



**NORWICH**  
City Council



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# MILE CROSS CONSERVATION AREA APPRAISAL

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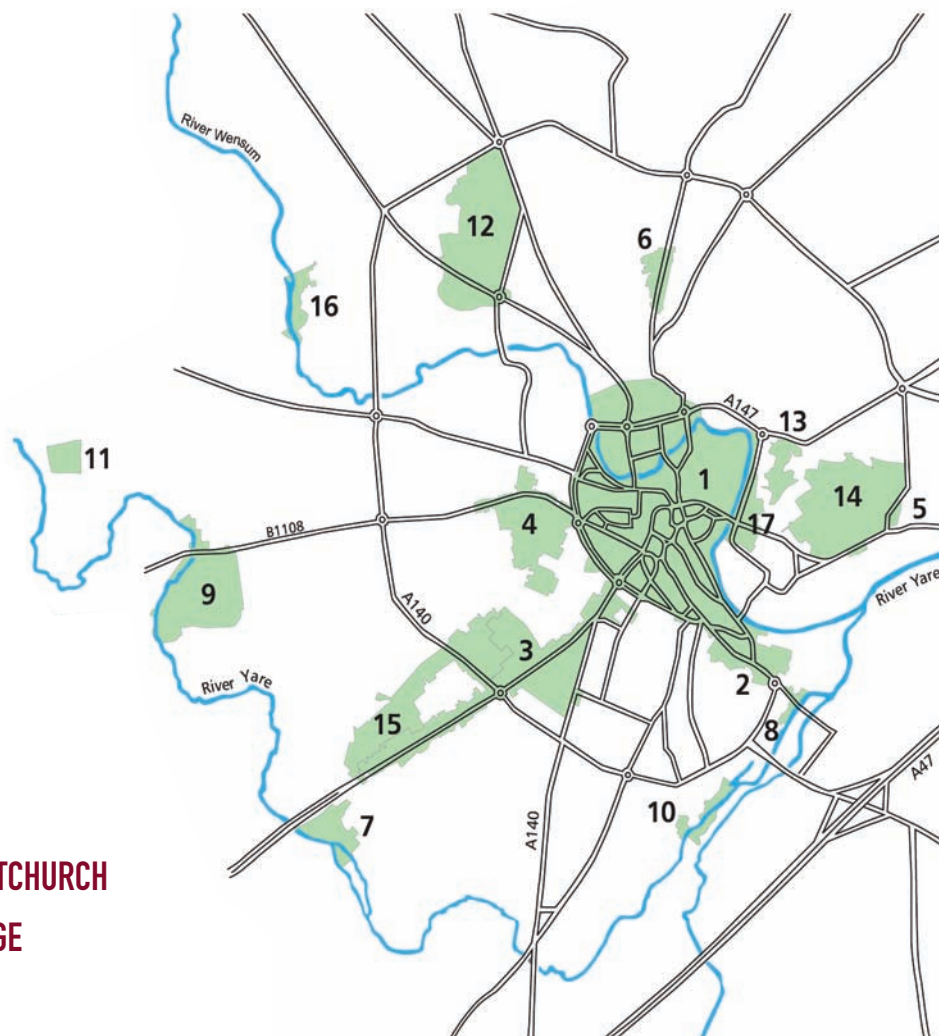
NUMBER 12

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## CONSERVATION AREAS IN NORWICH:

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



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# INTRODUCTION

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Mile Cross was designated a conservation area on 2 January 1979. The conservation area lies to the north west of the city, and covers an area of 66.1 ha (163.3 acres.)

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

The appraisal was subject to public consultation in March 2009, and was approved by the city council's executive on 10 June 2009. 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.

