

Ludham Conservation Area Appraisal August 2020



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Introduction

Why have conservation areas?

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

The Power of Place report, which reflected views now held generally by the population at large, confirmed 5 main messages

1. Most people place a high value on the historic environment and think it right there should be public funding to preserve it.
2. Because people care about their environment they want to be involved in decisions affecting it.
3. The historic environment is seen by most people as a totality. They care about the whole of their environment.

4. Everyone has a part to play caring for the historic environment. More will be achieved if we work together.
5. Everything rests in sound knowledge and understanding and takes account of the values people place on their surroundings.

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

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

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

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

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

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

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

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

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

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

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

Aims and Objectives

Ludham conservation area was originally designated in 1974, this appraisal examines the historic settlement and special character of Ludham, reviews the boundaries of the conservation area and suggests areas where enhancements could be made.

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

What does designation mean for me?

To protect and enhance the conservation area, any changes that take place should positively conserve the character and special interest that make it significant. Statutory control measures are intended to prevent development that may have a negative or cumulative effect on this significance. The additional controls in conservation areas include:

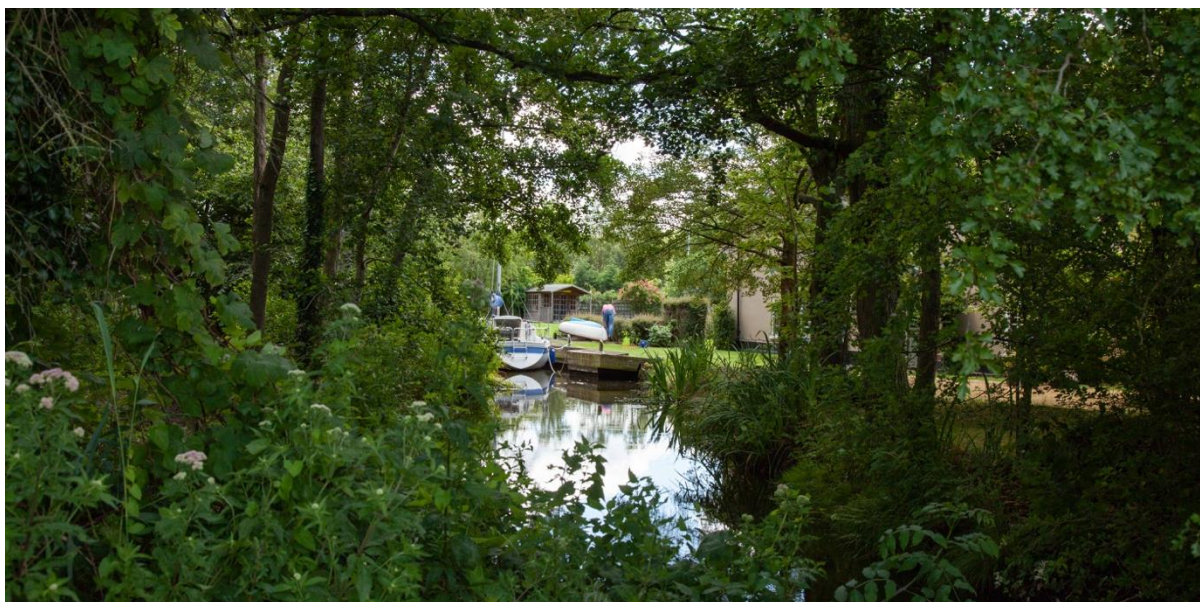
The extent of Permitted Development Rights: Permitted Development Rights (i.e. changes that are allowed without requiring planning permission from the local authority) may be restricted; for example, replacement windows, alterations to cladding or the installation of satellite dishes, removing chimneys, adding conservatories or other extensions, laying paving or building walls. Changing the use of a building (e.g. from residential to commercial) will require planning permission. The types of alterations/development that need permission can be altered by the local authority by the making of Article 4 Directions. It is therefore advisable to check before making arrangements to start any work.

Demolition

Demolition or substantial demolition of a building within a conservation area will usually require permission from the local authority

Trees

If you are thinking of cutting down a tree or doing any pruning work to a tree within a conservation area you must notify the local authority 6 weeks in advance. This is to give the local authority time to assess the contribution that the tree makes to the character of the conservation area and decide whether to make a Tree Preservation Order.



