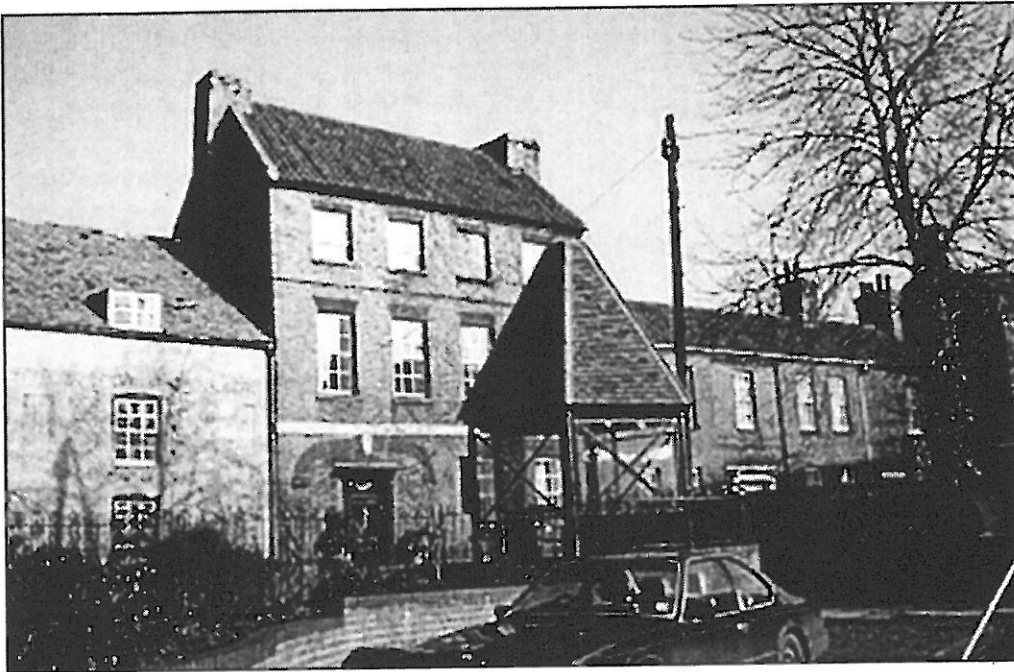


# STOKE FERRY

## CONSERVATION AREA

### DRAFT CHARACTER STATEMENT



*STOKE FERRY is a large village, pleasantly situated near the navigable river Wissy, 7 miles E.S.E. of Downham Market, 14½ miles S.S.E. of Lynn, 10 miles S.W. by W. of Swaffham, and 88 miles N. by E. of London; at the junction of roads from Thetford, Brandon &c. Its parish abounds in lime-stone, much business is done at the wharf, in corn, coal, malt &c. The bridge which crosses the river, where there was anciently a ferry, was repaired and widened in 1803.*

William White 1845

**DESIGNATED: September 1977**  
**REVISED: February 1992**



**POLICY &  
ENVIRONMENT**

## INTRODUCTION

***A Conservation Area – “An area of special architectural or historic interest, the character of appearance of which it is desirable to preserve or enhance”.***

The conservation of the historic environment is part of our quality of life, helping to foster economic prosperity and providing an attractive environment in which to live or work. The Borough Council is committed to the protection and enhancement of West Norfolk's historic built environment and significant parts of it are designated as conservation areas.

Conservation areas were introduced by the 1967 Civic Amenities Act. Local Authorities were required to identify areas of special architectural or historic interest, whose character or appearance it is desirable to preserve or enhance, and to designate them as conservation areas. This duty is now part of the 1990 Planning (Listed Buildings & Conservation Areas) Act which also requires the review of existing conservation areas and, where appropriate, the designation of new ones. The quality and interest of a conservation area depends upon a combination of factors including the relationship and architectural quality of buildings, materials, spaces, trees and other landscape features, together with views into and out of the area.

**The Stoke Ferry Conservation Area was designated in December 1979 by the Borough Council. The Conservation Area was the subject of a Conservation Area Enhancement Project in 1987 and this statement was prepared in 2001. This document highlights the special qualities which underpin the character of the conservation area, justifying its designation.** It also seeks to increase awareness of those qualities so that where changes to the environment occur, they do so in a sympathetic way without harm to the essential character of the area. This type of assessment has been encouraged by recent Government Advice (PPG15) and it will eventually form supplementary planning guidance to those policies in the King's Lynn & West Norfolk Local Plan aimed at

protecting the overall character of conservation areas. In particular, the guidance will supplement the Local Plan policies which deal with demolition and new development within the conservation area and new development on land adjoining the conservation area which might affect its setting or the views in or out of the area.