**Mile Cross was one of the first housing estates built in Norwich during the 1920s as part of the 'homes fit for heroes' programme. The estate provided good quality council housing for the city's poorest**

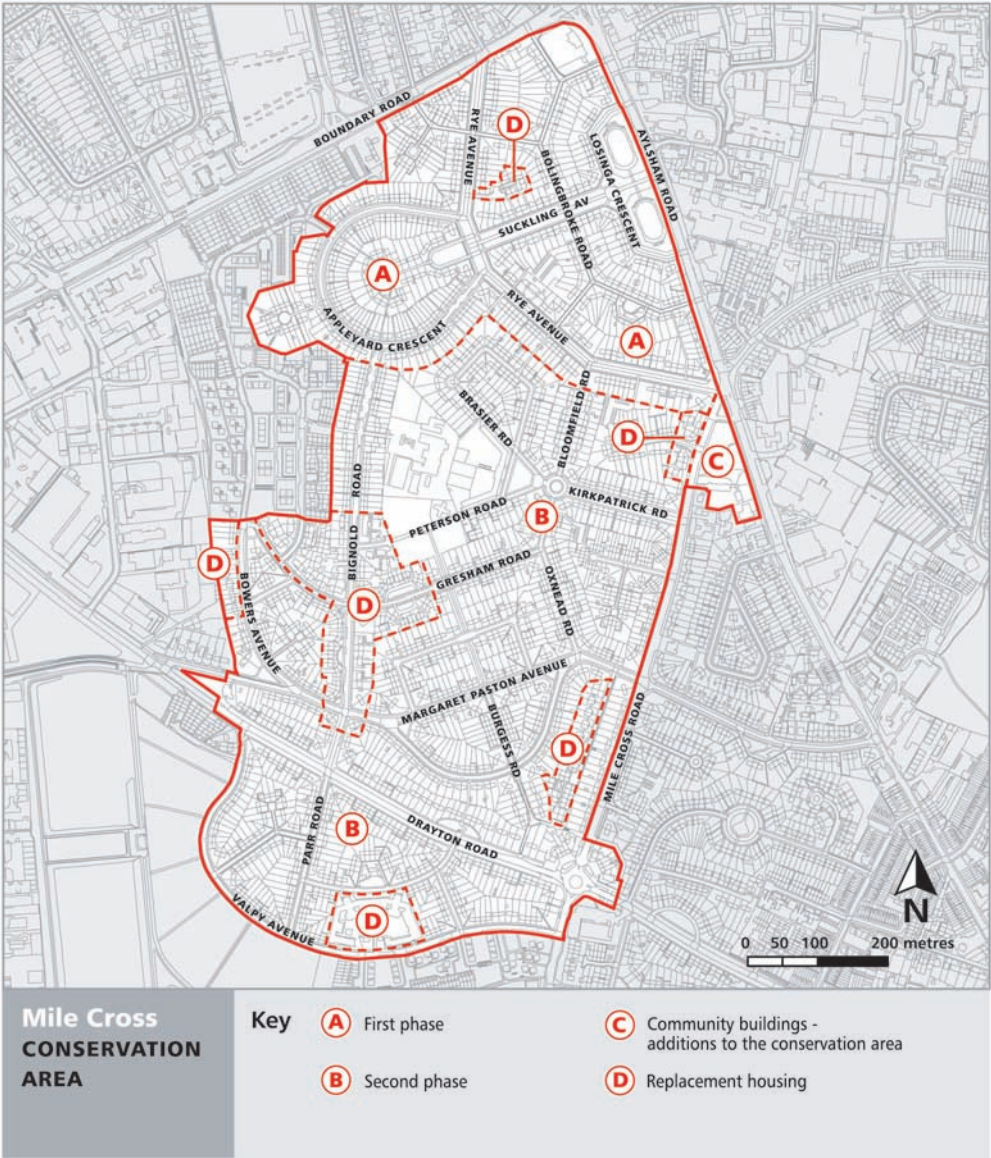
**inhabitants, far removed from the slums found within the courtyards of the city centre. Mile Cross is important because it was planned on garden suburb principles by the town planner, Professor Adshead, and involved the work of four prominent local architects in designing houses: Stanley Wearing; AF Scott; George Skipper and SJ Livock. Mile Cross was developed as a community: the design included infrastructure such as schools; churches; shops; pubs; community centres; allotments and public parks.**

Any new development should consider its impact on the character of the whole estate, however four character areas have been identified: sub area A is the first phase of development characterised by generous spaces and classically styled houses, based on Georgian designs. Sub area B is the second phase and

includes a greater variety of materials more closely associated with the garden suburbs found elsewhere, such as tile hanging and mock timber framing. Sub area C comprises St Catherines Church, Church Hall, vicarage and Mile Cross Library. The conservation area has been extended to include these buildings because of their important association with the estate. There are several areas of new housing within the planned layout, (sub areas D) not of historic value. The character of each area is described in more detail in the following sections, followed by a programme of management and enhancement proposals on p24.

