



Stoke Ferry

Neighbourhood Plan

Data Profile

February 2020



To inform the development of Neighbourhood Plan policies

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1. Introduction

1.1 The data profile

- 1.1.1 This data profile has been developed to form part of the evidence base for the Stoke Ferry Neighbourhood Plan and to inform policy development.
- 1.1.2 The Stoke Ferry Neighbourhood Plan is currently being developed as a Neighbourhood Development Plan under the Localism Act 2011 and the Neighbourhood Planning (General) Regulations 2012. The Neighbourhood Plan is being prepared in the context of the King's Lynn and West Norfolk Local Plan.

1.2 Draft Aims, draft Vision and Draft Objectives of the Neighbourhood Plan

- 1.2.1 The Steering Group for the Neighbourhood Plan has developed a set of Draft Aims, a draft Vision and draft Objectives, which were tested with the community on 15th February 2020.
- 1.2.2 This data profile is set out in sections based on the draft Neighbourhood Plan objectives developed by the Steering Group in January 2019.

Draft AIMS of the Neighbourhood Working Group (drafted at working group workshop, 18th January 2020)

By undertaking a Neighbourhood Plan, the working group aim to:

- Give a voice to residents to shape and reach consensus on new development and regeneration
- Allow the village to develop sensitively, in terms of heritage, local character and the environment
- Facilitate a sense of community
- Protect, maintain and promote the natural environment
- Identify and provide evidence for the use of developer contributions* for the future

Draft VISION 2020 – 2040 of the Neighbourhood Plan (Revised at Working Group meeting, 21st January 2020)

Stoke Ferry will be a flourishing community in a unique and historic setting on the River Wissey, able to meet local needs and address the ongoing challenges of climate change.

The parish will have a balanced housing mix in keeping with the character of the area. Important aspects of the natural and historical environment will be actively protected. Stoke Ferry will be an attractive place where people of all ages choose to live, work and visit in the future.

Draft OBJECTIVES of the Neighbourhood Plan

(Drafted at Working Group meeting, 21st January 2020)

Community and Services

- To encourage and support appropriate new and existing services and assets of community benefit

Housing and the Built Environment

- To encourage well-designed, sustainable development which complements the distinct features of Stoke Ferry, includes green spaces and protects the heritage that already exists
- To preserve the village character of Stoke Ferry and maintain the existing development boundary

Transport and Access

- To encourage safe and connected walking and cycling within and beyond the Stoke Ferry Parish
- To improve existing private and public parking

Natural Environment

- To minimise pollution on land, in water and in the air and protect and enhance access to the river and countryside within the Stoke Ferry Parish
- To protect and improve biodiversity (e.g. wildlife habitats)
- To create a cleaner, safer and greener neighbourhood (e.g. by reducing litter, graffiti, and maintaining pleasant public spaces) and through energy efficiency and the use of renewables

Business and Employment

- To encourage and support appropriate new and existing businesses

Social and Cultural

- To promote a sense of community identity and belonging
- To encourage community participation in a friendly and supportive manner across the Parish

1.3 Location

- 1.3.1 Stoke Ferry is situated on a rising, elevated site above the vale of the River Wissey. It is located 6.5 miles south east of Downham Market and covers an area of 9.15km². The designated Neighbourhood Area for the Stoke Ferry Neighbourhood Plan is the whole of the civil parish of Stoke Ferry.

Figure 1 below: Map showing the location of Stoke Ferry in the county of Norfolk.
Source: Parish Online mapping website. Location denoted by red circle.

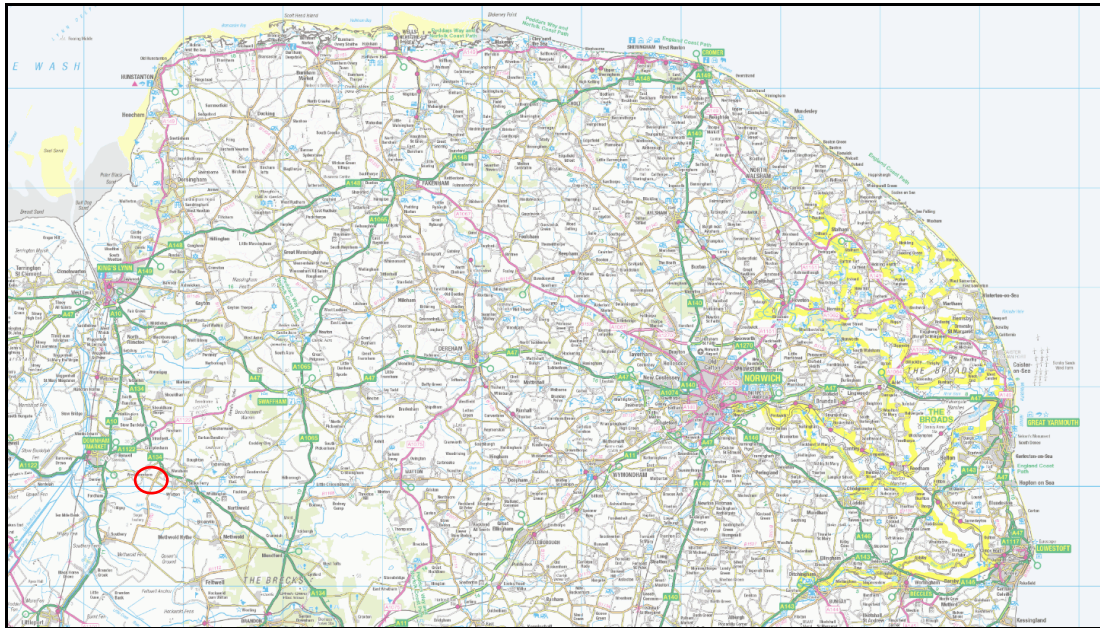
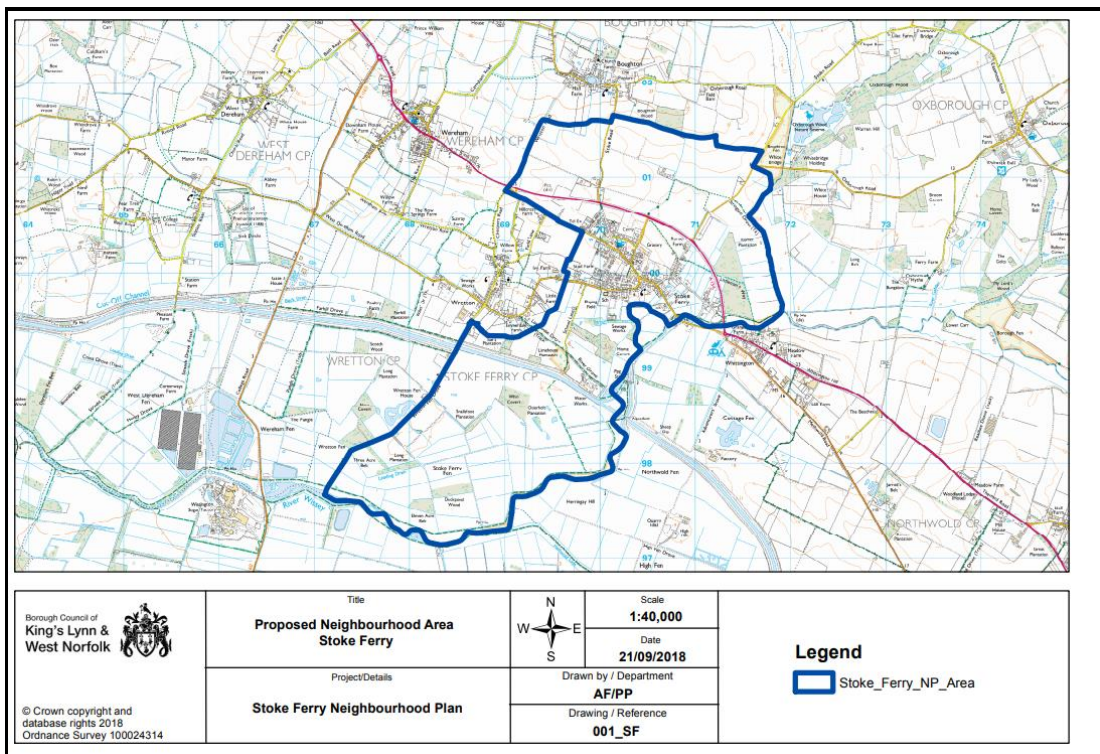


Figure 2 below: Map showing the Stoke Ferry Neighbourhood Plan Area.



1.4 Local Planning Policy

- 1.4.1 Stoke Ferry is located within the administrative boundary of King's Lynn and West Norfolk Borough Council. The Local Plan for King's Lynn and West Norfolk currently comprises the Core Strategy (adopted July 2011) and the Site Allocations and Development Management Policies Plan (adopted September 2016).
- 1.4.2 Stoke Ferry is identified in the Core Strategy as a Key Rural Service Centre which helps to sustain the wider rural community by providing a range of services that can meet basic day-to-day needs, and a level of public transport that can enable access to and from the settlement.
- 1.4.3. The Site Allocations and Development Management Policies Plan allocates land to deliver the development requirements of the Core Strategy. Stoke Ferry is considered to have a range of services and facilities to serve the existing community. The population pro-rata approach to the distribution of development suggests 14 additional dwellings are sought here. However, the Council considers the chosen sites could satisfactorily accommodate more, and that 27 dwellings, (at current standards 5 would be affordable dwellings) would be an appropriate number.¹ The Local Plan Review 2019 seeks to make an allocation for at least 7 further dwellings.
- 1.4.4 There have been three site allocations for Stoke Ferry, which are outlined below. In the Local Plan Review 2019, King's Lynn Borough Council also suggested an additional preferred option for allocation STF1. This can be seen in the map in Figure 3.
- 1.4.5 Policy G88.1 Stoke Ferry - Land South of Lark Road/ Wretton Road Land south of Lark Road/Wretton Road amounting to 0.4 hectares, as identified on the Policies Map, is allocated for residential development of at least 5 dwellings.
- 1.4.6 Policy G88.2 Stoke Ferry - Land at Bradfield Place Land at Bradfield Place amounting to 0.7 hectare, as identified on the Policies Map, is allocated for residential development of at least 10 dwellings.
- 1.4.7 Policy G88.3 Stoke Ferry - Land at Indigo Road / Lynn Road Land at Indigo Road / Lynn Road amounting to 0.5 hectare, as identified on the Policies Map, is allocated for residential development of at least 12 dwellings.
- 1.4.8 The current owner of Site G88.2 and STF1 intends to develop them as a site for Custom and Self-Build housing, most likely in the form of serviced plots. This means that they will provide the infrastructure required for the site, such as roads and amenity connections, and then sell each plot separately to someone who is looking to build or commission the design and build of their own home.
- 1.4.9 In the past five years (01.04.2015 – 11.02.2020):
- 11 dwellings have been completed
 - Work has started on 4 dwellings
 - 186 dwellings have been granted planning permission but have yet to start (some cannot as they are only in outline planning permission)

¹ King's Lynn and West Norfolk Site Allocations and Development Management Policies Plan Adopted September 2016

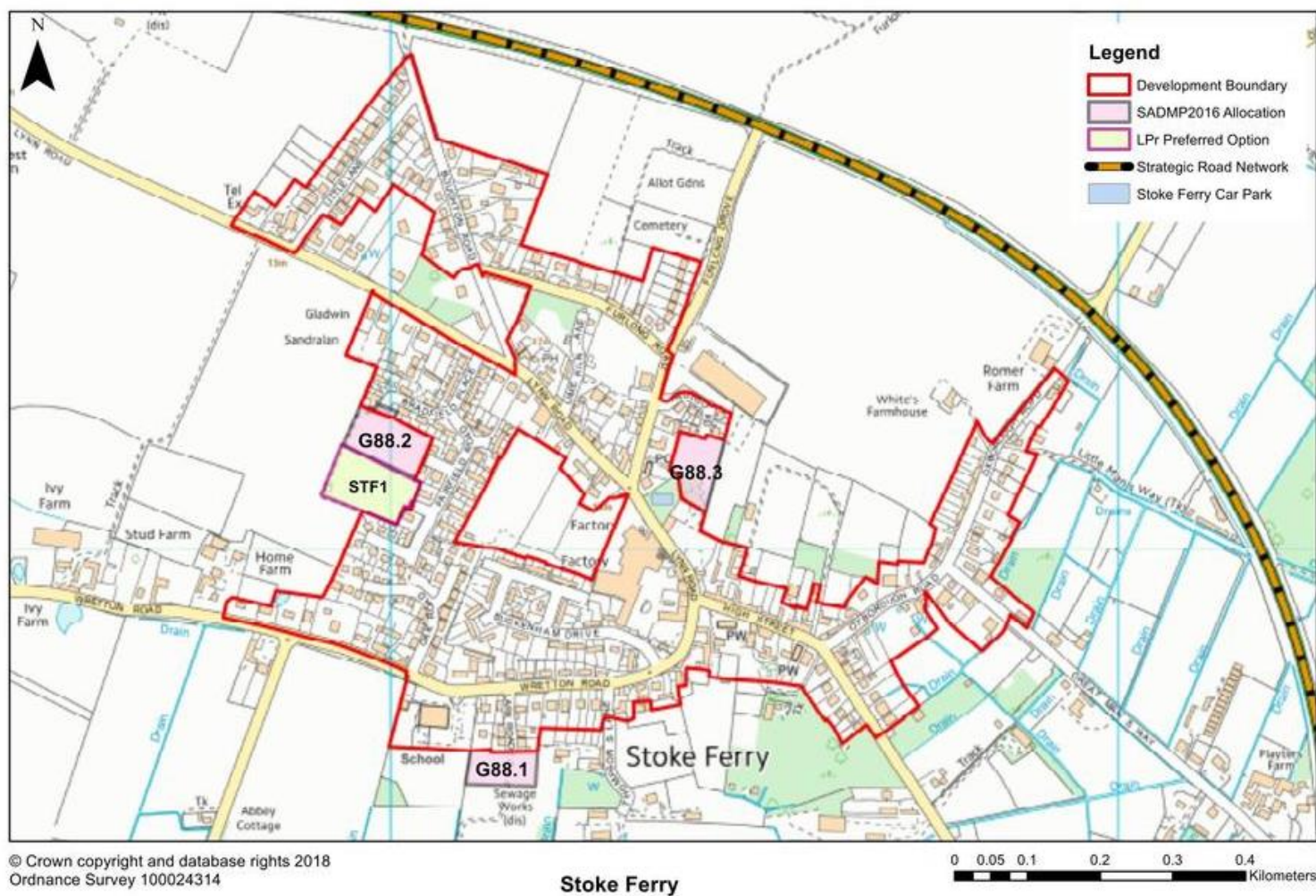
- Work has started on some of the larger sites with excavation and footings but building has not progressed since

1.4.10 The Stoke Ferry Parish Plan 2007 was developed through consultation with the community. Parish plans are a form of community-led plan. They are documents that set out a vision for the future of a parish and outline how that can be achieved in an action plan. Ten planning guidelines were highlighted in the plan:

- Brownfield sites should be used wherever possible
- Adequate parking should be provided with any new development
- Housing development should be a mixture of housing types including low cost starter homes and sheltered housing projects
- Building design should be in sympathy with the local design tradition
- Retail developments should add variety already available in the village; specialist retailers rather than a major supermarket would be more appropriate
- Light industrial utilising local workforce skills is welcome
- Developments should not significantly increase the volume of traffic on the village roads
- Developments of the river area are cautiously welcomed; however potential developers are required to take cognisance of villagers' desire to retain the natural surroundings
- Developments should add to the attractive nature of the village and not increase the maintenance burden
- Developments which seek to add permanent sporting and recreation facilities, especially for younger people are to be welcome

Figure 3 below: Stoke Ferry site allocations map. Source: King's Lynn and West Norfolk Local Plan Review 2019.

Source: <https://west-norfolk.objective.co.uk/portal/lpr2019/lpr2019?pointId=s1542882759483#section-s1542882759483> 13.02.2019



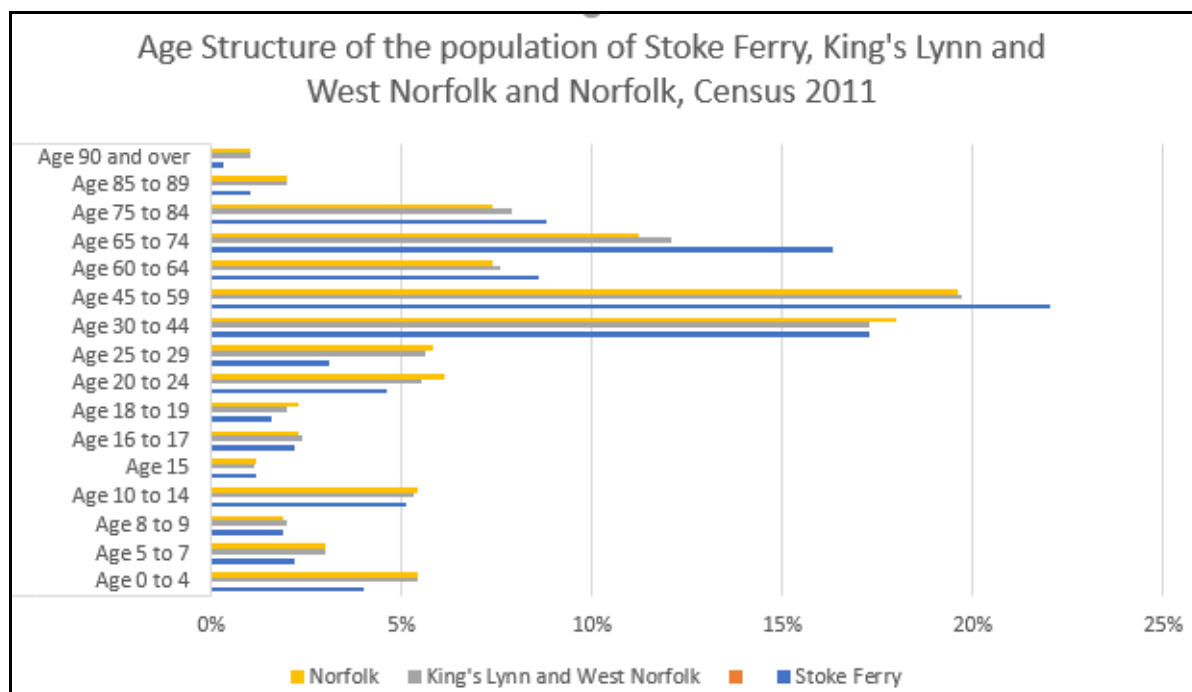
2. Community and services

All Census data throughout is obtained from www.nomisweb.co.uk accessed 04.04.2020 unless referenced otherwise.

2.1 Population

- 2.1.1 The population of Stoke Ferry was 1,020 in the 2011 Census, increased from 896 in the 2001 Census. This is a population increase of 13.8%, higher than the increases seen for King's Lynn and West Norfolk 8.94% and the East of England 8.52%.
- 2.1.2 The population of Stoke Ferry in the 2011 Census was 52.5% female and 47.5% male.
- 2.1.3 The population density is 1.1 person per hectare.
- 2.1.4 The mean age of the population of Stoke Ferry is 46.4 years. This compares to 43.5 years for King's Lynn and West Norfolk and 42.7 years for Norfolk.
- 2.1.5 There is a higher percentage of people aged between 45 and 84 years in Stoke Ferry than the percentages in those categories for King's Lynn and West Norfolk and Norfolk.

Figure 4 below: Age structure Census 2011. Source www.rsonline.org.uk. Data extracted 27.01.20



2.2 Health and Wellbeing

- 2.2.1 35.9% of the population of Stoke Ferry recorded were in very good health in the 2011 Census, 37.8% good health, 17.7% fair health, 5.4% bad health and 3.1% recorded very bad health. In King's Lynn and West Norfolk 40.9% recorded very good

health, 37.1% recorded good health, 15.9% recorded bad health and 1.3% recorded very bad health. In Norfolk 42.7% reported very good health, 36.6% good health, 15.1% fair health, 4.4% bad health and 1.2% very bad health.