Trees within Conservation Areas are specially protected

Advertisements

Advertisements and other commercial signage may be subject to additional controls and/or require planning permission.

If you require tailored planning advice or need assistance regarding a specific development proposal within the conservation area, the Broads Authority and North Norfolk District Council offer pre-application advice services.

Current Planning Policy Context

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

There are a range of policies which affect conservation areas within both the Broads Authority and North Norfolk District Council areas, originating from both national and local sources. The latest national documents in respect of historic buildings and conservation areas are The Government's Statement on the Historic Environment for England 2010. The National Planning Policy Framework published in March 2012 (revised February 2019) and the Planning Practice Guidance for the NPPF 2016 (revised July 2019), published by the Ministry of Housing, Communities and Local Government. The Broads Authority and North Norfolk District Council use these documents in plan making and decision making.

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

To support these policies, the Broads Authority provides further advice in a series of leaflets, which are currently being reviewed and expanded as part of the Local Plan process.

For a list of relevant local planning policies, guidance and supporting documents please see Appendix 3.

Please note: both national and local planning policies, supporting documents and guidance are updated periodically, whilst this policy context was relevant at the time of the writing of the report please check with the relevant Authority for updates.

The Appraisal

Preamble

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

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

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



Ludham, a picture postcard village

Summary of Special Interest

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



Local building materials

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

Location and Context

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

General Character and Plan Form

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

road along Horsefen Road to Womack Water and along Staithe Road, which are more rural in character.



Staithe Road has a rural character

Geological background

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



Sailing at Womack Water

Historic Development

Archaeology and early development of the Parish

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



The name Ludham derives from the Old English, Luda's Ham or 'Luda's home stead'

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

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

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



The medieval St Catherine's Church is the oldest surviving building in the centre of the village

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

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

various writers commented on the picturesque qualities of Womack Water which included gently decaying timber boathouses tucked amongst the surrounding trees.

Later development in the Parish

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

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

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

Ludham parish had seven drainage mills including two on Horsefen Marshes, two at How Hill and one at Cold Harbour. The derelict brick tower of Womack Water drainage mill is a prominent feature in the landscape, although outside the conservation area. There were also corn mills in the parish, including one at Lovers Lane, which was destroyed in a gale in 1896, and High Mill on Yarmouth Road which was demolished in the early 20th century.

Access to the common lands around Ludham ceased after the Enclosure Acts of the 18th and 19th centuries, when small landholdings were consolidated into larger farms and the land drained by a series of drainage mills with an organised rectilinear drainage pattern.

Gradually, instead of being smallholders, the majority of the inhabitants of Ludham became dependant on work as agricultural labourers. The nearby Ludham and Potter Heigham marshes which have remained in grazing use are recognised as one of the richest areas of

traditionally managed grazing marsh and dykes in the Broads, some of which are designated as SSSIs.

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

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

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

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

There is evidence of brick making in the parish mainly using locally available materials. Chalk was delivered by river from Thorpe for lime-burning. The remains of a post medieval lime kiln near to Staithe House was surveyed in the 1980s and a brick kiln, probably dating from

the 18th century was found just outside the village south of Yarmouth Road. The brick kilns, next to the Maltings on Horsefen Road were in use until the late 19th century.

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

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

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

The 20th century

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

Ludham played an active part in World War II. The airfield in the north east of parish, consisting of three tarmac covered runways and ancillary buildings, became operational in 1941, as a satellite for the main fighter station at RAF Coltishall. It was allocated to the USAF three years later, although never used by them, the year after was transferred to the Admiralty and the site closed down in 1946. A number of concrete access roads remain and the control tower and former watch tower are listed buildings, but most of the site has now returned to agricultural use and a small airstrip is still used for private flying. Ludham itself was categorised as a Category 'B' 'defended place' or nodal point, and in 1939, an army camp was built in the village, between Norwich Road and School Road. The Motor Transport Section was in the Manor Grounds (in the conservation area) and a motor vehicle repair shed remains there. The site of the army camp is now the residential area of Laurels Crescent, School Road and Willow Way. Ludham Bridge was identified as a strategic river crossing and was well defended with gun emplacements, anti-tank defences and pill boxes, including the drainage mill north of Ludham Bridge which was converted into a two storey pill box.