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



## HISTORIC DEVELOPMENT

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During the 19th century and prior to the First World War the city had seen significant growth beyond the city walls with the speculative development of terrace housing. The majority of these estates provided housing for the aspiring skilled, or artisan, class of workers who could afford the higher rents needed to move out of the city centre slums, however the majority of the city's poorest residents continued to live in the increasingly overcrowded yards and courts, particularly around the Oak Street, Cowgate and Barrack Street areas. In 1919 the Norwich Corporation embarked on an ambitious programme to provide council housing across the city, and Mile Cross was developed as the 'model estate' setting the standard for others to follow.

The impetus for the development of Mile Cross came from the requirement of the city council to provide homes under the Housing and Town Planning Act 1919.

During recruitment drives for World War One there was widespread shock and alarm at the general health of the nation, particularly the young men who came from the overcrowded city slums. As troops returned home from fighting many were no longer prepared to put up with such poor conditions and during 1919 numerous strikes and a growing labour movement were



*Thoroughfare Yard between Magdalen Street and Fishergate (demolished 1928-38)*

*Copyright Norfolk County Council*



*Beckwith Court to the south of Quayside (demolished 1928-38)*

*Copyright Norfolk County Council*

# HISTORIC DEVELOPMENT

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symptoms of widespread discontent at the treatment of the poor and general working conditions.

The Housing and Town Planning Act 1919, introduced by Christopher Addison, required local authorities to provide council houses for families, many of whom were suffering either from personal loss or the mental anguish of having served in the war. Hence the phrase ‘homes fit for heroes’ was coined.

The Act was abolished in 1921 but subsequently replaced with the Chamberlain Housing Act 1923 and the Wheatley Housing Act 1924, both of which further encouraged the building of council houses. The Acts were backed with generous subsidies, particularly the Act of 1923.

On 21 October 1919 the Medical Officer of Health for Norwich reported to the Town Clerk that 4000 dwellings in the city were either “back to back” or with no through ventilation, dampness of floors and walls (absence of damp courses), no suitable food store, deficient drainage, no sinks or inadequate washing facilities, outside water facilities and shared outside toilets. At the time this was considered a conservative estimate. On 8 July

1921 the medical officer expressed concern at the delays in providing new housing in the city, commenting that ‘serious overcrowding exists and in many cases two or three families were living in one house’.

**The City Corporation thus set about with gusto, acquiring four main sites for the housing: Angel Road, Earlham, Harford Hall and Mile Cross.**

Before the development of the estate, the area now known as Mile Cross was characterised by agriculture and brick fields. There was a very small settlement to the east side of Aylsham Road opposite Mile Cross Gardens with the Mile Cross Inn (see page 11) and a house called the White House. The pub was first licensed in 1830, so this small settlement is likely to have had buildings dating from around that time. (The pub closed in 1969 and the area was redeveloped in the 1970s).