This character statement does not address enhancement proposals. Community led enhancement schemes will be considered as part of a separate process.

## SETTING AND LOCATION

Stoke Ferry is a largish village located as an important river crossing and 'collecting point' for communicating minor roads and tracks to adjoining settlements. The village is approximately 27 hectares (54 acres) in extent and has a population of around 880.

The village has been by-passed just to the north by the main A134 trunk road which originally passed through the village and connected it to King's Lynn 22½ kilometres (14 miles) to the north, Downham Market 11 kilometres (7 miles) to the north west and Brandon and Thetford 16 kilometres (10 miles) and 24 kilometres (15 miles) respectively to the south east.



The river lies to the south of the main settlement, an arrangement dictated by topography, and the need to avoid flooding and achieve good defence.

Reference has been made above to the topography of this fenland fringe area, dominated by water either in the form of the

rivers themselves or the man made drainage components such as 'cut off channels', drains and dykes. In soil landscape terms Stoke Ferry lies on the southern edge of the 'West Norfolk Lowland' with the 'Black Fens' lying immediately to the south. It is a typical 'fen edge' development. The lowland soil is characterized by sandy soils with well drained 'swells' and wet hollows, whereas the Black Fen has peaty soils.

The setting is therefore essentially one of an important river crossing in rich agricultural land, which has provided the basis for, and has sustained, the growth of the settlement over the centuries.

Stoke Ferry is a complex assembly of spaces generated by this topography, the associated settlement patterns around the interconnecting roads and tracks and the landscape interspersed between, behind and beyond the buildings themselves. Enhanced drama is given to the settlement by the relatively steep High Street, which lies at an acute angle to Bridge Road further south.

In fact the best approach to the village is from the south along Bridge Road, with the main core of the village being revealed at the High Street, its presence heightened by the incline to the north as mentioned above. The Lynn Road, Furlong Road or Wretton Road do not give such a dramatic approach due mainly to the dominance of the Favor Parker industrial buildings lying further to the west, and the early modern post war housing developments which introduce an element of blandness.

The construction of the A134 bypass effectively saved the historic core of the village but caused a severing of communication to outlying areas by the cutting off Oxborough Road, and Boughton Road, both of which are now effectively cul de sacs.

Views outwards from all parts of the village are delightful, but especially from Bridge Road along the water meadows to the east and west and to the village on higher ground to the north.

Stoke Ferry is surrounded by smaller settlements: Northwold 4 kilometres (2½ miles) to the east, Oxburgh 5½ kilometres (3 miles) to the north-east, and Boughton 1.6 kilometres (1 mile) and Barton Bendish 8 kilometres (5½ miles) to the north. Wereham is 2½ kilometres (1½ miles), to the north-west, West Dereham 5 kilometres (3 miles) to the west and to the south-west are Methwold, 5 kilometres (3½ miles) and Wretton just less than 1 kilometre (½ mile). All these communities were, and are, connected by communication routes and generated the characteristic settlement pattern of this part of Norfolk.

## **ORIGIN AND HISTORICAL DEVELOPMENT**

Stoke Ferry enjoys a strategic location on the eastern edge of the Fens where a carstone ridge of high ground is the only point for some distance where the adjacent River Wissey could be crossed.

This area of the county is, topographically speaking, dominated by rich peat low lying agricultural land and an intricate matrix of natural water courses (Rivers Great Ouse, Little Ouse, Wissey and Nar) and man-made drainage cuts, ditches and channels. The combination of high ground and river crossing were the essential contributing factors of settlement form. Early human settlement from Palaeolithic times onwards was quite prolific in this area, but whilst Roman settlement might also have taken place (there was a Roman farm at Denton and a probable east/west road from Denver to Thetford) as evidenced by local archaeological finds, the first recorded reference to Stoke Ferry was that of the Domesday Book of 1087. The village is referred to in this as 'stoches' from words 'stow' meaning a habitation and 'ches' meaning water.

Prosperity was encouraged by the growth of agriculture and Stoke Ferry's unique location as an important river and road crossing. The river crossing itself encouraged the growth of access tracks and roads from all directions and thus the essential ingredients, which fuelled the

growth of the settlement, were probably in place from the earliest days of the village.

