees of the Poor. The land to the south and the track leading to the public road (Irstead Road) were also owned by them. The 1910 Finance Act documents are unclear on ownership.

Parish staithe, now owned by Barton Turf and Irstead parish council; administered by Barton Turf Community Charities and with Broads Authority 24-hour free moorings.

Irstead – St Michael’s Church Staithe

There are currently Broads Authority moorings just to the east of Irstead church – i.e., between the church and the river (TG 36602045). There is a small parking area and an area of mown grass, covering c. 0.12 hectares. The plot appears to have been allotted to the Trustees of the Poor at the enclosure of 1810 (C/Sca 2/177), although the award is not entirely clear on this. In the tithe apportionment and on the tithe map of (DN/TA 129) the plot (number 146) is described as ‘Church Staithe’, and the owners and occupiers given as the Trustees for the Poor. The Finance Act documents likewise give the owners as ‘Irstead Trustees’ [i.e., of the poor].

Parish staithe, now owned by Barton Turf and Irstead Parish Council; administered by Barton Turf Community Charities, and with Broads Authority 24-hour free moorings.

Catfield – Wood End or Woodend Staithe

Woodend Staithe is clearly shown on the Ordnance Survey First Edition 6” map on the eastern edge of Barton Broad at TG 36510 21470. It was reached by a public road (a continuation of Hall Road) leading down from Catfield village. Faden’s map of 1797 shows the road already in place, leading down to the edge of the broad, but does not show a staithe. The enclosure award and map of 1808 (NRO C/Sca 2/67 & Foster, Calvert & Marriott) refers to only one public staithe, apparently that now known as Crowes Staithe (see below). Woodend Staithe lay within one of the parcels of land allotted to the Trustees for the Poor.

The tithe map of 1840 (NRO DN/TA 722) describes the parcel of land here (no. 170) as ‘Poor’s Allotment’, owned and occupied by the ‘Poor of Catfield’, with the land use given as ‘pasture’. This land included the area now occupied by the staithe (which is neither shown nor mentioned) and the public road leading to it (which is shown), together with a large block of marsh extending to the south. The 1910 Finance Act documents and map likewise describe this block of land as the property of the Trustees for the Poor (parcel 71), although they describe it as ‘reed ground’, and note that it was leased to one Jacob Neave (TNA PRO IR 58/62368). Again, there is no mention of the staithe itself.

In 1916 the Charity Commissioners approved a scheme to merge the Poor's Allotments with other charitable provision for the parish poor (the Poor's Land Charity and the former Town Houses funds) to form Catfield United Charities. The Trustees of the new scheme were to be the Rector of Catfield and four appointees of the Parish Council (created in 1894). The Trustees are still the owners of the staithe, which is managed for the benefit of parishioners and the wider public.

This appears to be, in origin, a customary staithe which developed on common land. It continued to exist at enclosure, as the land in question became a Poor's Allotment. At a hearing held in 1977, under the Commons Registration Act of 1965, it was found that the land beside the river, where the road turned north and widened to meet the inlet from the broad, was not common land, and that the owner was the parish council (Commons Registration documents, 225/U/130). In 2011 Catfield United Charities registered ownership with the Land Registry.

Parish staithe, with free moorings, owned by Catfield United Charities.

Catfield – Johnny Crowe's Staithe

An inlet leads east from the river Ant, from a point just opposite Reedham Hill, for some 180 metres, where it is met by a track leading down from the hamlet of Sharp Street in Catfield parish. There was a staithe here, at TG 37035 19756, in the form of a widening of the track around the head of the dyke. The enclosure award of 1802 (NRO C/Sca 2/67) allotted this parcel to the Drainage Commissioners 'as a public staithe to be used by the owners and occupiers of Estates in the said parish of Catfield for laying and depositing corn, manure, and other things thereon'. The tithe apportionment and map of 1840 map (NRO DN/TA 722) describe this as 'Catfield Staithe', and give its status as 'Common'; while the 1910 Finance Act documents give the owner as 'parish council', describing it as 'piece of wasteland or staithe' (TNA PRO IR58/62375).

In 1978, at a hearing held under the Commons Registration Act of 1965 (Ref.No. 225/U/138), the Commons Commissioner noted that ownership was disputed, with the parish council and the successor to the Drainage Commissioners both being identified as owners. He concluded: 'In the absence of any evidence that any other person could be the owner, I am not satisfied that any person is the owner of the land, and it will therefore remain subject to protection under section 9 of the Act of 1965'. Both the staithe itself, and strip of land along the north side of the dyke, are now registered common land and designated as open access land under the Countryside and Rights of Way Act, 2000. The dyke is navigable, by small boat. Catfield Parish Council registered ownership with the Land Registry in 2012.

Parish staithe, but effectively lapsed.

Ludham – How Hill Staithe

The Ludham enclosure award of 1802 (NRO C/Sca 2/189) list two staithe in the parish, in addition to that on Womack Water (see River Thurne section of this report). One is parcel 23, which is near How Hill and was described as 'Howe Fen Staithe' (TG 37001915). It was allotted to the Drainage Commissioners, and is shown approached by a road which is described as being for 'the use and convenience of owners and occupiers of land adjoining', but also for 'the several persons who shall,

for the time being be entitled to use the staithe'. The Ludham tithe apportionment and map of 1842 (NRO DN/TA 599) shows parcel 23 on the enclosure map as now comprising, in part, a marked widening of what is clearly marked as a public road as it meets the river; and in part as parcel 477, described as 'river wall and sock dyke', owned and occupied by the drainage commissioners. The First Edition OS 25" shows a slightly confusing situation, partly because a drainage mill had now been erected on parcel 477, but it does show an inlet from the river contained within this same parcel, probably for mooring. The 1910 Finance Act is ambiguous in its treatment of the river wall area, although it would be consistent with ownership by the Drainage Commissioners; the road leading to the staithe is here shown as private, part of the property of Edward Boardman (TNA PRO IR 58/62530).

In the 1970s the Norfolk Education Committee at How Hill tried to claim that the area of the staithe, and the track leading down to it, were private, but the attempt failed and this remains a public staithe. There are Broads Authority public moorings nearby. Ludham Parish Council has recently registered its ownership of the staithe with the Land Registry.

Parish staithe with free moorings.

Horning – Ludham Bridge Staithe

When Horning was enclosed by parliamentary act in 1807 the award (NRO C/Sca 2/167) allotted three public staithes to the Surveyors of the Highways, 'forever hereafter to be used by the Surveyors of the Highways and by proprietors of lands and estates within the said parish'. One was located on the Ant, immediately to the south of Ludham Bridge. By the time the tithe apportionment was made in 1840 (NRO DN/TA 368) this, together with Horning Lower Street Staithe on the Bure, had passed into the hands of the 'Trustees of the Public Staithes'. The parcel is shown as a 'white' area, beside the river and continuous with the road, on the 1910 Finance act maps and documents.

Parish staithe, ownership uncertain but possibly the County Council as Highways Authority or Horning Parish Council.

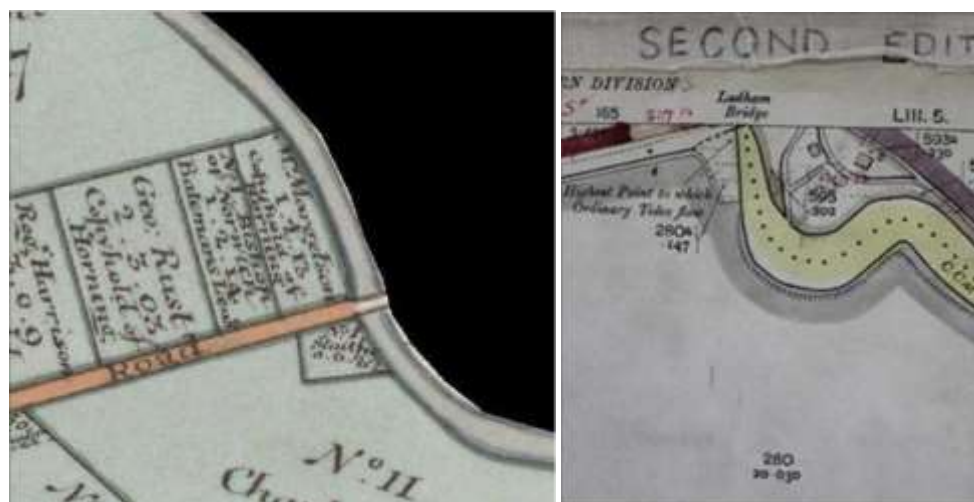


Figure 3: Horning Staithe at Ludham Bridge. Left, as allotted at enclosure in 1807; and right, depicted as a 'white' area, continuous with the public road to the north, in 1910.

Ludham - Ludham Bridge Staithe

A public staithe was set out here at the enclosure of 1802 (parcel 22, 'Bridge Staithe', on the enclosure map (NRO C/Sca 2/189)) and was allotted to the Drainage Commissioners. On the tithe map of 1842 (NRO DN/TA 599) it is shown as parcel 716 and described in the apportionment as 'Yards and Staithe', owned by the Drainage Commissioners.

In 1959 it was decided to rebuild the existing Ludham Bridge. The replacement was slightly wider than, and was located slightly downstream of, its predecessor. Some of the old public staithe was consequently lost, and was replaced by a new staithe upstream from the bridge (parts of the old staithe were incorporated into the Ludham Bridge Boatyard). The new staithe, like the old, was the property of the East Suffolk and Norfolk Rivers Board, successors to the Drainage Commissioners.

The staithe is not the responsibility of Ludham parish council (which publicly expressed this fact on a number of occasions, as in a meeting in July 2015) but of the Environment Agency, as successor to the Drainage Commissioners.

Parish staithe, the responsibility of the Environment Agency, with free moorings.

River Thurne

Horsey – Horsey Mere Staithe

The Horsey enclosure map of 1812 (NRO C/Sca 2/168) shows a staithe at TG 45652255, at the end of a dyke running north eastwards from the north eastern corner of Horsey Mere, some 450 metres south west of the main centre of settlement in Horsey. It was located beside a drainage mill, close to what is now Mill Cottage, and was allotted in the award (NRO C/Sca 2/168 and 169) to the 'Special Commissioners (Drainage etc.) for the time being for the owners and occupiers of estates in Horsey to lay or deposit thereon Corn, manure etc. for conveying using the Boat Dyke No.15 on the map via the Mere to the North River or River Thirne'. On the tithe award map the staithe is shown as a small piece of land, to the south of the mill, but is not numbered or described: strangely, a piece of land lying beyond the public road to the east, parcel number 84, is described as 'staithe' although it nowhere touches the dyke. This was in private ownership.

By the 1880s the dyke had silted up and both the mill and the staithe here had disappeared. A redundant , or possibly lapsed, customary staithe.

Horsey – Horsey Mill Staithe

Today there are short stay and permanent moorings in the boat dyke leading from Horsey Mere to Horsey Mill (TG 457222), but a fee is payable to the Horsey Estate. No staithe is noted here on the enclosure award and map (NRO C/Sca 2/168,169), nor on the tithe award map (NRO DN/TA 352), although the latter suggests that the public road was separated from the dyke only by the river embankment. This was, nevertheless, probably always a private staithe. Certainly, the land surrounding the boat dyke was all privately owned when the 1910 Finance Act maps and documents were compiled, and mostly belonged to the Horsey estate.

There are no free moorings here.

Privately owned staithe with mooring for a fee.

West Somerton Staithe

A boat dyke leads from the eastern end of Martham Broad to the main area of settlement in West Somerton village, close to Staithe Farm and Staithe House Farm, at TG 46827 20046. It terminates at a rectangular area of grass, beside the public road, measuring just over 0.1 hectare. West Somerton was enclosed by an act of 1805 and the award and map of 1811 (C/Sca 2/331 and 332) describe the square area as a staithe, allotted to the 'Special Commissioners for Drainage', to be used by owners and occupiers of estates in Winterton, East Somerton and West Somerton 'for the laying and depositing thereon of ... corn, manure and other things'. The banks of the boat dyke were also allotted to the 'Special Commissioners for Drainage'. The enclosure presumably ratified an existing staithe, as Faden's map of 1797 marks a 'Staith' here, on what was probably an area of low-lying common land. The West Somerton tithe apportionment of 1841 (DN/TA 469) shows the parcel of land at the end of the dyke (parcel 122) as still owned and occupied by the Drainage Commissioners,

as was the land to the south of the boat dyke (122a), and running along both sides of it as far as Martham Broad. However, the 1910 Finance Act documents record only the dyke sides, and the dyke itself, as the property of the 'Commission of Sewers', the square plot at the end of the dyke being described as 'staithe' and the property of the 'parish council – clerk to'.

A parish staithe which probably originated as a customary staithe, before formal recognition by the enclosure act. It is now owned by Somerton Parish Council and managed by the Somerton Staithe and Boat Dyke Trust (registered charity no. 801536), established in July 1988, for the use of the parishioners of East and West Somerton and Winterton, as laid out under the terms of the enclosure act. Limited parking is available on the Staithe but entirely at car owners' risk. The launching of boats, including canoes, is for residents of Somerton and Winterton only. There are 24-hour Broads Authority moorings along 150 metres of bank at West Somerton, but these are in a different location, further to the west, on the dyke connecting West Somerton and Martham Broad.

