



NORWICH
City Council



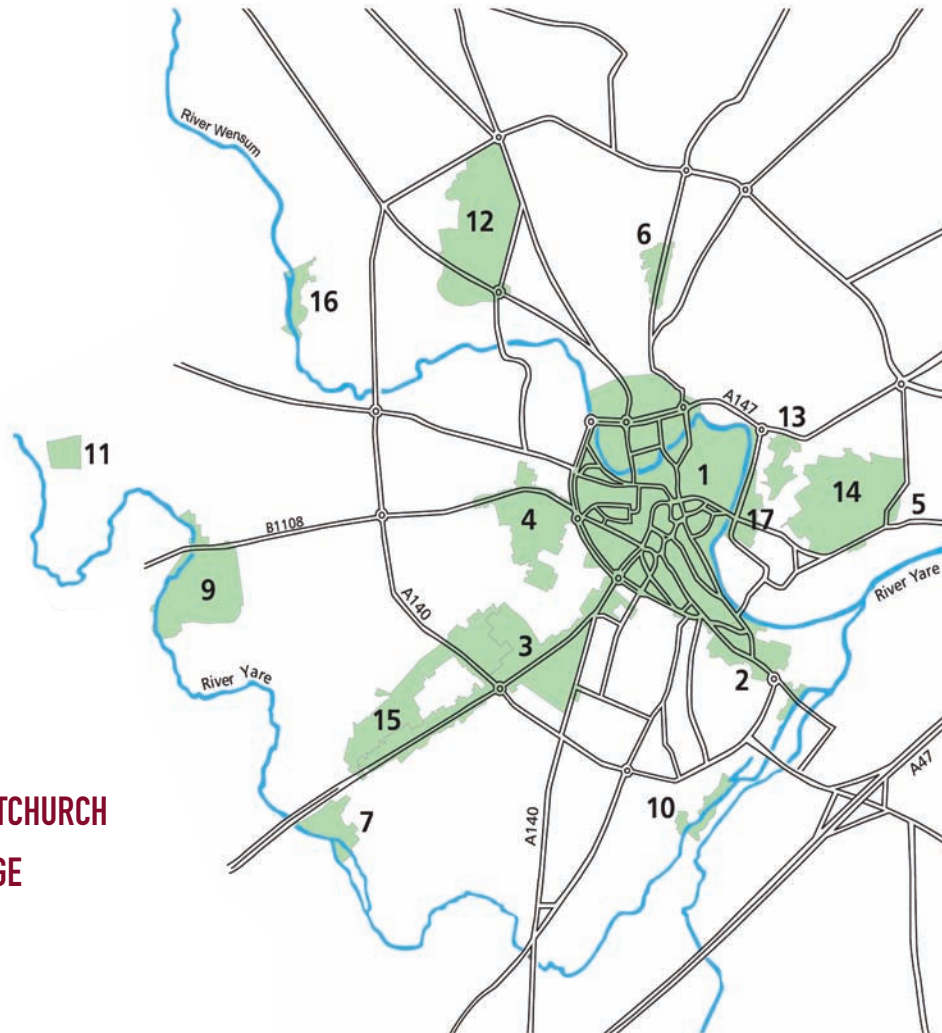
TROWSE MILLGATE CONSERVATION AREA APPRAISAL

NUMBER 8

MARCH 2008

CONSERVATION AREAS IN NORWICH:

1. CITY CENTRE
2. BRACONDALE
3. NEWMARKET ROAD
4. HEIGHAM GROVE
5. THORPE
6. SEWELL
7. EATON
8. EARLHAM
9. OLD LAKENHAM
10. BOWTHORPE
11. MILE CROSS
12. THORPE HAMLET
13. THORPE RIDGE
14. UNTHANK & CHRISTCHURCH
15. HELLEDON VILLAGE
16. ST MATTHEW'S



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INTRODUCTION



Trowse Millgate was first designated a conservation area on 2 January 1979. The boundary was subsequently extended on 18 September 2003 to include the former railway station and the former Pineapple Public House to the north of the railway line. The settlement lies within the floodplain of the River Yare one mile to the south east of Norwich city centre and covers an area of 3.9 ha (9.7 Acres).

The appraisal provides an assessment of the character and appearance of Trowse Millgate conservation area, and includes proposals for management and enhancement. This fulfils section 69 & 71 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

The appraisal was subject to public consultation in February 2008, and was approved by the city council's executive on 19 March 2008. It should be read in conjunction with the City of Norwich Local Plan 2004 (in particular Chapter 3 'Heritage and the Built Environment'), detailed guidance and site specific development briefs.