Communications between the major urban towns of King's Lynn, Thetford, Brandon and Downham Market therefore generated buoyant trade, commerce, the growth of associated servant industries and the location of a local labour force. The River Wissey was navigable to Stoke Ferry Bridge, allowing local produce to be dispatched and goods to be brought into Winfields Wharf for distribution to the whole district by road. Eventually the settlement grew into a market village and then almost into 'town' status, due to its continued prosperity as an inland port. These patterns were all reflected in the built fabric of the town whose prosperity reached its height from 1750 to the late 19th Century. Typically the settlement came to be dominated by a few wealthy families whose pretensions and status were reflected in their buildings, which in turn reflected the architectural fashions of the times.

The pattern of ownership of land, its purchase and sale, is a major factor generating and determining built form, and this is very much the case today as it has been through the preceding centuries of Stoke Ferry's existence. In 1882 a single track railway line was opened, built by the Downham and Stoke Ferry company, and eventually sold to the Great Eastern Railway in 1898. Its existence provided a yet further means to generate trade and communication in general and indicates how important this settlement was.

By 1930 passenger transport on the railways was declining in the face of the development of motor transport. Passenger rail services were withdrawn in 1930 and then freight traffic ceased in the 1960's.

In summary, Stoke Ferry was clearly not simply a farming community, but one with busy commercial activity based on agriculture and located on an important river crossing. Its historic core has, at least since the 14th Century, been based around the church and its surrounding buildings on, and at, the crown of the hill. The settlement

would have gradually spread outwards along the interconnecting communication routes with further 'nodes' around outlying farmsteads, the ferry location itself and the associated wharf.

## **CHARACTER OVERVIEW**

Stoke Ferry Conservation Area contains the historic core of the village located around the church and the High Street, Bridge Road to the south and the important buildings near the river, and parts of the adjacent road network (Lynn Road, Furlong Road, Wretton Road, Boughton Road and most importantly Oxburgh Road) which contain elements of historic fabric associated with the settlement.

The factors which give the conservation area its unique character can be summarised as:

- important river crossing site
- views outwards of surrounding countryside
- a settlement pattern along roads and streets which, because of their subtle twists and turns give a variety of vistas and views
- the architectural 'set pieces' (church and other fine listed buildings) which have generated a unique scale, especially to the High Street
- the many important unlisted historic buildings
- the use of traditional vernacular building materials and building form
- the varied and interesting spaces between the buildings, and the mature historic landscape both in the settlement and beyond.

It is the interaction of these components, inextricably linked to patterns of land ownership and the creation of building plots, which has generated the unique character of the Stoke Ferry Conservation Area, described in more detail below.

## **SPACES AND BUILDINGS**

Stoke Ferry Conservation Area is of an irregular form and its boundary

encompasses the major historic components described and listed above which give it its unique character.

It is felt that the best way to appreciate the complex series of spaces is to begin the description at **Bridge Road** in the south-east corner at the river and work northwards to the village core and then along each linear settlement associated with the road system described above.

The southern extremity of the conservation area is dominated by the river landscape of grass banks, mature trees following the line of the water course and attractive distant views to the north, east and west. The old maltings have been converted to residential use and are now surrounded by a development of 'new build' infill housing on a delightful riverside site. The quality of architecture is reasonable and has as a backdrop the important line of mature trees to the north.



On the other side of the road (north-east) lies the 1920s Old Bull public house, now converted to a dwelling. The range of buildings and surrounding gardens all look 'tired' and in need of further enhancement. The sense of enclosure is poor and could be greatly improved with sensitive screen planting.

Moving northwards along Bridge Road, the sense of enclosure at the bridge dissipates. Attractive views open out to the surrounding countryside to east and west with mature tree belts and open grass paddocks which combine to give a 'water meadow' like atmosphere. To the north, the presence of the main settlement is sensed as the gradient becomes more steep. The

conservation area boundary then projects westward to enclose the timber yard and previous railway buildings, all of which are worthy of 'townscape value' status.