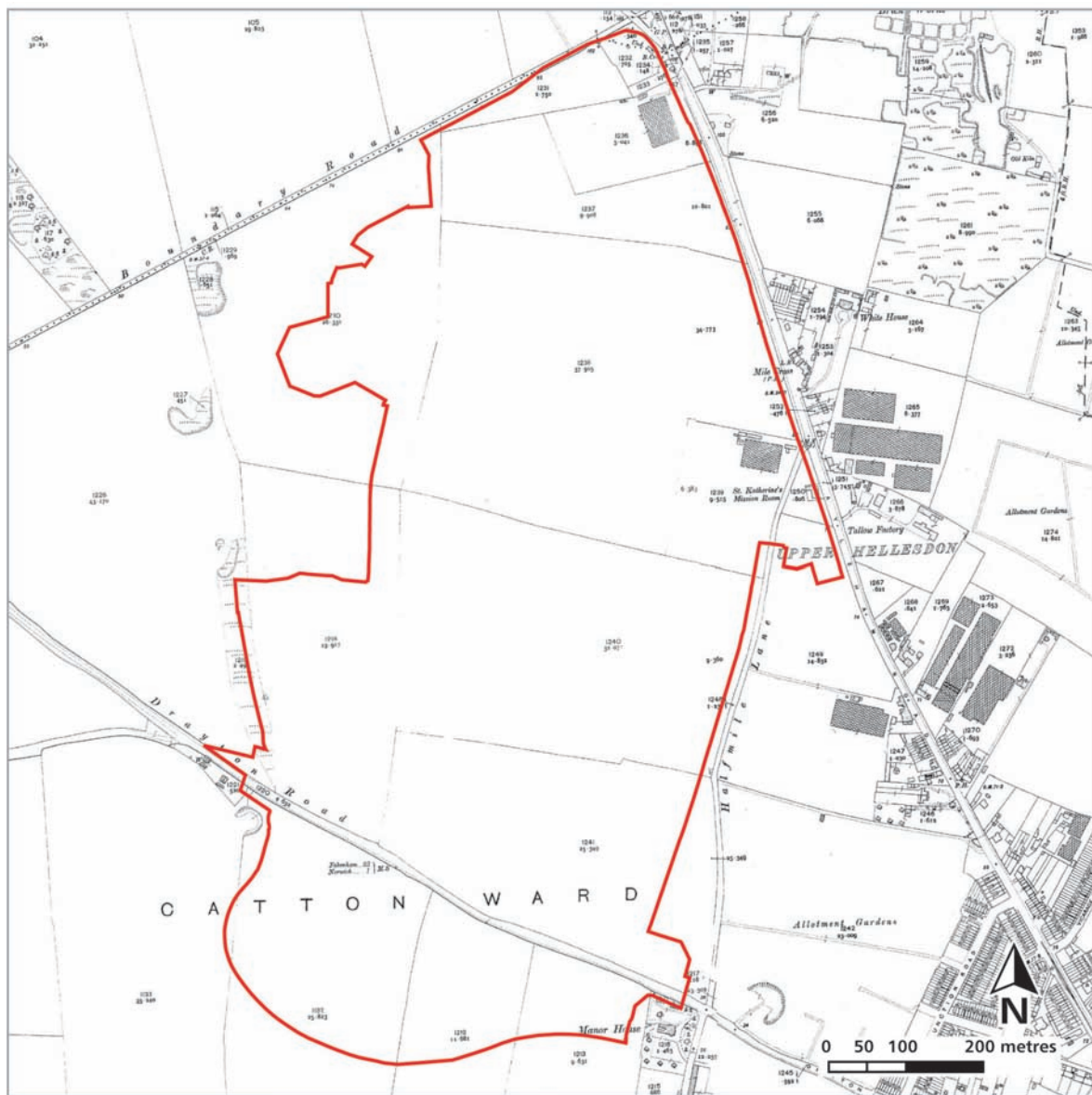
The land at Mile Cross was acquired in two stages, the first being the purchase of 102.2 acres on the west side of Aylsham Road for £10,600. The land had been owned for generations by the Gurney and Cross families, and at the time of the development was farmed by Mr Pratt.

**The layout of the estate was designed by Professor SD Adshead, who was enlisted by the City Corporation in 1919. The plan of the estate was based on the principles of the garden suburb.**