- 2.2.2 Of the total population of Stoke Ferry, 11.8% of the population recorded their day to day activities were limited a lot, 12.2% limited a little and 76.1% not limited.
- 2.2.3 15.2% of the population of Stoke Ferry provides between 1 hour and 50 or more hours of unpaid care a week. In King's Lynn and West Norfolk 11.8% of the population provides between 1 hour and 50 or more hours of unpaid care a week. In Norfolk 11.1% of the population provides between 1 hour and 50 or more hours of unpaid care a week.

2.3 Qualifications

- 2.3.1 Data from the Census 2011 shows that 35.8% of the population of Stoke Ferry have no qualifications, compared to 29.3% for King's Lynn and West Norfolk and 26.3% for Norfolk.

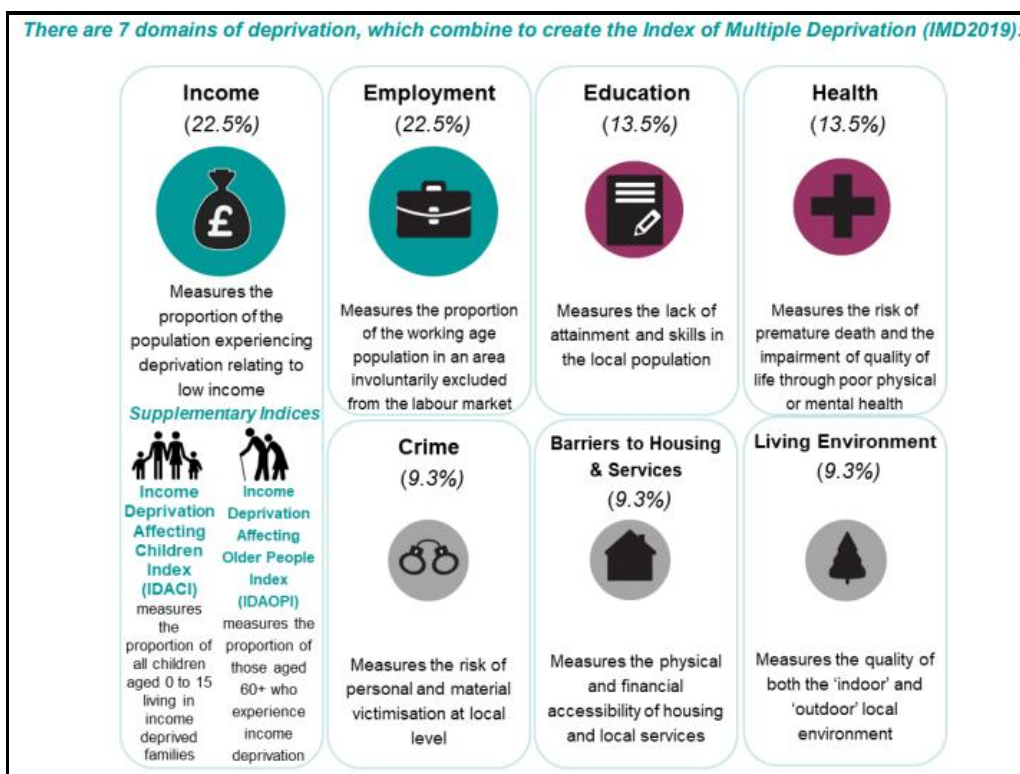
2.4 Deprivation

- 2.4.1 Stoke Ferry parish falls within 018C Lower Super Output Area (LSOA) within Wissey Ward. In 2019, this LSOA was ranked 13,721 out of 32,844 LSOAs where 1 is the most deprived. This is amongst the 50% most deprived neighbourhoods in the county. In 2015 this LSOA was ranked 13,090 out of 32,844 amongst the 40% most deprived neighbourhoods,² This LSOA was amongst the 40% most deprived neighbourhoods for the Education, Skills and Training domain in 2019. Regarding crime, it was in the 20% least deprived neighbourhoods, 20% most deprived neighbourhoods for barriers to housing and services and 50% least deprived for income deprivation affecting children and older people.

Figure 5 overleaf: A diagram showing the 7 domains of deprivation, which combine to create the Index of Multiple Deprivation 2019.Source:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/835115/iod2019_Statistical_Release.pdf

² http://dclgapps.communities.gov.uk/imd/iod_index Data extracted 31.01.2020



2.5 Services and Facilities

- 2.5.1 Stoke Ferry benefits from a range of services and facilities. The village pub and Post Office have closed in recent years. A new Post Office is planned to open in March 2020 at the Murco Garage and Shop at the Whittington roundabout, which is adjacent to Stoke Ferry parish.
- 2.5.2 All Saints Academy Primary School serves pupils aged 4 – 11 years old and had 105 pupils on roll in September 2019. The primary school is part of the Methwold cluster and most High School pupils go to the Iceni Academy in Methwold.
- 2.5.3 Little Oaks Preschool and holiday club runs in term time for 2 – 5 year olds and holiday clubs for 2 – 8 year olds, this is situated beside the Primary School.
- 2.5.4 The village has a playing field and village hall.
- 2.5.5 All Saints Academy Primary School is co-located with the Stoke Ferry and District Community Centre where there is a paper recycling point. All Saints Church in Stoke Ferry is now a privately owned building.
- 2.5.6 The Parish Plan 2007 identified the desire for a permanent medical centre in the village. The nearest hospital is the Queen Elizabeth hospital in King's Lynn.
- 2.5.7 The Stoke Ferry Parish Plan 2007 identified the interest of parishioners to connect to the mains sewage system. Currently only a small part of the village is on the mains sewage system.

2.6 Social and Cultural

- 2.6.1 The village pump is a magazine for the Wissey community including the parishes of Boughton, Stoke Ferry, Wereham, West Dereham, Whittington and Wretton.
- 2.6.2 Stoke Ferry Ladies Group and Café at the Community Centre, All Saints Academy, Stoke Ferry have a free loan library and a café and lunch club
- 2.6.3 Lily provides a range of support services in west Norfolk to combat loneliness and social isolation. www.careline-cs.org.uk
- 2.6.4 There are a range of events in the parish including bingo and the annual pantomime. The regular events in the parish can be seen in the table below.

Figure 6 below: Regular events in the parish of Stoke Ferry. Source: Parish Pump village magazine, December 2019.

Every Monday 7 – 8pm	Yoga	Village Hall
Every Tuesday 7pm	Dog Training	Village Hall
Every Friday 7 – 8pm	Zumba	Village Hall
1 st Wednesday every month	Stoke Ferry and District Ladies Group	Community Centre
Every Thursday from 10:30am	All Saints Lunch Club for all ages	Community Centre
Every Friday 3:15pm – 5:30pm	Stoke Ferry Youth Club	Community Centre
Each month 7 – 8:30pm	The Common Room Youth Club	Community centre

- 2.6.5 The Stoke Ferry Parish Plan 2007 identified a lack of facilities and activities for the 13 – 19 year age range. Extra sports facilities and a youth club were identified, of which a youth club is now running.
- 2.6.6 The Stoke Ferry Parish Plan 2007 summarises that the two main social venues in the parish are underused and:
- The desire for increased recreational facilities for young people and the under-utilisation of existing venues needs to be investigated as an ideal match may be possible
 - The possibility of introducing more evening classes needs to be discussed with the local education authorities and colleges to see what is possible
 - The introduction of more and varied social events needs to be considered
 - The promotion of events being held in the village needs to be investigated to ensure that a lack of awareness is not a reason for villagers not attending

3. Housing and the built environment

3.1 The Historic Environment

- 3.1.1 The earliest evidence of human activity in the parish comes in the form of Neolithic flint tools, including a stone axe head dredged from the River Wissey. During the Bronze and Iron Ages some evidence of settlement has been recorded to the east of the A134 bypass.³
- 3.1.2 Stoke Ferry's name comes from the Old English for a settlement named from a ferry over the River Wissey, though 'stoke' can also refer to a religious place or dependant farm. 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 1086.⁴ The Domesday Book is the first reliable source which pinpoints the village at its present location. It mentions a church and church land. On the NHER entry for All Saints Church (NHER 4798), the nave is listed as early-medieval which in all likelihood links it to the church mentioned in the Domesday Book.
- 3.1.3 Stoke Ferry developed in a strategic position on the eastern edge of the Fens, where a carrstone ridge of high ground is the only point for some distance where the adjacent River Wissey could be crossed. Prosperity was encouraged by the growth of agriculture and Stoke Ferry's unique location as an important river crossing and road crossing. The River Wissey was navigable to Stoke Ferry Bridge and eventually the settlement grew into a market village and then almost into town status due to its prosperity as an inland port.
- 3.1.4 The town reached peak prosperity from 1750 to the late 19th Century. In 1845 the population was 663 and the village had a post office, two blacksmiths two corn millers, four bakers, tailors, bootmakers, carpenters, painters, plumbers, doctors and a druggist. There was a church and two chapels. For entertainment there were 5 hotels and many alehouses. The majority of these premises remain today, converted to dwellings. In 1882 a single-track railway was opened, built by the Downham and Stoke Ferry company and sold to the Great Eastern Railway in 1898. Stoke Ferry had its own railway station, the terminus of the Downham and Stoke Ferry Railway, a branch from the main line between Cambridge and King's Lynn. By 1930 passenger transport on railways was declining and services withdrawn. Freight traffic stopped in the 1960s and the railway station stopped service in early 1965.
- 3.1.5 The Conservation Area character statement summarises '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

³ www.heritage.norfolk.gov.uk Data extracted 05.02.2020

⁴ www.heritage.norfolk.gov.uk Data extracted 04.02.2020

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

- 3.1.6 Historic England list 22 records in Stoke Ferry Parish. Twenty-one Grade II listed buildings and one Grade II* listed building, which is Stoke Ferry Hall, The Hill.⁵ The details of the listed buildings are below:

STOKE FERRY HALL

- List Entry Number: 1077744
- Heritage Category: Listing
- Grade: II*
- Location: STOKE FERRY HALL, THE HILL, Stoke Ferry, King's Lynn and West Norfolk, Norfolk

Stoke Ferry War Memorial

- List Entry Number: 1455996
- Heritage Category: Listing
- Grade: II
- Location: Town Square, High Street, Stoke Ferry, Norfolk, PE33 9SF, Stoke Ferry, King's Lynn and West Norfolk, Norfolk

K6 TELEPHONE KIOSK

- List Entry Number: 1235936
- Heritage Category: Listing
- Grade: II
- Location: K6 TELEPHONE KIOSK, THE HILL, Stoke Ferry, King's Lynn and West Norfolk, Norfolk

PINEAPPLE COTTAGE WEST OF THE SURGERY

- List Entry Number: 1306084
- Heritage Category: Listing
- Grade: II
- Location: PINEAPPLE COTTAGE WEST OF THE SURGERY, HIGH STREET, Stoke Ferry, King's Lynn and West Norfolk, Norfolk

THE LODGE

- List Entry Number: 1077738
- Heritage Category: Listing
- Grade: II
- Location: THE LODGE, HIGH STREET, Stoke Ferry, King's Lynn and West Norfolk, Norfolk

THE SURGERY

⁵ <https://historicengland.org.uk/listing/the-list/> Data extracted 04.02.2020

- List Entry Number: 1077778
- Heritage Category: Listing
- Grade: II
- Location: THE SURGERY, HIGH STREET, Stoke Ferry, King's Lynn and West Norfolk, Norfolk

TOWER MILL RESTAURANT

- List Entry Number: 1342353
- Heritage Category: Listing
- Grade: II
- Location: TOWER MILL RESTAURANT, BOUGHTON ROAD, Stoke Ferry, King's Lynn and West Norfolk, Norfolk

OSBOURNE HOUSE

- List Entry Number: 1342373
- Heritage Category: Listing
- Grade: II
- Location: OSBOURNE HOUSE, HIGH STREET, Stoke Ferry, King's Lynn and West Norfolk, Norfolk

LODGE COTTAGE

- List Entry Number: 1342374
- Heritage Category: Listing
- Grade: II
- Location: LODGE COTTAGE, HIGH STREET, Stoke Ferry, King's Lynn and West Norfolk, Norfolk

HOUSE IMMEDIATELY EAST OF ALL SAINTS LODGE

- List Entry Number: 1077740
- Heritage Category: Listing
- Grade: II
- Location: HOUSE IMMEDIATELY EAST OF ALL SAINTS LODGE, HIGH STREET, Stoke Ferry, King's Lynn and West Norfolk, Norfolk

DEANSCROFT HOUSE

- List Entry Number: 1077741
- Heritage Category: Listing
- Grade: II
- Location: DEANSCROFT HOUSE, THE HILL, Stoke Ferry, King's Lynn and West Norfolk, Norfolk

BAYFIELDS

- List Entry Number: 1170498
- Heritage Category: Listing

- Grade: II
- Location: BAYFIELDS, LYNN ROAD, Stoke Ferry, King's Lynn and West Norfolk, Norfolk

CROWN HOUSE

- List Entry Number: 1077743
- Heritage Category: Listing
- Grade: II
- Location: CROWN HOUSE, THE HILL, Stoke Ferry, King's Lynn and West Norfolk, Norfolk

MOULSHAM HOUSE

- List Entry Number: 1342375
- Heritage Category: Listing
- Grade: II
- Location: MOULSHAM HOUSE, HIGH STREET, Stoke Ferry, King's Lynn and West Norfolk, Norfolk

PARK HOUSE INCLUDING STABLE YARD TO EAST

- List Entry Number: 1170433
- Heritage Category: Listing
- Grade: II
- Location: PARK HOUSE INCLUDING STABLE YARD TO EAST, 1, HIGH STREET, Stoke Ferry, King's Lynn and West Norfolk, Norfolk

ALL SAINTS LODGE

- List Entry Number: 1077739
- Heritage Category: Listing
- Grade: II
- Location: ALL SAINTS LODGE, THE HILL, Stoke Ferry, King's Lynn and West Norfolk, Norfolk

MANOR HOUSE MANOR LODGE

- List Entry Number: 1170507
- Heritage Category: Listing
- Grade: II
- Location: MANOR LODGE, WRETTON ROAD, Stoke Ferry, King's Lynn and West Norfolk, Norfolk

THE OLD CHEMISTS SHOP

- List Entry Number: 1077737
- Heritage Category: Listing
- Grade: II

- Location: THE OLD CHEMISTS SHOP, HIGH STREET, Stoke Ferry, King's Lynn and West Norfolk, Norfolk

COBBLES

- List Entry Number: 1077745
- Heritage Category: Listing
- Grade: II
- Location: COBBLES, LYNN ROAD, Stoke Ferry, King's Lynn and West Norfolk, Norfolk

THE OLD GRANARY

- List Entry Number: 1077779
- Heritage Category: Listing
- Grade: II
- Location: THE OLD GRANARY, HIGH STREET, Stoke Ferry, King's Lynn and West Norfolk, Norfolk

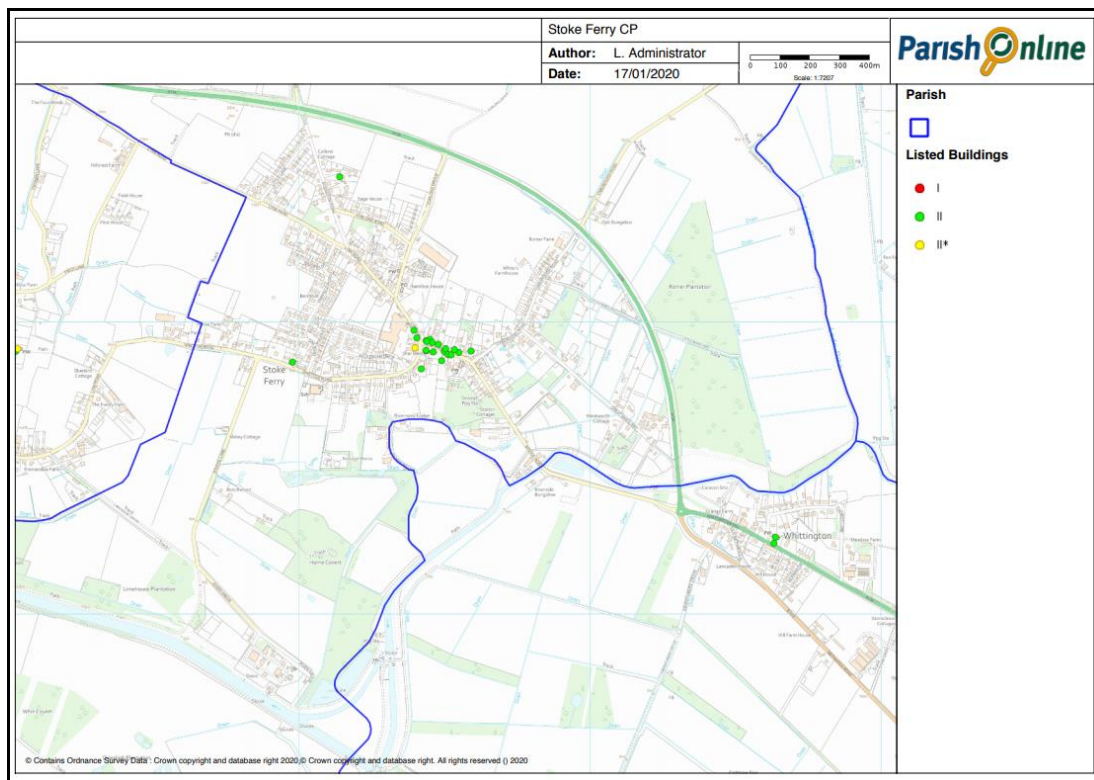
CHURCH OF ALL SAINTS

- List Entry Number: 1077742
- Heritage Category: Listing
- Grade: II
- Location: CHURCH OF ALL SAINTS, THE HILL, Stoke Ferry, King's Lynn and West Norfolk, Norfolk

CANTERBURY HOUSE

- List Entry Number: 1077746
- Heritage Category: Listing
- Grade: II
- Location: CANTERBURY HOUSE, WRETTON ROAD, Stoke Ferry, King's Lynn and West Norfolk, Norfolk

Figure 7 below: Location of listed buildings in Stoke Ferry parish. Source: Parish Online Website, Data extracted 07.02.2020.



3.1.7 Stoke Ferry Parish Council have applied to have the former Public House, the Blue Bell, listed as an asset of community value. The outcome of the application should be known by March 7th 2020.

3.1.8 There are no buildings in Stoke Ferry on Historic England's Buildings at Risk Register.

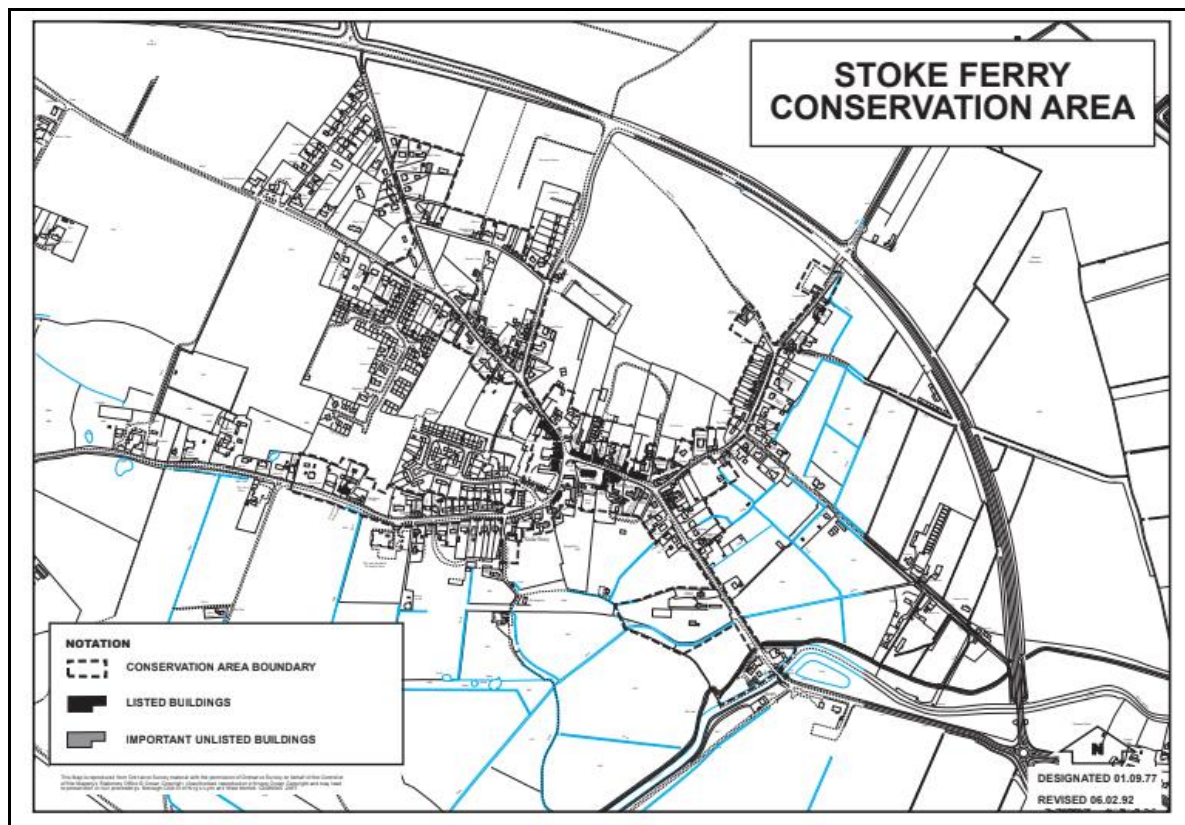
3.1.9 A search by the Norfolk Historic Environment Record found 99 historic finds in Stoke Ferry parish. A table of results and maps can be seen in Appendix A.