The village settlement proper begins towards the northern part of Bridge Road and is unfortunately dominated by the undistinguished post war housing on both east and west sides. There is a pleasant detached Victorian villa now with mature garden landscape, and there is also a stone 'way marker' outside its curtilage, which is an interesting feature. The vista northwards is closed by the shop which occupies the vitally important corner site at the junction of Bridge Road, the High Street and Oxborough Road which arrives from the north-east. The other corner sites are occupied by historic modestly-scaled cottage buildings, all of which are felt to have townscape significance. The original building on the south-east corner has been demolished.

The range of buildings varies from the two detached Victorian villas (Trafalgar House and the Manse) to the pleasant ranges of Victorian cottages to the north-east. A rough track leading to the surrounding agricultural area to the south-west divides the two villas and gives a pleasant distant view to the landscape beyond.

At this village 'node', the **High Street** turns away to the north-west in classic townscape fashion, and affords delightful views of the main architectural sequence of the conservation area.

High Street rises steeply to the north-west thus heightening the sense of drama, which is in turn enhanced by the scale of historic buildings particularly to the north (the Surgery, Park House, and Deanscroft). The street contains an array of historic fabric



and delightful views between each range, either to an intimate garden or to distant views of landscape beyond. Sometimes these side 'passages' give access to a further range of buildings behind and beyond those actually fronting the street. The character thus generated is one of fairly dense historic fabric and reflects the standing of Stoke Ferry as more than just an agricultural based village.

The High Street was clearly 'the' place to live in Georgian and Victorian times and the presence of wealthy merchants in the settlement generated an appropriate scale and design of buildings to reflect this prosperity and status.

The vista to the north-west is closed by yet another range of attractive and important listed buildings which mark the western boundary of Lynn Road. At this point, a second important 'node' is reached which



contains the church, churchyard, war memorial and the surrounding historic buildings (All Saints Lodge, Deanscroft, Stoke Ferry Hall, and the pub to the south). The area has been subject to townscape upgrading in the last decade and contains an interesting modern shelter and other

townscape components. The mature landscape of the churchyard provides an important backdrop to the whole scene, the scale of which is again enhanced by the height and presence of the listed buildings.

The conservation area then projects both in a northern direction (to encompass Lynn Road, Furlong Road, and Boughton Road) and western direction (Wretton Road) and will be described later. Suffice it to say that this 'node' marks a significant change in the character of the conservation area.

Returning down the hill to the **Oxborough Road**, it is true to say that the latter was once an important connecting route to the village of Oxborough which lies to the north-east of Stoke Ferry. Unfortunately one negative result of the by-pass construction has meant that this route has been severed at its junction with the new A134.

Beginning at the junction with the High Street / Bridge Road and proceeding north-eastwards, the road gives a series of most attractive views in both directions as it twists and turns to the north-east. It contains a series of important historic buildings none of which are listed, but all of which are of townscape significance despite some unwanted modern adaptations and installations.



The character of the road changes as the core of the village is left. A historic range of cottage buildings is located to the north-west, but unfortunately early modern post war infill housing has diluted the character. This housing occupies individual building plots which have been sold off to the east of

the road. The new housing is of the 'anywhere' variety and is accompanied by poor enclosure and landscaping. Improving the latter would do much to enhance the quality of the area and the planting of indigenous species should be encouraged rather than evergreens.

A series of tracks join Oxborough Road and provide access to the surrounding agricultural land, namely **Barker's Drove** to the north-west, **Little Man's Lane** to the north-east, and **Man's Lane** to the south-east. The mature landscape around these tracks is attractive and continues to mark their route into open countryside, particularly the eastern lanes.

A 'node' is created where Little Man's Lane and Barker's Drove meet together is just north of the last cottage and marks a further change in conservation area's character. There are now views north-west and east ward out of the conservation area towards the rolling agricultural landscape beyond. The north-eastern vista is closed by the remaining buildings of the conservation area located around Romer Farm. White's Farm house occupies higher ground to the west along Barker's Drove. The farm complexes occupy almost island sites and the sense of intimacy of the core is no longer present. These buildings are however important components of the village infrastructure.



Views back to the village along Oxborough Road are equally attractive with a delightful assembly of historic buildings interspersed with mature landscape. These distant views also give an important clue to the reasons behind the origin of the settlement as the land containing the village core is considerably higher to the north than the surrounding levels. The distant view is

unfortunately dominated by the industrial buildings lying to the south of Furlong Road.

Returning to the 'top' end of the settlement at the High Street/Lynn Road/Wretton Road junction, the conservation area boundary encompasses development in both directions.