Hickling - Parish Staithe and Pleasureboat Staithe

William Faden's county map of 1797 shows a 'Staithe House' near the end of the inlet leading in from the western end of Hickling Broad, by the Pleasure Boat Inn, at TG410221, on what was then an extensive area of common land – Hickling Common – which extended from the edge of the Broad up onto the higher land to the west. This area of common was enclosed by parliamentary act in 1808 and the staithe appears to have been formalised and allotted to the Drainage Commissioners (C/Sca 1/ 30-1). On the tithe award map of 1842 the same land - parcel 681, lying beside the road, with a central dyke and bounded by further dykes – is now described as owned and occupied by the 'Hickling Trustees' (NRO DN/TA 748), that is, the Trustees of the Poor. Yet curiously, the 1910 Finance Act map and documents appear to indicate that it was held by Bullard's Brewery, owner of the adjoining Pleasureboat Inn Staithe, and the entries for Hickling seems to contain no reference to a public staithe.

The staithe eventually passed into the hands of the Internal Drainage Board but was leased for a time to the parish, until purchased by them for £3,000.⁴ It is still owned and managed by the parish council.

The Parish Staithe evidently has a complicated history but it is now owned and managed by Hickling Parish Council, with moorings leased out.

Pleasureboat Staithe is owned by the public house and has free public moorings.

Catfield Common Staithe

The Ordnance Survey 6" First Edition marks 'staithe' on Catfield Common (by then enclosed) at the end of Catfield Dyke, which leads west from Hickling Broad, at TG 40102185. The area is shown on Faden's county map as being common land. The parish was enclosed in 1802 and the fen ground within which the staithe was located was allotted to the Trustees of the Poor (part of the 64 acres, 2 roods and 20 perches of heath and fen that they received), although the award does not appear to

⁴ J. Beales, *A Window on the Past, Memories of Hickling mainly in the 1930s*, Hickling History Group, 2004.

make any reference to a staithe as such (only Crowe's Staithe on the river Ant is explicitly mentioned). The tithe award map of 1842 (NRO PD 531/37 and 101) shows that the area (parcel170) was still then a Poor's Allotment, the owners given as 'Poor of Catfield'. The 1910 Finance Act documents describe the Rev. W.Langley Robbins of Catfield Rectory as a 'freehold trustee' of the land. The staithe had been leased since 1859 following a petition from the Poor to the Riches family who continued to occupy it until the 1960s. In 1916 a scheme was drawn up, and approved by the Charity Commissioners, to merge the various poor's charities in the parish, with the Rector of Catfield and four appointees of the Parish Council as trustees of Catfield United Charities. Today, one section of the Common Staithe (the western arm) is leased out to a private boat yard, but the rest remains in the hands of the Trustees, to be managed on behalf of parishioners and the public.

Partly a parish staithe with free Broads Authority 24-hour moorings and partly a boatyard, owned by Catfield United Charities and so registered with the Land registry in 2011.

Martham – Martham Boat Dyke

Three staithes appear on the enclosure map for Martham, 1812 (NRO C/Sca 2/193): there are no indications of their existence on any earlier maps, Faden's county map of 1797 detailing all the low-lying land in the parish beside the river as undrained fen, without access roads. Parcel number 6 is described as a 'Public Boat Dyke', 'for the conveyance of corn, manure and other goods to and from the river by owners and occupiers of the Parish'. This is Martham Boat Dyke, which still survives, running from TG 44554 19448 to TG 44812 19251. A broad strip of land running along its southern side, parcel number 11, was allocated to the 'Special Commissioners for the Public Staithe', and dedicated for the use and convenience of owners and occupiers in Martham. The two together are treated as a single parcel on the tithe award map of 1842 (DN/TA 750), number 480, and described as a boat dyke and staithe which were owned and occupied by the Commissioners of Drainage. The Finance Act map and documents of 1910 similarly give the Drainage Commissioners as owners. There are still moorings here, on what is generally referred to as Martham Boat Dyke, controlled by the parish council through the Martham Boat Dyke Trust, the object of which is the maintenance of the staithe and the promotion of general charitable purposes for the benefit of the inhabitants of the Parish of Martham.

Parish staithe, owned by the parish council and managed by the Martham Boat Dyke Trust. Part recently sold by the Environment Agency to a boatyard (which subsequently built on it) with a clause 'subject to whatever public rights might exist'.

Martham – Damgate Staithe near Martham Broad

Parcel number 12 on the Martham enclosure map of 1812 (NRO C/Sca 2/193) is a small inlet from the river at TG 45270 20320. It is described as a public staithe for the use of owners and occupiers of land in Martham, and is allotted to the 'Special Commissioners for the Public Staithe'. On the tithe award map of 1842 (DN/TA 750) this is parcel number 467: it is described as a staithe and is approached by private road number 466. Both were owned and occupied by the Drainage Commissioners. The boat dock is now silted but the frontage is used for mooring. It appears to have been abandoned and derelict by 1946, to judge from the RAF vertical aerial photographs.

Parish staithe, owned by the Environment Agency as successors to the Parish Drainage Commissioners. The parish council is currently negotiating with the Environment Agency to take over the site.

Martham – Cess Staithe

Parcel 10 on the Martham enclosure map of 1812 (NRO C/Sca 2/193) is a small plot of land with no River access that was allotted to the Special Commissioners and approached by a private road (number 14) which was likewise allotted to them. Along with the two other staithe in the parish, Cess Staithe was created by an Act for Inclosing and draining certain Lands in the Parish of Martham, 25th April 1807 and the subsequent Martham Enclosure Award of 1812. The three parcels – numbers 10, 11 and 12 in the award – were ‘set out and appointed as and for public staithe for the use and convenience of the owners and occupiers of estates within the said parish of Martham for the time being for the laying and depositing thereon of the corn manure and other things which shall be conveyed or shall be intended to be conveyed by the said river or to and from the said river by means of the said boat dike or dikes’ The boat dike is Allotment 6 at Martham Ferry.

A Steam mill had been built on an adjacent privately-owned parcel of Land on which no rights of any kind exist (Allotment 9). On the tithe award map of 1842 (DN/TA 750) it shows river access had been added, by means of a dike. Cess Staithe was the subject of a First Tier Tribunal in 2013, which was won by the adjacent boatyard (Martham Boat Building and Development Company Ltd), which had been using the area since the 1940s. Responsibility for the staithe was lost between successive organisational transformations and changes in the duties of the statutory drainage authority.

Now privately owned, and funded but staithe rights still exist (Loading and Unloading by permission).

Potter Heigham – Potter Heigham Staithe

The Potter Heigham enclosure map of 1806 (NRO C/Sca 2/219) and, more clearly, the tithe award map of 1840 (NRO DN/TA 459) both show (but do not label or describe) what is clearly a public staithe immediately downriver of Potter Heigham bridge, at TG 41960 18492: the public road widens into a broad triangle leading down to the water (c.f. Stalham, Wayford Bridge). There is a small inlet shown, roughly along its centre. The 1910 Finance Act and documents show that the land was now owned by the Potter Heigham Drainage Commissioners, although confusingly a ‘staithe house’ and boat houses standing on it were said to be the property of George Applegate. The western and northern parts of this area were encroached on in the early twentieth century. The present triangle of land here, a rather uninspiring public open space covering 0.14 hectares between the Long Dyke and Bridge Street, has free moorings, in the small inlets and on one side of the Long Dyke. This Staithe, and Bastwick Staithe, were used in the middle decades of the twentieth century by a travelling funfair for two weeks every August.

Parish staithe, probably the responsibility of the Environment Agency as successor to the Drainage Commissioners. There are Broads Authority temporary moorings, for de-masting; and a small number of 24 hour moorings.

Repps with Bastwick - Bastwick Staithe

Bastwick Staithe, immediately downriver (to the south-west of) Potter Heigham bridge (TG42016 18441), was allotted at the enclosure of Repps with Bastwick in 1809 to Sir John Lombe, the lord of the manor, and his tenants but 'for use for ever hereafter of owners and occupiers of estates within the Parish for laying and depositing thereon corn, manure and other things' (NRO C/Sca 2/223). The Repps with Bastwick tithe map of 1840 (NRO DN/TA 232), which shows an inlet with two small sheds standing beside it, appears to include the area within the river walls, allotted to the Drainage Commissioners. Unfortunately, the Field Books compiled as a result of the 1910 Finance Act have not survived, but on the associated maps the area of the staithe again appears to be included within the river wall, indicating that it was by then owned by the Drainage Commissioners. The area is now in divided use. The land between the boat dyke and the road has cars parked on it, with a small grassed area with seats overlooking the river. The dyke itself has free public moorings on its eastern side, but the western side is occupied and used by a private boatyard. At a hearing held in 1978, under the 1965 Commons Registration Act, it was held that the land was common land, with no known owner.

Parish staithe, with free moorings, partly encroached upon; now common land with no registered owner (Commons Registration documents, 225/U/115).

Repps with Bastwick Parish - Repps Staithe

Repps Staithe, at TG 41330 17490, was allotted at the enclosure in 1809 to the Commissioners for Drains 'for the use for ever hereafter of owners and occupiers of estates within the Parish for laying and depositing thereon corn, manure and other things' (NRO C/Sca 2/223). The 1840 tithe award map and apportionment for Repps with Bastwick (NRO DN/TA 232) includes the area of the staithe within the river walls, owned and occupied by the Drainage Commissioners; but the Finance Act maps and documents of 1910 again give the area of the staithe a separate plot number – 503. Unfortunately, the Field Books compiled as a result of the 1910 Finance Act have not survived, and while the Valuation Books do exist (in the NRO: P/DLV/1/150) they are unclear on the land's ownership: there is no mention of a parcel '503', but several pieces of land, one of them described as 'staithe', are listed under number 506, property of the 'Parish Council'. There is still a public landing place and slipway here, together with a small parking area; together with a sign stating that boats can only be loaded/unloaded, landed or launched (i.e., not moored).

Parish staithe, ownership uncertain, but perhaps the responsibility of Repps with Bastwick parish council or – more probably - the Environment Agency, who have a section of the area fenced off as a storage compound.

Ludham - Womack Water west

The Ordnance Survey 6": 1 mile map marks 'Staithe House' at the end of a short inlet leading off Womack water at TG 38890 18060: it lies to the south of the inlet/dyke, which itself extends further to the west, touching the public road leading south from the village, which is still called Staithe Road. Faden's map of 1797 also marks a 'staithe' at this point. The tithe map of 1840 (NRO DN/TA 232) shows an open area, like a yard, defined by the water to the north, the road to the west and Staithe House to the east, without a parcel number. The 1910 Finance Act shows this more clearly as a rectangle, uncoloured, and forming a continuation of the area of Staithe Road – itself uncoloured

and therefore public. This makes it clear that the rectangle was a public staithe, and presumably still in use at this time. The area had probably passed into private ownership before the 1930s, when the Ordnance Survey 25" maps show the open 'yard' as fenced off from the public road. The area is now part of the grounds of Staithe House, but there is no evidence that public access to the water has ever been formerly extinguished.

Apparently a lapsed customary staithe.



Figure 4: The lapsed staithe on the western side of Womack Water in Ludham, shown as part of the public road on the 1910 Finance Act map.

Ludham - Womack Water east

There is currently a public mooring with attached car park - usually referred to as Womack Water Staithe - on the eastern side of Womack Water. This area was specifically allotted at the enclosure of 1800 (NRO C/Sca 2/189) to the Drainage Commissioners as a parish staithe; and the tithe map marks the whole parcel (number 164, c.0.32 hectares) as owned and occupied by the Commissioners for Drains. The 1910 Finance Act documents likewise describe it as the property of the Drainage Commissioners, although at the time it was being leased to E.E.Newton: it was described as 'Piece of open land by Womack, old shed (value say £15) stands on this'. In 1948 Smallburgh IDB transferred ownership to Ludham Parish Council for £1.00.

Parish staithe with moorings, owned by Ludham Parish Council as custodian trustees, and administered by 'Womack Staithe', a registered charity.

Thurne – Thurne Staithe

The village of Thurne is reached by Thurne Dyke, a boat dyke some 270 metres in length, which leads off the river Thurne at TG 40030 15867, terminating at TG 40305 15872, where there is (to the south) a network of short mooring dykes. The boat dyke and a 'staithe' are marked here on Faden's county map of 1797 (he also marks a 'staithe', otherwise unrecorded, on the west bank of the Thurne, which was presumably a private landing place).

The enclosure award of 1820 confirmed the village staithe (NRO C/Sca 2/296); the boat dyke (allotment 5) and the staithe (allotment 7) are here described as being 'for the use of owners and occupiers of lands within the Parish of Thurne to deposit and lay thereon corn, manure and other things', and as allotted to the Commissioners for Drainage. The staithe comprised an open area at the eastern end of the dyke, and a strip running for some 50 metres along its north bank. The land to the south east of the dyke - that is, the area now occupied by the complex of mooring dykes - is shown as private. The tithe award map of 1843 (NRO DN/TA 731) again gives the Commissioners of Drainage as the owners and occupiers of the boat dyke (parcel 24), of the open area at its end, and of a narrow strip of land running along its northern side. The land to the south east of the dyke is again shown as private, although now partly occupied by a staithe owned by Samuel Gosling Wigg and occupied by William Garrett and others.