3.1.10 Two books have been written about the history of Stoke Ferry and contain a detailed record of the importance of Stoke Ferry through the ages. 'Stoke Ferry: The Story of a Norfolk Village' by Doris E. Coates, first published in 1980 and 'A Farthing for the Ferryman: The Surprising Story of a Norfolk Village' by Richard L Coates and published in 2019.

3.2 Stoke Ferry Conservation Area

3.2.1 Stoke Ferry is partly designated as a Conservation area, which is an area of special architectural or historic interest, the character of appearance of which is desirable to preserve or enhance. The Conservation Area of Stoke Ferry was designated in December 1979 and the map of the area can be seen in Figure 8 overleaf.

Figure 8 below: A map showing the Stoke Ferry Conservation Area.



3.2.2 Factors which give the conservation area its unique character are summarised in the Conservation Area Character Statement 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 varies and interesting spaces between the buildings, and the mature historic landscape both in the settlement and beyond.

3.3 Stoke Ferry Village Design Statement

3.3.1 The Stoke Ferry Village Design Statement 2005 describes the distinct character of Stoke Ferry village and the surrounding parish, the historical evolution of the present village and discusses the predominant style and the materials used in the traditional village architectural designs and construction and should be used to inform and influence the design of planning proposals. Grampian Foods is now 2Agriculture and the Bradfield School has been superseded by the All Saints Academy. The Stoke Ferry Design Statement makes recommendations, which are set out overleaf:

With regards to Stoke Ferry's historical past:

- King's Lynn and West Norfolk Borough Council, Stoke Ferry Parish Council and developers should be encouraged to use links to relevant local history when naming new streets and developments.
- Developers should be required to fund watching briefs or more extensive investigations to enable archaeology to be evaluated and recorded.
- The site of the Hiring Fair should be respected and be at least partially made available for village use rather than be built on in its entirety.

Demographics, the economy and the future:

- Major developments should address the tendency for younger people to leave the village by including housing suitable for younger first-time buyers in the plans.
- Development should also include the provision of accommodation appropriate to small businesses. It is felt possible that some development sites at the village margins may be particularly suitable for this purpose.

Character, buildings and materials

- The surviving Street patterns should be respected by any new development. The vistas around historic buildings should be preserved or enhanced by careful attention to the placement and heights of new buildings and the design and placement of extensions to existing properties.
- New developments should take into account the prevalent local architectural styles and materials. However this should be done with sensitivity to avoid the over-enthusiastic use of arbitrary and conflicting vernacular features in any single dwelling or groups of dwellings. The committee suggests the following general characteristics should be borne in mind when infilling, extending, or building within the village's historical vistas:
 - **Doors:** In the main Georgian and cottage style are seen throughout the village, both in merchants houses and cottages.
 - **Windows:** Sash windows are the main type in the older properties, but many have simple compound wooden windows, either side or top opening
 - **Façades:** Flint, either knapped or entire, with or without galletting in carrstone or brick, is common throughout the village, as is clunch. Brick colour on the older buildings is commonly pink, buff or cream. There is also some use of render. Where walls are colour washed the predominant colours are off white or pink, though other pastel shades have been used.

- **Roofs:** The material used is commonly Norfolk pantile in orange/red or blue/black. Welsh slate is also seen on many houses.
- **Lintels:** These are commonly arched over windows and doors throughout the village.
- Traditional buildings should not be rigidly copied, but they should form the basis for developing new designs, so that new buildings establish a good relationship with existing buildings and enhance their setting.
- Materials used in new buildings, extensions and renovations should harmonize with those that are dominant in adjacent buildings or the existing building. Consent from the local authority is required for even minor renovations and repairs on listed buildings. Owners are advised to contact King's Lynn and West Norfolk Borough Council before undertaking any change, renovation or repair to a listed or historic building.
- Architectural details such as windows, doors, porches, roofs and brickwork should reflect the local idiom. Those on existing buildings should be preserved or replaced with similar in line with King's Lynn and West Norfolk Borough Council's Conservation Area Guidelines:
 - Wooden doors and window frames should not be replaced with uPVC and visible extensions and alterations should also resist the use of uPVC.
 - Coloured finishes of woodwork (windows, doors, barge boards) should comply with Kings Lynn and West Norfolk Borough Council's Conservation Area Guidelines.
 - Brickwork and pointing should reflect the adjacent buildings both in materials, colour and in decorative features such as stringing and corbelling.
 - Rendering should be finished in white, cream or a pale pastel hue avoiding bright or garish variations.
- New Boundaries should be constructed in appropriate materials and reflect the surrounding properties. Standard panelled or lap fencing and wood, metal or concrete post and rail should be avoided as should perforated concrete screening. The planting of Leylandii should be discouraged.
- Garages and parking areas should be unobtrusive and preferably set back from the frontages or behind the houses.

Street vistas, amenities and green areas:

- Developments both in the village centre and in other areas should allow sufficient space for off-road parking.
- The network of footpaths within the village is well used and developers should be encouraged to further develop these in order for villagers to walk to village amenities rather than use cars.
- Major developers should contribute towards or provide amenities to the village as part of their plans in order to ensure that the infrastructure of the village is able to support the increased population. In particular:
 - The capacity of James Bradfield School would need to be increased.
 - The current provision of local shops would be insufficient.
 - The absence of local medical facilities would need to be rectified.
- The capacity and range of village meeting places would need to be increased, along with the provision of car parking facilities.
- The development of the playing field is to be encouraged and where appropriate the Playing Field Committee should be helped to gain funding by way of grants.
- Major developments should if possible include functional green areas that are low-maintenance and enjoyable to use or pass through.

Street signs and furniture:

- The creeping urbanisation of street signs should be avoided.
- Inappropriate siting of satellite dishes should be avoided.
- Temporary signs on buildings and commercial premises should be in keeping with their surroundings and should be removed at the end of their useful life.
- Stoke Ferry Parish Council together with King's Lynn and West Norfolk Borough Council should ensure that developers and suppliers of services to new developments install underground cables wherever possible in order to avoid overhead cables and unnecessary poles and posts.

The village centre and businesses:

- Grampian Country Foods should be continually reminded of their responsibilities, both real and moral, in terms of maintenance of village properties owned by them.
- When graffiti occurs Grampian Country Foods should clean and repaint the offending areas.

- Transport movements should be planned by Grampian Country Foods so as to minimise disruption and nuisance at unsocial hours.
- The government bodies other agencies responsible for authorising the activities of Grampian Country Foods should ensure adherence by the company to the standards set.
- Grampian Country Foods should be encouraged to find positive and socially beneficial uses for buildings no longer used by them
- Owners of derelict land should be encouraged to maintain land, clear waste and generally respect the local environment.

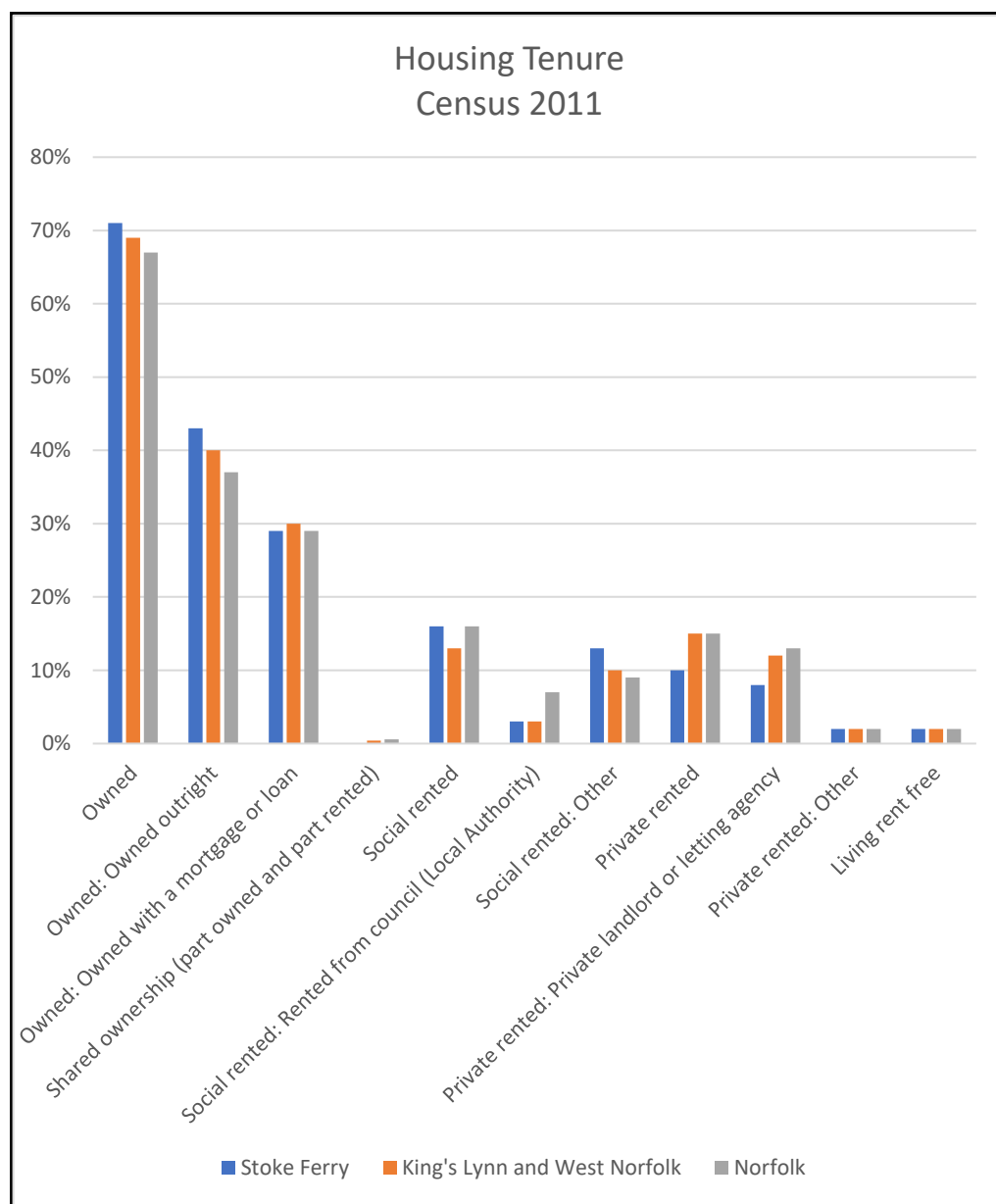
3.4 Housing

3.4.1 Data from the 2011 Census shows that in total there were 487 household spaces in Stoke Ferry parish. Of these 440 (90.3%) had at least one usual resident and 47 (9.7%) had no usual residents.

3.4.2 Home ownership data from the 2011 Census is outlined in below:

- 71.4% of households in Stoke Ferry parish own their dwelling, which is similar to the King's Lynn figure of 69.4% and higher than the Norfolk figure of 66.9%.
- 42.5% of households own the property outright, compared to 39.6% for King's Lynn and West Norfolk and 37.2% for Norfolk.
- 16.4% of households are socially rented, compared to 13.3% for King's Lynn and West Norfolk and 15.9% for Norfolk.
- 3.4% are social rented from the Local Authority and 13% are social rented from someone other than the Local Authority. This is higher than the 10.2% for King's Lynn and West Norfolk and 8.6% for Norfolk.

Figure 9 below: Housing Tenure, Census 2011. Source: www.rsonline.org.uk Data extracted 04.02.2020



3.4.3 Dwelling type data from the 2011 Census is outlined below:

- 100% of the population of Stoke Ferry live in an unshared dwelling with another household.
- 51% of the population live in a detached house or bungalow, this is higher than the 44.6% for King's Lynn and West Norfolk and 39% for Norfolk.
- 34.3% of the population live in a semi-detached house or bungalow.
- 10.2% live in a terraced house or bungalow.
- 2.5% live in a flat, maisonette or apartment.
- 1.8% live in a purpose-built block of flats or tenement.
- 0.5% live in part of a converted or shared house including bedsits.
- 0.2% live in a flat, maisonette or apartment in a commercial building

- 1.1% live in a caravan or other mobile or temporary structure.⁶
- 3.4.4 Data from the 2011 Census shows that there are fewer one person households in Stoke Ferry parish 23.4% than the number for King's Lynn and West Norfolk 27.4% and Norfolk 29.3%. 69.5% of households in Stoke Ferry are one family households, compared to 66.6% for King's Lynn and West Norfolk and 64.6% for Norfolk. Of the one family households, Stoke Ferry has a higher percentage of households where all are aged 65 and over at 17.5% compared to 13% for King's Lynn and West Norfolk and 11.6% for Norfolk. 7% of households in Stoke Ferry are classified as 'other' household types.
- 3.4.5 According to the property website Zoople, the average price paid for a property in Stoke Ferry over the past twelve months is £256, 550.⁷

⁶ www.rsonline.org.uk Census 2011 data. Extracted 04.02.2020

⁷ www.zoopla.co.uk Data extracted 04.02.2020

4. Transport and access

4.1 Public transport

- 4.1.1 There is no railway station located within the parish of Stoke Ferry now. The nearest mainline station is Downham Market, located 14.5km from Stoke Ferry by road. Trains from Downham Market go to King's Lynn, Cambridge, London King's Cross and London Liverpool Street.
- 4.1.2 Coach Services operate a bus service from Stoke Ferry to Downham Market, King's Lynn and Thetford.⁸
- 4.1.3 West Norfolk Community Transport provide a dial-a-ride mini-bus service every Tuesday and Thursday into Downham Market.

4.2 Traffic

- 4.2.1 The A134 dissects the parish and connects to King's Lynn, Downham Market and Thetford.
- 4.2.2 Speed of traffic and timetabling and frequency of the bus services were identified as issues in the Stoke Ferry Parish Plan 2007.
- 4.2.3 A transport study completed by SYSTRA LTS supporting a planning application on the site of the mill owned by 2Agriculture in Stoke Ferry, shows a figure of 902 weekly HGV and LGV lorry movements on Furlong Drive in Stoke Ferry per week, with 98 – 99% of these movements being associated with 2Agriculture.⁹

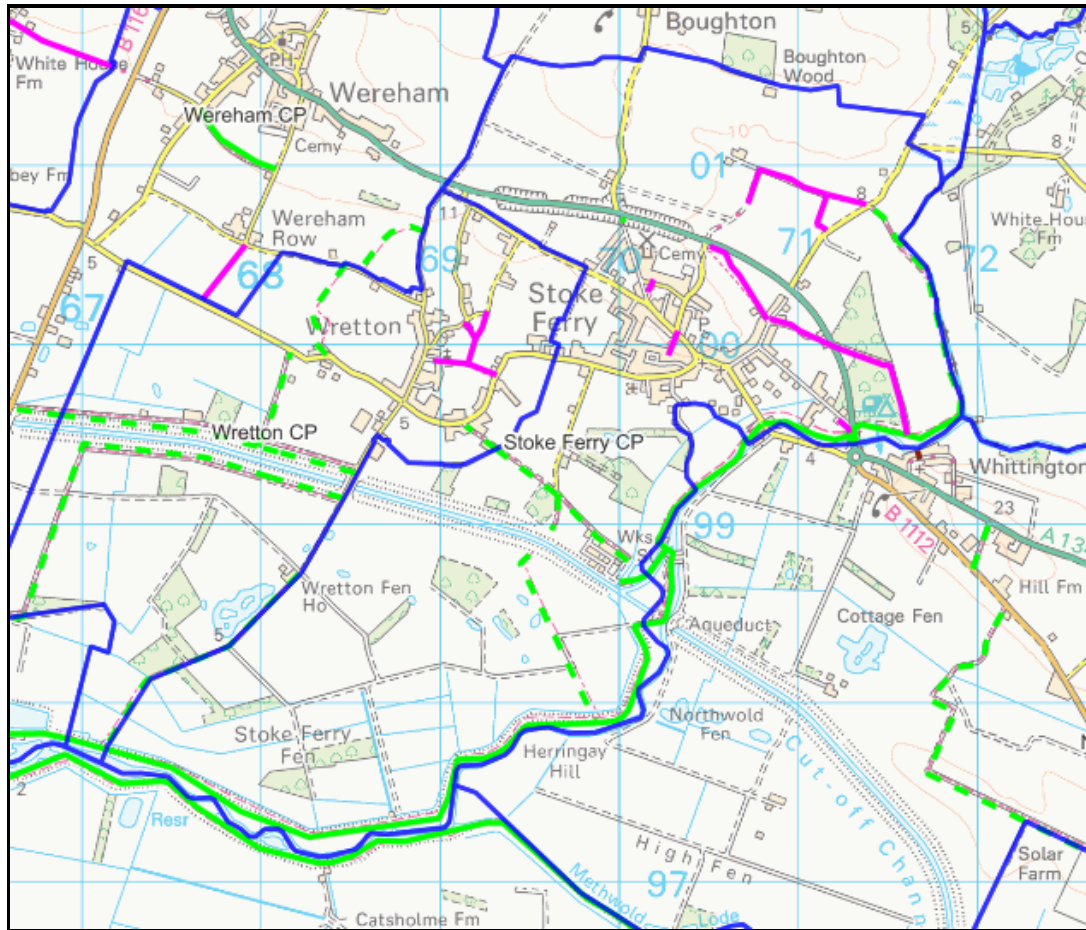
4.3 Cycling and walking

- 4.3.1 National Cycle Route 30 runs through Stoke Ferry along Wretton Road onto the High Street and across to Oxborough Road. This provides an east/west connection for cyclists to neighbouring villages and beyond to Thetford Forest Park and to Denver.
- 4.3.2 Stoke Ferry Parish Council has published the 'Stoke Ferry Walkers Guide' detailing five walking routes around Stoke Ferry and a map showing the Restricted Byways, Public Bridleways, and Public Footpaths. These are shown in the map in Figure 10 overleaf.

Figure 10 overleaf: Map showing Restricted Byways (Green dashed line), Public Bridleways (Green line) and Public Footpaths (Pink line). Source: www.pariah-online.co.uk. Data extracted 20.1.20

⁸ www.bustimes.org Data extracted 30.1.20

⁹ Transport Assessment, Lynn Road, Stoke Ferry.