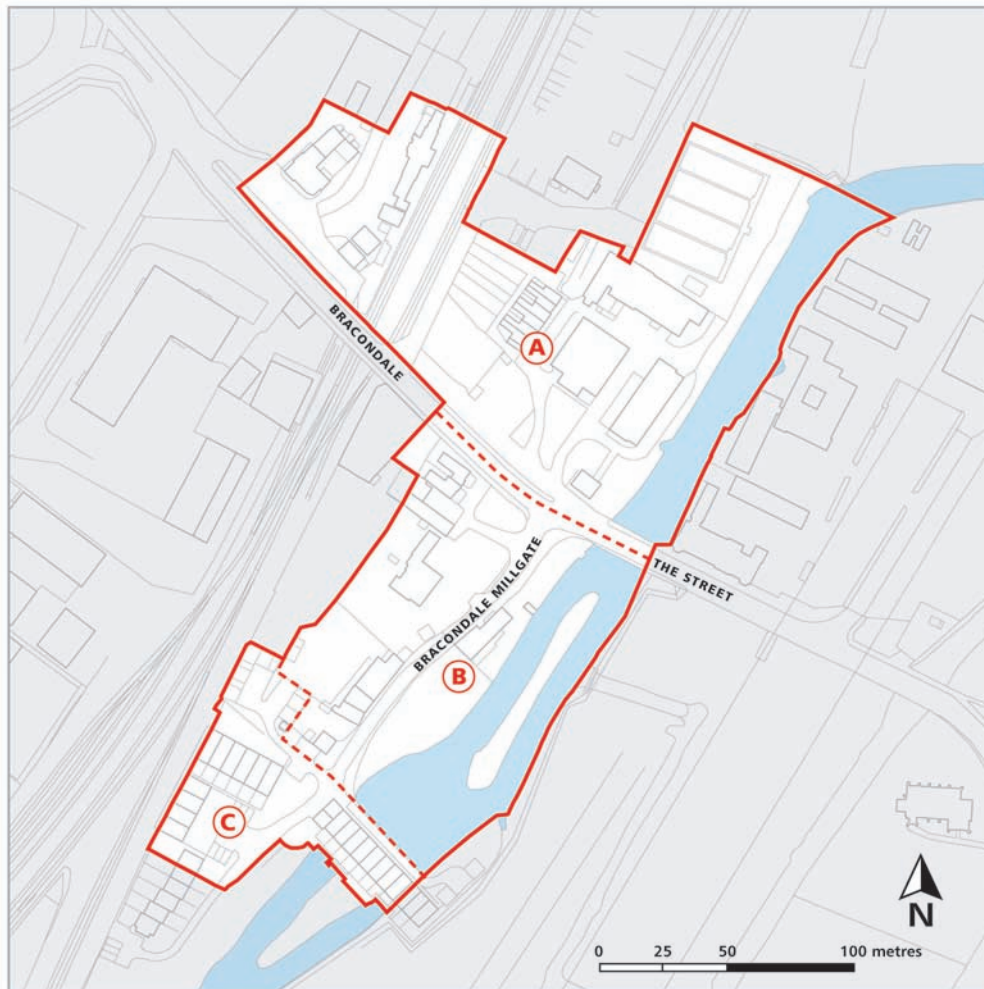
The river, the road and the railway are natural and man made features that continue to define the boundaries and context of the settlement. Although the conservation area is relatively small, significant differences can be found in the character and appearance of the settlement either side of Bracondale. To the east the area is characterised by dereliction and the crumbling infrastructure of the 19th century railway facilities and the sewage works. In contrast, to the west Brancondale Millgate has been regenerated with restored historic buildings, verdant landscaping and new housing providing a more picturesque rural setting.

The conservation area can be divided into three sub areas, as indicated on the adjacent map. The character of each area is described in more detail in the following sections, followed by a programme of management and enhancement proposals on p22.

To the southeast lies the historic village of Trowse within the neighbouring district of South Norfolk. For further information on this area please contact South Norfolk District Council.

The appraisal will be used by the city council to help determine planning applications affecting the conservation area, and will be taken into account by the Planning Inspectorate when considering planning appeals.

CONSERVATION AREA MAP



Trowse Millgate CONSERVATION AREA

- Key**
- A** 19th Century Post Industrial landscape
 - B** Early Housing and verdant landscaping
 - C** New housing

HISTORIC DEVELOPMENT

The settlement of Trowse Millgate originated at the bridging point over the river and the ideal location for a mill. The character of the area went through significant changes in the 19th century when firstly the railway and then the sewage works were built. In the 20th century the character and appearance of the settlement changed again when post war industrial decline set in and the area began to take on a rundown appearance. However, by the late 20th century this decline was beginning to be reversed, particularly on the west side of Bracondale, with new housing and restored historic buildings.



Trowse Bridge early 19th century
© Norfolk County Council

The bridge at Trowse is first recorded in 1430 and subsequently in the Charter of 1556.

The bridge would have been an important route into the city since King Charles II was met there by the Mayor in 1671 and in October 1679.

Bloomfield described the site as “...the County of Norfolk and liberty of Norwich was divided by a tall stone cross which stood on Trowse bridge and is lately taken down. On the north part of the east side of the river stood a small round tower, made as a guard for the passage, now almost levelled.”



Collapse of bridge in 1912
© Norfolk County Council

The earliest drawing of the bridge is a Francis Stone & Son lithograph which dates from the early 19th century. This shows a stone bridge with four small spans and some early houses which have long since been demolished.

HISTORIC DEVELOPMENT



Dates and initials on Trowse House

The present bridge was built in 1863 by J.Stanley, contractor, and R.M.Hipson, County Surveyor, and was subsequently widened in 1886. Part of the south span still incorporates ribs which belonged to the earlier bridge. A section of the bridge collapsed during the floods of 1912, but was rebuilt a year later by the Surveyor T.H.B. Heslop.

The area originally fell within the estate of Carrow Abbey, but by the early 19th century the land had been divided into two large estates: Carrow and Bracondale to the north, and Crown Point to the south.

The Crown Point estate belonged to the Money family from the late 17th century. Trowse House retains the date 1703 and the initials C.P. and P. M.



The mill in 1965 before demolition

The Tithe Map of 1844 indicates that the House was still owned by Phillip Money, but was occupied by John Hawkins. The Crown Point estate was sold to Sir Robert John Harvey in 1861, and following Harvey's suicide in 1870 the estate was sold to Jeremiah James Colman in 1872. In 1877 Colman also acquired Carrow House and the Bracondale estate upon the death of Miss F.A. Martineau, together with several properties including Trowse House and Trowse Mill. Extensive alterations were carried out by the Colman Estate following the purchase of the house, including the construction of stables and Trowse House Cottages (dated 1885).