The 1910 Finance Act map and documents show a slightly different situation: the open area at the eastern end of the dyke, and a slightly wider area on the eastern end of the northern side, were now deemed to be the property of Thurne Parish Council; the rest of the northern margins only were regarded as the property of the Drainage Commissioners (NRO P/DVL/1/296).

There are public moorings all along Thurne Dyke, but these are apparently administered by the Lion Inn at the end of the dyke, who charge a small amount although this can be offset against purchases of food. It is not clear how this situation arose. This is, nevertheless, a parish staithe, presumably owned by Thurne Parish Council.

River Bure

Coltishall Common

There is a large public mooring area at Coltishall, extending along the river for some 240 metres from TG 27721 19788 to 27936 19627. Lower Common, as its name suggests, represents an area of river-side common and presumably a landing place developed organically here. There was no enclosure act for Coltishall, and the tithe award map of 1840 shows the area lying beside the river as open to the road and without an individual parcels number, suggesting its status as common. The 1910 Finance Act documents describe the land (parcel 449) as 'Common', and give the owner as 'Lord of the Manor of Coltishall' (NRO P/DVL/1/103). The area was registered as common land under the Commons Registration Act of 1965, with King's College, Cambridge as owners of the soil (Commons Registration documents, 225/U/18). In 1980 Coltishall Commons Management Trust was established, with the responsibility for the 'upkeep and day-to-day running of the Lower Common on Wroxham Road, the Upper Common at Church Street, and Ling Common on the old North Walsham Road'. Its wider aims are to 'safeguard and preserve the common lands for the enjoyment of parishioners, and as a haven for wildlife'.

Customary staithe on common land, now managed by Coltishall Commons Management Trust with Broads Authority 24-hour moorings.

Belaugh – Commissioners' Staithe

There are two public staithe in Belaugh, known locally as 'Church Staithe' and 'Commissioners Staithe' respectively.

Church Staithe (TG 28837 18412) is a modern creation, dating from 1977. There are public moorings here, administered by the parish church, but for short stays only.

Commissioner's Staithe (TG 28851855) is a small plot of land (c.0.12 hectare) which comprises a parking area and an area of mown grass, as well as moorings for a small number of boats, currently administered by the Broads Authority. It is locally said to have been established as a public staithe at the enclosure of 1828, but the situation is slightly more complicated than this. There is, in fact, no specific reference to a public staithe in the enclosure award. The parcel of land within which the staithe lies was not given a separate parcel number on the enclosure map, but seems to be included in the adjoining parcel of land to the north west, also bounded by a green line (parcel 48), which was allotted to Sir T.H.E.Durrant: however, the map is slightly ambiguous, and it might represent a separate, unnumbered parcel. The Belaugh Tithe Map and Apportionment of 1839 show this parcel (number 132) as a staithe but gives the owner as Sigismund Trafford. Yet the 1910 Finance Act documents show the land (parcel 445) as 'parish land,' and give the owner as 'parish council'. This is probably, although not certainly, a customary staithe, with rights to land and unload on land owned as a private freehold, which the enclosure commissioners simply ignored.

This piece of land has an uncertain history but, for over a century, has certainly been a parish staithe, owned by Belaugh Parish Council. There are Broads Authority 24-hour free moorings here.

Wroxham – Malthouse Lane

No public staithes are listed as land parcels in the Wroxham tithe map and apportionment of 1839 (NRO DN/TA 486). However, there are two places where public roads give direct access to the river. One is at TG 296572, where Malthouse Lane is shown leading down to the edge of the water, between a privately owned malthouse to the south, and a cottage to the north. A slight inlet is shown here on successive editions of the OS 25". The malthouse had disappeared by the 1930s and the cottage by the 1940s but Malthouse Lane remains a public right of way, although closed to vehicles, and the inlet still survives. It is no longer used for mooring but is still used to access the river. The site now lies within Trafford Park near Caen Meadow, leased by the Parish Council from the Trafford estates.

Probable customary staithe.

Wroxham – below Wroxham Bridge

The Wroxham tithe map of 1839 (NRO DN/TA 486) shows a second possible customary staithe at TG 30354 17792. What appears to have been a public road branched south-east from the main road some 240 metres before Wroxham Bridge: it led for 320 metres to the river's edge, where it widened into an enclosure with two small buildings on its southern side; inlets are shown from the river. By the time the Ordnance Survey 25" first edition was surveyed in the 1880s, the enclosure and buildings had disappeared; the road had been truncated and now appears to be shown as private access to malthouses. The 1910 Finance Act map and documents show all the land here as privately owned, with no public access to the river. The area is now occupied by private boathouses and no public access exists.

Possible lapsed customary staithe.

Hoveton St John

The enclosure award for Hoveton St John (NRO C/Sca 2/172) contains no references to staithes. The tithe award and map (NRO DN/TA 718) mentions two staithes, but both privately owned, above and below Wroxham Bridge. Parcel number 36, upriver from the bridge, was owned by Steward and Patteson Co. and occupied by William Pitcher, while number 38, downriver from the bridge, was the property of Christabelle Burroughes and occupied by John Hall. There are no references to any public staithes, but the road clearly widens slightly just before the bridge, at TG 30321 18130, allowing traffic to access the river, perhaps suggesting that boats could be unloaded there. Later maps, however, do not show this and if there had been a customary staithe here it had disappeared by the 1880s.

Possible lapsed customary staithe. The situation is made slightly more complicated by the fact that Hoveton Parish Council has recently purchased the land lying immediately downriver from the bridge (parcel 38 on the tithe map) as 'Granary Staithe', a public open space: this area was always a private staithe, not a public one. Any staithe-rights would apply to a small strip of land, adjacent to the road, on the other side of the bridge.

Hoveton St Peter

The 1841 tithe award map for Hoveton St Peter (DN/TA 594) shows that at this time the public road, now Haughs End Road, ran for a distance beside Hudson's Water at what was then described as Lower Street, c. TG 31268 16832. Hudson's Water has since shrunk but the road still runs down to, and opens onto, the water. This may have been a public staithe in the nineteenth century, when there was direct access from Hudson's Water to the Bure, but such access has since been lost and the channel out to Hoveton Great Broad is silted.

Possible redundant customary staithe.

Salhouse/Woodbastwick

The tithe maps for Woodbastwick (1831/2: NRO DN/TA 254) and Salhouse (NRO DN/TA 716) show a long boat dyke running along the boundary between the two parishes, extending south from the end of Salhouse Broad and terminating at TG 32051505, a few hundred metres to the east of the main concentration of houses in Salhouse parish. This was approached by a public road branching north from the Salhouse Road, which widened to embrace its end: this was located a few metres to the north east of the present car park for Salhouse Broad. The dyke had what appears to have been a turning circle at its end. Faden's map suggests that this was an area of common land.

This was almost certainly a customary staithe, but the dyke had become silted and abandoned by 1946, to judge from the RAF aerial photographs. Probable redundant customary staithe.



Figure 5: The staithe at Woodbastwick, shown on the tithe map as a broad 'swelling' of the public road downstream from the ferry.

Woodbastwick – Woodbastwick Staithe

The tithe map of 1831/2 (NRO DN/TA 254) shows that Ferry Road, the road approaching Horning Ferry from Woodbastwick, turned as it met the Bure and widened into a broad yard at TG 34401645, evidently a public landing space: it was accompanied to the south by a private staithe (parcel 245) owned by John Cator. The 1910 Finance Act map and documents, however, show the road – including the riverside widening – as private, the property of John Cator. It is now once again recognised as a maintained public road.

Customary public staithe, still used as moorings but a fee is now charged (redeemable if purchases are made at the Ferry Inn). Probably the responsibility of the County Council as Highways Authority.

Ranworth Staithe

The main area of the public staithe beside the converted malthouses on the southern side of Malthouse Broad is shown as parcels 109 and 110 on the tithe award map (NR) DN/TA 151) and described as ‘cottage and garden’ and ‘Ranworth Staithe’, both owned by John Kerrison, the main landowner and lord of the manor (there was another staithe to the west, where the private moorings are today, also owned by Kerrison). The 1910 Finance Act documents include tithe parcel 110, the present public staithe, within that of the Broad (Figure 6), itself now owned by Albemarle Cator, but notes ‘public right of way over Malthouse Broad’, implying that this was a public staithe (parcel 34). The parcel to the west was also owned by Cator.

The staithe and the adjacent areas remained the property of the Ranworth Estate until 20 October 1950, when they were given to the Trustees of the Norfolk and Suffolk Broads Yacht Owners Association (NSBYO) by Lt. Col. Henry John Cator. In January 1984 Blakes Holidays Ltd. and the two NSBYO Trustees entered into an agreement with the Broads Authority for the construction of the Information Centre which now stands beside the staithe. Blakes agreed to contribute both towards the costs of constructing the building, and to its running costs. In July of the same year the NSBYO granted the Authority a lease of the staithe and information centre for 99 years; and in October the Authority and Blakes Holidays Ltd. agreed to share the management and expenses at Ranworth, with the former undertaking to surface the car park, undertake landscaping and create a children’s play area. Blakes agreed to maintain the car park and maintain the recreation area. On November 19 2002 the ownership of the staithe and visitor centre were transferred from the NSBYO to the Broads Authority in order ‘to ensure that it is maintained and managed for public use as it has been in the past’. There is a covenant in the transfer when the site was gifted to the Trustees of the Broads Yacht Owners Association (NSBYO) by Lt. Col. Henry John Cator to reserve the right to free mooring for parishioners, confirming to some extent the origin of the staithe as a public staithe.

There was no enclosure act for Ranworth, and William Faden’s county map of 1797 shows the public road widening into a square as it approaches the broad, touching the water, suggesting that this was in origin a customary staithe. Its confused status may reflect its origin as common land (the freehold owner being the lord of the manor).

Customary staithe, owned by the Broads Authority, with 24-hour free moorings. It is likely that the parishioners still have the right to free mooring here, unless this was formally terminated when the staithe was acquired by the Broads Authority.

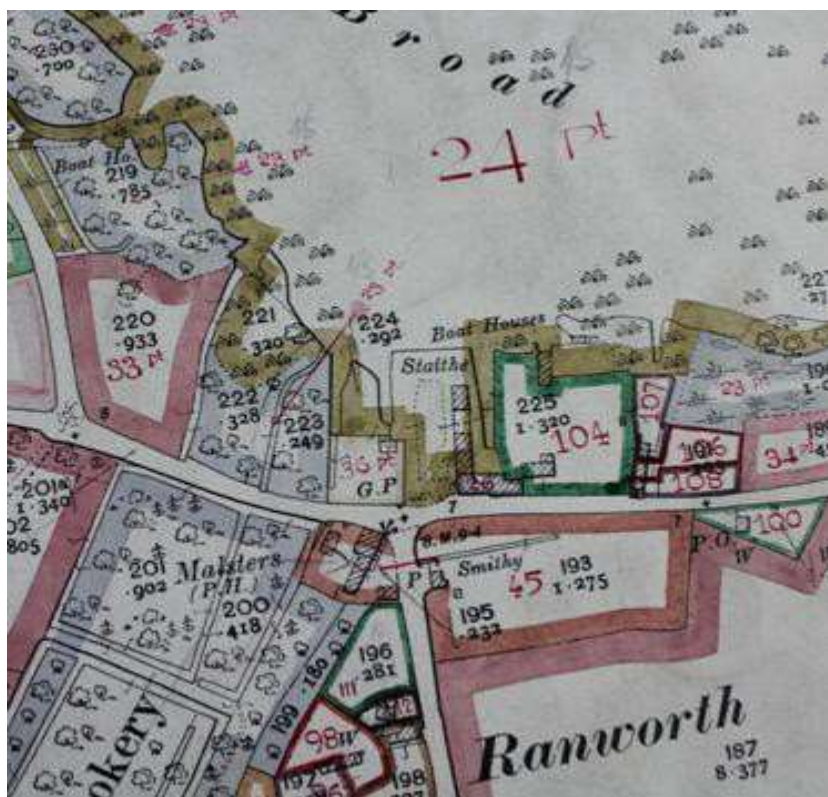


Figure 6: Ranworth Staithe, shown on the 1910 Finance Act maps as part of the same land parcel as Malthouse Broad.

Horning Parish - Lower Street Staithe

The original staithe at Lower Street, Horning was allocated at the enclosure in 1818 to the Surveyors of the Highways (NRO C/Sca 2/167): it was described as a 'Common Staithe', for the use of the Surveyors of the Highways, the owners of estates and their tenants in Horning Parish. It was an L-shaped piece of land at TG 34001755, the longer and wider arm representing the staithe itself and the other arm providing access from the public road to the east: it was rather smaller than the present area of the public staithe. The tithe award map of 1840 (NRO DN/TA 368) shows it as parcel 267: it is unnamed, but the owners are again given as the Surveyors of the Highway. The 1910 Finance Act maps give the L-shaped piece of land no parcel number, showing it uncoloured – i.e., it is treated like a public road (Figure 7).