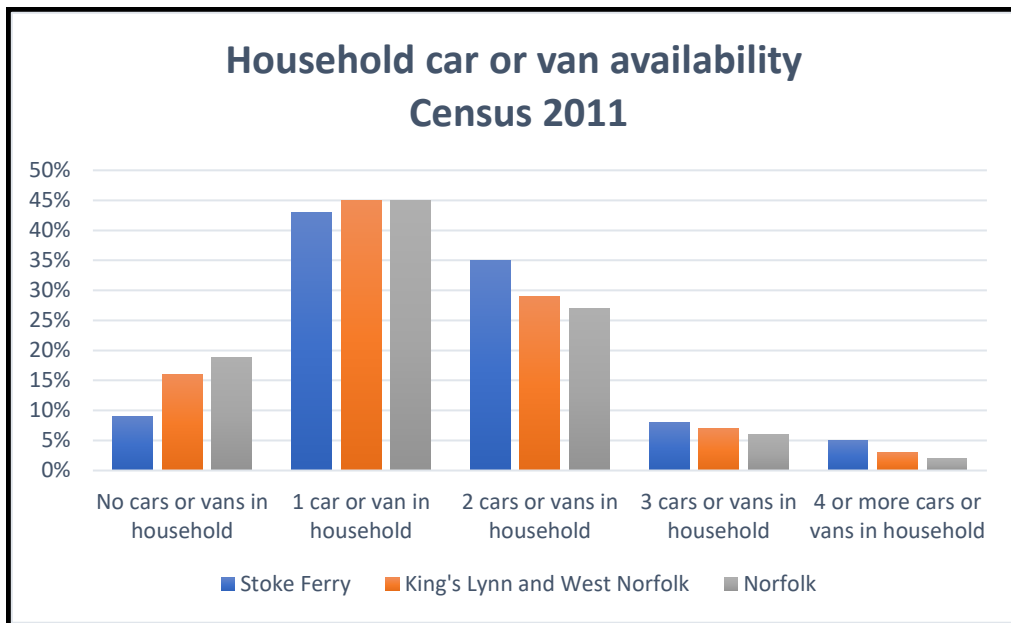


4.4 Car ownership and travel to work

- 4.4.1 Stoke Ferry has a high level of car or van availability. Data from the 2011 Census shows that 9.1% of households have no car or van availability compared to 16.4% of households in King's Lynn and West Norfolk and 18.8% of households in Norfolk. 43% of households in Stoke Ferry have 1 car or van in the household, 34.8% have 2 or more cars or vans, 8.2% have 3 cars or vans and 5% have 4 or more cars or vans in the household.¹⁰

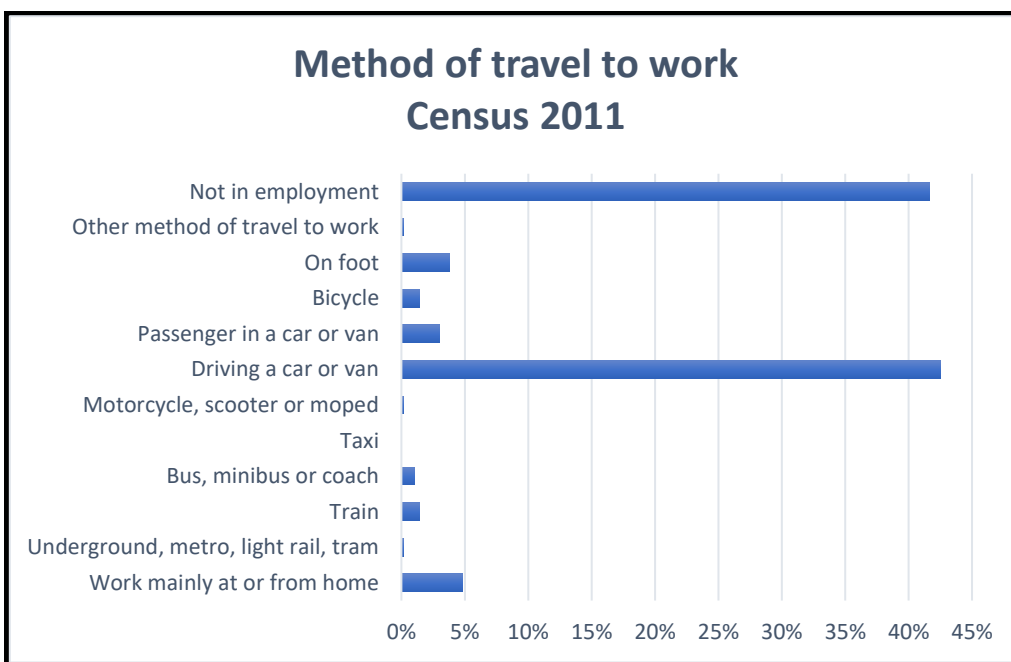
¹⁰ www.rsonline.org.uk . Data extracted 30.01.20

Figure 11 below: Household car or van availability, Census 2011. Source: Rural Services Online website. Data extracted 31.01.20



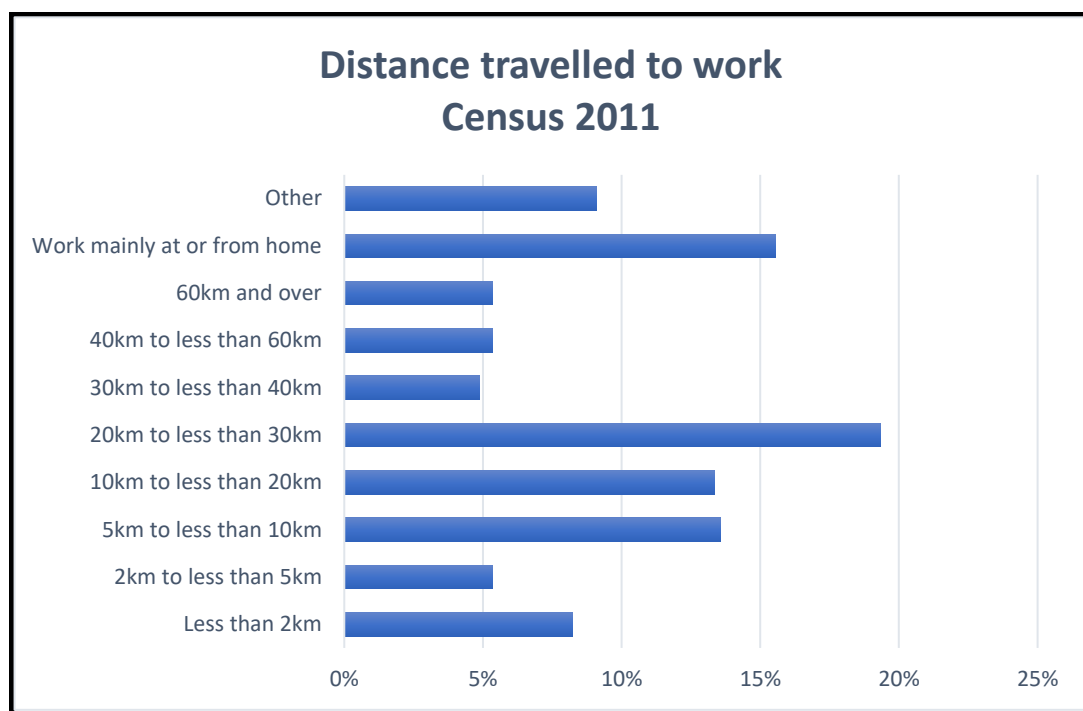
4.4.2 Data from the 2011 Census show that the main method of travel to work is by car or van. 41.63% of the population are not in employment. 42.5% travel to work by driving a car or van, 4.79% work mainly at or from home, 3.76% walk to work, 1.42% travel by train, 1.42% travel by bicycle, 0.1% travel by motorcycle, scooter or moped, 0.1% travel by underground, metro or light railway and 0.1% fall into the category of 'other'.

Figure 12 below: Method of travel to work, Census 2011. Source: www.nomisweb.co.uk. Data extracted 31.01.20



- 4.4.3 Data from the 2011 Census shows that 19.3% of people travel between 20km and 30km to work. 15.5% of people work mainly from home, 13.5% of people work 5km to less than 10km away, 13.3% of people work 10km to 20km away, 8.2% of people work less than 2km from home, 5.3% of people work 2km – 5km away from home, 5.3% of people work 40km to less than 60km away from home and 5.3% of people work 60km and over away from home, 4.8% of people work 30km to less than 40km away and 9.1% of people fit into the category of 'other'.

Figure 13 below: Distance travelled to work, Census 2011. Source: www.nomisweb.co.uk. Data extracted 31.01.20



- 4.4.5 Stoke Ferry is 14km from Downham Market, 24km to King's Lynn, 27km to Thetford, 71km to Norwich via the A134 and A11, and 77km to Cambridge by road via the A11 and A14.

5. Natural environment

5.1 Landscape Character

- 5.1.1 Stoke Ferry is located on the edge of the Fens, an area of ancient woodland which has been drained over the centuries to create the man-made landscape of today. Stoke Ferry has a wealth of natural amenities, including a common, a huge diversity of agricultural land, footpaths and bridleways. The River Wissey flows through Stoke Ferry and is fully navigable to small craft, including canal barges, a number of which are permanently moored near the village.
- 5.1.2 Stoke Ferry parish is classified as 'Settled farmland with plantations' in the King's Lynn and West Norfolk Borough Landscape Local Character Assessment. This landscape forms the transition between the low-lying flat landscape of The Fens – Open Inland Marshes and the more elevated, variable landform of: The Brecks – Heathland with Plantations.
- 5.1.3 The overall strategy for the Settled Farmland Plantations, should be to conserve the relatively regular landscape pattern of arable farmland, interspersed with plantations, scattered farm dwellings and small-scale settlements, and enhance field margins and field boundaries. Specific management objectives are to:
- Seek to conserve and manage large areas of plantations as striking landscape features and wildlife areas.
 - Seek to enhance the management, presentation, interpretation and accessibility of the area for its historic value.
 - Seek to restore hedgerows, where gappy, to enhance existing landscape pattern and improve their function as wildlife corridors throughout the type.
 - Seek to establish arable field margins as potential nest sites for ground nesting birds and habitats for small mammals¹².
 - Seek to conserve and enhance chalk river corridors as wildlife corridors and landscape features.
 - Seek opportunities for the creation of floodplain grazing marsh along river corridors throughout the type.
 - Seek to conserve the setting of historic houses (mature parkland) where they occur throughout the Landscape Character Type.
 - Seek to conserve, enhance and link patches of wet woodland throughout the type.
 - Seek to conserve and enhance rows of poplars (at field boundaries) as striking landscape features, which contribute to over landscape pattern and function as wildlife corridors.¹¹
- 5.1.4 Stoke Ferry falls within the Wereham distinct character area. The Landscape Planning Guidelines are to:
- Seek to conserve the mostly rural character of the area.

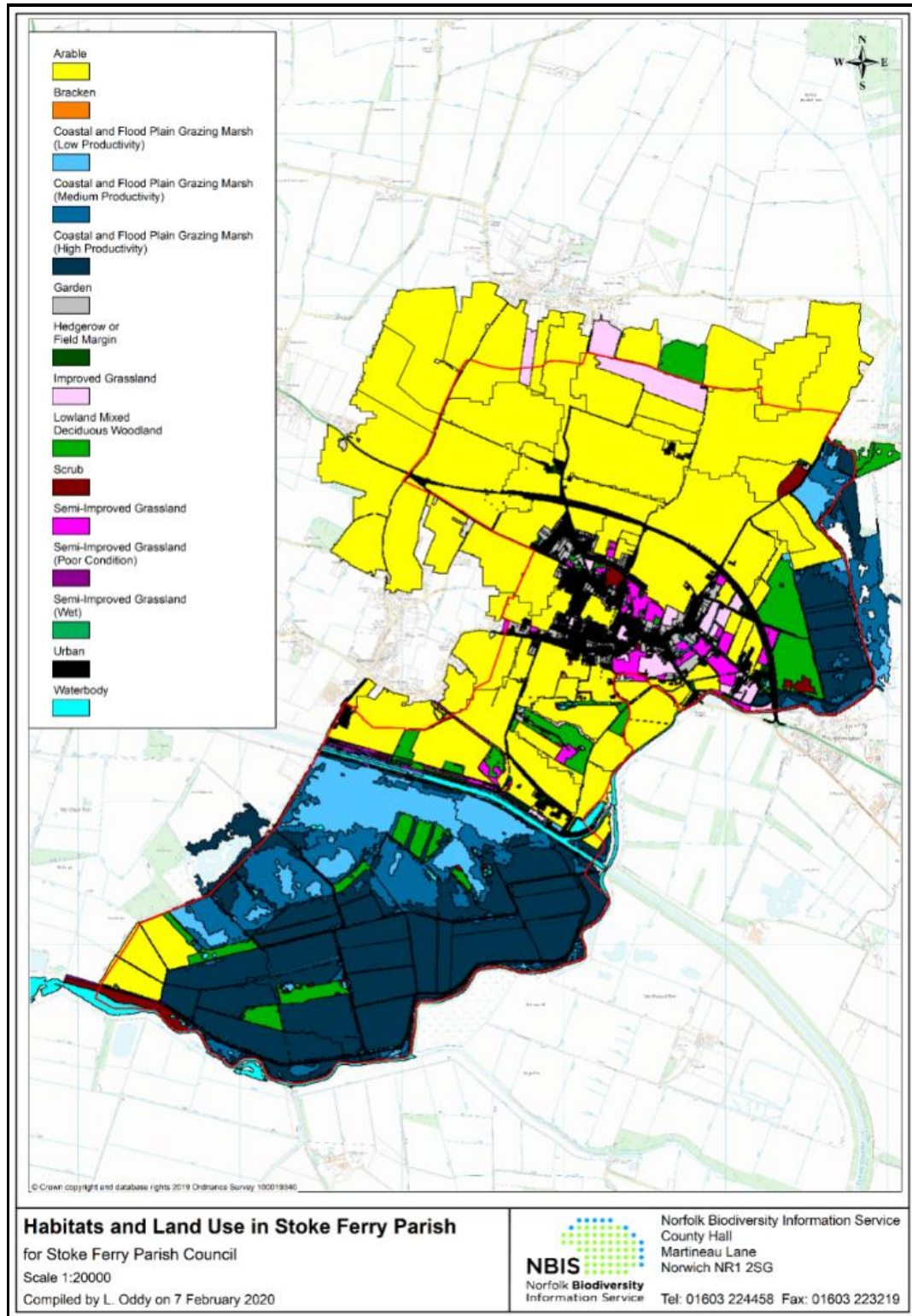
¹¹ King's Lynn and West Norfolk Borough Landscape Character Assessment March 2007

- Seek to conserve the setting of St. Mary's Abbey, West Dereham.
- Ensure that any new appropriate development responds to historic settlement pattern and is well integrated into the surrounding landscape.
- Seek to conserve the landscape setting of existing small villages and seek to screen harsh edges.
- Seek to conserve the largely undisturbed and tranquil nature of the area.

5.2 Biodiversity and Geodiversity

- 5.2.1 A search by the Norfolk Biodiversity Information Service found several Priority Species in Stoke Ferry. These are species of principal importance for the purpose of conserving biodiversity covered under section 41 (England) of the NERC Act (2006) and therefore need to be taken into consideration by a public body when performing any of its functions. These include the Brown Hare, the European Water Vole and the Soprano Pipistrelle bat.
- 5.2.2 There are a variety of habitats and land uses in Stoke Ferry parish, these can be seen on the map in figure 14.

Figure 14 overleaf: A map showing habitats and land uses in Stoke Ferry parish.
Source: Norfolk Biodiversity Information Service 07.02.2020



5.2.3 The Downham Market Group of Internal Drainage Boards has a Biodiversity Action Plan that was prepared by Norfolk Wildlife Services to safeguard the biodiversity of the drainage district.

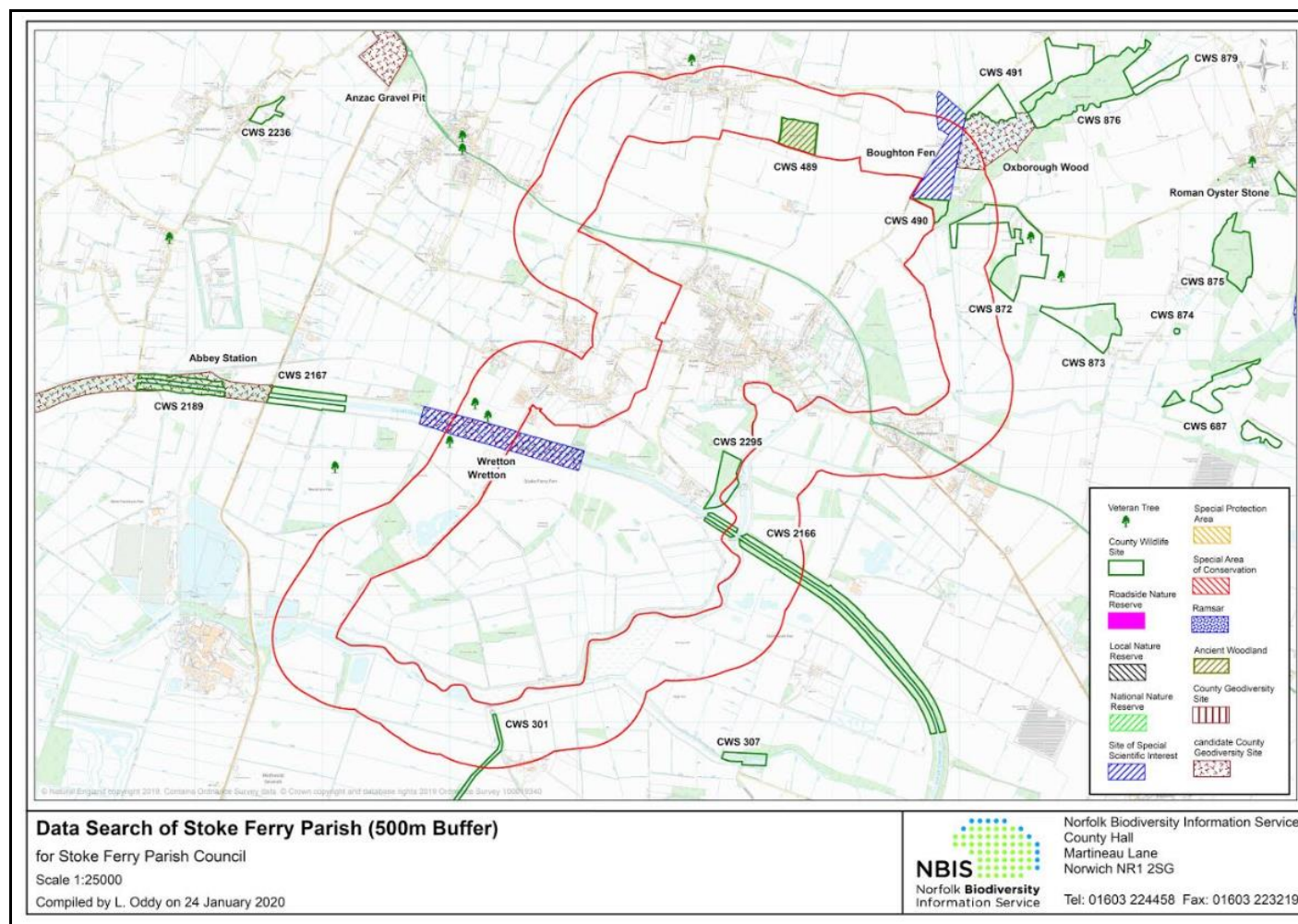
5.2.4 Wretton Site of Special Scientific Interest is located partly within the western parish boundary of Stoke Ferry and can be seen on the map in Figure 15 overleaf. At Wretton, a complex series of late Pleistocene (Ipswichian–Devensian) terrace

deposits of the River Wissey have been exposed in the sides of a cut-off channel. The Devensian deposits are of unique interest because they record the most complete sequence of Early Devensian deposits containing stratigraphically useful pollen, molluscs, beetles and vertebrates, collectively making this a key stratigraphic locality. Fluvial deposits here contain abundant fossil mammal remains. This assemblage includes wolf, arctic fox, bear, reindeer, bison and woolly rhinoceros making Wretton Britain's richest vertebrate locality of early Devensian age.¹²

- 5.2.5 Boughton Fen Site of Special Scientific Interest is adjacent to the north eastern parish boundary.