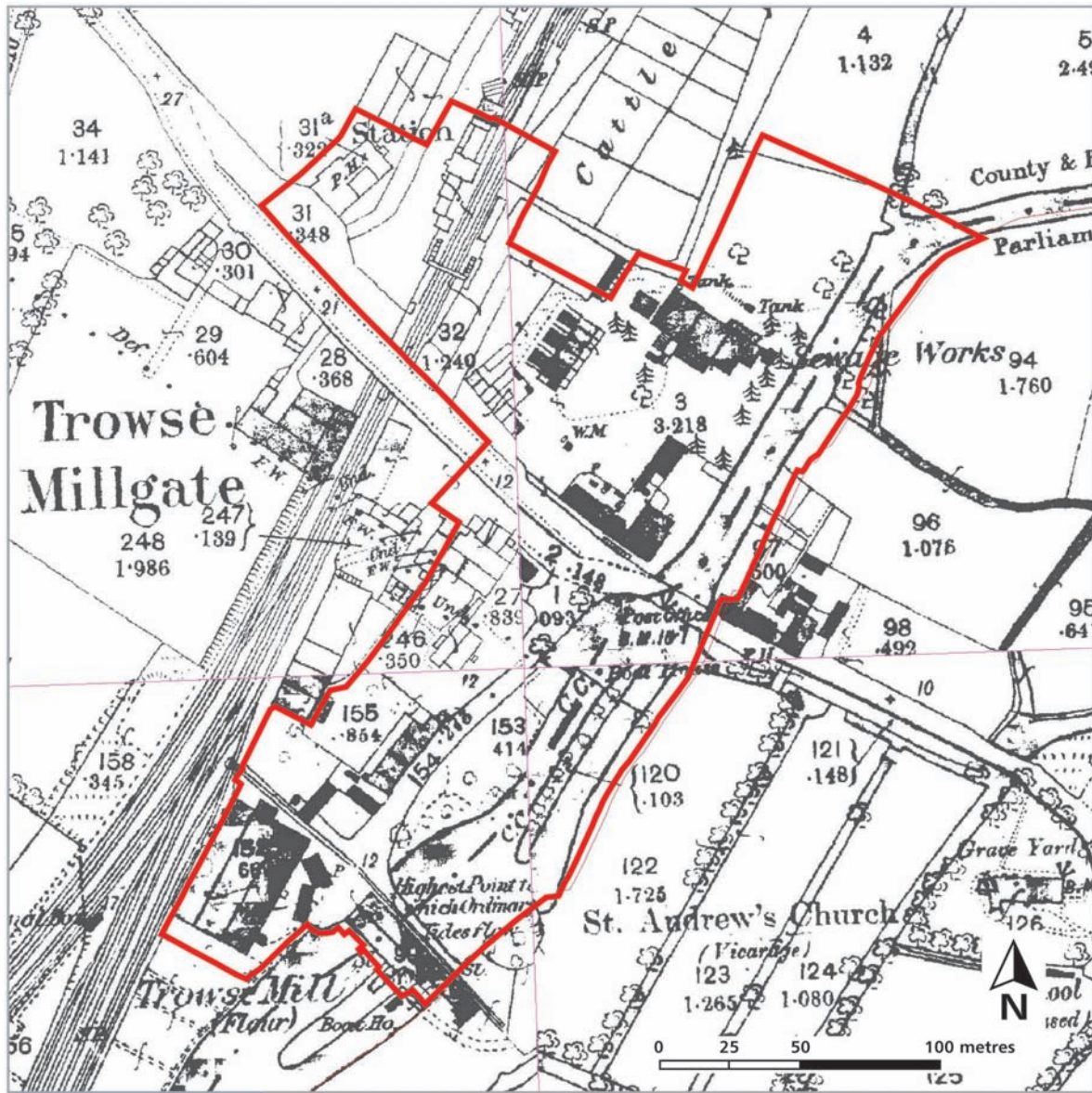
The Mill is first mentioned in the Domesday book (and later

Bloomfield) which states that assets seized at the Conquest (1066) by Godric, were conveyed by the king to Goodrich including a mill at Trowse. The first mention of a miller is John Fayercliffe who was in the Index of Wills of 1573.

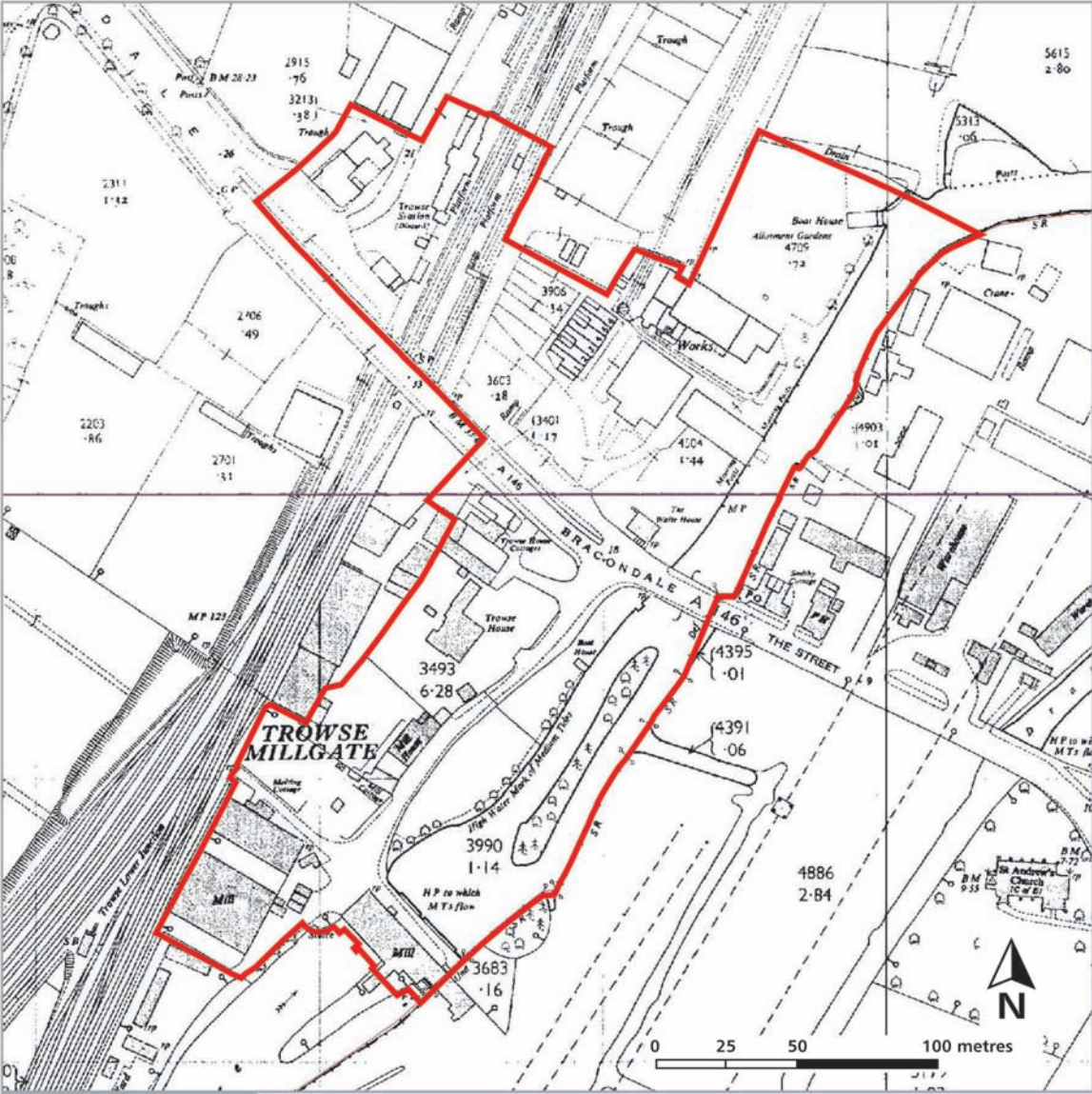
In 1768, 1784 and 1784 the Poll Books record the miller to be Daniel Bloome. The mill was one of the largest near Norwich, and was a target during the grain riots of the 18th century. On 28 September 1766 a riotous mob descended on the mill which only avoided being ransacked through the miller offering plenty of beer. The mob then went on to attack the Money family and ransack Bracondale Old Hall. Bloome was also attacked in the Guildhall during the riots of 1786. In 1792 the mill burnt down causing £2000 of damage. Despite the setback, Bloome must have continued to be prosperous since he was able to rebuild the mill to be one of the largest in the county, and remodel the Mill House, the earliest surviving building in the settlement (a brick contains the initials D.B.).