The modern staithe covers NB a rather larger section of ground than that shown on the Finance Act map, or the earlier maps, a total of c.0.08 hectares, having absorbed the site of private maltheuses immediately to the north and east of the 'L'. These were demolished some time before 1930. The whole of this extended area was somehow recognised, at a hearing held by the Commons Commissioner A. A. Baden Fuller on 19.3.1974 under the Commons Registration Act 1965, as the Staithe, and as the property of the Parish Council (Commons Reg. Act 1965 Ref. No. 25/U/66 referring to CL 151 and 116).

Parish staithe with 24-hour Broads Authority moorings, now common land owned by Horning Parish Council.



Figure 7: Horning Lower Street Staithe, as depicted on the to the award map of 1840 (left) and the 1910 Finance Act map (right).

Horning - Horning Ferry

The public road leading to the ferry 'swells' on both the 1818 enclosure map (NRO C/Sca 2/167), and on the 1840 tithe award map (NRO DN/TA 368), forming a wide yard centred on TG 34438 16522, with a long frontage to the river, to the north and west of the Ferry Boat Inn. The area involved was roughly equivalent to the existing car park at the Ferry Inn. This was almost certainly a public staithe, mirroring that in Woodbastwick, on the far side of the river. By the 1880s, to judge from the Ordnance Survey 25" map, this yard had been encroached upon slightly by buildings at its northern end. The 1910 Finance Act shows the road to the Ferry, as well as the putative staithe area, as private property; no mention is made of a staithe in the description of the Ferry Boat Inn and its associated buildings and yards, which were now the property of Stewart and Patterson; nor in that of a small parcel of land (674) nested within this larger plot, close to the ferry, although it is noted that a right of way exists along the road itself. Today only a public footpath runs along the road.

Probable lapsed customary staithe.

Horning - Upper Street Staithe

A long track, currently classified as a Byway Open to Traffic, runs south from the hamlet of Upper Street to the river Bure, where there was a public staithe. When Horning was enclosed by parliamentary act in 1807 the award (NRO C/Sca 2/167) allotted three public staithe to the Surveyors of the Highways, 'forever hereafter to be used by the Surveyors of the Highways and by proprietors of lands and estates within the said parish'. Together with the staithe at Ludham Bridge, that at Upper Street had passed into the hands of the 'Trustees of the Public Staithe' by the time the tithe apportionment was drawn up in 1840 (NRO DN/TA 368: parcel 110). Next to it (to the east)

was a private staithe, the property of Charles Grymes (parcel 111). The Finance Act maps and documents show neither of these enclosures as separate land parcels, instead including both within the field to the north, part of a farm owned by the Ecclesiastical Commissioners and leased to H.R. Kedman. However, in March 1974 A. Baden Fuller, at an enquiry held under the Commons Registration Act of 1965, recognised the area occupied by the public staithe as common land, with the owner being Horning Parish Council (Commons Registration documents, 25/U/90-1).

There is still a quay head of sorts here, but there are 'no mooring' signs and it seems only to be used by fishermen.

Lapsed parish staithe on what is now registered common land, owned by Horning Parish Council.

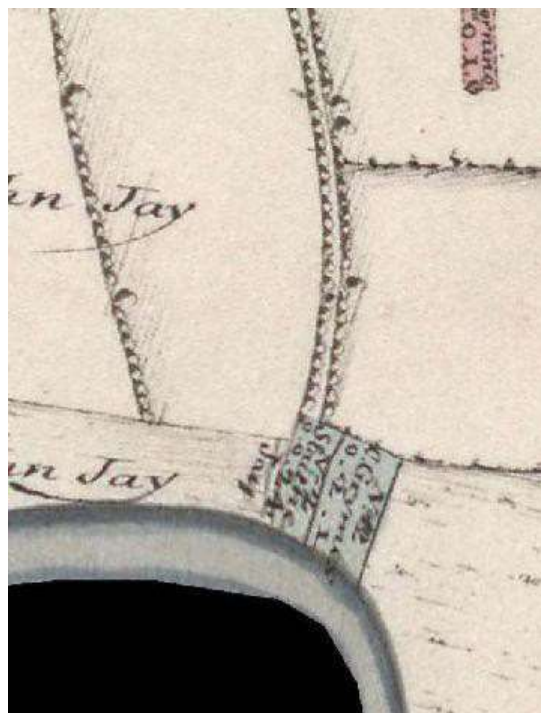


Figure 8: Horning Upper Street Staithe, as allotted at enclosure in 1807.

South Walsham Staithe (South Walsham Broad)

There are currently public moorings, associated with a small (0.07 hectare) area of grass and a public slipway, on South Walsham Road. The plot of land is centred on TG 37228 13982 and lies between South Walsham Broad and the public road, Fleet Lane. No staithe appears to be mentioned in the South Walsham enclosure award of 1801 (C/Sca 2/311). The tithe map of 1838 (NRO DN/TA 610) shows the area in question as plot 40, adjacent to and undivided physically from plot 41: the latter is described as 'buildings and yards', the former as 'granary, staithe etc.', both occupied by George Roberson but owned by William Jary, the lord of the manor. The 1910 Finance Act documents and map show the boundary of Parcel 40, which comprises South Walsham Broad and the surrounding woodland, extend at this point as far as the public road – that is, the current staithe area is included within it. The parcel is described as 'Plantations and Water' and the freehold owner is now Major R.N.Jary of South Walsham Hall. The Field Book adds the comment, however, that there were 'rights

of sailing over Broad only to the Public. No mooring rights except at public staithe'. This, then, must be an example of a piece of privately owned land which the public had rights to use as a staithe, presumably originating in common rights.

South Walsham Staithe was the subject of a dispute in the 1970s and 80s between the owner, Mr. J. Jeffries and the parish council. The underlying reason for the difference of opinion may (as in other cases) lie in a basic confusion between use-rights and ownership. There is a Broads Authority public slipway here, but no free moorings (these are restricted to the Fleet Dyke, leading to the Broad).

Probably a customary staithe, although legal advice would be required on where, precisely, ownership and responsibility for maintenance now lie.

Ashby with Oby and Thurne – Boundary Farm

A long boat dyke leads in from the river Bure to Boundary Farm, from TG 40126 15061 to 40367 15109, running along the parish boundary between Thurne (to the north) and Ashby-with Oby (to the south). A road leads south from Thurne village to the end of the dyke, the first section of which is shown as public and described as Bottom Road on the tithe award map of 1843 (NRO DN/TA 731) but the second – approaching the dyke – as a 'drift' owned by Jane Moyse: some public rights of access must have existed along this, however, as it is still registered as a public footpath. Moyse also owned the staithe (parcel number 169a) at the end of the boat dyke, and the boat dyke (parcel 170) itself. All were occupied at the time by George Ransome. The 1910 Finance Act documents confirm that the boat dyke, staithe, and roads approaching it were all private, part of Boundary Farm.

It is possible that this was once a public staithe for Oby village, but – following the drastic shrinkage of the village in the later Middle Age, and its dominance by a single owner – became private at some point in the remote past.

Just possibly a lapsed customary staithe.

Upton – Upton Staithe

Upton Staithe, at TG 40251280, lies at the end of a boat dyke which extends for some 690 metres back from the river Bure. William Faden's county map of 1797 marks both the dyke and a 'staithe house' here. The Upton and Fishley enclosure award of 1802 (C/Sca 2/306 and 7) show that parcels 9 and 10, the boat dike and staithe, were allocated to the Commissioners for Drainage. However, the Upton tithe map 1839, and apportionment 1841 (DN/TA 393), simply show the staithe as part of the public road, without a number or label: the road swells as a large yard around the dyke's termination (which itself swells, in typical fashion, as a turning place), and also runs about halfway along the dyke's southern edge. The 1910 Finance Act, in contrast, does not show the road along the southern edge of the dyke; the large yard around the end of the dyke is divided, with a northern strip still shown as part of the public roads network (it is a 'white road') but the larger, southern section as a separate parcel, number 899, which is described as a 'parish staithe', owned by Upton-with-Fishley parish council.

Customary staithe: both sections now, to judge from parish council minutes, appear to be owned by the Environment Agency but managed by Upton-with-Fishley Parish Council as free moorings.



Figure 9: Upton Staithe, as shown on the tithe map of 1841. Note how the public road ‘swells’, in characteristic fashion, to enclose the ends of the boat dyke, and extends along its southern side.

Fishley - Acle Bridge Staithe

A ‘staithe’ is marked on the First Edition 6” Ordnance Survey map just upstream of (west of) Acle Bridge on the south side of the river, within the parish of Fishley, at TG 41392 11621. It is shown as an inlet extending back from the river, as far as the public road (the present A1064). The Fishley tithe map of 1838 and apportionment of 1841 (DN/TA 509) show the small triangle of land between the river, dyke and road as privately owned: it is described as a staithe, the property of the Rev. Edward Marsham and occupied by Elizabeth Taylor. The 1910 Finance Act map and documents also show the land as private. However, on both maps the boat dyke which forms the western boundary of the property appears to extend back as far as the public road, presumably to provide a small public landing space. All the land here is now part of the private boatyard.

Probable lapsed customary staithe.

Burgh St Margarets – Acle Bridge north

The tithe award map of 1838 (DN/TA 363) shows the public road widening as a triangular area, some 25 metres wide, to either side of (but mainly to the east of) the bridge: this was clearly intended to provide access from the road to the river. By the 1880s the eastern boundary of this triangle of land was defined by an inlet, possibly intended for boats, although in part it served as an outlet for a

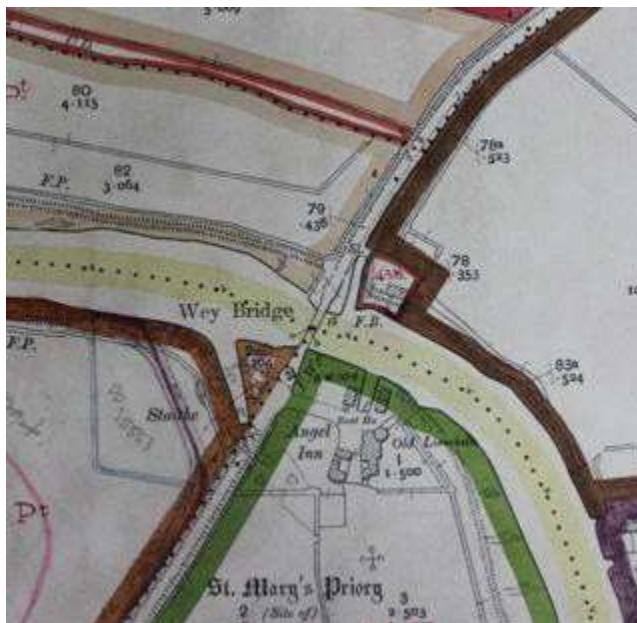


Figure 10: Acle Bridge, as shown on the 1910 Finance Act maps. To the north, access to the river is still possible via the white triangle forming an extension of the public road. To the south, the short inlet extending back from the river still probably touched the public road in Fishley, although the properties to either side of it (outlined in Brown) are shown as linked, suggesting that public access had been lost.

drain running beside the road. The 1910 Finance Act map still shows the triangle as part of the public road. It has since been reduced in size by road widening. What remains of the western side of the plot now forms part of the Acle Bridge Stores, which provides only short-term privately owned mooring. The larger eastern portion has largely been encroached upon by a company, Electrical Testing Ltd, which occupies the next plot of land to the east.

Probable lapsed customary staithe.

Acle - Acle Dyke Staithe

Acle Dyke runs back westwards from the river Bure for some 450 metres, from TG 41375 10637 to TG 40931 10691: here it meets Boat Dyke Lane, a private road with a public footpath running along it, which also continues along most of its southern edge. The dyke is shown on Faden's map of 1797, where it terminates at an area of common land, suggesting that it probably originated as a public staithe.

The 1797 enclosure map for Acle (NRO C/Sca 2/1) shows Boat Dyke Lane as a private road, although it was allocated to the use of a very large number of people – no less than 27, and their heirs – comprising all the principal landowners in the parish, together with their tenants and the rector – so this was effectively a parish staithe. The Acle tithe map of 1838 and apportionment of 1841 (DN/TA 208) also show Boat Dyke Lane as 'Private Road', but give no owners. The Boat Dyke (parcel number 325); and a small yard at the western end of the dyke (parcel 326), physically undivided from the

private road and described as 'Staithe and storehouse'; were both owned by Lord Calthorpe and occupied by Daniel Gales.

The 1910 Finance Act map and documents show Boat Dyke Lane as a 'white road' – i.e., not as private property. This may be because it was too complicated to show it in multiple ownership; more probably because multiple ownership had, by now, morphed into general public usage. The road widened at the end of the dyke and also extended along the first half of its southern side. Beyond, private properties – all described simply as 'marsh' - ran to the dyke edge. The northern side of the dyke, to the east of the widened western end, was still private property, described as 'warehouse and land', owned and occupied by John Eastwick.

The status of the staithe here is thus very uncertain, and has evidently changed over time. The northern side of the dyke appears to have been private property since the time of the enclosure; but the western end, and much of the southern side, was parcel of a road which originated at enclosure as private, but with rights to its use shared amongst a large number of people, a significant proportion of the freeholders in the parish; and which may, by the time of the 1910 Finance Act, have come to be regarded as public.

This is possibly, but by no means certainly, a parish staithe, although where ownership and responsibility now lie is very uncertain: on the strength of the 1910 map, possibly with the County Council as Highways Authority; more probably with the descendants in title of the original 27 freeholds. There are no free moorings here today.