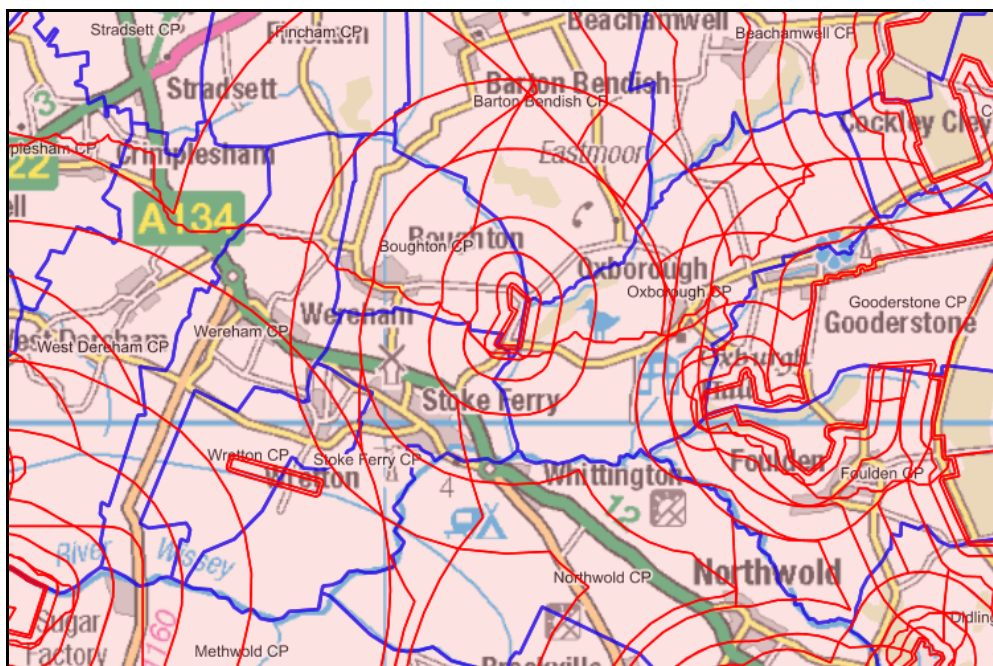
¹² <https://designatedsites.naturalengland.org.uk/> data extracted 29.01.20

Figure 15 below: A map showing the designated sites within Stoke Ferry Parish, within a 500m buffer area of the parish boundary and in the wider local area. Source: Norfolk Biodiversity Information Service



- 5.2.6 The parish of Stoke Ferry is covered by Site of Special Scientific Interest impact zones. The Impact Risk Zones (IRZs) are a GIS tool developed by Natural England to make a rapid initial assessment of the potential risks to SSSIs posed by development proposals.

Figure 16 below: A map showing the Site of Special Scientific Impact zones covering Stoke Ferry parish. Source: Parish online website. Data extracted 04.02.2020



- 5.2.4 There are two County Wildlife Sites within the parish boundary of Stoke Ferry, which are detailed below and shown on the map on the previous page in Figure 13. County Wildlife Site designation is non-statutory, but it recognises the high value of a site for wildlife. Many sites are of county, and often regional or national, importance. They are often designated because they support characteristic or threatened species or habitats.
- 5.2.5 County Wildlife Site 2295 Stoke Ferry Marsh. Stoke Ferry Marsh is situated beside the River Wissey and the Cut-Off Channel and is part of Stoke Ferry Anglian Water works. It comprises an area of tall fen with marshy grassland and two artificial lakes. There are considerable areas of reed *Phragmites australis* swamp fringing the lakes moving into grey willow *Salix cinerea* scrub and woodland. Tall willow trees and scrub are scattered across the site and form a distinct block in the central area. Unmanaged tall fen is found across the central area of the site.
- 5.2.6 County Wildlife Site 2166 Cut-off Channel (Northwold). The site includes both banks of the Cut-off Channel, along a 2.5km stretch to the north-west of the village of Brookville. The channel is crossed by an aqueduct carrying the River Wissey 200m from the western limit of the section, while a further drain links the River Wissey with the Cut-off Channel at the western end. The banks, which consist of the lower riverbank, the berm and the channel and landwards sides of the floodbank vary in

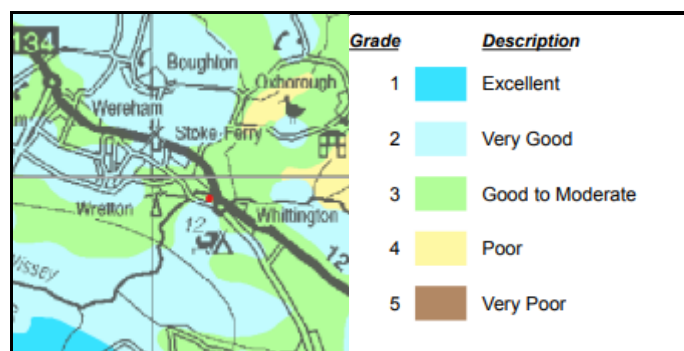
height for much of the stretch, levelling out on the west bank just east of the aqueduct. The northern bank of the 200m length between the River Wissey and the drain to the west has a different construction, with no berm or floodbank as such: the riverbank is short and slopes up steeply from the water, then levels out at the top. In the eastern 2.3km the habitats are made up of significant areas of dense, mixed scrub, with the ridge top generally more open and supporting an often extensive, herb-rich calcareous sward.

5.3 Land, soil and water resources

- 5.3.1 Natural England's Agricultural Land Classification map for the eastern region shows that the agricultural land is classed as very good and good to moderate in the parish.

Figure 17 below: A map showing the Agricultural Land Classification in the parish.

Source: www.naturalengland.org.uk. Data extracted 05.02.2020



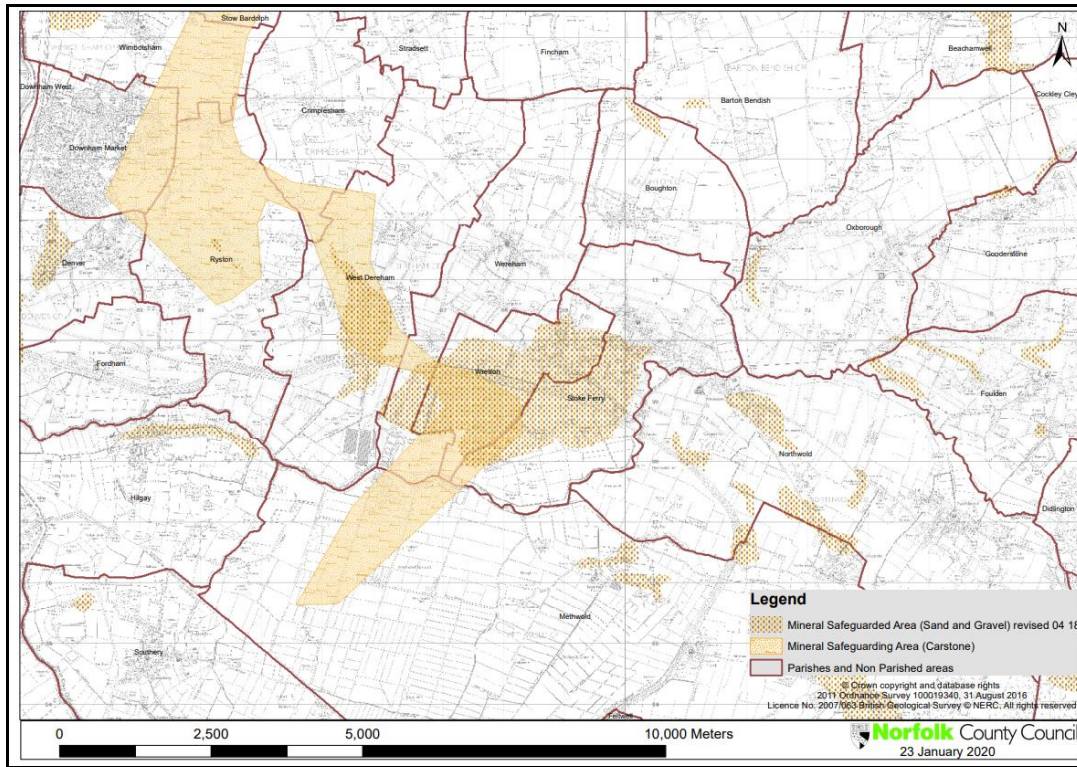
- 5.3.2 There are five different soil types in the parish area:

- Soilscape 27 Fen peat soils
- Soilscape 23 Loamy and sandy soils with naturally high groundwater and a peaty surface
- Soilscape 18 Slowly permeable seasonally wet slightly acid but base-rich loamy and clayey soils
- Soilscape 10 Freely draining slightly acid sandy soils
- Soilscape 5 Freely draining lime-rich loamy soils.¹³

- 5.3.3 Stoke Ferry parish contains mineral safeguarding areas for carrstone and sand and gravel. In Norfolk safeguarding for mineral resources and uses, is addressed through the Norfolk Minerals and Waste Core Strategy (NMWCS) Policy CS16-safeguarding. If the Neighbourhood Plan makes allocations of land that are over 1 hectare on the Mineral Safeguarding Area, then the allocation Policy will need to reference NMWCS Policy CS16.

¹³ www.landis.org.uk/soilscales Data extracted 05.02.2020

Figure 18 below: A map showing the mineral safeguarding areas in Stoke Ferry parish. Source: Norfolk County Council

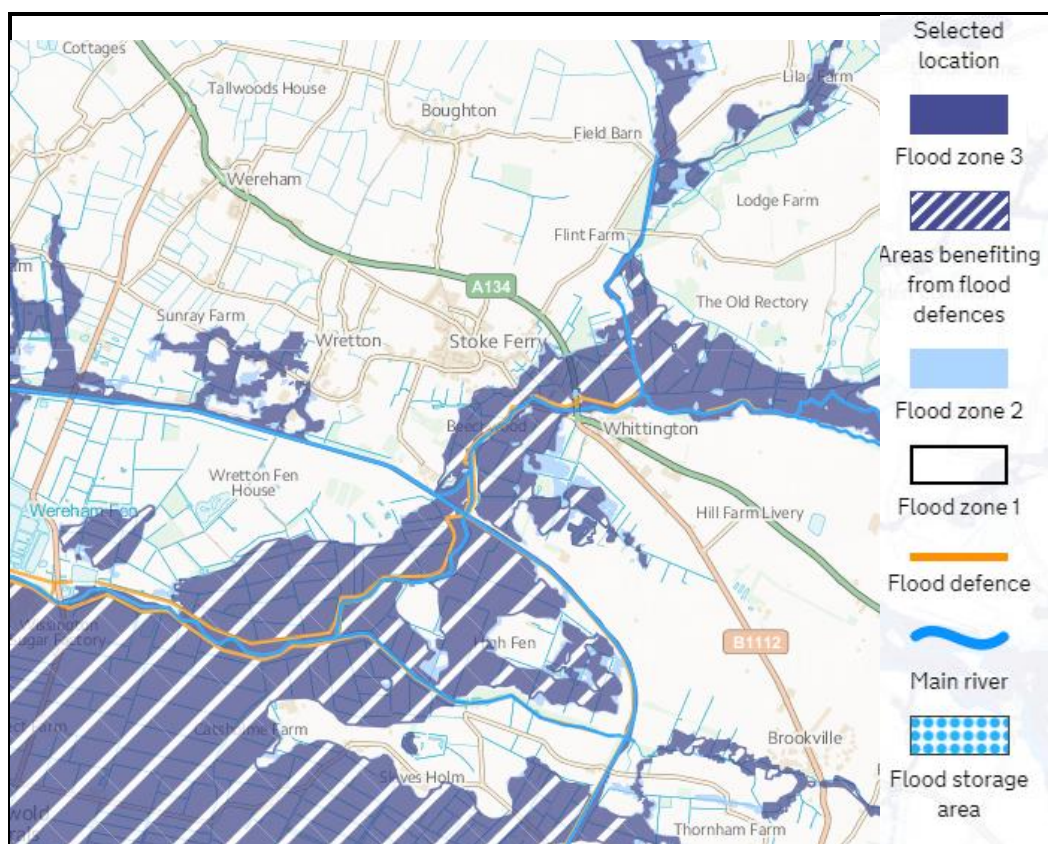


5.4 Rivers and Flooding

- 5.4.1 The River Wissey begins as a small chalk-fed stream, rising at Shipdham, near Bradenham in Norfolk. The Wissey flows in a westerly direction for nearly 31 miles through the villages of Necton, North and South Pickenham, Great Cressingham, Bodney, Ickburgh, Diddlington, Northwold, Wittington and the southern boundary of Stoke Ferry. The Wissey eventually joins the Great Ouse at Fordham, after passing through the Fens.
- 5.4.2 The Cut-off Channel is a man-made waterway, which runs along the eastern edge of the Fens in Norfolk and Suffolk including through the parish of Stoke Ferry. The Cut-off Channel was constructed in the 1950s and 1960s as part of flood defence measures.
- 5.4.2 A significant area of Stoke Ferry parish is located within Flood Zone 3 in areas protected by flood defences. There are some small areas of Flood Zone 2 in Stoke Ferry parish, which are at a medium probability of flooding with land having between a 1 in a 100 and 1 in 1,000 annual probability of river flooding.¹⁴.

¹⁴ <https://www.gov.uk/guidance/flood-risk-and-coastal-change#flood-zone-and-flood-risk-tables>
data extracted 03.03.2020

Figure 19 below: Flood risk from rivers in Stoke Ferry. Source: <https://flood-map-for-planning.service.gov.uk/> extracted 03.02.2010



5.4.2 Some areas of Stoke Ferry parish are at high, medium and low risk from surface water flooding. Surface water flooding happens when rainwater does not drain away through the normal drainage systems or soak into the ground but lies on or flows over the ground instead. The high-risk areas have a chance of flooding of greater than 1 in 30 (3.3%) each year, the medium risk areas have a chance of flooding of between 1 in 100 (1%) and 1 in 30 (3.3%) each year. The low risk areas have a chance of flooding between 1 in 1000 (0.1%) and 1 in 100 (1%) and the very low risk areas have a chance of flooding of less than 1 in 1000 (0.1%).¹⁵

¹⁵https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/297429/LIT_8986_eff63d.pdf Data extracted 03.03.2020

Figure 20 below: Surface water flood risk in Stoke Ferry. Source: <https://flood-warning-information.service.gov.uk/long-term-flood-risk/> Data extracted 03.02.2020



5.5 Air quality

- 5.5.1 As detailed within the Borough Council of King's Lynn and West Norfolk's 2019 Air Quality Annual Status Report, the monitoring of particulate matter (PM₁₀) in Stoke Ferry is undertaken using three automatic air quality monitors; two indicative OSIRIS dust monitors and one PM₁₀ TEOM. These monitors are located on Buckenham Drive, Wretton Road, and Lynn Road respectively and were commissioned to monitor industrial particulate sources. In February 2018, the Council took the decision to relocate the TEOM monitor to Lynn Road, Stoke Ferry from King's Lynn. This move was in response to a number of complaints made by the public in regard to dust potentially being emitted from a neighbouring animal feed plant – and to help validate indicative readings reported by an OSIRIS previously located at the same site. The PM₁₀ concentrations recorded by the three automatic monitors show that, since 2012, neither the annual mean nor 24-hour mean national air quality objectives have been exceeded. A technical note summarising the TEOM data will be available by the end of 2020.

- 5.5.2 PM_{2.5} is regulated by standards in the UK which presently places no statutory duty on Local Authorities to report against the annual mean objective limit. These standards are scheduled to be legally enforced in 2020. Nonetheless, the Council undertake monitoring of PM_{2.5} within the borough indirectly and at two sites in Stoke Ferry. Annual mean concentrations recorded since 2012 have been below the obligatory annual mean standard of 25µg/m³. As the monitoring is completed using Osiris dust monitors that do not hold an accreditation for PM_{2.5} monitoring; the concentrations reported should not be taken as absolutes.

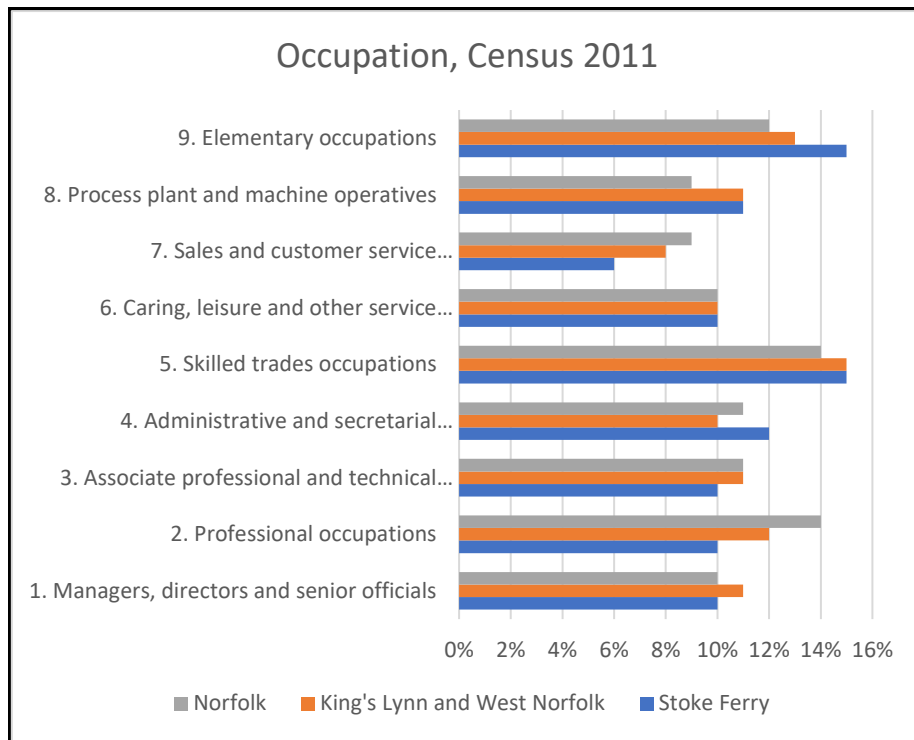
6. Business and employment

6.1 Employment

- 6.1.1 Stoke Ferry parish benefits from a range of businesses, these include the corner shop, hardware and bespoke ironwork, garage, hairdresser, take-aways, funeral directors, timber yard, plant hire and many other small businesses.
- 6.1.2 The centre of the village is dominated by the mill owned by 2Agriculture, which supplies poultry feed. Stoke Ferry Mill is one of the company's four feed mills located across the UK. Anecdotal evidence suggests the number of people employed at 2Agriculture who live in Stoke Ferry is low.
- 6.1.3 Data from the 2011 Census shows that 62% of the usual resident population aged 16 - 74 of Stoke Ferry is economically active, compared to 67.3% for King's Lynn and West Norfolk and 68.1% for Norfolk. 13.1% are part-time, 33.5% are full time, 10.9% are self-employed, 3.4% are unemployed, 1.2% are students.
- 6.1.4 38% of the population of Stoke Ferry are economically inactive, this compares to 32.7% for King's Lynn and West Norfolk and 31.9% for Norfolk. This is broken down into 24.3% retired compared to 19.6% for King's Lynn and West Norfolk and 17.9% for Norfolk. 2.9% are students, 4.9% are looking after home or family, 4.3% are long-term sick or disabled, 1.7 are other and 3.3% are unemployed.
- 6.1.5 Data from the 2011 Census shows that 10% of the working population of Stoke Ferry are Managers, directors and senior officials, 9.6% are employed in professional occupations, 10.4% are associate professional and technical occupations 12% are administrative and secretarial occupations, 15.3% are skilled trades occupations, 10.4% are caring, leisure and other service occupations, 11.1% are process plant and machine operatives and 14.9% have elementary occupations.¹⁶

Figure 20 overleaf: Graph showing the occupation of the employed population. Census 2011. Source: www.rsonline.org.uk Data extracted 04.02.2020

¹⁶ www.rsonline.org.uk data extracted 04.02.2020



6.2 Parish Plan 2007

6.2.1 The Stoke Ferry Parish Plan 2007 identified the need for more light industry employment opportunities and any retail development should add to the variety already available in the village rather than a major supermarket. The Parish Plan stated that the existence of local employment opportunities is a tremendous benefit to the local community, but many people also feel that certain aspects of Grampian Foods (now 2Agriculture) are drawbacks to living in the village, namely:

- Neglected historic (including some listed) buildings in the village centre
- Smell, dust, heavy traffic and noise

Appendix A: Norfolk Historic Environment Search Results. Summary of results and maps obtained 07.02.2020.