To the southeast Parson James Woodforde of Weston Longville (author of the famous Country Diary) records selling grain to Daniel Bloome during the years 1784 to 1801.

O.S. MAP 1880 - 1889 TROWSE MILLGATE HISTORIC MAP



O.S. MAP 1955 - 1968 TROWSE MILLGATE HISTORIC MAP



HISTORIC DEVELOPMENT

Various trade directories refer to later millers including James Bell & Co (Pigot's 1830 and White's 1836), Thomas William Read (Whites 1845 & 1852), Daniel Mear (Index of Wills 1852), Henry Mower (Kelly's 1883, 1896, 1900) William Henry Mower (Kelly's 1904 & 1912) and George Baker & Sons (Kelly's 1912, 1922 & 1937).

In 1967 this impressive historic mill was demolished despite being in good condition and was replaced by a showroom for Anglia Office Supplies. In 2001 the site was once again redeveloped, this time for housing, with designs based on the original mill building and railway warehouses. Fortunately the two tailraces and the mill pond survive.

The most significant change to the area came with the construction of the railway line in 1845.

In 1844 the Eastern Counties Railway Company extended their London line from Brandon to Norwich, creating the first direct line to London. The line was opened on 29 July 1845, but at first the trains from London stopped at Trowse station until Trowse swingbridge was opened for services on 18 December 1845.

The contractors for the line and the railway station were Grissel and Peto, who were also responsible for the construction of the line to Yarmouth and the Grade II listed railway cottages along Cozens and Hardy Roads.

A rival company, the Eastern Union Company, began the construction of an additional line from Norwich to Ipswich. This had the advantage of being a faster and more direct route to London and thus the Eastern Counties Company were reluctant to allow access to Thorpe station. The rival company was forced to construct a new station on Victoria Street in central Norwich and a new line that crossed the existing line over the Lakenham viaduct. To allow for passing traffic a loop line was constructed between Trowse upper and lower junctions, opening on 27 August 1851.

The complexities of this system soon proved wasteful since the Eastern Counties Company took over the working of the Eastern Union Company on 1 January 1854. Both companies were later incorporated into the Great Eastern Railway on 1 July 1862.

Due to its position at the junction of the two lines Trowse became an important marshalling yard. Goods heading towards Norwich Cattlemarket came through Trowse and extensive sidings, warehouses, cattle and sheep pens were built alongside the tracks during the mid to late 19th century. During the 12 months ending June 1867 57,058 Irish store cattle came by rail into Trowse station and 35,083 went out.

The sidings remained extensive until electrification in the 1980's which led to track rationalisation. Many people may remember the rows of steam engines stored in the sidings during the 1960's ready to meet their fate at Norwich scrapyards. Today aggregate is still delivered to a siding just to the east of the conservation area.

At the turn of the 20th century the Norwich tram network was extended out to Trowse station from Orford Place along St Stephens Road, Queens Road and Bracondale. The service was withdrawn in February 1934 and the tracks removed in September of that year.

HISTORIC DEVELOPMENT

By 1939 Trowse station had also closed to passengers. During the 1980's the station was reopened for a few weekends when Thorpe depot was closed, the tracks around Thorpe station were realigned, and new signalling installed as part of the electrification programme. The central platform was not removed until 1987. The work also led to the removal of the characteristic semaphore signals that could be seen from Trowse railway bridge, as well as the two Trowse signal boxes.

During 1866 to 1867 the sewage plant was constructed to the southeast of the railway line.

A bill was passed by parliament called 'The City of Norwich Act 1867' instructing that as from the 1st November 1867 sewage could no longer be discharged directly into the River Wensum. The bill legislated for the construction of new sewers, a new pumping station, and the leasing of a total of 1200 to 1300 acres of the Crown Point Estate (then in the ownership of Richard John Harvey) for irrigation.

Included within the bill was the provision for the construction of a new road to run past the site which led to the widening of the bridge.

Also as part of the sewage works complex a terrace of six artisan houses were built on the north side of the site. As part of the work an earlier terrace of cottages adjacent to the road were demolished (they appear on the left hand side surveyed in 1880 but not on the right surveyed in 1886). This terrace was probably tied to the Crown Point Estate (the Act of 1867 refers to the Corporation taking control of nineteen estate cottages). On 14 July 1909 a further ancillary building for the sewage works was opened by the Lord Mayor and local historian Walter Rye. A modern pumping station was built to the south in the late 20th century.

During the 20th century the area fell into general decline and many of the buildings associated with the railway station and the sewage plant are no longer in use.

Milling became a factory process, the railways lost their importance in handling goods traffic, and a new electric pumping station was built, putting a significant number of buildings out of use. A modern house was built on the north bank during the 1970's, but it was not until the redevelopment of the mill site and railway warehouses to the west of Bracondale during 2001 that the decline of the area began to be reversed.

The settlement is effectively sandwiched between the railway to the north, which separates it from the city, and the river to the south, which separates it from the village of Trowse.

Sub area A is formed from the 19th century post industrial landscape of the railway station and the sewage treatment works, which are in effect self contained small scale 'industrial' enclaves divided by the railway line.

URBAN DESIGN AND STREETSCAPE



The pumping station rises above chimney stacks giving this part of the conservation area a very industrial feel



Brancondale Millgate is more rural in character with older buildings and verdant landscaping



County Hall dominates views out of the conservation area to the north

The river, the road and the railway all provide edges which have in effect separated parts of the conservation area, creating distinctly different landscapes and character areas.