Stokesby with Herringby – Stokesby Green Staithe

There are Broads Authority moorings, along a length of c.33 metres, where Stokesby Green meets the river Bure (from TG 43030 10599 to TG 43058 10548). There are other mooring spaces further to the east – close to the Ferry Boat Inn, near the small brick staithe house which still stands beside the river here (and near two eighteenth-century houses named Martinstaithe and Staithe House) – but these are not maintained by the Authority.

William Faden's county map of 1797 shows the village of Stokesby clustering around a riverside common, 'Stokesby Green', some distance from the parish church. The green is shown in more detail on the tithe award map of 1841 (DN/TA 397); a wide inlet comes in from the river, which is also shown on the OS 6", but this had disappeared by 1946. The land to the south west of the inlet, between it and the river – and which constitutes much of the present river frontage - was not considered part of the common by the tithe apportionment (parcel number 189) but as a separate 'reed ground' owned by Sir Edmund Knowles Lacon and occupied by John Rowland. The 1910 Finance Act documents, although drawn up when the inlet was still extant, includes both pieces of land as a single entry – parcel 547, which is described as 'the Green', and the owner given as 'parish council, Stokesby'. By this stage, however, the area around the staithe house and the inn, fronting on the river, was considered to be in private ownership: the river frontage here was given a separate parcel number, 94, and described as a 'warehouse and staithe' which was the private freehold property of John Palmer.

In 1977, when the status of the land here was considered by the Commons Commissioner under the 1965 Commons Registration Act, these various parcels of land – the common and the reed ground shown on the tithe map, and the areas around the staithe house and the inn – were all deemed to

be common land. The parish council claimed to be its owner but provided no evidence for this and the Commissioner concluded that the owner was unknown. The common is now a registered area of common land, managed by the parish council.

Customary staithe on common land, without an owner, managed by Stokesby with Herringby Parish Council. There are Broads Authority 24-hour free moorings.

Tunstall (Halvergate) –Tunstall Dyke Staithe

The Ordnance Survey First Edition 6" map marks a 'staithe' at the end of Tunstall Dyke, at TG 42020 09030, and shows an enclosed yard containing buildings on the north-western side of the dyke, as well as buildings on the south-eastern side in a yard which was apparently accessed directly from the public road (still known as 'Staithe Road'), all suggesting a public staithe. Faden's county map of 1797 also shows a staithe here, as does Bryant's map of 1826. However, the status of the staithe remains slightly uncertain, as the Tunstall tithe map of 1847 (DN/TA 950) does not show the 'public' yard, only the private one. The former at this time formed part of a much larger field, which was privately owned; the latter (parcel no. 64a) is described as 'Staithe Garden', was owned by Stephen Bateley and occupied by James Skinner. The public road appears to end some way short of the water.

Probable customary staithe, now redundant.

Tunstall – Tunstall Bridge Staithe

At TG 42822 09435, where Tunstall Dyke is crossed by the modern A47 – the new turnpike road, constructed in the 1830s - the tithe award map of 1847 (NRO DN/TA 950) and the Ordnance Survey First Edition 6" map both show a large basin, on the north eastern side of the bridge, which still survives as a broad, overgrown depression. This had already become largely silted up by 1905, but would originally have provided the public road with an extended water frontage, some 60 metres in length. The implication is that when the new road was constructed, some provision was made for wherries to unload here but, as the dyke itself is no longer navigable, the issue is purely academic and has not been further researched.

Possible redundant customary staithe.

Runham Swim

Swim Road, which is maintained as a public (if unsurfaced) road, meets the river Bure at TG 475100 and, as well as providing a crossing place for cattle, there was evidently a public staithe here. The Runham enclosure map of 1802 (NRO C/Sca 2/235) shows the road widening into a broad 'funnel' at the river, but does not mention or allocate a staithe, although to the west a small plot of land in private ownership appears to have been a staithe (parcel 130). The tithe award map of 1839 (NRO DN/TA 276) again shows the road widening where it meets the river, into a triangular space containing a small inlet and building: this opening is coloured the same as the public road but it is given its own parcel number (246) in the schedule, where it is described simply as 'staithe' without an owner. It was adjoined, to the west by another staithe (parcel number 245), this one private and owned jointly by Lady Ann Horne, Henry William Wayne and the Rev. William Barber, and occupied

by Isaac Gawn. By the time the First Edition 25" Ordnance Survey map was made in 1880s the two pieces of land had been amalgamated, and the 1910 Finance Act documents treat them as a single parcel - 198a – owned and occupied by the Drainage Commissioners (NRO P/DLV/1/135). A 'quay' is marked here on the Ordnance Survey 25" map as late as the 1930s, but no mooring place exists here today.

Lapsed customary staithe. It is perhaps the property/responsibility of County Council as Highways Authority or the Environment Agency.

Mautby Parish – Mautby Marsh Farm

The tithe award map of 1839 (NRO DN/TA 337) shows that the road (now a Byway Open to All Traffic) leading down to Mautby Marsh Farm ended at what were by then a group of privately-owned yards around the drainage mill at TG 49050 09935. However, as this was the site of 'Mautby Swim', where cattle were driven across the river into the main area of marshes to the south, the road itself must have had public access rights, and the frontage to the river may therefore have been used as a landing place, but there is no hard evidence for this. The tithe map also shows a long dyke, described as The Canal, which runs beside the public road, north for nearly a kilometre, to TG 48991 10850. This was given its own parcel number (179) and owned by Robert Fellowes. The waterway was narrow, although wide enough to take a wherry, but is now silted up. There is no direct evidence for any public staithe here, however.

The former site is a possible lapsed customary staithe.

River Yare

Thorpe St Andrew - River Green

The Broads Authority is not determining or designating Thorpe St Andrew River Green as a 'public staithe' or 'common' in history, law or practice. This report is the opinion of the author and, having taken legal advice, the Broads Authority is unequivocally satisfied that Thorpe St Andrew Town Council has the powers in both statute and byelaw to control access, mooring and to charge for all moorings at River Green.

The A1242, the old Norwich-Yarmouth road, runs close to the river Yare for c.250 metres from TG 26030 08382 to TG 26250 08387. There is a strip of land between road and river – 'Thorpe Green' or 'River Green' – which varies in width from c.4 metres to c.22. The history and status of this piece of land, especially in the period since the mid nineteenth century, are complex and unclear, but there is little doubt that it originated as a piece of common land which was used as a public staithe.

This status is most clearly indicated by its name, for 'Green' is a term which, in Norfolk as elsewhere, was traditionally used to describe a small area of common land (land owned by the lord of the manor but which a defined group of individuals had the right to use for specific purposes). There are few, if any, examples of the term being applied to a piece of land which was not, in origin at least, a common. The 1801 enclosure map for Thorpe cannot be traced in the Norfolk Record Office and while a number of other maps show the area in the period before the mid nineteenth century there is only one that indicates patterns of ownership in any detail, the tithe map of 1842 (NRO DN/TA 596).

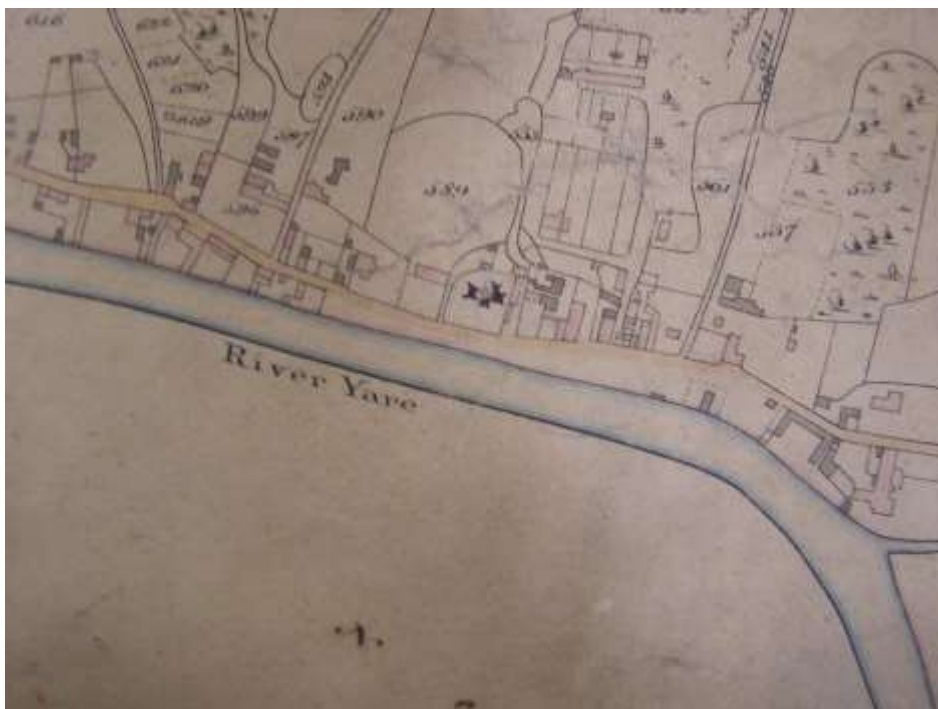


Figure 11: Town Green, Thorpe St Andrew, as shown on the tithe map of 1842.

This in fact shows the Green twice: on the main map; and on a smaller, more detailed map inset at its base, included in order to allow parcel numbers to be given to all the small properties in the area close to the river (Figures 11 and 12). Neither map shows any division between the public road and the

green: more importantly, the latter has no parcel number, and is not referred to in the attached tithe schedule (the list of lands, owners and occupiers), in sharp contrast to every other neighbouring parcel of land (as shown on the small inset map: Figure 12). The green was thus apparently still considered to be part of the untithable waste of the manor.

In 1879 the Green seems still to have been regarded as manorial waste, for one Henry Blake unilaterally enclosed a part of it, and it was the manorial steward (rather than a land agent) who demanded the removal of the offending fences. More importantly, the 1910 Finance Act documents describe it as 'waste between road and river' and state that its owner is 'unknown' (TNA/PRO IR 58/62612) (Figures 13 and 14). Once again there is a contrast with all neighbouring parcels of land which, however small, had a recognised owner. On the other hand, late nineteenth-century photographs show that the Green was partly divided from the road by a light fence on widely separated posts, perhaps suggesting some restriction of use. In 1919 the land was given to the parish council by representatives of the late William Birkbeck, Lord of the Manor, and in 1921 bylaws were drawn up which stipulated that the area could only be used for mooring with permission of the council. Legal opinion would be required to decide whether this declaration (confirmed by a written order of the Ministry of Health) terminated rights of public use, although it should also be noted that the Green was not registered as a common under the Commons Registration Act. The area is currently owned, and managed as a public open space, by Thorpe St Andrews Town Council.



**Figure 12: Thorpe Green, as shown on the detailed map, included on the tithe map.
Note the absence of a parcel number, in contrast to all the neighbouring plots of land.**



Figure 13: Town Green (Parcel 448) as shown on the 1910 Finance Act map.

48

448 Reference No. Map No. LXIII. 16 E

Situation *Larmanth Rv. Thorpe*

Description *waste land between road & river*

Extent

Gross Value	{ Land, £ Buildings, £	Rateable Value	{ Land, £ Buildings, £
Gross Annual Value, Schedule A, £			
Occupier			
Owner <i>unknown - seigneur land.</i>			
Interest of Owner			
Superior interests			

Figure 14: The entry for parcel 448 (Town Green) in the 1910 Finance Act Field Book. The land is 'waste', its owner described as unknown.

This is a complex case but there seems to be little doubt that Town Green originated as a piece of common land, used as a customary public staithe. Absolute private ownership of the land was increasingly asserted through the late nineteenth and early twentieth century but whether this legally terminated any established rights of public use is uncertain. There are Broads Authority 24-hour free moorings here, along 220 metres of waterfront.

Whitlingham – near Whitlingham Church

Both William Faden's county map of 1797, and the 1840 tithe award map for Whitlingham (NRO 729), show a public road leading down to the river, just to the east of Whitlingham parish church. Faden marks the point (TG 27270 08030) as 'Whitlingham Ferry' but – curiously – there is no sign of a corresponding road on the north side of the river. On the tithe schedule a small parcel of land, located at the point where the road meets the river, covering around a hectare, is described as 'Long Marsh Staithe'. It was used as pasture and the owner is given as Edward Lombe, but this is almost certainly the site of a lapsed public staithe. The road leading down to it appears to have been closed by a road order in 1864 (NRO C/Sce 2/22/2). Subsequent maps confirm that all the land here was privately owned.

Probable a lapsed customary staithe, but the situation is complicated by the legal closure of the road which led to it.

Bramerton - Woods End Staithe

From TG 29430 06110 (beside the Water's Edge restaurant, formerly the Woods End Public House) to TG 29420 06090 the road (Mill Hill) runs parallel with and close to the edge of the river, for a distance of just under 300 metres. This road is not now dedicated for public use, or maintained by the County Council, and it is apparently shown as private (i.e., it was included within the adjacent land parcel) on the 1910 Finance Act map. However, the enclosure map of 1852 (NRO C/Sca 2/50), although it only clearly shows the continuation of Mill Hill as it swings south away from the river, clearly marks it as 'public road', strongly implying that the first section in the parish, beside the river, had the same status. This is confirmed by the fact that the tithe map, surveyed a few years earlier, gives the riverside road no parcel number, suggesting it had no freehold owner (NRO DN/TA 298).