Beginning with the Wretton Road, the land falls to south-west as the road bends southwards before proceeding in a fairly constant western direction towards Wretton and West Dereham. The area closest to the High Street core has some degree of intimacy but this soon dissipates into an area of nondescript modern post war housing on both north and south sides of the road.

Immediately south of the war memorial is a car park with former pub to the south then moving on, an important listed building Canterbury House - is located on the angle



of the road as it changes direction. Further south is an important grouping of cottages and agricultural buildings, all of which are given townscape significance. There are pleasant distant views to the countryside to the south-east with mature tree belts hugging the line of the water course.

The conservation area continues westwards and ends at the curtilage of the Manor House, a listed farmhouse with attractive outbuildings to the east. The western conservation area boundary contains Woodlands, a new house presumably building in the grounds of the Manor House.

The southern boundary of this part of the conservation area is demarcated by the line of the road and accompanying hedgerow.

Further south but just beyond the boundary is the modern school and community centre, two vital parts of the modern village infrastructure of Stoke Ferry.

To the east, the whole approach to the village is dominated by Favor Parker, the agricultural feed manufacturer and distributor, whose industrial scale buildings occupy a large site immediately west of the High Street. The junction of Buckenham Drive and Wretton Road is poor and, although it does contain some small commercial buildings to the north which includes the local chip shop, it needs improvement.

The conservation area north-west of the High Street contains parts of Lynn Road, Boughton Road, and Furlong Road. The boundary is irregular in form and contains several important historic buildings, the spaces between them and pockets of mature landscape.

Dealing firstly with **Lynn Road**, the south-east section is again dominated by the looming presence of the Favor Parker site even though there is a range of fine listed buildings front the south-west side of the road. The northern side of the road contains some undistinguished modern infill bungalows and much altered older commercial buildings (the Village Hall, and Free Church). The area is unfortunately blighted visually by the Favor Parker site.



Moving northwards and beyond the junction with Furlong Road, the character of the conservation area improves even though the area is dominated by the road and the need to accommodate heavy through traffic generated by Favor Parker. Apart from the modern shop and new house adjoining to the north, all the

buildings have a townscape value. The conservation area also encompasses the long established agricultural engineering works, which seems to be flourishing.

Important outbuildings to the north offer opportunity for future reuse/development. To the north side of the road is a further range of attractive historic buildings



although one or two have been severely 'mauled' by insensitive modern development. A very attractive 'loke', Lime Kiln Lane, goes off to the north and contains ranges of converted buildings in a delightful mature 'hollow' landscape setting.

The end of this part of the conservation area is marked by a further 'node' where the road divides. Lynn Road continues in a north-west direction and the former **Boughton Road** in a more directly northern direction.

The junction is marked by an attractive pub and mature landscape to the north and north-west and east. To the south is more modern infill housing which continues along both the Lynn and Boughton Roads. The conservation area boundary encompasses the important listed tower mill and the range of historic buildings on the north side of **Furlong Road** which runs eastwards from the Boughton Road.

Boughton Road and Furlong Road both give attractive views outwards over distant countryside beyond and the impact of the bypass has been effectively reduced by sinking it in a 'cut'.

The boundary to the north includes the pleasant range of cottages, the new house under construction and the landscape buffer at the boundary with the agricultural land beyond. The southern edge of the



road consists of the mature hedgerow and tree belt contained around the Lime Kiln Lane.

To the east Furlong Road swings round to the south with **Furlong Drove** leading northwards providing the transportation link with the A134 main road. This route is used by heavy goods vehicles travelling to and from the Favor Parker depot.

The north/south section of Furlong Road proceeds southwards to Lynn Road and contains some important non-listed buildings on its western side, namely Ebenezer; Furlong House, a disused Methodist Chapel and a pair of cottages. The Methodist Chapel is a 'building at risk' and urgently needs refurbishment and a new use. New infill housing has been inserted on individual plots to the east and includes the Post Office almost directly on the junction with Lynn Road.

In summary, the conservation area is a very complex assembly of components and spaces which reflects the growth and prosperity of the settlement, particularly during the Georgian and Victorian periods.