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

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

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

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

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

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

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

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

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

Spatial and Character Analysis

Landscape character

The land around Ludham has two distinct characters. In the Broads Authority area to the south of the conservation area, Womack Water occupies a minor tributary of the River Thurne, incised through the adjacent upland towards Ludham village. Small to medium scale grazing marshes link to the gently sloping valley sides and a fringe of carr woodland provides a sense of enclosure. Views into the settlement from the south are limited by tree cover around Womack Water, along Horsefen Road and surrounding Ludham Manor.

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

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

Overview of streets and development

Character Area 1: The Village Centre

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

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

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

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

Norwich Road

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



Heronway is a 20th century house designed with reference to the Arts and Crafts style

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

Beside the church, the Arts and Crafts Church Rooms is a prominent building, being brought closer to the road than originally planned when the road was widened in the 1960s. On the

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



The west entrance into the village along Norwich Road

High Street and Catfield Road

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



The King's Arms - streetscape here would benefit from improvement

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

On the east side of the street, a red post box and traditional red telephone box are noticeable beside Thrower's Village Store, which occupies a 19th century red brick building with a pantile roof, possibly a former house or pair of houses. The building, with its 20th century shopfronts, is in a conspicuous position on the crossroads, and soft landscaping against the north wall of the shop extension could soften the carpark entrance. Beyond the Village Stores, a row of one and two storey late 20th century houses are set back behind gardens, the majority enclosed by neatly clipped hedges. The trees in the gardens of The

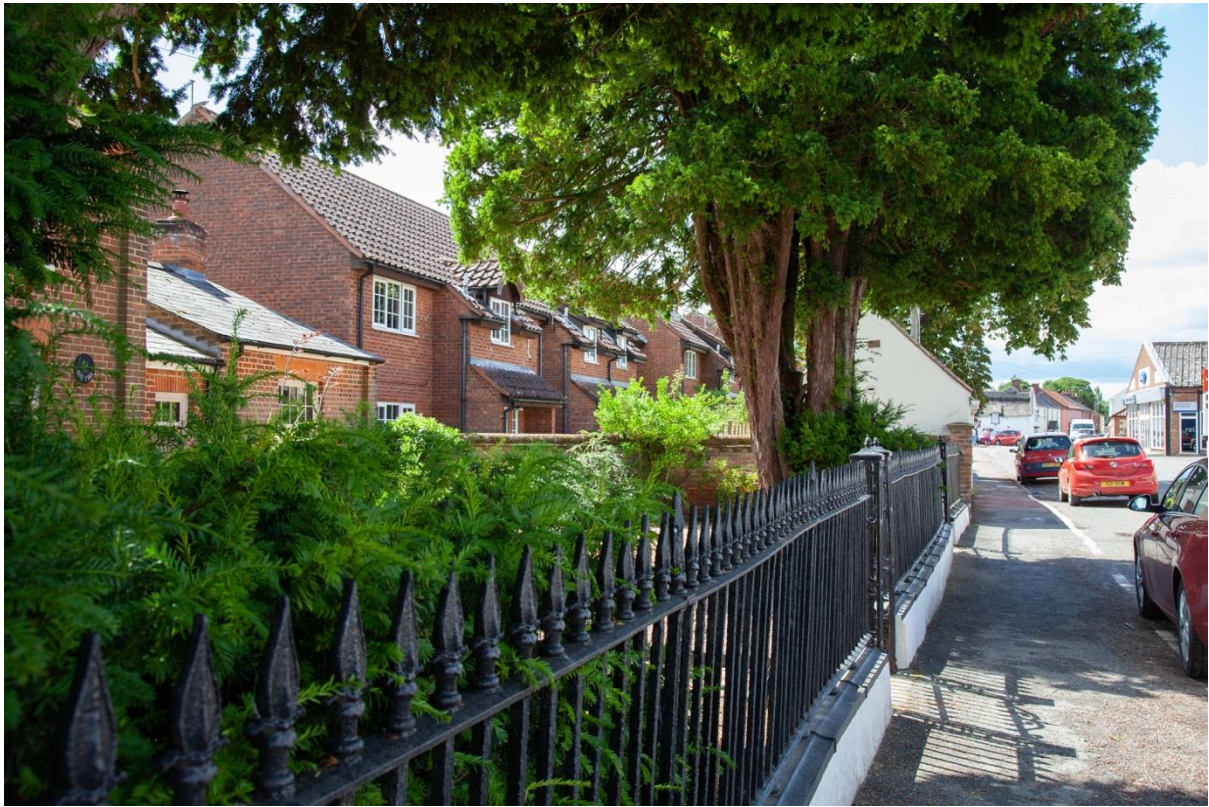
Firs, a well preserved mid-19th century house, make a positive contribution to the street scene as do the high quality railings and gates around the garden.