The area as a whole suffers from deeply ingrained decline and there is a need for significant regeneration. However, there are difficulties in developing both of the sites due to the continuing ownership of the railway land by Network Rail, and the continued operation of the Sewage Works.

To the north west the railway station is the principal building with various small outbuildings and the former public house, most likely built to serve passing trade from the station and now in office use.

To the south east of the railway track is the sewage works. The original pumping station acts as an important landmark, rising above the chimney stacks of the terrace houses and the lower lying ancillary building. This is most apparent from the large blue brick bridge which visually links the two 'compounds'.

URBAN DESIGN & STREETScape MAP

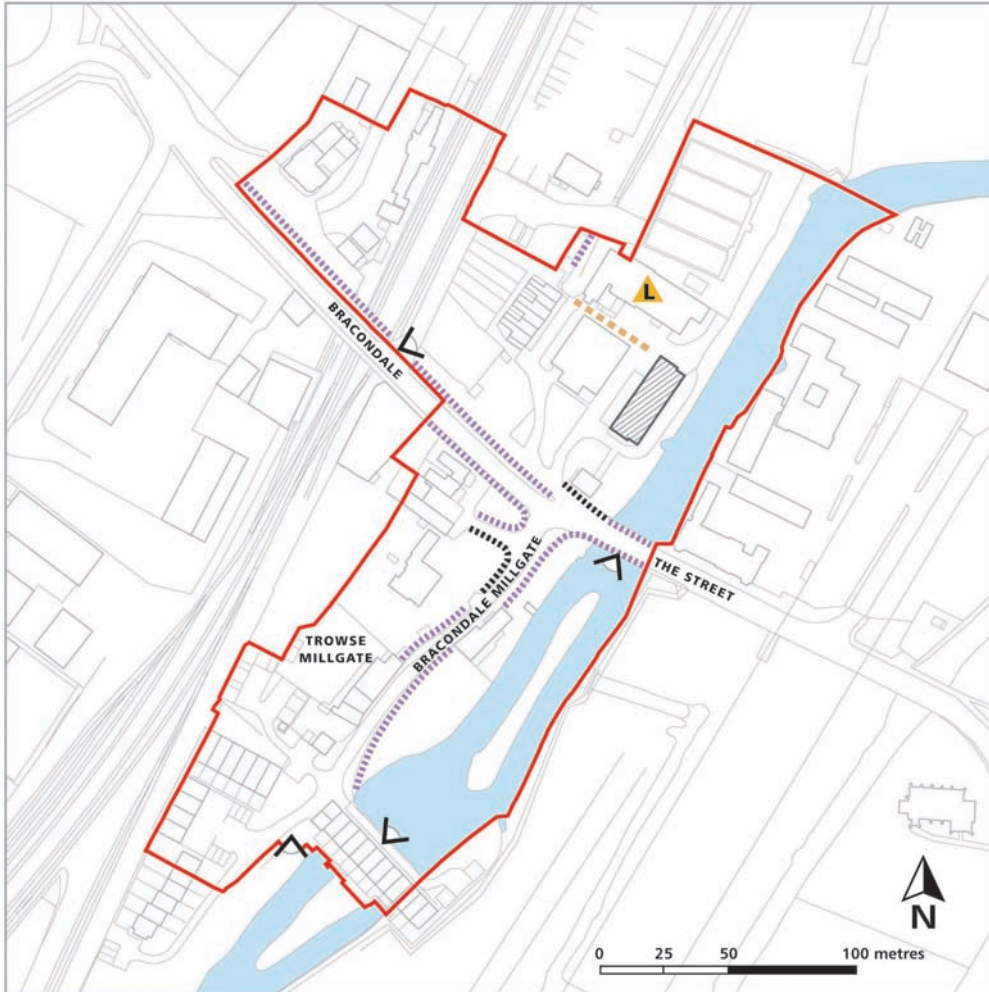
The 'streetscape' of the sub area is now much deteriorated and loosely defined, however there is interest in the remains of former platforms, rail lines and granite setts. These characteristics emphasise the former industrial use of the areas and should be preserved.

In extreme contrast Bracondale Millgate has a more rural and verdant character. Sub area B comprises early housing (with the exception of Heron Island House) set back from a narrow lane amongst vegetation. Historic walls and railings help to define historic curtilages.

The lane leads to the site of the former mill and railway warehouses, which have provided inspiration for the design of a new housing scheme – sub area C. At this point the narrow lane opens out to more spacious landscaping and larger scale buildings.







County Hall appears very dominant in the background when looking north, and the presence of the railway is often heard with trains passing close by. The modern pumping station also detracts from the setting of the pumping station complex and to some extent places a constraint on further development.

URBAN DESIGN & STREETScape MAP



Trowse Millgate URBAN DESIGN & STREETScape

Key

- | | | | | | |
|---|-----------------------------|---|----------------------------------|---|-------------------------|
|  | Historic walls and railings |  | Detrimental buildings (see text) |  | Historic street surface |
|  | Important boundary walls |  | Views |  | Landmark |

ARCHITECTURE



The Mill House



Trowse House



Trowse House Cottages

Although much of the conservation area is dominated by 19th century buildings associated with the railway and the sewage works, there are also some earlier houses associated with the mill and agricultural activity in the area.

The earliest surviving building in the settlement is the Mill House (1). The building dates from the 17th century but was significantly remodelled in the 18th century.

External evidence of the earlier building remains in the flintwork to the left of the front elevation where wide gaps of brick infilling indicate the position of former mullioned windows. Elsewhere the fenestration consists of sash windows dating from the 18th and 19th centuries.

(Later windows can be identified by the window horns which date from after c1850). The building includes initialled stones D.B. (which refer to the miller Daniel Bloom) on the front elevation and A-B 1795 on a brick beside the back door. Adjacent to Mill House is Mill House Cottage (2) which dates from the early to mid 19th century and is of simple red brick construction with replacement windows.

Trowse House (3), is Queen Anne in style and dates from 1703.

The façade is typical of the period with gauged brick detailing, tuck pointing, large window openings and two rows of large chimney stacks, all designed to create an impression of wealth. Originally the house had a wide but shallow plan, but the building was extensively altered and enlarged in the late 19th century, the most noticeable alteration to the front elevation being the single pane sash windows.

ARCHITECTURE



Trowse railway station

Between Trowse House and the Railway bridge lies a pair of cottages dating from 1884 known as Trowse House Cottages (4). They were constructed with red brick, slate roof, and characteristic Victorian sash windows. The terrace has now been converted into one large house.