## LISTED BUILDINGS

There are 20 listed buildings with the Stoke Ferry Conservation Area. The statutory list was revised in 1985 and there have been no additions. All the buildings are listed Grade II:

### Grade II Buildings

- **Tower Mill, Boughton Road.** 1870, its floors raised by two floors in 1900. Restored in 1980. Brick. Mill house and outbuildings not included.
- **Manor House & Manor Lodge, Wretton Road.** Farmhouse 18th Century, now two dwellings.
- **Cobbles, Lynn Road.** Early 18th Century, carstone and flint. Slate roof. Two storeys and dormer attic.
- **Bayfields, Lynn Road.** Early 1700s. House and shop now offices. Flint and carstone, refaced in brick. Pantile roof.
- **Crown House, The Hill.** Public house,

now offices. Early 16th Century with 19th Century additions. Brick, carstone and rubble, rendered to facade. Slate roof to facade, pantile to rear. Two storeys.

- **All Saints Lodge, The Hill.** Late 17th Century and mid 18th Century. Flint, carstone and clunch, partly colourwashed. Pantile roof, two storeys and attic. Gabled roof in a mix of plain tiles and pantiles. Important rear ranges.
- **Stoke Ferry Hall, The Hill.** Early 19th Century. Gault brick with pantile roof. Two storeys in five bays. Dentil eaves cornice.
- **Park House, High Street.** House 1770. Coursed clunch and carstone with rendered brick facade and slate roof. Three storey in four bays. Eaves cornice in timber.
- **All Saints Church, The Hill.** 15th Century, Tower fell 1578, nave rebuilt 18th Century. Nave and chancel entirely rebuilt by W J Donthorn in 1848. Ashlar, clunch, flint with slate roofs.
- **The Surgery, High Street.** 18th century Miller's house, now private residence. Brick rendered to front with slate roof. Three storeys.
- **Stableyard (West of the Surgery), High Street.** Brick, carstone, clunch, with hipped pantile roof. One storey of 6 arches with keystones. Brick gater piers with pineapple finials.
- **The Old Granary, Mill Street.** Maltings, now private house, mid 18th Century, altered 1982. Colourwashed brick, clunch and carstone. Slate roof, two storeys and attic.
- **Osbourne House, High Street.** House, 1840, gault brick with slate roof. Two storeys in three bays.
- **The Old Chemists Shop, High Street.** 1824, L shaped plan. Flint with gault brick dressings and pantile roofs. Two storeys, three bay facade to road.
- **Lodge Cottage, High Street.** Early 18th Century with later additions. Whitewashed brick and pantile roof. Two storeys.
- **The Lodge, High Street.** House, early 19th Century. Whitewashed brick and pantile roof. Two storeys in three bays.

- **Moulsham House, High Street.** Late 18th Century house, once partly used as a bank. Earlier core. olourwashed brickwork, flint and clunch. Concrete tiled roof. Two storeys and attic.
- **Canterbury House, Wretton Road.** Late 16th Century, altered 1700 and in 19th Century. Brick, clunch, and carstone with pantiled roof. Two storeys.
- **House Immediately East of All Saints Lodge, The Hill.** Mill now a private house. Mid 18th Century. Gault brick with plain tile roof. Three storeys in 4 bays.

### IMPORTANT UNLISTED BUILDINGS

There are many important unlisted buildings within the conservation area which, with associated outbuildings screen



walls and railings make a great contribution to the overall architectural character of the area. These structures have been identified on the map and are included because of their prominent position, use of traditional materials, their relatively intact character and because they often relate to other historic buildings close by.

### POST WAR DEVELOPMENT

Stoke Ferry has continued to grow in the 20th Century but has been subject to the dramatic changes which have affected all similar rural settlements in the country.

The thriving, bustling commercial life of its heyday sadly declined during this period as the changes in agricultural practice destroyed the need for local agricultural based industry and a work force located nearby. The decline in water borne commerce and then the closure of the railways was accompanied by the need for people to find work in the larger urban centres. The arrival of the motor car and its availability to almost all households has enabled this trend to continue unabated.

Villages like Stoke Ferry are now essentially places for living in and, although they are still cherished for what they are - extremely attractive historic settlements, - it is difficult to see how the commercial life of such communities will return and reinject them with the associated vitality and richness of their heyday. This is a national phenomenon.