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



A red post box and traditional red telephone box are noticeable beside Thrower's Village Store

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



The Firs and its high quality railings make a positive contribution to the street scene



Albury House on the corner of Malthouse Lane contributes to the character of the area



The Stores is a listed building dating from the early 18th century



The Methodist Church faced with its fine knapped flintwork

School Road

The School and attached School House were built in the latter part of the 19th century of red brick with stone dressings and fish scale and plain slate roof. The iron entrance gates are

flanked by red brick piers with decorative stone cappings and the front boundary wall is constructed with un-knapped field flints and a hog's back red brick coping. The District Nurses House was built in the mid 20th century shortly after the inception of the National Health Service when free health care was being taken out into the community and in particular to rural areas. These buildings were often of a generic design, usually contained a consulting room and living accommodation for one or two nurses and were often built on a corner 'to be easily found'. Children's health was of a particular concern in this post war period, hence the position of this house adjacent to the School.

The opposite side of School Road is already in the conservation area and includes a 19th century red brick single storey building which was once occupied by a blacksmith's until just after the last war, some villagers still refer to it as being 'The Old Forge'. It has also had a previous use as a farriers shop and currently houses workshops.



19th Century School, 1955 District Nurses House and the Old Forge

Malthouse Lane

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



A low level thatched cottage is noticeable on the bend of the narrow Malthouse Lane

Yarmouth Road

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

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



Baker's Arms Green: a pleasant area with a backdrop of mature trees



Numbers 1 – 5 on Yarmouth Road are listed

Character Area 2: Horsefen Road

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



Above: Entrance to Horsefen Road and modern houses built in a vernacular style; below: the rural character of Horsefen Road



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

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



Horsefen Road with its thatched barns

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



With easy access to the staithe, this was a working area with farmsteads, cottages and malthouse buildings, many of which remain.

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

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

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

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



Businesses at Womack Stathe provide services to residents and visitors





The character of the easternmost end of Horsefen Road. It's boatyards and activities contribute greatly to this part of the Conservation Area and wider Broads' cultural heritage and landscape

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



Character Area 3: Staithe Road and part of Cold Harbour Road

The beginning of Staithe Road at Stocks Hill is enclosed by houses built near the road on both sides. The houses on the west side are of differing sizes and styles, but form an attractive group that includes The Old Post Office, Sunnyside, Manor Gates and The Town House. On the east side, two storey houses form an almost continuous row. Although similar in style they are of a variety of ages, unified by the use of red or colour washed brick with a mixture of red and black pantliles.



The houses at the northern end of Staithe Road are of differing scales and dates, but form an attractive group

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

The metal finger post (pictured below) showing the profile of a duck and 'crossing' on the opposite side of the road is an attractive and idiosyncratic feature.



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

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



Domestic houses and farmsteads contribute to the character of the area



Some of the earliest buildings in the village include the impressive Dutch House and Hall Common Farmhouse, both listed houses

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

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

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



Beautiful Broads' landscapes can be glimpsed towards the end of Staithe Road as it turns to Cold Harbour Road

Architectural styles and development

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

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

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

Boundary treatments, hedges and trees

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

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

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

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

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

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

Open spaces and public realm

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

The churchyard sits at the south west corner of the meeting of the roads in the village centre. As mentioned earlier in this document, changes in surface treatments and some highway re-alignment could make this area a more attractive focus for the village centre. The ad hoc parking arrangements at present can mean that this area feels rather dominated by cars.

The other major open space is the area adjacent to Womack Staithe. The grassed area with trees and picnic facilities provides an appropriate 'edge' to Womack Water successfully integrating a number of car parking spaces. Whilst performing a slightly different function, the area of parking in front of the shops could benefit from a redesign to soften the effect of the number of vehicles using the area. To improve visitor and local knowledge of the staithe and the facilities and services available, the site would benefit from an appropriately designed directional sign positioned at the top of Horsefen Road.