The railway station (5) dates from 1845 and is constructed in a 'cottage' style with knapped flints.

The former Pineapple Public House (6) dates from the mid to late 19th century, and has been constructed of Costessey white bricks, a slate roof, sash windows, dentilled eaves and string course with brick quoins. The



Trowse pumping station

building retains an original pub corner frontage, however the chimney stacks have unfortunately been demolished.

The sewage works consists of three historic buildings: the original pumping station (7), an adjoining row of workers' terrace houses (8), and the Edwardian ancillary building (9).

The pumping station is red brick and classical in style. Although there is a large modern extension to the south, the original façade remains unaltered within the extension. The terrace houses are Victorian Gothic with polychromatic detailing of red and white bricks. Unfortunately many of



New housing based on former warehouses

the original windows and slate roofs have been replaced with uPVC and heavy concrete tiles. The third building of interest is an ancillary building dating from 1909 designed with various early 18th century details such as the door surround and Gibbs surround detailing around the windows. A modern pumping station has been built to the south.

The current river bridge (10) mostly dates from 1863 and is constructed of brick with stone facing. The large blue and red brick railway bridge was reconstructed around the same time (11).

ARCHITECTURE

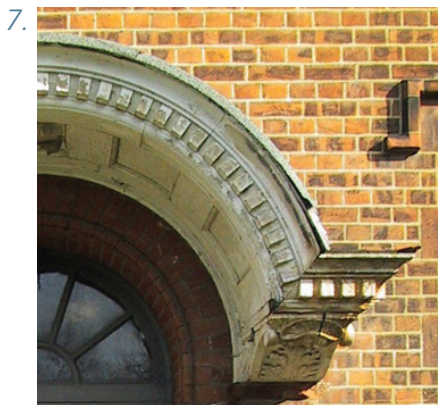
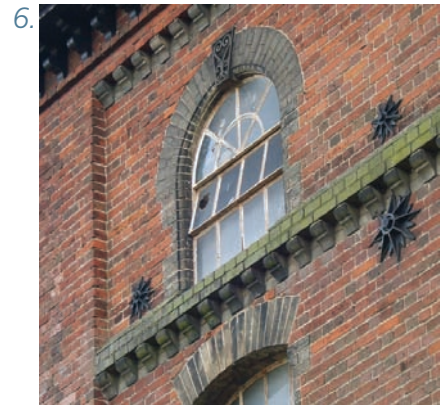
Underneath the south span of the river bridge there is still evidence of ribs belonging to an earlier bridge, and this may indicate that parts of the original bridge may still form part of the structure.

Adjacent to the bridge is an early 20th century (12) building built from concrete blockwork, a relatively early use of this material. On the west side of Bracondale adjacent to the river bank, a more modern house dating from the 1970's called Heron Island House (13) was also constructed of concrete blockwork. It was designed in a contemporary style by local architect Malcolm Rose, and was for a time his home.

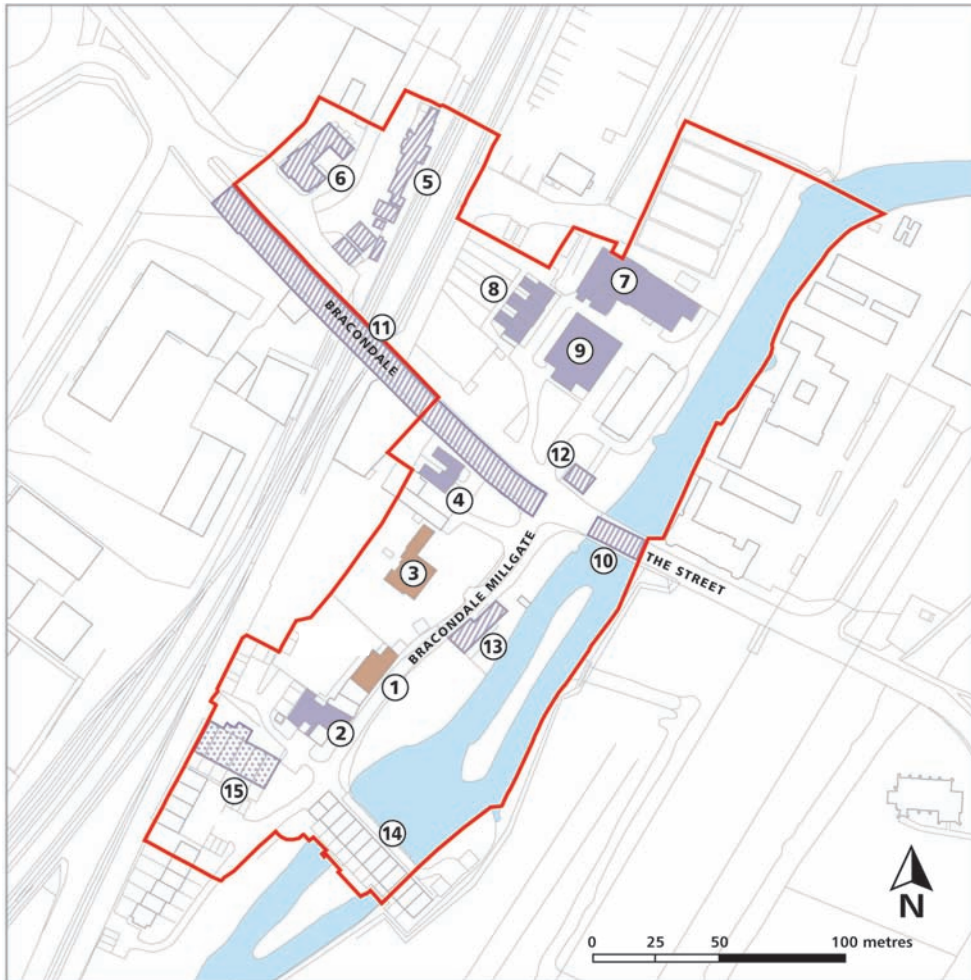
A new development of housing completed in 2003 has successfully reproduced the historic appearance of the mill (14). The same principle was applied to the demolition and reconstruction of the buildings known as Millgate House and Maltings Cottage (15). The block was redesigned with an opened up section at the rear to give the building a more amenable domestic space with balconies. Because the historic buildings were demolished they have been removed from the local list.