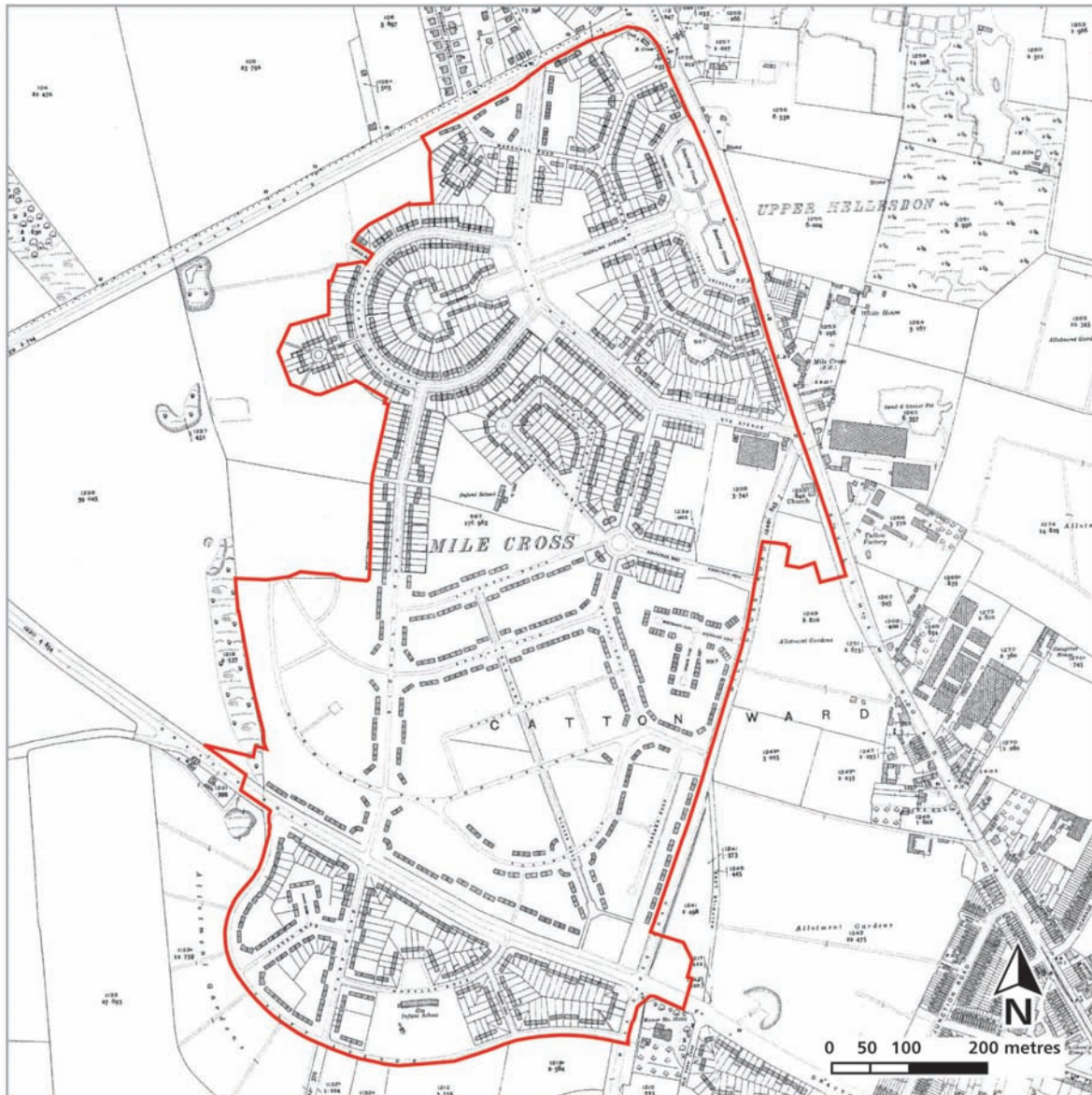
The first garden suburb in the country, Bedford Park in London, was founded by members of the Aesthetic artistic movement during the mid 19th century. The aim was to provide urban housing in a healthier environment, with generous spaces and plenty of trees. Although the tree lined streets and informal gardens of Bedford Park were attractive, the social aspects of the estate were not so well developed, and the people who bought houses were generally the wealthier middle classes.

In 1898 the town planner Ebenezer Howard further developed the idea of the garden suburb together with social welfare through the design of the Garden City. The aim was to bring the country into the city and vice versa so that residents could benefit from access to the better employment prospects and social cohesion found in cities, together with living in the purer and healthier natural environment of the country.

# O.S. MAP 1907 MILE CROSS HISTORIC MAP



## O.S. MAP 1928 MILE CROSS HISTORIC MAP



# HISTORIC DEVELOPMENT

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The significance of Mile Cross is that it was one of the first schemes in the country to adopt the garden suburb principles for a municipal housing estate with social welfare in mind.