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

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

Issues, pressures and opportunities for enhancements

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

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

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

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

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

Management and Enhancement Proposals

- Consider changes in road surface materials at the crossroads in the village centre to improve aesthetics and consider new surface treatments to better define the public realm.
- Consider measures for parking rationalisation so the crossroads do not feel car dominated
- Consider narrowing the King's Arms car park entrance to increase the sense of enclosure to the High Street
- Consider planting to north wall of the village Stores shop extension to soften the car park entrance, making sure that there is no obstruction to access and parking. Climbers growing up the side of the extension may be the most appropriate form of planting

- Consider carefully positioned landscape improvements to soften the parking in front of the shops at Womack Staithe
- Consider an appropriately designed directional sign at the top of Horsefen Road making people aware of the existence of Womack Staithe and the facilities and services available

Changes to the conservation area boundary

This re-appraisal includes the following amendments to the original conservation area boundary (see Appendix 5).

Proposed Amendment to Boundary	Reasons
A. North Norfolk DC area School Road/Catfield Road	Include School, school ground and the former District Nurses' house as important to the social development and the history of the village
B. North Norfolk DC area Latchmoor Park	Exclude as 20 th century development of insufficient historic interest for the conservation area
C. North Norfolk DC area East of Horsefen Road	Addition of Woodlands cottage at the end of Horsefen Road
D. Broads Authority area Field to the east of Staithe Road/Cold Harbour Road	Exclude most of this farmland as it is not directly related to the historic development of the village. Retain a strip in the conservation area between the buildings along the street frontage as this 'gap' site is characteristic of the more sporadic nature of development in this part of the village.
E. Broads Authority area St Benet's cottage	Include St Benet's cottage as part of the historic development of the village.
F. North Norfolk DC area Fields to south and north of Lover's Lane and south of Norwich Road	Exclude as farmland not directly related to the historic development of the village

Public Consultation

Consultation with interested parties and organisations was carried out. A joint consultation exercise was undertaken with North Norfolk District Council as the proposed conservation area boundaries include land in both planning authority areas as defined on the maps included in the character appraisals. A leaflet was delivered to all residents and businesses within the conservation area boundary and within proposed amended areas, site notices were erected, advertisements placed in the Parish Newsletter, and copies of the appraisal documents were made available both online and in hard copy format in the Broads Authority offices. The leaflet included a comments section and consultees were also able to comment online and via email. Officers were available to answer queries by telephone, letter or e-mail.

A public exhibition was due to be held on Saturday 21 March 2020, at the St Catherine's Church Rooms, Ludham. Unfortunately the public exhibition was cancelled due to the government restrictions imposed surrounding Covid-19.

The document and consultation responses were presented on the 26th June 2020 to the Broads Authority's Heritage Asset Review Group (HARG) who were supportive of it.

Sources and references

Whites Directory 1845, 1854 & 1883

Kelly's Directory of Cambridgeshire, Norfolk and Suffolk 1883

Understanding Place – Historic Area Assessments Historic, Historic England 2017

Heritage Counts. Historic England 2018

Historic England Advice Note 1 (Conservation area appraisal, designation and management) 2019

National Planning Policy Framework. Ministry of Communities, Housing and Local Government

The Buildings of England, Norfolk 1: Norwich and North-East, Nikolaus Pevsner

The Norfolk Broads, A Landscape History, Tom Williamson and Bill Wilson

The Norfolk We Live In, Various. 1975

Norwich and its Region, Various. 1961

Landscape Character Assessment, North Norfolk, 2009

Broads Landscape Character Assessment, 2006

www.norfolk Mills.co.uk

Norfolk Historic Environment Record

Appendix 1: Listed buildings (grade II unless stated otherwise)

Broads Authority Executive area

- Hall Common Farmhouse, Staithe Road
- The Dutch House, Staithe Road
- 1 – 5 Yarmouth Road

North Norfolk District Council area

- Saddlers Shop with Cottage adjoining to the west, Norwich Road
- Church View, Norwich Road
- Church of St Catherine (Grade I), Norwich Road
- F.H. Chambers memorial, approx. 50 m SW of south porch of Church of St Catherine, Norwich Road
- Ludham War Memorial Cross
- The Stores, High Street/Catfield Road