*Pics over leaf:
From left to right*

- 1. Dentilled gable -
Trowse House*
- 2. Polychromatic brickwork -
Pumping station terrace*
- 3. Gable clock -
1909 ancillary building*
- 4. 'Shopfront' detail -
Former Pineapple PH*
- 5. 19th century window with pentice
board and evidence of former
window – Mill House*
- 6. 19th century industrial detailing -
Trowse Pumping Station*
- 7. Carved door hood -
1909 ancillary building*
- 8. Early 18th century door surround -
Trowse House*
- 9. Late 18th century door -
Mill House*



HISTORIC BUILDINGS MAP



**Trowse Millgate
HISTORIC
BUILDINGS**

Key	 Listed buildings	 Additions to local list
	 Locally listed buildings	 Deletion from local list

NATURAL CHARACTER



Views of the mill from the bridge are obscured by thick vegetation even in winter



The river is also obscured from Bracondale Millgate



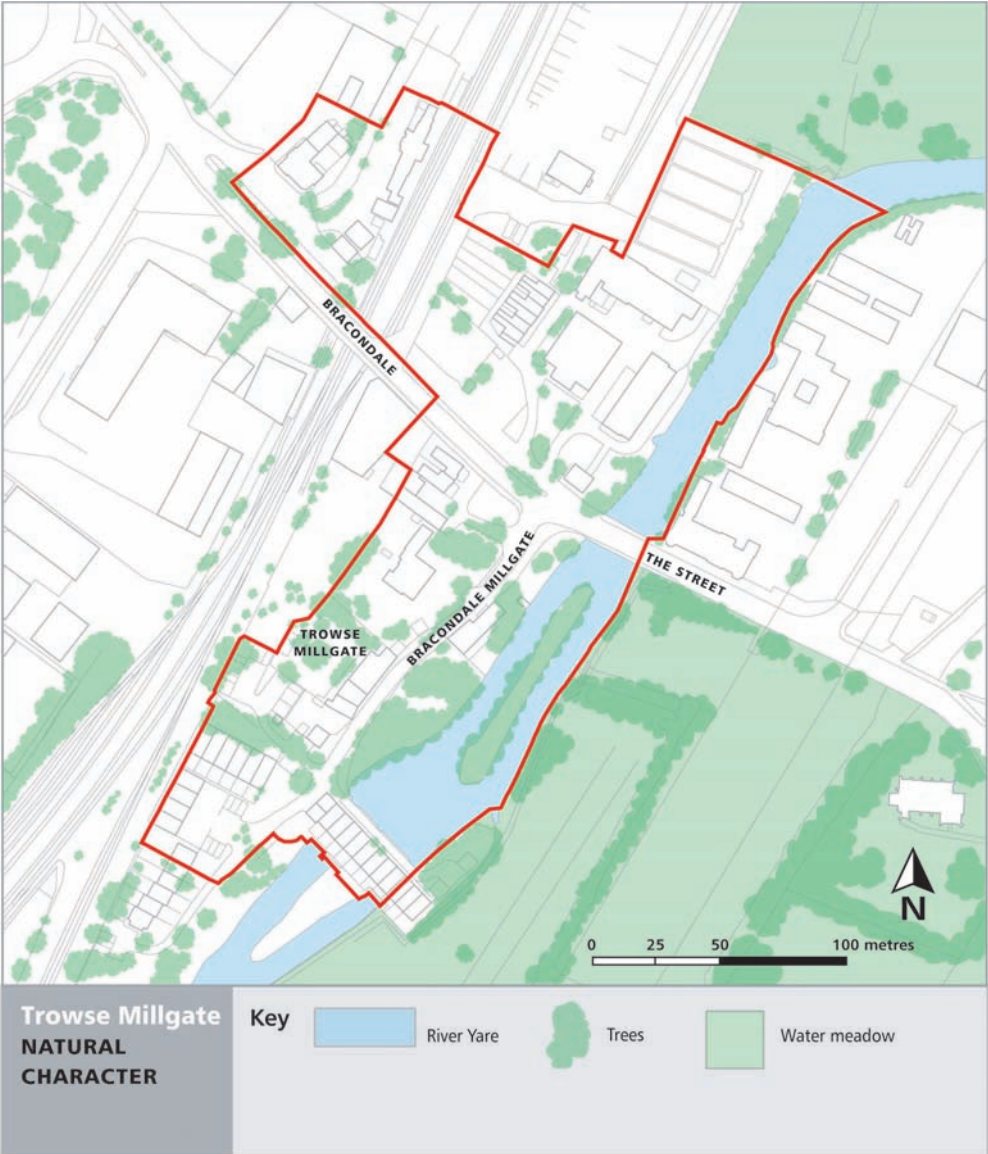
Beyond the mill the views open out

The area between the bridge and the mill, sub area B, is thick with vegetation in contrast to the more barren industrial feel of sub area A, and the more open nature of the river to the west beyond the mill, sub area C.

The river bank, particularly the private fenced off area between the river and Bracondale Millgate, contributes towards the more tranquil rural scene. The area is protected from development. Much of this area can best be viewed from the footpath running just outside the conservation area on the south bank of the river.

In contrast, within the area to the east of Bracondale there is very little in terms of landscape character. Although some landscaping features could be introduced, it is important that these industrial areas retain a more rugged industrial character.

NATURAL CHARACTER MAP



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MANAGEMENT AND ENHANCEMENT

The city council has a duty to enhance the character and appearance of the conservation area where possible. The following table highlights opportunities to improve the management of the conservation area and to carry out enhancement. Inclusion on the list is not a commitment by the council to undertake the work and further work will be required to establish the feasibility of these proposals. Each opportunity has been identified as a short, medium or long term goal reflecting its cost and complexity.

Enhancement of the conservation area also depends on the care that individual owners take with the maintenance and repair of their properties and due consideration to preserving and enhancing the conservation area when carrying out alterations to their properties. The list therefore also identifies opportunities for private owners.

After five years the appraisal will be reviewed to see whether the character and appearance of the conservation area has been successfully enhanced and to assess whether new opportunities are available.