ID	Type	Name	Summary
MNF2523	Find Spot	Beaker and Bronze Age pottery finds	Pieces of Beaker pottery and possibly other Bronze Age pottery fragments were found before 1928. The exact nature and location of this discovery are unclear.
MNF2524	Monument	Neolithic, Bronze Age and Iron Age finds	A Neolithic sandstone axehead, Bronze Age and Iron Age pottery fragments, an Iron Age copper alloy vessel and human skeletal remains were recovered from the bed of the River Wissey in the late 1920s.
MNF2525	Find Spot	Neolithic or Bronze Age stone find	A Neolithic or Bronze Age perforated quartzite hammer was found in 1942.
MNF2526	Monument	Undated bone find and human skeletal remains	A finely polished bone awl was found with a human skeleton in 1910.
MNF2551	Find Spot	Roman pottery finds	Two Roman pots were dredged from the River Wissey in 1928.
MNF2553	Find Spot	Roman metal find, garden of Beechwood	A Roman silver coin was found in a garden in 1954.
MNF2561	Monument	Site of medieval moat	The site of a possible medieval moat, now at least partially built over.

MNF2603	Monument	Undated earthwork bank and Bronze Age gold torc	A small gold Bronze Age torc was found during ploughing in 1941, on land that formerly had banks and mounds on it.
MNF2630	Find Spot	Neolithic flint finds	Two Neolithic flint axeheads were found in the early 20th century. The exact location of their discovery is unknown.
MNF2631	Find Spot	Neolithic flint finds	Neolithic flint tools, including a polished axehead, were found on a stone heap in the early 20th century.
MNF2632	Find Spot	Neolithic flint find	A Neolithic flint axehead was found in the early 1950s.
MNF2633	Find Spot	Medieval metal find	A 15th century gilded signet ring was found in 1948.
MNF2637	Find Spot	Roman metal find	A Roman coin of Domitian was found during ploughing in 1957.
MNF2639	Find Spot	Bronze Age socketed axehead	In 1966 a faceted and socketed Bronze Age axehead was recovered from this site.
MNF2644	Building	Tower Mill Restaurant, Boughton Road	A tall five floor brick tower mill, built in about 1870 on the site of an earlier mill and raised by two floors in 1900. It was derelict by 1936, but, together with the adjoining granary, was restored for use as a restaurant in 1982. Much of the internal machinery survives.
MNF4387	Monument	Human skeleton	An undated human skeleton in a sitting position was discovered by workers during quarrying. The exact location of the quarry is unclear and it may be in Boughton or Stoke Ferry parish.

MNF4416	Monument	Early Saxon, Late Saxon or medieval burial with gravegoods	In 1912 a single unburnt male skeleton was uncovered on this site, buried with a shield boss, spearhead, small scramasax and knife. It is possible that it dates to the Early or Late Saxon period, or the medieval period.
MNF4417	Find Spot	Iron Age and Roman finds	Iron Age and Roman pottery fragments, including a 2nd century two-handled vase and a Roman coin, were found in 1921.
MNF4418	Monument	Roman well and multi-period finds	A Roman well containing Roman pottery fragments was excavated in 1935. Fieldwalking and metal detecting in 1984 recovered Roman, medieval and post medieval pottery fragments and Roman coins.
MNF4419	Find Spot	Bronze Age copper alloy spearhead	A Bronze Age copper alloy spearhead was found at an unknown date.
MNF4724	Find Spot	Multi-period finds scatter	In 1928-9 dredging of the River Wissey recovered Early Bronze Age pot sherds. Then in the 1930s a Roman quern and undated undated human skull were found nearby. Subsequently metal detecting in 1981 found a Roman military buckle plate and fieldwalking in 1984 recovered a sherd of Roman greyware.
MNF4725	Find Spot	Bronze Age metal hoard	A hoard of Bronze Age copper alloy objects, including swords, parts of spearheads and a halberd, was found on the banks of the River Wissey in 1927.
MNF4726	Find Spot	Bronze Age metal hoard	A hoard of six Bronze Age copper alloy torcs was found during construction work in 1881.

MNF4727	Find Spot	Bronze Age metal find	A Bronze Age copper alloy palstave was dredged from the River Wissey at an unknown date.
MNF4728	Find Spot	Bronze Age metal find	A Bronze Age copper alloy sword was found in 1965.
MNF4729	Find Spot	Bronze Age and Iron Age metal finds, River Wissey	An Iron Age sword and three Late Bronze Age spearheads were dredged from the river in 1931.
MNF4730	Find Spot	Iron Age pottery finds, River Wissey	Fragments of Iron Age pottery were dredged from the river in 1929.
MNF4731	Find Spot	Iron Age pottery find, River Wissey	A piece of burnished Iron Age pottery, possibly imported from abroad, was dredged from the river in 1939.
MNF4732	Find Spot	Roman pottery finds, River Wissey	Numerous fragments of Roman pottery were dredged from the river in 1929.
MNF4734	Monument	Possibly Neolithic human remains	A human skeleton of possibly Neolithic date was found during works in 1963.
MNF4798	Building	All Saints' Church, Stoke Ferry	This church currently consists of a nave, chancel and bellcote. The nave is basically early medieval, remodelled in the 15th century. The old chancel was demolished in the 17th century and the west tower fell in 1758 when the building was remodelled. The church was rebuilt in 1848 and the stained glass windows added later that century. Inside is a 15th century patterned font.
MNF8637	Building	The Hall	A plain but imposing three storey brick house of 1792, now converted to offices. Much of the original interior survives, including the three bay hall with pilasters and a plaster vault.

MNF8638	Building	Pineapple Coach House, High Street	A probably 18th century one storey flint and brick former coach house with round headed doors set in blank arches that reach to the full height of the building. The entrance gate to the building is topped by large ornamental pineapples. Planning permission for conversion to residential use was granted in the 1990s.
MNF8639	Building	The Old Chemist's Shop, High Street	A two storey flint and brick shop range of 1824 with a late 18th century domestic wing to the rear, backing onto the churchyard.
MNF8640	Building	The Cobbles, Lynn Road	An early 18th century and later house, now offices, two storeys high with a dormer attic. The rendered façade once had two pedimented doorways, but that to the left has been replaced by a sash window, although this is topped by the original doorway fanlight.
MNF8641	Building	The Old Crown House/All Saints' House	One of the oldest buildings in west Norfolk, and possibly on the site of an earlier inn, this is a late 17th and 18th century flint, stone and brick house, partly colourwashed. The line of the façade deflects to accommodate the road, and the western half was demolished in the 1970s to allow for widening of the road. To the rear are two gabled cross wings, each terminating in a Dutch gable.
MNF8642	Building	Canterbury House, Wretton Road	A 17th century part timber-framed house with brick gable-end and stack. Doubled in length in 18th century incorporating an axial stack. 18th-century brick re-facing to one side of original block. 19th-century decorative flint and brick re-facing following separation into two dwellings before 1881.

MNF11211	Find Spot	Late Saxon to medieval metal find, River Wissey	A Late Saxon to early medieval iron spearhead was dredged from the river in 1947.
MNF11940	Find Spot	Undated animal remains	An undated sawn-off red deer antler was found in 1976.
MNF11965	Monument	Norton deserted medieval settlement	The medieval village of Stoke cum Norton is referred to in old documentation, but its exact location is not known.
MNF12582	Find Spot	Undated human remains	In 1977 part of a human skull was found in dredgings from the dyke. It was identified as belonging to a young adult male and was thought to be of some antiquity.
MNF13463	Find Spot	Bronze Age metal find	A Bronze Age copper alloy axehead was found in 1961.
MNF13464	Find Spot	Neolithic stone find	A Neolithic polished stone axehead was found in about 1974.
MNF13598	Monument	Route of Downham and Stoke Ferry Railway, later Great Eastern	This railway branch ran from the Denver Junction of the main King's Lynn to Ely (NHER 13554) line just south of Downham Market to Stoke Ferry, with stations at Denver, Ryston, Abbey and Stoke Ferry, with sidings at Squires Siding and Keebles Siding, and a goods yard at Stoke Ferry. It opened on 1st August 1882, and closed to passengers on 22 September 1930, with freight use continuing for many years until around 1982. The line was predominantly used for the transport of sugar beet, and Abbey station connected with the Wissington Light Railways, which was a network of agricultural lines opened in 1905 and partly worked for the Ministry of Agriculture until closure in 1957.
MNF14975	Find Spot	Medieval metal find	A medieval coin mould was found in the river in 1842.

MNF15133	Monument	Bronze Age ring ditch	A possibly Bronze Age ring ditch is visible on 1979, 1986 and 1996 aerial photographs.
MNF15738	Find Spot	Prehistoric flint find	A prehistoric worked flint flake was found in the 1950s or 1960s.
MNF16061	Monument	Site of post medieval brick kiln	The site of a brick kiln, marked on early 19th century maps.
MNF16159	Monument	Possible Roman marching camp	1977 aerial photography shows the crop mark of part of a possible Roman temporary military camp.
MNF16696	Monument	Site of post medieval lime kiln	The site of a 19th century lime kiln, visible as a slight mound.
MNF16745	Monument	Undated enclosure	Part of a circular enclosure is visible on 1977 aerial photographs.
MNF16977	Building	Former Kings Arms Public House, now Crown House, The Hill	A two storey brick, carrstone and rubble former public house, now offices, early 16th century in origin, but altered and with 19th century additions and a rendered façade. A 17th century wall painting was reported to have been found behind an upstairs cupboard.
MNF18022	Monument	Site of post medieval post mill	This is the site of a post medieval windmill marked on a map of 1797. It is thought to have been a post mill, last used in 1856 and probably removed in the 1860s.
MNF21095	Find Spot	Roman pottery find	Fieldwalking in 1984 recovered a piece of possibly Roman pottery.
MNF21096	Find Spot	Roman pottery find	Fieldwalking in 1984 recovered a piece of possibly Roman pottery.

MNF21097	Find Spot	Probably medieval metal find	Metal detecting in 1984 recovered a probably medieval copper alloy tag end with ring and dot decoration.
MNF21098	Find Spot	Medieval and post medieval pottery finds	Fieldwalking in 1984 recovered fragments of medieval and post medieval pottery.
MNF21099	Find Spot	Multi-period finds	Metal detecting in 1984 recovered prehistoric worked flints, a Neolithic flaked flint axehead, a medieval brooch or buckle and a medieval to post medieval decorated horse harness pendant.
MNF21285	Monument	Possible Bronze Age ring ditch and post medieval trackway	1984 aerial photography shows the cropmarks of a ring ditch crossed by a post medieval trackway.
MNF22986	Find Spot	Neolithic flint find	A Neolithic polished flint axehead was found in a garden in 1986.
MNF25390	Monument	Medieval ridge and furrow marks	The cropmarks of medieval ridge and furrow cultivation are visible on a 1969 aerial photograph.
MNF31799	Find Spot	Iron Age, Roman, medieval and post medieval objects	Metal detecting during pipe-laying works in 1996 recovered a range of objects, including an Iron Age brooch, a Roman coin, medieval coins, buckles and belt mounts and a post medieval jetton. Iron Age, Roman, medieval and post medieval pottery fragments were found in spoil heaps.
MNF32687	Monument	Site of World War Two spigot mortar emplacement	The site of an anti-tank mortar, now destroyed, that stood to the north of the River Wissey. One of a number of World War Two defences in this area.
MNF32806	Find Spot	Roman metal find	Metal detecting in 1997 recovered part of a Roman spoon.

MNF33406	Monument	Undated possible mere boundary bank or decoy pond	Aerial photography shows the cropmarks of a rather enigmatic semi-circular feature. A map of 1841 shows there was a large pond in the area at the time, and it may be that the feature was a boundary bank to a mere or decoy pond.
MNF33570	Find Spot	Bronze Age metal find	Metal detecting 1998 recovered part of a Middle Bronze Age copper alloy rapier.
MNF33654	Find Spot	Multi-period metal finds	Metal detecting in 1998 recovered a Saxon strap end and brooch and a medieval to post medieval needle.
MNF39558	Building	Royal Observer Corps site	This Royal Observation Corps site was used to observe plane movements. The aircraft observation tower has one ground floor room and two above it (one with no roof). The underground observation room which would have been used in the event of a nuclear attack to measure fallout can no longer be seen.
MNF43854	Find Spot	Medieval metal find	Metal detecting in 2003 recovered a decorated medieval copper alloy buckle plate.
MNF43855	Find Spot	Multi-period finds	Metal-detecting and fieldwalking between 2003 and 2014 recovered prehistoric worked flints; Roman and post-medieval pottery sherds; Iron Age, Roman, medieval and post medieval coins; medieval and post-medieval jettons; post-medieval tokens and Iron Age, Roman, Middle Saxon and medieval to post-medieval metal objects. The metal finds include an Iron Age brooch; Roman brooches, a bracelet fragment, a spatula, buckle pin fragment and a copper alloy flagon fragment; Middle Saxon brooches and a pin; medieval to post-medieval dress accessories; a medieval brooch, coin weight, finger ring, key, spindle whorl and thimble;

			medieval/post-medieval lead weights and knife fragments and a post-medieval cloth seal, furniture fitting, harness mount, spur fragment and thimbles.
MNF45192	Monument	Multi-period finds and features, land at Brown's Fen	An evaluation excavation in 2004 revealed buried soils and pits of Iron Age date and another pit of possible Roman date. A cluster of undated post or stakeholes was also recorded.
MNF45636	Find Spot	Multi-period finds	Metal detecting in this area during 2003-04 recovered two medieval and two post medieval coins, a medieval buckle and two post medieval metal objects. Metal detecting in 2009 recovered Neolithic and prehistoric worked flint; medieval and post-medieval metal objects.
MNF45662	Building	Pumping Station known as Wretton	A diesel powered pumping station built in 1939. An electric pump was installed in 1980 and the old building made into a store.
MNF47710	Find Spot	Prehistoric worked flints and medieval and post-medieval metal finds	Metal detecting in 2005 recovered a medieval iron stud and lead weight and a post medieval coin. In 2009 late prehistoric flints were recovered by metal detectorists.
MNF51860	Building	The Lodge, High Street	An early 19th century two storey whitewashed brick house with a pantile roof.

MNF51861	Building	House immediately east of All Saints' Lodge, The Hill	A mid 18th century three storey gault brick former inn, now a private house.
MNF51862	Building	Deanscroft House, The Hill	An early 19th century two storey gault brick house with a pantile roof. The façade has five window bays, the central bay set back with a panelled door. There is a one bay eastern extension, also early 19th century, and a two storey outshut to the rear.
MNF51873	Building	The Surgery, High Street	A mid 18th century and later three storey brick former miller's house with a rendered front, now a private residence partly used as a surgery.
MNF51874	Building	The Old Granary, High Street	A mid 18th century two storey colourwashed brick and stone former maltings, with additions of 1910, altered in 1982. It is now a private house.
MNF51927	Building	Park House including stable yard to east, High Street	A three storey stone house of about 1770 with a rendered brick façade and a slate roof. A brick wall to the east encloses a stable yard.
MNF51928	Building	Bayfields, Lynn Road	A two storey former house and shop of about 1700, now offices, of flint and carrstone refaced in brick.
MNF51929	Building	Manor House and Manor Lodge, Wretton Road	A mid 18th century former farmhouse, now two dwellings, with additions and alterations of about 1810. Originally one storey high with an attic, the building was raised at the latter date to two storeys and a dormer attic. Manor Lodge was altered in the late 20th century and has modern windows and a long outshut to the rear. Manor House has a two storey

			rear extension of about 1810 and a further 20th century cross wing.
MNF52028	Building	K6 telephone kiosk, The Hill	A Type K6 glazed cast iron telephone box with a domed roof, built to a 1935 design by Sir Giles Gilbert Scott.
MNF52153	Building	Osbourne House, High Street	A two storey gault brick house of about 1840 with a slate roof, a central doorway and sash windows.
MNF52154	Building	Lodge Cottage, High Street	An early 18th century two storey whitewashed brick house with a pantile roof and later alterations and extensions.
MNF52155	Building	Moulsham House, High Street	A late 18th century two storey colourwashed brick, flint and stone house, once partly used as a bank, with 20th century windows.
MNF56962	Building	Old Railway Station	Victorian railway station buildings and platform.
MNF57156	Building	The Bluebell Public House	A mid 19th century flint cobble public house and a cesspit.
MNF58123	Find Spot	Roman and medieval pottery	Roman and medieval pottery was recovered in 2009.
MNF58538	Find Spot	Multi-period find scatter	Metal detecting in 2009 recovered Iron Age, Roman and post medieval coins and Iron Age, Roman, Early Saxon, medieval and post medieval objects.
MNF59164	Find Spot	Roman coin found in garden, Little Man's Way	A Roman coin was found in a garden off Little Man's Way.

MNF62048	Find Spot	Post-medieval buckle frame	Metal-detecting in 2011 recovered a white-metal coated double-looped buckle frame.
MNF62946	Find Spot	Unprovenanced medieval and post-medieval coins (Stoke Ferry, poorly located)	Before March 2010 three silver coins, two medieval and one post-medieval, were found within Stoke Ferry parish.
MNF63143	Monument	18th century milestone marking Brandon 10 miles and Lynn 14 miles	One of 7 surviving milestones along the former Stoke Ferry turnpike, which was set up in 1770.
MNF63510	Monument	Post-medieval defaced milestone marking Thetford 16 miles, Brandon 11 miles and Lynn 13 miles	A post-medieval milestone positioned in Stoke Ferry.
MNF63661	Building	Former James Bradfield School.	This school was erected in 1819 with an attached teacher's house. The school was enlarged in 1848 and 1866 and has various other links and attachmements of later dates. It is thought the school closed in 1987 when it moved to a new site in the village. It is now a private house.
MNF64647	Monument	World War Two anti-tank blocks or road block	Two anti-tank blocks or road blocks on the west side of Bridge Road, where it crosses a drain.
MNF64648	Monument	World War Two spigot mortar base	A World War Two spigot mortar base in good condition is visible in rough ground beside the footpath running east from Bridge Road, a few metres east of the road.