Appendix 2: Unlisted buildings that make a positive contribution to the character of Ludham conservation area

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

Broads Authority Executive area Yarmouth Road (south side)

- Rose House
- Former Motor Repair Shed in grounds of Ludham Manor

Stocks Hill/Staithe Road (east side)

- Crown House and outbuildings behind
- Butchers Shop (1 High Street) and outbuildings behind

- 1 – 5 Stocks Hill/Staithe Road
- Ludham Manor, outbuildings and WWII vehicle repair shed
- Staithe House, outbuildings and boundary walls
- Flint and Brick wall in grounds of Staithe House
- Barn Owl Cottage
- Holm Mere
- The Mowle & metal gates

Cold Harbour Road

- Hall Common Cottage
- St Benet's and thatched garden building

Horsefen Road (west side)

- Womack House and outbuildings
- Fenside and outbuildings
- Boatsheds at Hunters Yard
- Boatsheds at Norfolk Wherry Trust Base

North Norfolk District Council area

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

Norwich Road

- 1 & 2 Oulton Cottages
- Lankaster
- 1 – 4 Alma Cottages
- Stone House/Cottage
- The Old Vicarage
- Brick garden wall to The Old Vicarage
- The Limes
- Fern Cottage

- Redcott
- 1 & 2 Church View
- Flint wall to rear of Kings Arms PH
- St Catherine's Church Rooms (former National School)
- Flint & brick churchyard wall to St Catherine's Church

High Street (west side)

- The Kings Arms Public House
- Flowers by Kim
- The Wendy House
- Ray House, Luxem Cottage & Vale Cottage
- 1 – 5 West Terrace
- Hollymoore Cottage

Catfield Road

- Ludham Methodist Church
- Albury House
- Folly House

High St (east side)

- K6 telephone box & post box
- Throwers, 2 High St (2 storey bldg on corner)
- Cats Whiskers Hair Salon
- The Firs & garden railings
- School Road
- Ludham School
- 5 School Road (Former District Nurses House)
- 12 School Road workshop

Malthouse Lane

- Sunnydene

- Ashleigh
- Garden Cottage

Stocks Hill/Staithe Road (west side)

- The Old Post Office
- Sunnyside & railings
- Manor Gates, adjoining buildings and lychgate
- Manor Croft
- Town House
- 1 & 2 Rice Cottages
- 'Duck Crossing' sign
- The White House
- The Lodge
- Manor Farm
- St Benet's Barn

Horsefen Road (east side)

- The Beeches
- The Stables, The Hayloft and Beeches Farm Barns
- Womack Lodge
- 1 – 3 Womack Cottages
- Womack Residences (former maltings)
- 'Ducks Crossing' sign
- Seven Oaks
- Green Corner
- Woodlands

Appendix 3: Planning documents, policies and associated guidance

Local Plan for the Broads (Adopted 2019):

- Policy SP5: Historic Environment
- Policy DM11: Heritage Assets
- Policy DM12: Re-use of Historic Buildings
- Policy DM43: Design
- Policy DM48: Conversion of Buildings
- Policy SSMills: Drainage Mills
- Broads Authority Supporting Documents: The Landscape Character Assessment (Updated 2016)
- The Landscape Sensitivity Study for renewables and infrastructure (adopted 2012)
- Strategic Flood Risk Assessments
- Broads Authority Flood Risk SPD
- Biodiversity Enhancements Guide
- Landscape Strategy Guide
- Mooring Design Guide
- Riverbank Stabilisation Guide
- Waterside Bungalows and Chalets Guide
- Sustainability Guide
- Planning Agents information booklet
- Keeping the Broads Special
- Building at the Waterside

The North Norfolk Local Development Framework: Core Strategy and Development Management Policies (adopted 2008):

- Policy EN 8: Protecting and Enhancing the Historic Environment
- Policy EN 2: Protection and Enhancement of Landscape and Settlement Character

- Policy EN 4: Design
- Policy EC2: The Re-use of buildings in the countryside

North Norfolk District Council Supporting Documents:

- North Norfolk Design Guide (adopted 2008)
- North Norfolk Landscape Character Assessment (adopted 2009)

Please note: North Norfolk District Council are currently re-viewing all of the above documents. Local planning policies, supporting documents and guidance are updated periodically, whilst this policy and document list was relevant at the time of the writing of the report please check with the relevant Authority for updates.