Moorings here are private, or associated with the pub/restaurant, but there is also a slipway which seems to be used by the public. Beyond TG 29430 06110, where the road turns south and away from the river, there is an area of mown grass, maintained by the Parish Council, currently with Broads Authority free moorings. This forms the northern section of a wider area locally referred to as 'Bramerton Common', sometimes as 'Bramerton Staithe', which is partly registered as a SSSI for its geological importance (Bramerton Pits). Beyond TG 29630 06090 the river frontage is occupied by private houses and garden for 150 metres; but at TG 2980 06157 a public road, Hill House Road, approaches the river edge from the south west. It terminates at a private house ('Kingfishers Old House') but just before this is reached there is an open area, covering c.0.08 hectare, with the remains of shallow inlets from the river. There are no public moorings here.

Faden's county map of 1797 shows that at this time an extensive area of common land extended all along the river from the Woods End PH (shown but not labelled) up to, and including, the point where Hill House Road meets the river. Faden's map seems to exaggerate the extent of the common, for the Bramerton tithe map of 1838 (NRO DN/TA 298) shows it as rather smaller: in particular, what the former shows as a narrow strip running beside the river westwards to the Woods End PH is here shown simply as a road.

The common was enclosed in 1852, and new public roads laid out, including Hill House Road (NRO C/Sca 2/50). The southern portion of the common was assigned to private owners but much of the northern area was allotted to the 'Churchwardens and Overseers of the Poor', 'as a place of Exercise and Recreation for the inhabitants of the said Parish and Neighbourhood', while a section in the

north western corner covering 1 rood and 20 perches, and with a frontage of some 50 metres to the river (and extending for some 25 metres back from it), was allotted to the Surveyors of the Highways, 'as a Parish Staithe or wharf the same to be made and afterwards kept in repair by the Surveyors of the Highways of the said Parish'. The 1910 Finance Act documents (TNA/PRO IR 127/6/525) show a rather different arrangement of boundaries in the north of the former common, and describe the whole of this area (including the river frontage) as 'Staithe', its location as 'common', and its owners as 'Parish Council'.

The use of Bramerton Common for public mooring presumably originated as a customary right before the enclosure of 1852. The tithe map, and the enclosure map, show a building which may have been a shed or warehouse beside the water within the area allotted by the act as a staithe. The present staithe occupies both this allotted land, and land given as recreation ground.

In historical terms this is apparently a parish staithe. Owned by Bramerton Parish Council, and currently available for public use with Broads Authority 24-hour free moorings.

Surlingham – Surlingham Ferry

Public roads lead down to the river on both sides, to the location of the former ferry: from Surlingham (reaching river at TG 30825 07569) and Postwick (at TG 30758 07575). On the Surlingham side the enclosure map of 1822 (NRO C/Sca 2/278) shows the road widening as the river is approached into a wide block of land without an owner, although marked with the word 'ferry' rather than 'staithe'. The tithe award map of 1839 (NRO DN/TA 834) appears to show the inn, and all the land around it, as the property of Lord Roseberry, and it was all in private ownership at the time the 1910 Finance Act documents were compiled. It remains possible that there were customary rights to load and unload boats here. There are modern moorings here, but only for users of the public house (The Ferry House).

Possible lapsed customary staithe.

Surlingham - Surlingham Marsh

The tithe award map of 1839 (NRO DN/TA 834) shows a long channel leading in west from the river, starting at TG 32800 0650 and ending at TG 23420 06690. There was a small building a little to the west. A road, apparently public, led down past the building to merge without boundary with a plot of land at the end of the dyke, and which extended as a strip some way along its northern side. Strangely, the tithe schedule describes the parcels of land to either side of the watercourse as privately owned (by Gibbs Murrell), but the dyke itself as a 'Staithe' and its owner as 'Postwick Town'.

The parliamentary enclosure map of 1822 (NRO C/Sca 2/278) does not show the dyke, and again describes the land as privately owned: the plot to the north and at the west end of the dyke (into which the dyke itself is now subsumed) by Thomas Tuck, while to the south of the dyke (and in line with the access road) a narrow strip which is the property of Thomas Murrell, with more land owned by Tuck to the south of this. The access road is described as 'private'.

This was probably a private staithe, even though the dyke itself was owned by a public body (a different parish, located several kilometres away). Quite how and why this situation arose is now largely academic as the dyke is silted and no longer navigable.

Staithe of uncertain status, probably private, now redundant.

Strumpshaw Staithe (Strumpshaw Broad)

The Ordnance Survey First Edition 6" map of 1882 shows 'Staith House' at TG 34110 06560, at the eastern end of Strumpshaw Broad. The tithe award map of 1846 (NRO DN/TA 908) shows a public staithe here (parcel 229), owned by the 'Parishioners of Strumpshaw', with no buildings; together with a plot, including a staithe house, to the south west, owned by Thomas Tuck (parcel 230); and another private staithe to the north west. The enclosure award for 1822 (NRO C/Sca 2/278) likewise shows this as a 'public staithe', flanked by private ones.

Although successive editions of the Ordnance Survey 6" maps continued to mark a 'Staith House' here throughout the twentieth century, Strumpshaw Broad was already largely silted by 1880s and the channel through it is now no longer navigable. The area of the public staithe was partly lost when the railway line was constructed across its site in 1844

Parish staithe, but can now only be used by small boats and canoes due to silting of the access channel. Ownership now registered by the parish council with Land Registry.

Rockland Staithe

The First Edition Ordnance Survey 6" from the 1880s, and the tithe award map of 1840 (NRO DN/TA 554), both show a similar arrangement of features: a long dyke extends south from Rockland Broad, with an open space and some buildings at its southern termination, formed by a widening of the public road (Lower Road) which runs at right angles to the dyke (TG 32840 04600). Something similar appears to be depicted on William Faden's county map of 1797, although with a more winding boat dyke. The tithe award map gives no parcel number to the open space, which is coloured as and forms part of the road: it also extends as a narrow strip for some 40 metres along the western side of the dyke, and for some 103 metres along the eastern edge, then turning and continuing as a road for a short distance to the east. Although depicted as public roads by the tithe award map, the enclosure award (C/Sca 2/225) describes the latter (i.e., the strip along the eastern side) as 'private Road'; the other parts of the staithe are subsumed within the adjacent land parcels, which comprise Poor's Allotments.

The 1910 Finance Act map and documents show the open areas beside the southern end of the dyke as part of a wider parcel of land, number 409, which is described as 'Land and Staithe'; this was the property of the 'Trustees of Poor' but leased to 'Rudnam and others' (NRO P/DLV/1/10). The road which follows the northern section of the eastern side, and then turns to the east, is uncoloured and presumably public.

There are currently 81 metres of Broads Authority free moorings at Rockland staithe, and a slipway, which are administered by the Rockland Trust (formerly known as the Poor's Trust), as successor to the Trustees of the Poor.

Customary staithe, administered by the Rockland Trust, with Broads Authority 24-hour free moorings. Ownership presumably lies with Rockland Parish Council.

Buckenham Staithe

William Faden's 1797 county map marks a 'Staithe House' some 480 metres north-west of Buckenham Ferry, at the point where the road running south from Buckenham joins the river Yare and then follows its bank as far as the ferry (TG 34880 04988). The 1839 tithe award map for Buckenham (NRO DN/TA 11) shows a small piece of land (parcel number 129) at this spot, with a building, in private ownership. To the south of this there is an inlet, beyond which the public road clearly widens – this, evidently, was a public staithe (see Figure 15). By 1910 the widening of the road had become incorporated into the river wall and rond, but the land parcel around the staithe house had contracted, so that a new widening of the public road now existed to the north west of the inlet, strongly suggesting that the staithe was still actively used at this point and that there was continuing local knowledge of its public status. The staithe house continues to be shown, although not labelled, on successive Ordnance Survey 6" maps until the 1970s, when the map shows that the river wall had been widened across its site. The (public) open space beside the river, and the inlet itself, were also covered. The rest of the site is now occupied by cattle pens.

Lapsed customary staithe.

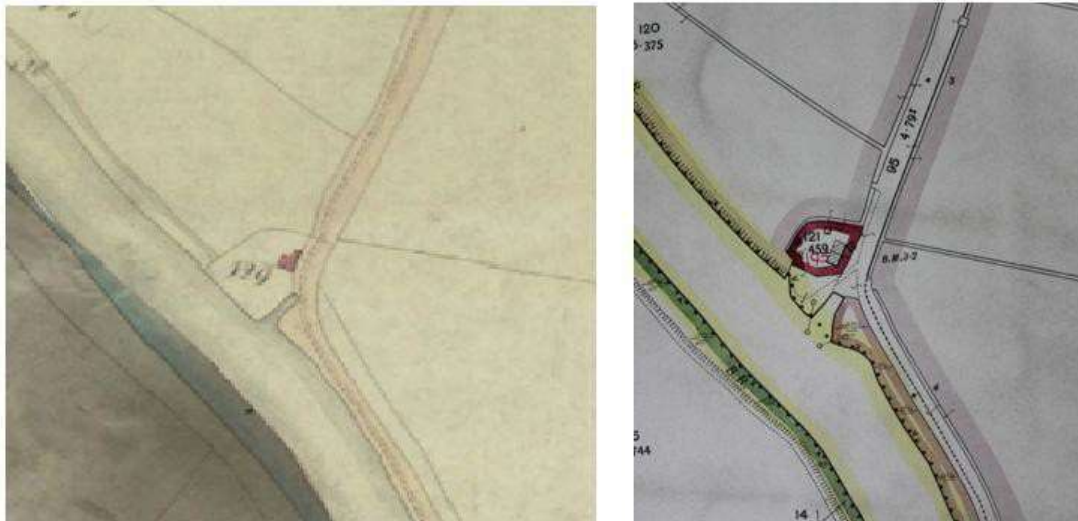


Figure 15: Buckenham staithe, as depicted on the tithe map for 1839 (left) and the 1910 Finance Act map (right). Note how the staithe is shown on both as an extension of the public road: its change of location (from south-east to north-west of the inlet) between the two date indicates that, in spite of changes to the river wall, public rights to land here continued to be asserted or recognised.

Langley Staithe

Langley Staithe (TG 36539 02699) lies at the end of Langley Dyke, a straight and clearly artificial watercourse which extends for just over 480 metres south west from the Yare. There are 98 metres of Broads Authority moorings at the end of the dyke; the rest is occupied by private moorings. A 'Staithe House' is shown here on Faden's 1797 county map. There is no parliamentary enclosure map for this part of Langley, but the tithe award map of 1839 (NRO DN/TA 11) marks the boat dyke itself as 'Staithe' and the land to either side as private, only the very southern end having public access, in the form of a public road, coming up to its western end and extending for only a few metres along its southern side. There were staithe houses or similar buildings, but they were in an

adjacent parcel of land to the south, privately owned (number 474). The implication is that single boats could unload at the end of the dyke – and perhaps tie up on the dyke while waiting to unload – but no more than this. The First Edition 6" Ordnance Survey map from the 1880s suggests that there was now a larger staithe area along the southern side of the eastern end, and the 1910 Finance Act maps and documents (NRO P/DVL/1/308) show this as part of the land attached to the Wherry Inn, some 150 metres away at the end of the dyke, occupied by Samuel Tracey but owned by Sir R. Beauchamp. The other blocks of land bordering the boat dyke (88 and 103) were likewise his property.

The status of the staithe remains unclear. The track accessing it has the status of a public footpath (Public Footpath 4, Langley with Hardley. In the late 1980s, according to the survey carried out then by the Broads Authority, the gate across the entrance (to Langley Street) was kept locked. The 1910 Finance Act maps appear to show the road as private.

This appears, at least since the early nineteenth century, to have been a private staithe. There are nevertheless Broads Authority 24-hour free moorings here.

Cantley Staithe

There is now a Broads Authority mooring place, 131 metres long, at Cantley, between the sewage farm (TG 38027 03277) and the Reedcutter Inn (TG 38149 03396). In addition, Cantley Staithe, also with free moorings but administered by the Cantley Staithe Charitable Association, lies immediately downriver from the Inn. Faden's county map of 1797 marks a 'Staithe House' on the site of the inn, at the end of a public road leading south from Cantley village, perhaps implying a public staithe here. The 1837 tithe award map for Cantley (NRO DN/TA 4) does not show any building here, and shows the area of the Staithe as lying within parcel 182, owned by William Gilbert. The Ordnance Survey 25-inch map of the 1880s marks a 'staithe' on the site of the present staithe; the 1910 Finance Act maps and documents describe the area as 'riverside site', with the owner given as 'unknown'.

This is probably in origin a customary staithe, still used as a public staithe with free moorings, and now administered by a private charitable association.