Adshead selected four well known local architects, SJ Wearing, AF Scott and son, GJ Skipper and SJ Livock to provide suitable house plans. The Mile Cross scheme was known as 'architects' houses' and was a demonstration scheme for local architects to show good design.

The first phase of the scheme included houses along Losinga Crescent and Suckling Avenue designed by the architects and 184 standard plan 'Dorlonco' houses. These houses were built with steel frames, a type of construction developed by the architects Adshead, Abercrombe and Ramsey for the Dorman Long Company in Redcar. They could be adapted to have different skins, varying from brick to render. The Dorlonco houses can be found along Civic Gardens, the majority of houses on Bolingbroke Road, Chambers Road, and 1-6 Marshall Road. The original 1919 plan available in the Records Office showed a community hall and a

church at the crossroads of Suckling Avenue and Rye Avenue, which may partly explain why this area was developed later and housing is not shown on the 1928 OS map.

Stanley Wearing, who appears to have been the architect working most closely with Adshead, wrote in the Architect's Journal (1/3/23), "There is an abundance of good early 19th century work in Norwich, a single style which lends itself to a simple and dignified treatment for work of this nature, hence its adaption to this scheme'. The article also has a picture showing the architect's impression of the houses he designed around Losinga Crescent. The houses look very much like those found in Victoria Street to the south of the city, many of which also became council houses.

The architects used a variety of local materials such as red brick and pantiles. All the houses were provided with at least three spacious bedrooms, and internal bathrooms, very unusual at the time for any houses except the most expensive.

Initially there was a requirement for over 200 houses and a tender was advertised in the EDP on 28 September 1920.

The tender was won by the builder Hamment, but concerns were raised over the cost. It was decided in February 1921 that only 60 houses (55 three-bed and five four-bed) would initially be built under direct labour by the City Corporation at a cost of £750 (an additional £25 for the four-bed houses and 2.5 per cent for architect contingencies). This excluded architects' fees. The final figure calculated for the construction of each house was just £690!

A second phase of building work followed the purchase by the council of 170 acres of land for £24,500. This included 59 acres to the north of and 111 acres to the south of Drayton Road. 91 acres were reserved for housing including 148 concrete block houses and six all-steel demonstration houses. The majority of these have now been demolished and replaced with new housing.

The layout was designed by the city engineer, JS Bullough. Various house plans were used, some provided by the city engineer, some by the original architects, and some, as in the case of 100 houses erected by WH Jones and Co. on standard developer's house plans. The backbone to this part of the scheme was The Lane.

# HISTORIC DEVELOPMENT

*The Mile Cross Inn c1900. The pub gained its licence in 1830 and stood opposite Mile Cross Gardens until the early 1970s.*

*Copyright Norfolk County Council*



The houses on the estate, except for the initial batch of 100 were erected by local building contractors who generally tendered for small groups or blocks of houses. It was not unusual to have up to six different firms working on a single batch. Firms involved included RG Carter, WS Lusher and Bush Builders, and also Rice Brothers and T Gill and Son who specialised in the precast concrete houses erected in the Hansard Road and Bignold Road areas. By the Autumn of 1927 the estate to the north of Drayton Road was largely complete.

**Infrastructure built to provide social facilities alongside the housing included churches, schools, shops and a library.**

*An early view of Suckling Avenue (late 1920s?) showing newly planted trees and no cars.*

*Copyright Norfolk County Council*



St Catherine's Church was built with the generous benefaction of Misses (later Dame) Violet Wills. The foundation stone was laid by Queen Mary on 2 February 1935 using a special silver trowel designed by the architect Alban Caroe and the church was consecrated on 13 November 1936 by the Bishop of Norwich, Bertram Pollock. The library was opened on 4 June 1931 and the Drayton Road shops were built in 1928.