Appendix 4: Contact details and further information

Broads Authority

Address: The Broads Authority, Yare House, 62 – 64 Thorpe Road, Norwich NR1 1RY

Telephone: 01603 610734

Website: www.broads-authority.gov.uk

North Norfolk District Council

Address: Council Offices, Holt Road, Cromer, Norfolk NR27 9EN

Website: www.north-norfolk.gov.uk

Norfolk Historic Environment Service

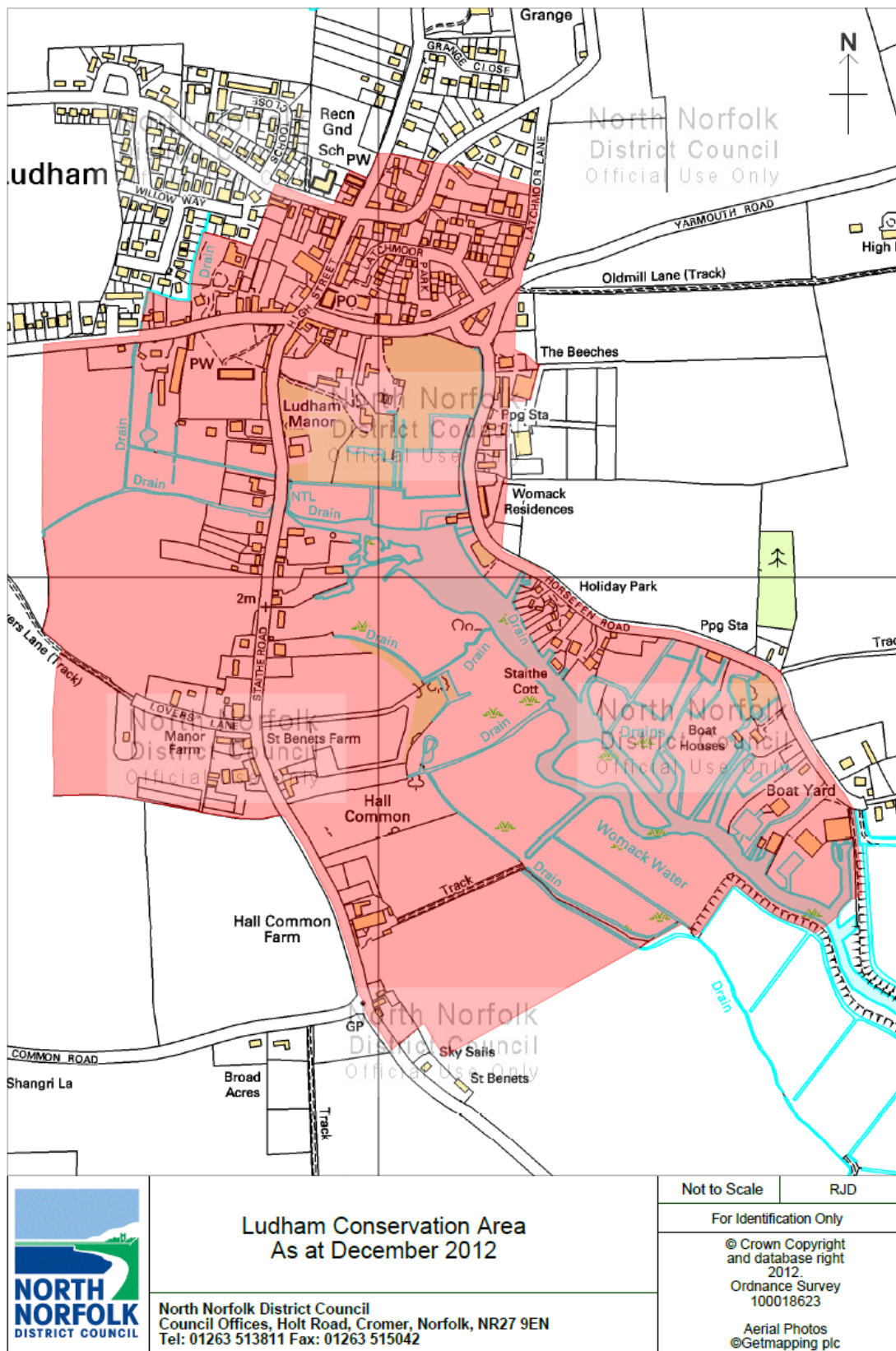
Address: Union House, Gressenhall, Dereham, Norfolk NR20 4DR