Hardley Staithe

Hardley Staithe (TG 38830 01183) lies at the end of Hardley Dyke, which runs dead straight for some 492 metres south west from the river. Its name suggests that it was an ancient parish staithe, and indeed, Faden's county map of 1797 shows a 'Staith House' at the end of a rather meandering watercourse. The somewhat schematic enclosure map of 1812 (NRO C/Sca 2/184) appears to show the same dyke, with a road leading to it and widening to embrace its termination: all the land in the vicinity appears to be shown as the property of Sir Beauchamp Proctor, owner of the Langley estate. The tithe award map of 1840 (NRO DN/TA 362) shows a new, straight boat dyke – the present watercourse – in place, but also the line of the now redundant former dyke: the termination of the former had been inherited from the latter, which explains why the end of the present dyke has a more irregular appearance than the rest. On this map, the access road is clearly shown as private, and as a different parcel to the open area – now more clearly shown with a scatter of small buildings – at the end of the dyke. The latter is part of a parcel of land which extends as a narrow strip all along the south eastern bank of the new dyke; a separate parcel similarly extends all along the north western bank. These were owned by the Langley estate.

The 1910 Finance Act documents indicate that all these parcels were the property of Sir Beauchamp Proctor (TNA/NRO IR 58/51661).

This may well have originated as a private staithe, even the road accessing it being privately owned. There are no public moorings here.

Private staithe.

Norton - Norton Staithe

Faden's county map shows 'Norton Staith' at TG 40489 01209, and it is still so marked on the modern Ordnance Survey Mastermap. The First Edition Ordnance Survey 25" map shows two buildings here, separated by the public road: a Public House, the Cockatrice, which still exists although now a private house; and, across the public road and beside the river, two small buildings within an enclosure labelled 'Norton Staithe'. By 1905 there were three buildings here, and two still existed (still so labelled) into the 1970s.

The name, associating the staithe with a particular village, suggests some kind of public status but as the example of Hardley shows, this can be misleading. The enclosure and buildings are in fact shown as privately owned on the tithe award map of 1841 (NRO DN/TA 414) – by Rev Sir Edward Smythe (and described as 'marsh'); while the 1910 Finance Act documents likewise show them as private property (NRO P/DVL 1/296).

Status and history unclear. This may always have been an entirely private staithe, or may originally have been a customary one, with public use lapsing at an early date. There are no public moorings here today.

Reedham Staithe

There are modern moorings along 'Reedham Quay', a total length of 217 metres, extending from TG 41880 01681 to TG 42093 01705; there is also a public slipway here. William Faden's county map of 1797 shows the whole area, from the most westerly of the Reedham boatyards at TG 41700 01590, to TG 42639 01500 (almost at what is now the junction of the Yare with the New Cut) as common land; but the tithe award map shows a rather smaller common (the parish still remained unenclosed at this time). It shows the river, as today, bounded by a road, and with a line of houses immediately to the north. Common land lay to the north of the houses and their gardens, and the wide road between the houses and the river has an irregular outline, suggesting that the block of houses represents an encroachment on common land, probably of medieval date. Either way, the map shows that the strip of road/common extended without interruption down to the water's edge.

Reedham was enclosed, with Freethorpe and Limpenhoe, in 1840. The road beside the river survived, but was confirmed as a private road for the use of local people, rather than as a full public highway. This road was better defined than before, in the sense that a distinction was made on the map between the road and a narrow strip of land lying between it and the river. Curiously, this is not given any owner: it was presumably treated as part of the public road. The First Edition Ordnance Survey map of 1888 also shows the road proper as distinct from the strip of land to the south, although they were not physically separated (the boundary line between the two is dashed).

This riverside strip, the present line of moorings, thus has uncertain origins: it probably began as common land, and was then presumably left as a convenient landing place, a wide verge stretching

from road to river. The 1910 Finance Act maps and documents gave the area its own parcel number (337), but described both owner and occupier as 'unknown'. The parcel itself was simply described as 'land' (TNA/PRO IR 58/62573). At a hearing held in 1978 under the Commons Registration Act the stretch of river bank used as public moorings, and the strip of open space to the north of this, was recognised as common land, the owner being Broadland District Council, who have since affirmed their title (in 2006: Broads Authority files, See also Commons Registration documents, 225/D/69).

The history of the moorings at Reedham appears to be similar to that of Thorpe Green. In both cases the land in question probably originated as a narrow strip of riverside common within which, in the nineteenth century, a road became more clearly defined. There was no clear owner of the resulting strip of land, sandwiched between road and river, and its use as a public landing place was presumably constant, and accepted, for centuries.

Customary staithe on registered common land owned by the District Council, with Broads Authority free moorings.

River Chet

Loddon Staithe

Loddon staithe (TG 36205 98987 appears to be a relatively recent creation. In the late 1890s Woods, Sadd and Moore, corn and seed merchants, who occupied a range of buildings beside the river in Loddon, and the water mill there, led a project to deepen the Chet in order to make it navigable for wherries. There was a turning area for wherries, near the mill. Prior to this only very small boats could navigate as far as Loddon Bridge, and there was no public staithe in the town (unless, perhaps, there was a small unloading point at the bridge itself).

At the time the maps and documents were drawn up for the 1910 Finance Act the whole area now occupied by the staithe was still the property of Woods, Sadd and Moore, and was occupied by yards and buildings (NRO P/DLV/1/296). The buildings were destroyed by fire in 1927. It is possible that some public moorings were established here in the post-war period, but the present staithe seems to date from 1969, when the area was purchased by Loddon Rural District Council and over the following years landscaped, officially opening in 1972 (NRO PC189/39).

Recent staithe, owned and managed by the parish council, with Broads Authority 24-hour free moorings.

Chedgrave – Chedgrave Common

There are currently Broads Authority free moorings on the north bank of the river Chet at TG37240 99213. This stretch of the river lies within the area of Lye's Heath, now usually called Chedgrave Common, which is a County Wildlife Site. The area has an uncertain history: it is not a piece of registered common and is not shown as a common on William Faden's map of 1797; but the Chedgrave tithe apportionment note parcel 169 as 'Lyes Heath', and describes it as 'common'. Unfortunately, the relevant portion of the accompanying map has been torn off, but there seems little doubt that this refers to the same area. The 1910 Finance Act map and documents described it as 'Common Land', but also listed named trustees (James Hodley and George Ford), and described the tenure as 'unknown' (TNA/PRO/ IR 58/51532). Why trustees are listed is unclear. Today the land is administered as a wildlife site by Chedgrave parish council, but ownership is unclear.

Probably a customary staithe. There are, as noted, 24-hour free moorings here.

Norton – Muck Quay

The parish council currently look after an area called Muck Quay, which they report 'was used as a public staithe commercially by the parishioners and is now regularly used by fishermen, bird watchers and walkers'. They further note that the area is 'not registered with the Land Registry as being owned by any person or organisation', and has long had open public access. The site is located at TG 401008, at the point where the road from Reedham Ferry to Nogdam End briefly joins a bend of the river. A plot of land here was allotted to the Drainage Commissioners at the enclosure of Norton and Heckingham in 1822 but the award makes no mention of its use as a public staithe (NRO C/Sce 2/209). The tithe map of 1842 (NRO DN/TA 414) also shows the land as owned by the

Drainage Commissioners, but describes it simply as 'Outfall land', a reference to the fact that both Boyces Dyke and the new 'Eighth Allotment Drain', installed at enclosure, met the river here, the 'staithe' occupying the land lying between them. The First Edition Ordnance Survey 25" and 6" maps, surveyed in 1884, do not label the area as a staithe but it is noticeable that the boundary between it and the road is shown as a dashed line, indicating that there was no physical barrier, such as a fence or hedge, separating the two – a likely indication that this was, indeed, a landing place used by the public.

It is possible that a customary landing place existed on the low common here before enclosure, and that rights continued to be exercised after it. But Faden's map suggests that, prior to enclosure, the road across the marshes followed a different route and did not come so close to the river. More probably, use rights were gradually established at this convenient intersection of road and river, and were tolerated by the Drainage Commissioners.

Probable customary staithe, developing at a relatively late date through regular public usage. Ownership unknown but may have devolved to the Environment Agency.

River Waveney

Geldeston – Geldeston Staithe

Geldeston staithe is accessed from the river Waveney by a boat dyke, ruler-straight for much of its course and over 800 metres long, which runs from TG 39348 91136 to a basin at TG 38890 91755. There is no evidence that there was ever a public staithe here and the dyke itself may have been dug as late as the eighteenth century. Faden's map of 1797 marks 'Geldeston Staithe', but the Geldeston enclosure map of 1806 makes it clear that there was no direct road access to any point on the dyke, which terminated at a large malting complex owned by Benjamin Utting Dowson: the dyke was surrounded on all sides by his land. A newspaper advertisement in 1776 announced that 'Geldeston staithe etc' was to be sold by private contract. The property was described as 'All that well-known staithe and wharf with the sole and exclusive right of navigation belonging thereto'; it was accessed along a 'fine navigable canal cut from the River Waveney half a mile up to it' and included a 'a small town of warehouses, malthouses, granaries, etc. all adjoining to the land and locked up every night: with an exceeding fine coal wharf, capable of containing 2000 chaldron of coal, which are landed with little or no expense, with a very quick sale for the same'.

The tithe award map of 1839 (NRO DN/TA 36) shows that the property was still owned by Dowson, and that he was even considered by the commissioners to be the owner of the dyke itself. The 1910 Finance Act map and documents show the basin, buildings around it, and boat dyke were all privately owned – now by E.J.Dowson – although leased to a tenant and in poor condition: the parcel in question (number 58) is described as 'Geldeston Staithe, malthouses, granaries, coal house and dyke' (TNA/PRO IR 58/51629). There was no public road access to the water.

Private staithe: navigation rights presumably established by use along the dyke itself, but no rights to moor. There are currently no free moorings here.



Figure 16: Geldeston Staithe, as shown on the 1910 Finance Act map.

Geldeston – Dunburgh House

The field at TG 40315 91311 is labelled 'Staithe Hill' on the tithe award map of 1839 (NRO DN/TA 36), and inlets from the river are depicted at c.TG 45250 91280. However, no public road leads down to the river here and none is shown on the tithe map. The enclosure map (NRO C/Sca 2/102) seems to show that the field extending from the river to the road was unfenced on the road side: in some circumstances this might indicate an area of common land, and thus access to the river, but no common is marked here on either Faden's 1797 map of Norfolk, nor on Hodkinson's 1783 map of Suffolk (which includes land on the north bank of the Waveney). If there was a common here it is strange that the enclosure award does not include provisions for enclosing it. The absence of a fence may indicate that the land here was already been used for the extraction of sand and gravel, as it was at the time of the Ordnance Survey First Edition 25". The inlets from the river on the OS 6" probably relate to the sand pits here – i.e., this is probably a private staithe.

Probable private staithe.

Gillingham – Beccles Bridge

The tithe award map shows the river widening on its left bank, at TG 42070 91050, immediately to the south of Beccles Bridge, forming a basin bounded on the north side by the road, suggesting a public staithe. However, by the time the OS 6" First Edition was surveyed this embayment had largely disappeared, leaving little space for boats to moor.

Possible lapsed customary staithe.

Aldeby - Stanley Carrs

The Ordnance Survey 6" First Edition map shows a long dyke extending back from the river for some 500 metres, from TG 43412 92608 to TG 43119 93052, marked as 'Wherry Dyke'. It terminates at Aldeby Brick Works and, as there is no public road access to it, must presumably be private. However, some 80 metres to the east of the dyke the OS map shows a track, leading down to the river at TG 43486 92688, where two inlets are shown. Although the road is shown as unbounded where it crosses the lower ground the tithe award map of 1842 (NRO DN/TA 739) clearly details it as a public road. No staithe is referred to in the tithe schedule but it is possible that this was then, or had once been, a customary staithe. However, the 1910 Finance Act and documents treat the track, and the putative staithe, as parcel of the wider privately-owned field within which they lie, and make no references to public rights of use or access (TNA/PRO IR 127/6/690 and IR 58?51258). The area is now extensively overgrown, the Wherry Dyke has effectively disappeared, and the track is now considered private.

Possible redundant customary staithe.

North Cove – North Cove Staithe

'Cove Staithe' is marked on the modern Mastermap at TG 46586 91095, and there are free moorings for eight boats here. The site is approached by a lane which is called Cove Dam in its final section, and Marsh Lane in its first (as far as the railway line, which crosses it at TG 46470 90570); the First

Edition 25" Ordnance Survey calls the whole length Marsh Lane, marks 'Quay' where the track meets the river, and shows shallow inlets there. The first section of this lane is currently maintained as a public highway; the second section, after the railway bridge, is a byway open to all traffic. The tithe award map of 1848 (TNA PRO IR 30/33/117) suggests that the road was privately owned, but modern usage implies that public rights along it may have existed. It shows the road ending at the river, without any widening. There are no references to a staithe in the apportionment, and the adjacent parcels of land are privately owned (like the road itself, by William Everett). The enclosure map does not cover this area of the parish.

Probably private.

Burgh St Peter - Near Seven Mile Carr

The First Edition Ordnance Survey 25" from the 1880s shows a boat dyke running back from the river, from 47620 92180 to TG 47550 92320, terminating at an open area marked 'staithe'. This in turn lay at the end of a track or road which ran for some 420 metres to Grays Road. The tithe map of 1842 (NRO DN/TA 739) appears to show this as privately owned, however, and it is now gated and without public rights even on foot. The 1910 Finance Act map shows the road, and the staithe, as parcel of the adjoining field and therefore presumably private. The dyke is now overgrown and impassable.