MNF64650	Monument	World War Two spigot mortar base	Spigot mortar base in good condition and visible in rough ground beside the footpath running west from Bridge Road.
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Stoke Ferry HER records

Undated

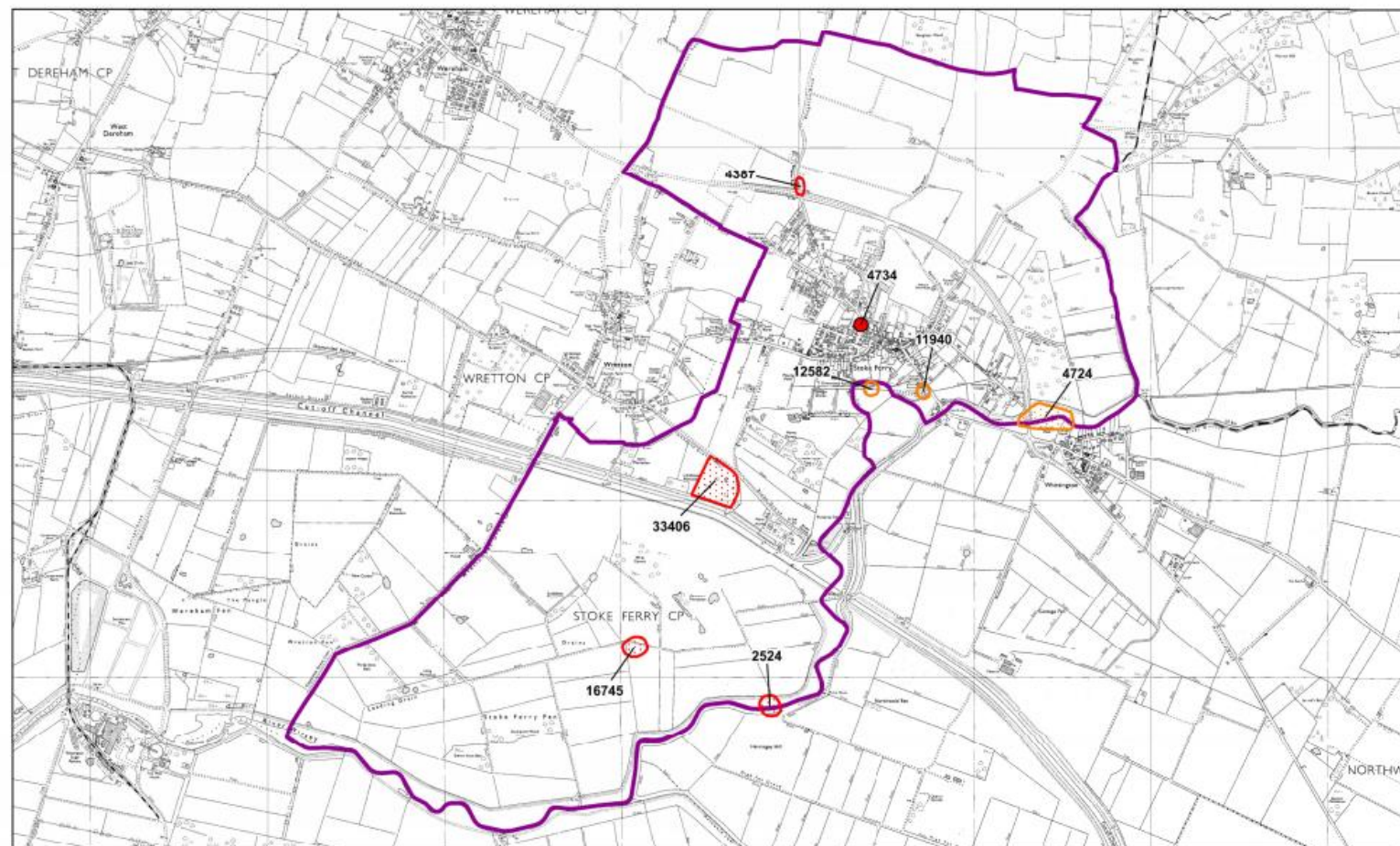
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Stoke Ferry HER records

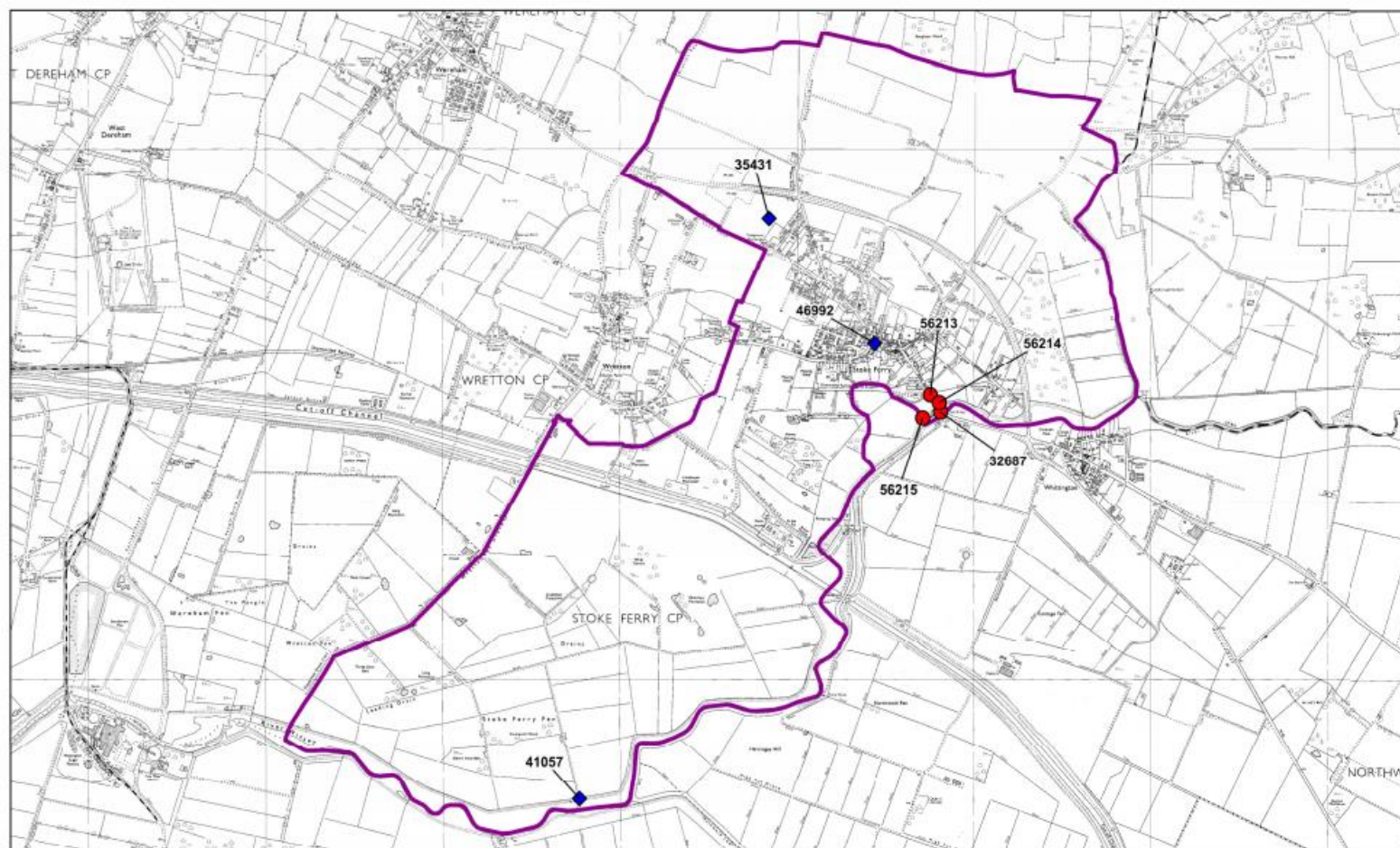
Modern

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Post-medieval

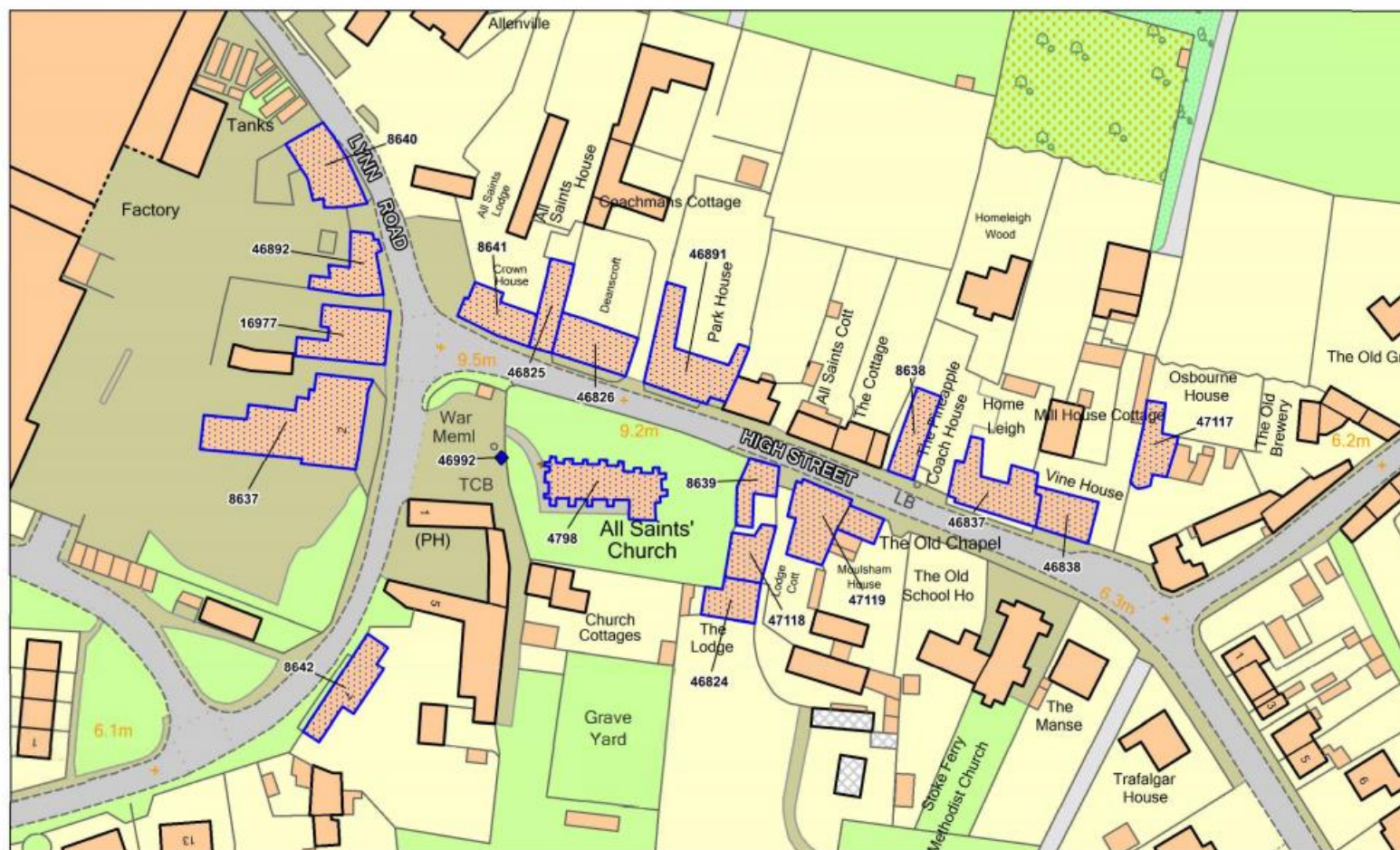
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Post-medieval

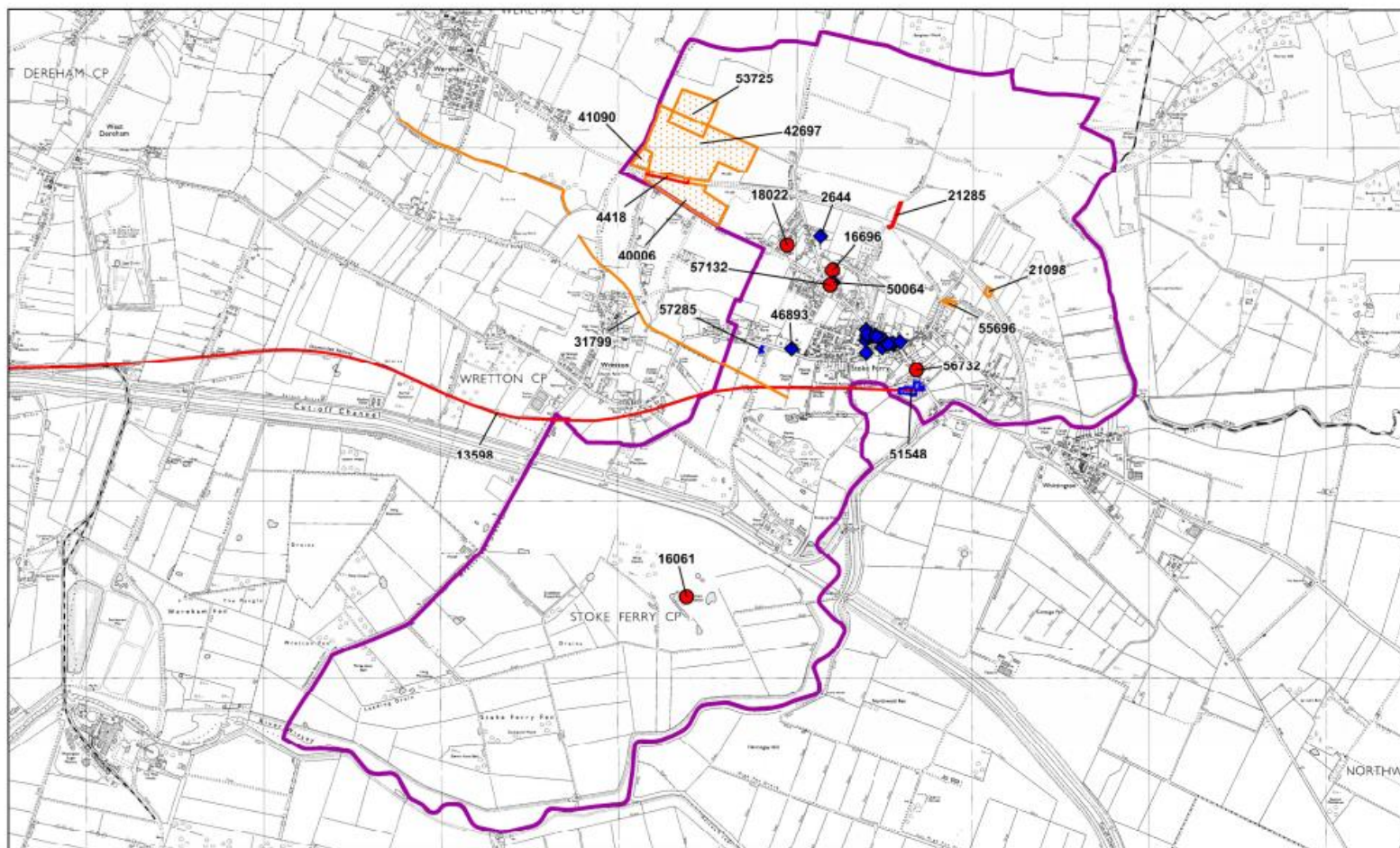
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Medieval

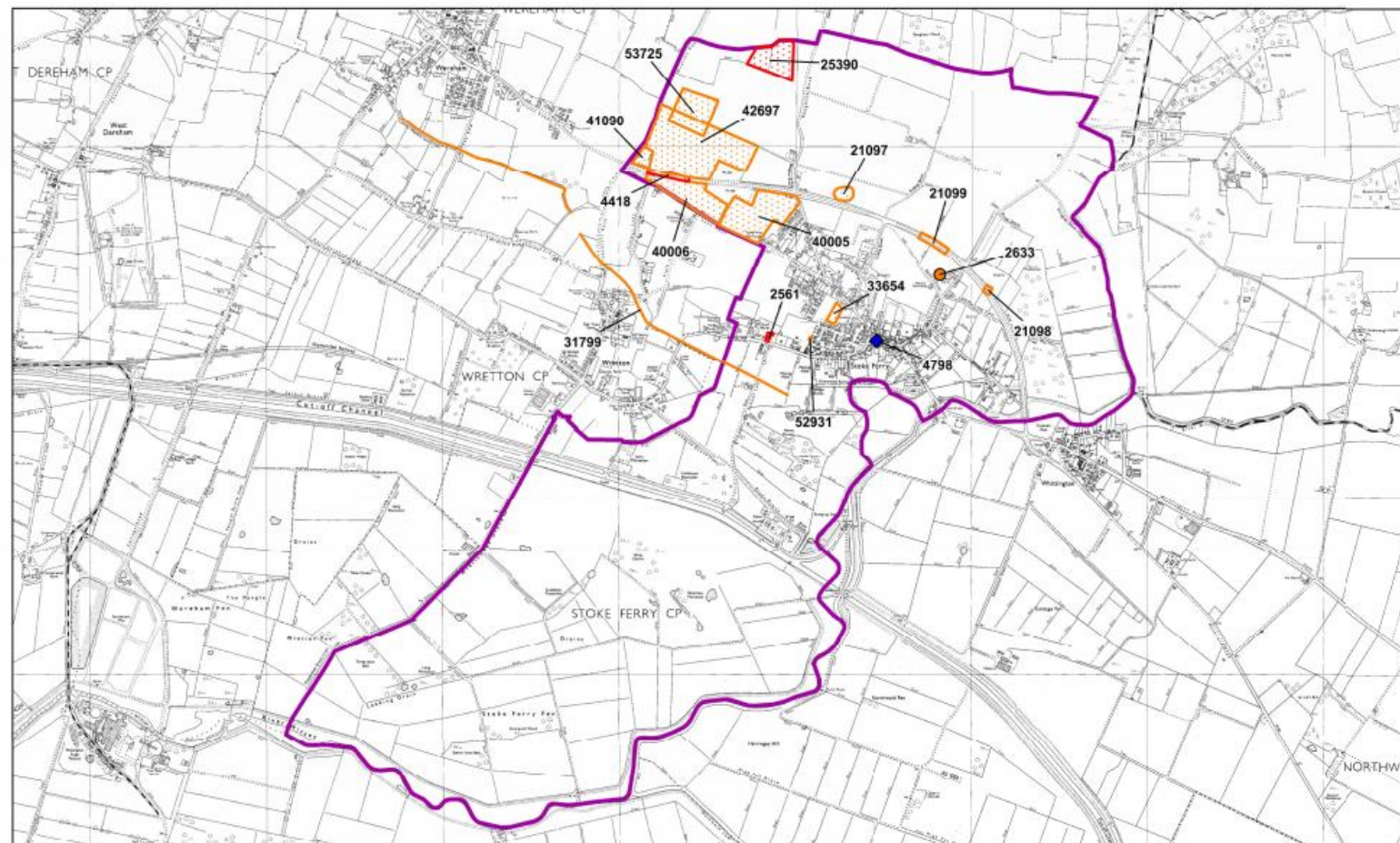
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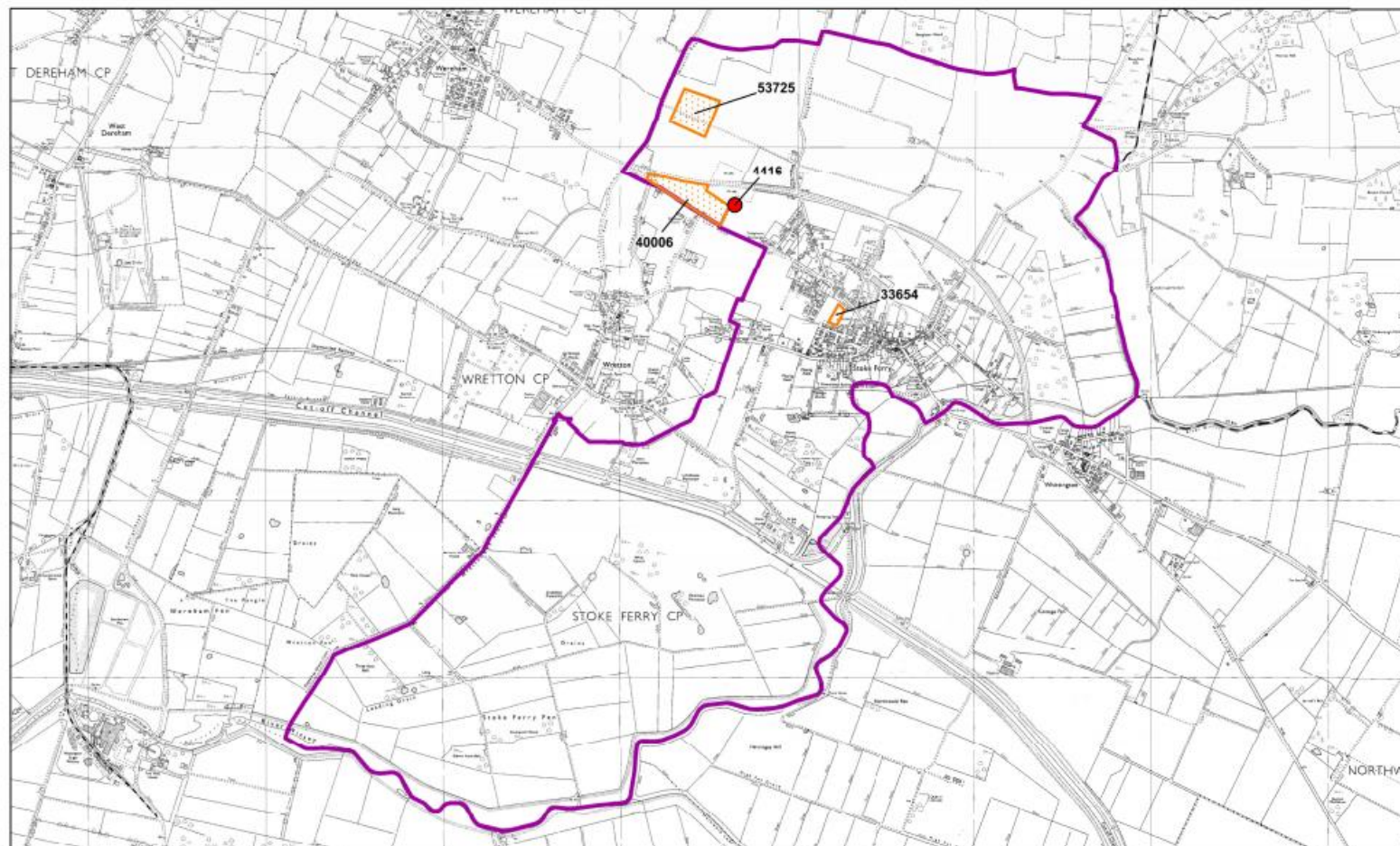
Saxon