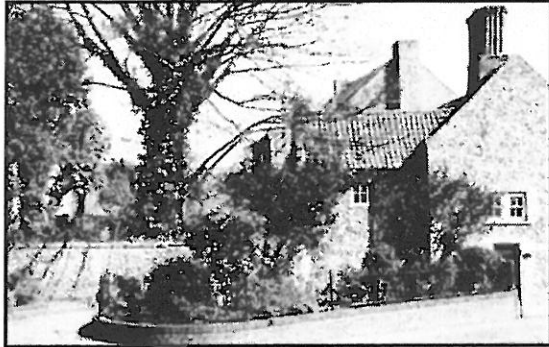
Nevertheless, this community has achieved much during the latter part of the century and the infrastructure provided by a major commercial concern such as Favor Parker, the two village shops, post office, two pubs, chip shop, community centre, village hall, and timber yard, contributes greatly to the continued life of the village which is still vital and energetic despite the above trends.

Typically, there has been much modern post war housing in the form of infill on individual plots or larger estates such as Buckenham Drive and Bradfield Place. The quality of this development is also typical of the period and is best described as 'anywhere' housing, lacking in any sense of 'place' or 'contextual' design, and very often with poor urban styles of enclosure and planting.

In addition, the last few decades have seen a dramatic change in use of the historic buildings and their outbuildings. Virtually all are now private residences and have without exception been subject to repair, refurbishment, alteration and extension. In general terms this has been carried out well and many important buildings have been returned to a more worthy state of repair.

The Borough Council and local community,

in partnership, have also instigated an attractive townscape improvement scheme to the north and south of All Saints Lodge which includes hard landscaping, seating and planting.



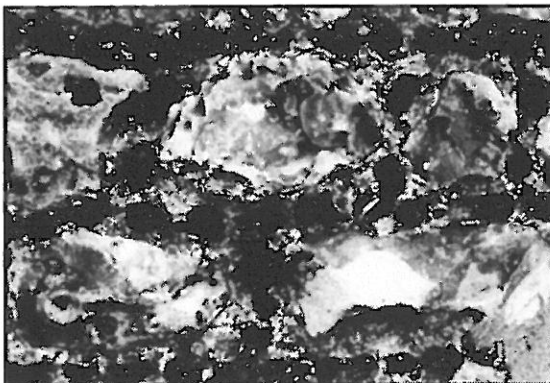
Stoke Ferry continues to be an extremely popular place to live being close to major connecting transport routes.

### TRADITIONAL MATERIALS

The character of Stoke Ferry Conservation Area owes a great deal to the use of local traditional materials in the construction of its historic materials.

These materials include:-

- Dark brown carstone laid randomly in lumps, coursed, with or without galletting and sometimes in combination with brick, flint and clunch.
- Chalk (clunch).
- Pink, buff or cream clay bricks, manufactured from local Gault clays or imported via waterways.
- Norfolk orange/red pantiles, blue/black glazed pantiles.
- Clay plain/peg tiles.
- Flint, either random rubble or knapped, generally uncoursed, and used in



combination with other materials (see above).

- Colourwashed render, brick, flint or clunch.
- Welsh slate.

### ARCHAEOLOGICAL INTEREST

There are no scheduled Ancient Monuments in Stoke Ferry.

### DETRACTORS

The special quality of conservation areas can easily be eroded by seemingly minor alterations such as unsuitable replacement windows and doors, inappropriate materials or unsympathetic paintwork, removal of walls, railings, trees and hedges.

All these detractors are present in the Stoke Ferry Conservation Area and other features which detract significantly from the intrinsic character include:-

- Heavy traffic on Lynn Road and Furlong Road associated with Favor Parker
- Pollution (dust, dirt, smells ) again from Favor Parker
- Poor enclosure – e.g. Methodist Chapel and most modern post war development.
- Wirescape – particularly in Oxborough Road.
- Clutter of street signs.



- Inappropriate landscaping which relies too much on evergreens.

## CONSERVATION OBJECTIVES

The overall conservation objective is to protect and reinforce the established special character of Conservation Areas and their setting.