The evidence for a public road leading down to the river, together with the name, strongly suggests a customary staithe.

Probable customary staithe.

Burgh St Peter – Burgh Staithe

The Ordnance Survey First Edition 6" from the 1880s shows at TG 49277 93416 a long inlet from the river, which ended at what appears to be a public road. This continued to the west, past a public house (the Waveney Inn), to a junction with three other public roads, one of which – approaching from the south west – is still known as Staithe Road. A ferry is marked, crossing from the end of the inlet to the east bank of the river. The map also shows a narrow open area immediately to the north of the inlet, essentially a continuation of the road. The enclosure map for Burgh appears to show the road leading down to the river as public, and the area north of the inlet again as a continuation of the road: it is clearly marked as 'Burgh Staithe' (NRO C/Sca 2/59). The tithe map of 1839, however (NRO DN/TA 739) is slightly more ambivalent: the map is faded and unclear, but the road leading down to the staithe seems to be treated as a separate land parcel, described in the schedule as 'rand and buildings'. The relevant sheet of the 1910 Finance Act maps is no longer extant, and the field books contain no reference to the staithe. Successive editions of the Ordnance Survey continue to mark the place as 'staithe' or 'Burgh St Peter Staithe' to this day. During the 1960s the area was developed as a holiday complex, and two large basins were created to the north of the staithe. There does not appear to be any provision for free moorings, and the area is entirely controlled by the Waveney River Centre. The area to the north of the inlet is, nevertheless, still a public staithe. The road leading to it – even though passing through what appear to be the gates of the holiday complex – is still maintained by Norfolk County Council, according to the Definitive Map.

Lapsed customary staithe, probably the responsibility of Norfolk County Council as Highways Authority. The public can moor there, but only for a daily fee.

Burgh St Peter – Burgh church

The Ordnance Survey 6" First Edition shows a road, orientated roughly north-west/south-east, running from the churchyard of St Mary's, Burgh St Peter, down to the end of a short dyke at TG 47543 92320. The dyke, similarly orientated, extends back some 45 metres from the river. The tithe award map (NRO DN/TA 739), however, appears to show the road as private, describing it as 'roadway and buildings', owned by Sir Edward Harrison and occupied by James Flaxman, although it appears to be shown as a public road on the enclosure map (NRO C/Sca 2/59). Unfortunately, the relevant sheet of the 1910 Finance Act maps does not survive.

The channel still survives, and the approach from the north is an unsurfaced public road. This, and its position near to the parish church, suggests that this once had the status of a public staithe. The road no longer reaches the dyke, which has been absorbed into the property of the adjacent boatyard and holiday complex.

Probable lapsed customary staithe.

Oulton Broad Staithe

Oulton Broad was connected to the sea in the early 1830s: the area of sand between Lake Lothing and the sea was removed, and a lock installed between the two water bodies at Mutford Bridge. At the same time, Oulton dyke, connecting the broad with the Waveney, was widened and straightened.

Faden's map of Norfolk of 1797 shows that Oulton Broad was then almost surrounded by common land. Most of this was enclosed in 1803 by parliamentary act (the award and map cannot be traced) but a stretch of c. 40 metres to the south of Mutford Bridge, and extending east as far as the edge of Lake Lothing (TG 52071 92802 to TG 52058 92764) is still shown as uncoloured on the 1910 Finance Act maps (TNA/PRO IR 127/5/41). Together with the freehold land to the south, this stretch of bank, extending as far south as the jetty, is marked as 'wharves' on Ordnance Survey maps from the 1920s and 30s. There is public mooring here, for a fee, administered by the Oulton Broad Yacht Station (Sentinel Leisure Trust), although this short stretch of bank is probably a surviving customary staithe.

Lapsed customary staithe?

Somerleyton Staithe

The First Edition OS 6" marks 'Staith Lane' running down to the river and meeting it at TG 47559 97013. Access to the river was by this stage partly cut off by a river wall, a narrow gap allowing (probably) pedestrian access only. A ferry is also marked at this point. By 1905, the ferry is still marked, but not the gap in the river wall, although it presumably still existed. By the 1970s the river wall appears more substantial across the line of the road, and the ferry is no longer marked. Later in that decade the present marina was created to the south of Staithe Lane, which itself survives as a

track, a public footpath, which leads down to the river: from here a public mooring extends north for 140 metres along the river. A short distance (c.110 metres) to the south a dyke, now largely absorbed into the marina, ran in from the river for some 200 metres, with a short branch to the north. These were private staithe, associated with the brickworks here.

The Somerleyton enclosure map, 1805, describes Staithe Lane as a private road, set out for the 'use and convenience of the several persons having the right to use the Staithe'; for the use of certain named owners; and for 'persons entitled to take Gravel and Sand from the public pit set out by us' (IRO B/150/1/6.5). The map makes it quite clear that 'The Staithe' is simply the end of Staithe Lane, which widens noticeably beside the river, and not the strip of land – the modern Broads Authority mooring place – extending along the edge of the river north of the lane, between the river and the river wall. This was described on the map as 'Town Rand' and the owners given as the Overseers of the Poor. The tithe map of 1843 likewise shows the road expanding into a broad rectangle beside the river (NRO DN/TA 802). By 1910 the present mooring areas was the private freehold of Sir Saville Crossley; Staithe Lane is shown as a 'white' road, presumably public; but the plot of land at the end of the lane – beyond the river wall – was now privately owned, as was the parcel of the land across the river attached to Ferry House, and was no longer a public staithe (TNA/PRO IR 58/51404).

Partially lapsed customary staithe (in the sense that public moorings still exist in the immediate vicinity).

St Olaves

There is a slipway immediately to the north of St Olaves Bridge (TG 646714 299446), and a 'wharf' is marked here on the 25" Second Edition Ordnance Survey map (although not on the First Edition). An inlet is shown, immediately beside the public road, before the bridge. Given its location, the latter at least probably represents a customary public staithe, but whether the use of the wider area of land as public moorings is of any antiquity is uncertain due to lack of evidence. The tithe award map for Herringfleet, from 1849 (NRO DN/TA 980) (the parish within which St Olaves then lay) gives this piece of land a parcel number – 1 – but the apportionment makes no reference to it. The copy of the apportionment kept at the National Archives likewise fails to mention it. It is not alone: many other land parcels in this part of the parish are omitted, probably because they were anciently tithe exempt because they were owned in the Middle Ages by St Olaves Priory. There are no other early maps showing this area. The 1910 Finance Act map gives the plot to the north of the bridge a parcel number - 455 – but neither the Field Book, nor the Valuation Book, can be traced.

Public moorings were established a few hundred metres further down the river in 1972, but this was probably on an entirely new site. There are Broads Authority free 24-hour moorings here.

Status, history and ownership unclear.

Fritton Staithe

The OS 6" First Edition marks a track called 'Staithe Road' running from the end of New Road (TG 46570 01250) to the edge of the river at TG 45813 01188, where 'Ferry' is marked, although no track or footpath approaches the spot from the other side of the river. 'Staithe Road' is now a public

bridleway, running through 'Staithe Belt' to the river, where it terminates. The Fritton tithe award map of 1838 (NRO DN/TA 342) shows it as a public road; as does the enclosure map (NRO PD 84/34(H) – public road number 3'. In the attached schedule it is described as the road to 'Fritton Staithe', although no mention is made of the staithe itself: the road leads straight down to the river, which it meets almost at right angles, and is here flanked by small allotments under private ownership. The extent of the 'staithe' was presumably co-terminous with the width of the public road.

Lapsed customary staithe.

Belton

The OS 6" First Edition from the 1880s shows Marsh Lane extending down to the edge of the river at TG 47218 03702, although for the final c.250 metres as an unbounded track running across the marsh. It also marks 'mooring posts' near to where the track meets the river, and turns to run beside it. The tithe award map for Belton, 1838 (NRO DN/TA 343), appears to show a short inlet from the river here, but makes no reference to a staithe. Where Marsh Lane is bounded, it is shown as a public road, and its full length – through the marshes, to the river – is still a public right of way (part of the modern 'Angles Way'). As Belton otherwise lacks a public staithe it seems possible that there was originally one here, but direct evidence is lacking.

Possible lapsed customary staithe.

Burgh Castle Staithe

The 1819 enclosure map for Burgh Castle (NRO PC 46/3) clearly marks a 'staithe' at TG 47293 04454, where the western end of Church Lane meets the marshes, just to the west of Church Farm: an inlet, c.60 metres long, ran east from the river to meet the road. The road leading past the farm, to the staithe, is described in the schedule as a private road leading 'to the staithe belonging to the parishioners of Burgh Castle'. The road itself widened as it runs beside the north side of the inlet, to form a landing place. On the tithe map of 1843 (NRO DN/TA 747), this widening is shown as a separate parcel, number 24, described as 'staithe' and the property of Lydia Barret. This does not preclude public rights of use, but the public road anyway retained contact with the river, touching it to the south of this plot.

The First Edition Ordnance Survey 25" map from the 1880s does not specifically mark a staithe here: the inlet from the river is still clearly shown, although not the widened portion of the road lying to the north, which appears now to have a river wall constructed across it, leaving only a narrow space where the road touches the water where boats could have been unloaded. A similar arrangement of features is shown on the 1920s 25" Ordnance Survey map but by the 1960s (and possibly by the 1940s, to judge from the RAF aerial photographs) access to the river had been blocked because the river wall had been extended across the end of the inlet. The inlet is itself now largely silted and occupied by reed beds, without open water, but this is clearly a public staithe which has gradually passed out of use.

Probable lapsed or redundant customary staithe, depending on degree of silting.

Postscript: the Trinity Broads

This report examines the history of the staithes (other than those within the city of Norwich) which were, traditionally, used by craft plying the navigable network of the Broadland rivers. The Trinity Broads (Ormesby, Rollesby and Filby) were, at least by the post-medieval period, not part of this navigable network but the enclosure award for Ormesby St Michael, Ormesby St Mary and Scratby (1845) nevertheless allotted two plots of land 'as and for public staithes or landing places', presumably for small boats used by fishermen, reed-cutters and the like. One was at TG4771 1557 (on Decoy Road in Ormesby St Margaret) and the other at TG 4638 1519 (just south of the eastern end of Rollesby Bridge (NRO C/Sce 2/211)). Unusually, they were vested in the 'Surveyors Churchwardens and Overseers' of the three parishes. The 1910 Finance Act documents describe each as a 'parish staithe', the property of Ormesby St Michael parish council. Both pieces of land were subject to hearings by the Commons Commissioner in the 1970s: both were registered as common land, that by Decoy Road with the parish council as owner, that by Rollesby Bridge with no known owner (Commons Registration documents 225/U/111 and 25/U/28). The Decoy Road staithe is used by a number of local people to access the Broad; the Rollesby Bridge staithe is a picnic site with a slipway which is used on a sporadic basis.

Rollesby does not seem to have had a parish staithe allotted at the enclosure of 1816 (NRO C/Sce 2/226). The award mentions a piece of land between Rollesby Broad and the A149, near Staithe House, allotted to John Ensor, the lord of the manor, 'his heirs and assigns and his and their tenants and servants' for accessing the water when fishing, but this was clearly not a public staithe. Nor is there any record of one at Filby. In the case of Fleggburgh, no public roads lead down to the water's edge, although rights of accessing the water for fishing etc. may have existed over the Common.

Conclusion

Most previous discussion has concentrated on the *ownership* of particular staithes, as pieces of property; and has generally assumed that most such areas were specifically allotted for public use at the time of parliamentary enclosure. In fact, most staithes are probably 'customary' in character. They developed organically where roads, or commons, met rivers. Even those formally allotted by enclosure awards were probably, for the most part, being recognised rather than created.

Public staithes are thus best understood as a matter of *rights* rather than of *ownership*. Where two different kinds of public highway – by land and by water – met, a right of transhipment would become established. This has two corollaries. Firstly, that such rights are independent of ownership, and must persist even when a staithe has been alienated into private ownership by a public body; and secondly, that the access to the staithe, from the land, ought to be maintained as a public right of way – and as one for vehicles, not just by foot.

The issue of who, precisely, is the owner of such land, and responsible for maintaining the staithe in a manner which allows its continued use for mooring, is made complicated by the fact that many staithes are on common land; and by the fact that the various local bodies to which staithes were allotted by parliamentary enclosures – Overseers of the Poor, Parish Drainage Commissioners, Surveyors of the Highways – have had a variety of successor bodies, and – as we have emphasised – patterns of succession have not been fixed and predictable. What the historical documents make clear, however, is that such successor bodies, including the Environment Agency, should not be regarded as the freehold absolute owners of the areas in question, but as *trustee* owners. Public staithes are public assets, and should not be alienated in any way that restricts public use and access, including non-mooring access. Even where complete alienation has occurred public use, at least for mooring, will not have been terminated, as this is a right independent of ownership. The same may well be true of the public's more general right to use such spaces for recreation.

As we emphasised in the Introduction, this report is written by historians, not by lawyers, and we would point out again that it may be difficult to equate the present uses of the staithes – for recreation – in terms of those envisaged in the past – for practical transport of goods. It is also unclear, from the historical sources, whether such users can be charged by the body responsible for the upkeep of the staithe, and what if any limits might be placed on such charges.