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Roman

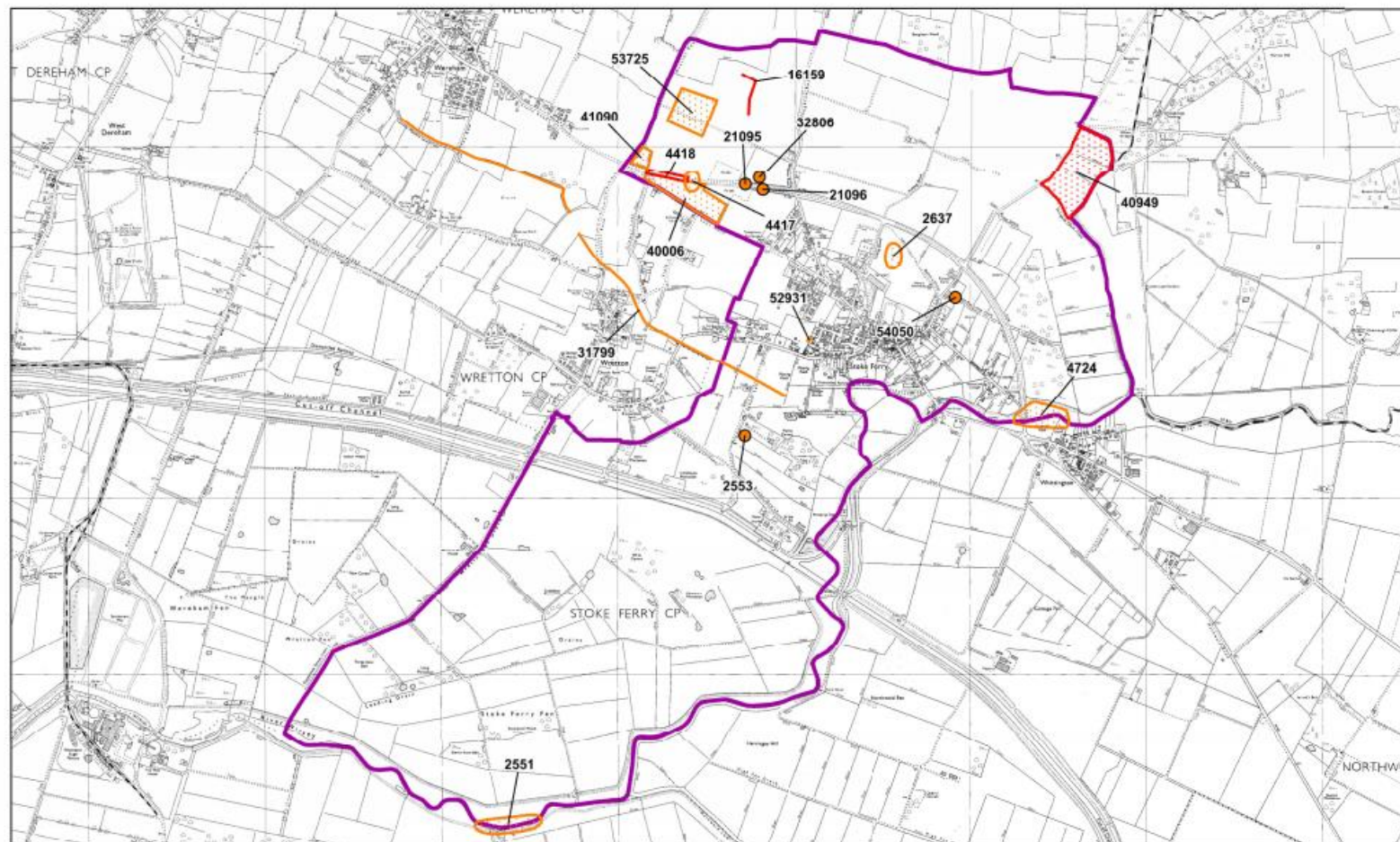
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Iron Age

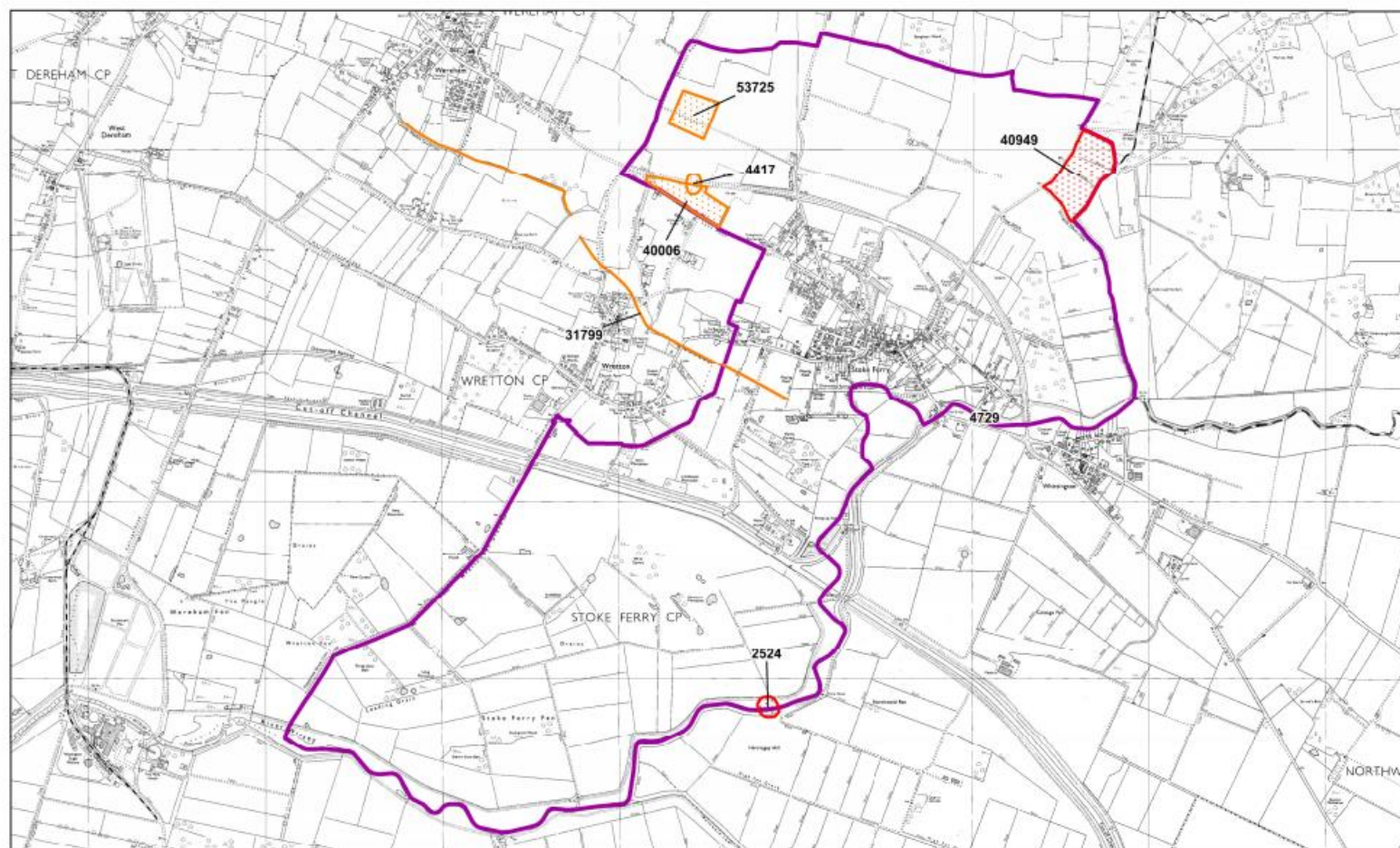
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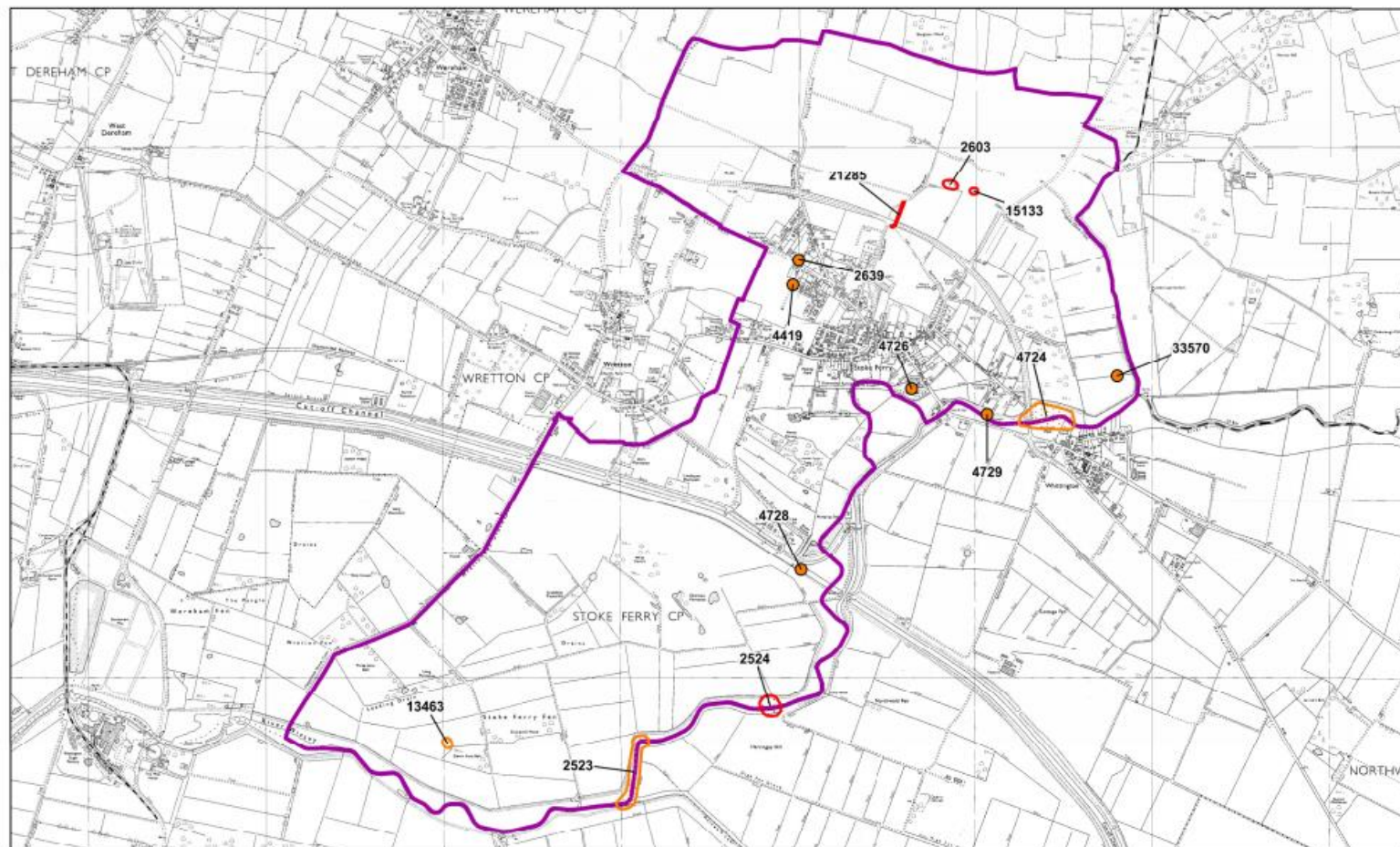
Bronze Age

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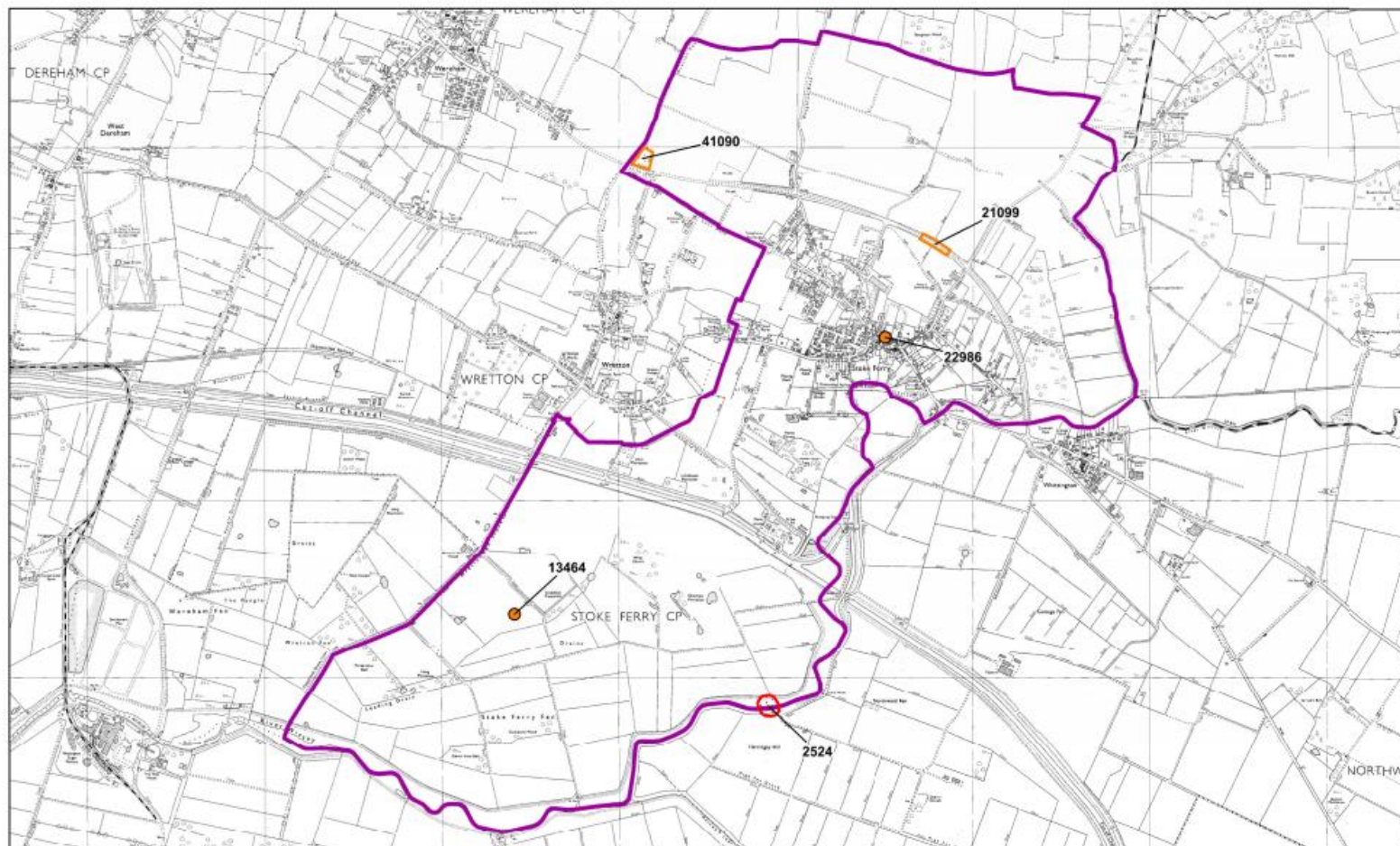
Neolithic

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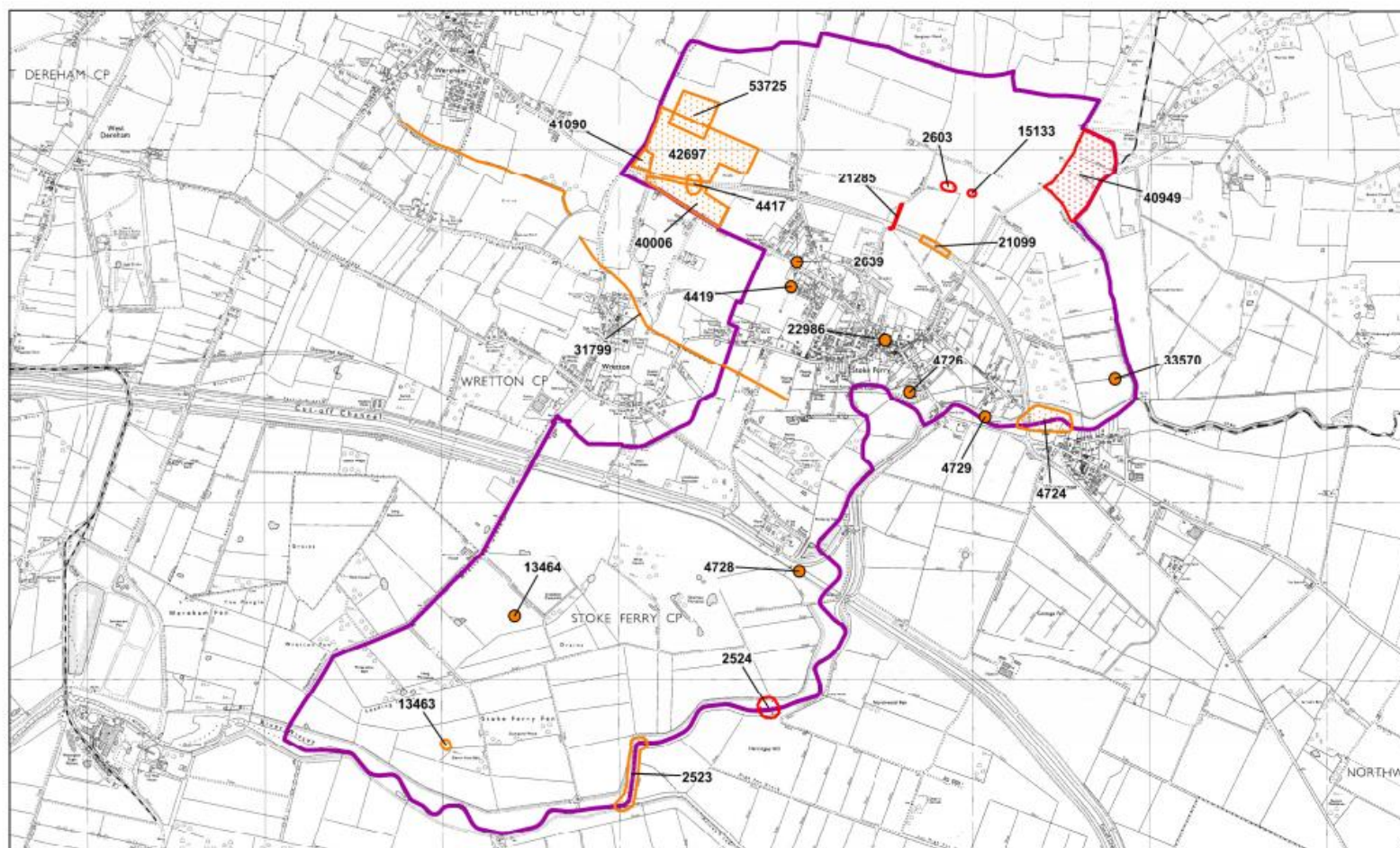
Prehistoric

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All

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