Tel: 01362 869280

Website: www.heritage.norfolk.gov.uk

Appendix 5: Original and new conservation area boundary

Original boundary

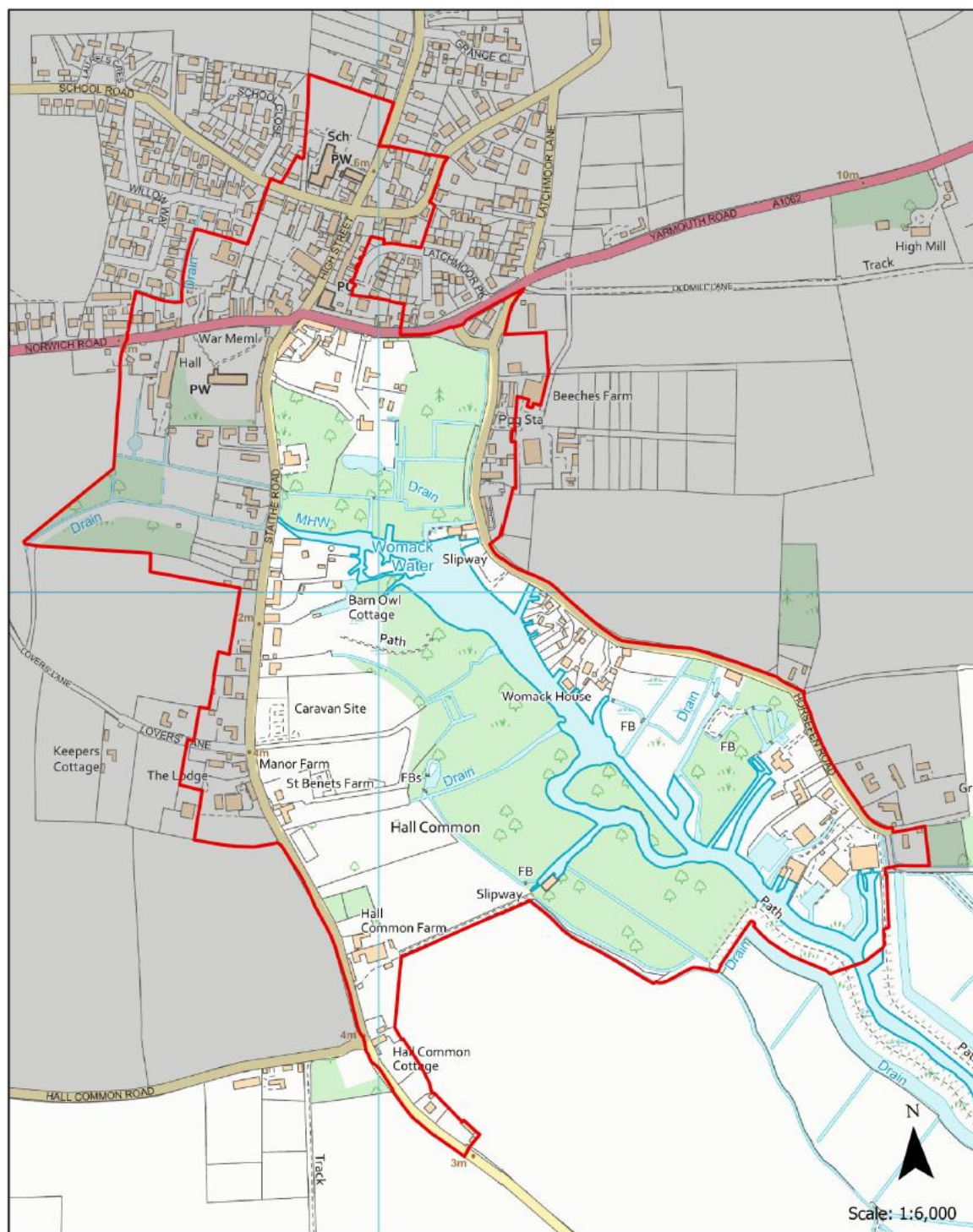


New boundary

Ludham conservation area (North Norfolk)

Last appraised: 2020

- Outside broads area
- Conservation area



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