(S) Short Term



Straightforward enhancement proposals, which should be relatively easy to achieve or are included in existing work programmes

(M) Medium Term

Involves some expenditure and/or complexity

(L) Long Term

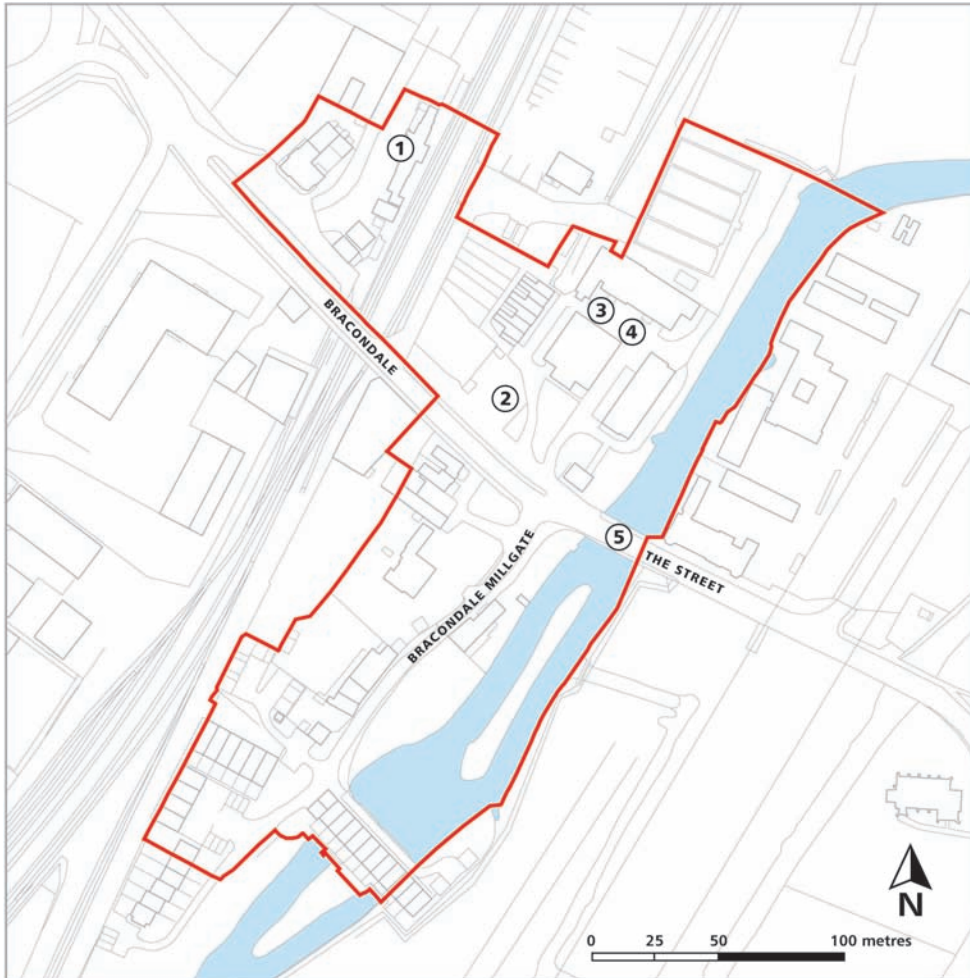
Complex proposals involving larger financial commitments

No.		Location	Issue	Action	Term	Responsibility
1		Railway station and outbuilding.	Currently vacant and deteriorating.	Work with Network Rail to find long term tenant and ensure buildings are maintained and necessary repairs are carried out.	L	Network Rail. Norwich City Council.
2		Railway arches (both sides of bridge).	Some arches are vacant, others appear scruffy.	Work with Network Rail to find long term tenants and carry out enhancement works.	M-L	Owners and Occupiers. Network Rail.

MANAGEMENT AND ENHANCEMENT

No.		Location	Issue	Action	Term	Responsibility
3		Sewage Works Pumping Stations.	1909 building vacant, earlier pumping station partly vacant. Slow deterioration of buildings.	Find new tenants for buildings and ensure buildings are maintained and necessary repairs are carried out.	M-L	Site owner.
4		Streetscape around Sewage works and terrace.	Streetscape appears scruffy.	Improve street surfaces, but ensure that existing features such as granite setts and rails are retained.	M-L	Site owner.
5		Trowse Bridge.	Railings look tatty.	Paint railings.	S	Norfolk County Council.

MANAGEMENT & ENHANCEMENT MAP



**Trowse Millgate
MANAGEMENT
& ENHANCEMENT
PROPOSALS**

Key

① to ⑤ Enhancement sites (see text)

LISTED BUILDINGS

The following buildings have been listed Grade II either because of their architectural interest, their historic interest, their close historical association or because they form part of an important group.

Bracondale Millgate

Mill House
Trowse House

LOCAL LIST

The following buildings within the conservation area are included on the local list for their architectural and/or historical importance. These buildings are valued for their contribution to the local scene, or for local historical associations, but do not merit full statutory protection.

Bracondale

Trowse Pumping Station
Ancillary Building (dating from 1909)
1-6 Trowse Pumping Station Cottages

Bracondale Millgate

Trowse House Cottages
Mill House Cottage

The following buildings have been added to the Local List:

Former Pineapple Public House, Bracondale

Mid C19. White brick with quoin and string course detailing. Slate. Timber sash windows. Ornate corner 'shopfront' includes 'pineapple' motifs in the detailing of the capitals. Importance: Good example of a Victorian public house located here because of the railway.

Railway Station and curtilage buildings, Bracondale

1844. Mostly single storey with low two storey central gable. Flint with slate roof. Gables have shaped timber bargeboard detailing. Timber sash windows (central section has cruciform timber windows). Five white brick stacks. Importance: Norwich's first railway station.

The Railway Bridge

Mid C19. Blue and red brick. Importance: a significant piece of mid C19th railway infrastructure, the railway arches in particular are an unusual feature in Norfolk.

The White House

Early to mid C20. Two storey double fronted with overhanging eaves.

Concrete blockwork whitewashed and roughly hewn quoin detailing. Blue plain tiled roof. Two red brick stacks. Metal windows retain red tile detailing above ground floor windows. Importance: early example of concrete housing.

The River Bridge

C15? Rebuilt 1863. Widened 1886. Flood damaged and repaired 1912. Red brick with stone facing and iron railings. South span includes medieval groins. Importance: Good example of C19 bridge incorporating surviving medieval fabric.

Heron Island, Bracondale Millgate

1970's. Fair faced concrete blockwork. Dark stained timber windows. Importance: an unusual style of house by a local architect.

The following have been removed from the Local List because they have been demolished:

Bracondale Millgate

Millgate House
Malting Cottage

A full list can be viewed at www.norwich.gov.uk



NORWICH
City Council

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