This will be achieved by:

- encouraging the retention and maintenance of buildings which contribute to the overall character of each conservation area, whether listed or not
- ensuring that new development is sympathetic to the special qualities and character of each conservation area
- protecting the setting of the conservation area from development which adversely affects views into or out of the area
- the retention, maintenance and locally appropriate new planting of trees
- maintaining and enhancing local features and details which contribute towards an area's local distinctiveness
- working with the community to prepare schemes of enhancement
- encouraging the removal of detractors to the special character of each conservation area

## CONTACTS AND ADVICE

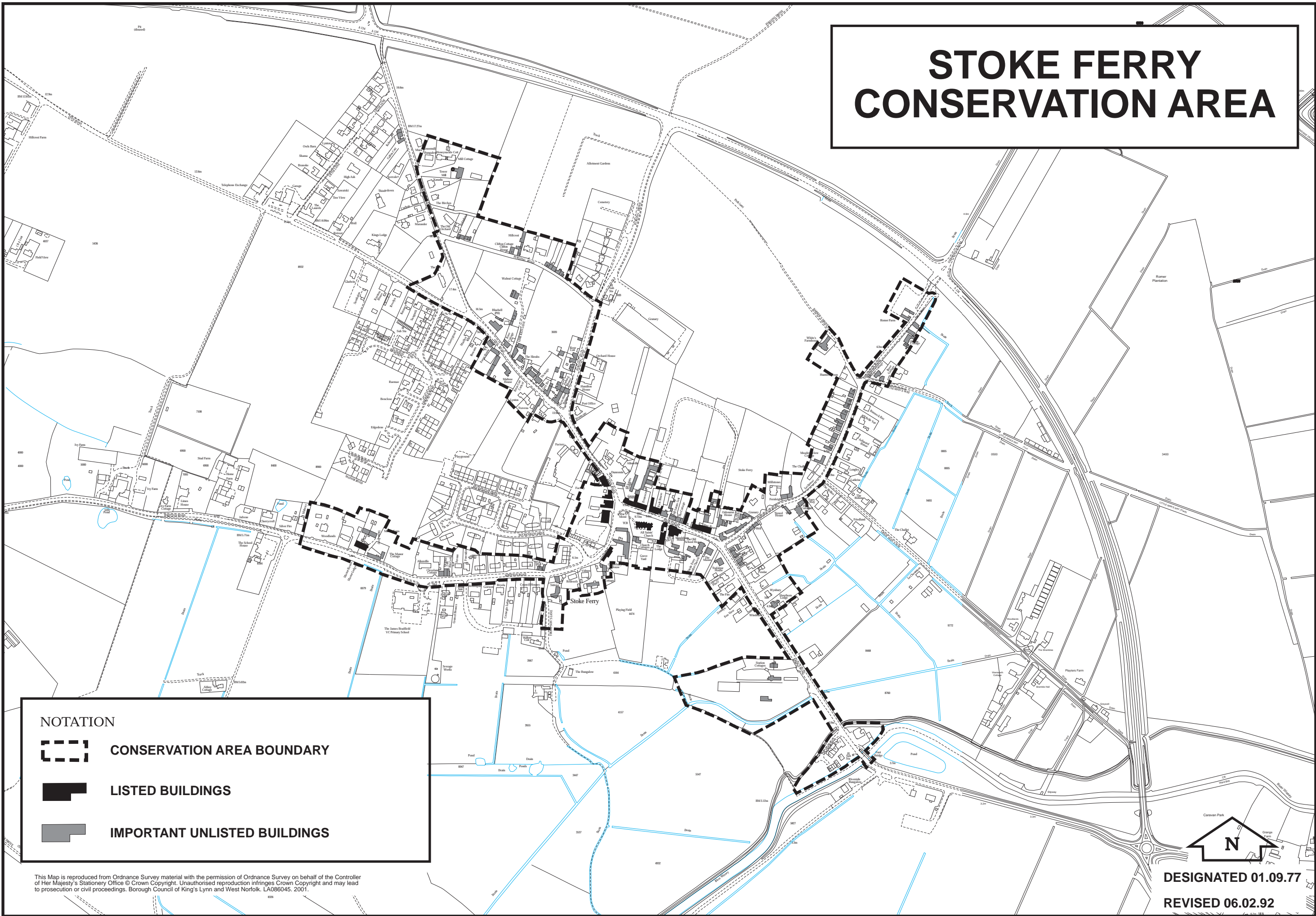
Within conservation areas, a number of special controls apply and it is advisable that anyone proposing to carry out new development, alterations, extensions, installations, demolition or work to trees should seek advice from the Planning Department at an early stage. A leaflet summarising these issues and including general information on conservation areas can be obtained from the Planning Department free of charge.






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# STOKE FERRY CONSERVATION AREA



**NOTATION**

-  **CONSERVATION AREA BOUNDARY**
-  **LISTED BUILDINGS**
-  **IMPORTANT UNLISTED BUILDINGS**

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