*Mile Cross houses featured in the City of Norwich plan 1945 described as "In the English cottage tradition, nevertheless sufficiently urban in character".*

*Copyright Norfolk County Council*



## HISTORIC DEVELOPMENT



*Captain Sandys-Winch (2nd from left) and the Prince of Wales visiting Eaton Park in 1928*



*During the 1970s Mile Cross gardens were attractively planted*



*The south garden had an active bowls club*

The first school to open in Mile Cross was the Dowson Infants School in Valpy Avenue on 6 December 1926. The Dowson Primary School opened on 23 January 1928. In 1928 there were 198 pupils, which grew to 442 by July 1934. In 1929 the Mile Cross Primary School opened in Peterson Road with 271 children. In 1931 the Dowson Secondary Girls (Valpy Avenue) and Mile Cross Senior Boys (Bignold Road) were opened for older boys and girls.

The senior boys and girls schools were closed in 1971; the boys' school became the Norman Community Centre. The Valpy Avenue site was combined with Norman First School in 2007, with Dowson closing and the Norman School being redeveloped with more modern facilities.

**Mile Cross Gardens was a significant part of the original development and part of a wider scheme across Norwich that aimed to provide better recreation facilities for the city and to provide work for the unemployed, a significant problem at the time.**

The gardens were designed by the parks superintendent Captain Sandys-Winch. On 19 November 1925 the Parks and Gardens Committee authorised the layout of the gardens subject to a grant from the Unemployment Grants Committee. The decision to construct the buildings with concrete was made in order to provide as much work as possible.

The total cost of the development was £4,875, with a government grant of £1840. The gardens were officially opened on 4 May 1929 by the Lord Mayor, HP Gowen and the Sheriff, Miss Mable Clarkson. The park is listed grade II along with other parks in the city designed by Sandys-Winch: Waterloo Park, Wensum Park, Heigham Park and Eaton Park.

Throughout the estate allotment gardens were provided for residents. To the north the allotments were incorporated amongst the housing (see 1928 OS map). These were changed to garages in the 1970s, although the allotments along Bolingbroke Road have become an attractive park.

## URBAN DESIGN AND STREETSCAPE



*The Lane is the backbone of the Southern part of the estate.*



*A group of three 1960s blocks of flats dominate views out of the conservation area to the west*



*To the south there are good views across the Wensum Valley*

Mile Cross was a planned estate configured on garden suburb principles with spacious housing plots, wide principal streets and traditional landscaping. Construction took place in two main phases.

Prior to development of the estate both Aylsham Road and Drayton Road were already established as lanes. Mile Cross Road follows a straightened course roughly following Half Mile Lane (see historic maps of 1907 and 1928). These three roads defined the initial boundaries of the estate within which a geometric street layout was planned giving the estate a sense of order and coherence.

The first phase of the development to the north (sub area A) was planned around the axis of Suckling Avenue. The avenue, leading from Mile Cross Gardens to the Civic Gardens, is by far the grandest and widest avenue within the estate with wide verges and a vista of mature trees. Although the concentric connecting streets are also quite wide, particularly Rye Avenue, lesser roads such as Marshall

Road and Gowing Court have extremely narrow lanes with hedging and feel very enclosed.

The second phase of development to the south (sub area B) is formed around two principal vistas. The first is a discreet vista that follows the footpath from the open space at the rear of the Norman School (created through the demolition of properties

## URBAN DESIGN AND STREETScape

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in Peterson Road), along The Lane and through to Burgess Road. The avenue forms the backbone around which the southern part of the estate has been symmetrically planned, and is aligned to provide a magnificent long distance view of the Roman Catholic cathedral to the south. The hedgerow along the pedestrian part of Burgess Road is an important landscaping feature which helps to define the transition from the street to footpath.

The second important vista is from west to east leading from the Phoenix Centre on Aylsham Road along Kirkpatrick Road to an open space where the road diverges and the Mile Cross Schools form the backdrop. Within this layout there is less difference in the width of roads between the principal roads and the side streets. Perhaps as the 1920s progressed the need to provide access for larger motor vehicles was already becoming much more apparent.

Together the three principal vistas of the estate help to provide coherence and form to the layout. It is important to ensure that grass verges are maintained and that existing trees are maintained or replaced with appropriate species. Mile Cross Gardens and Peterson Park have been identified for further enhancement. It is unfortunate that the south elevations of the Norman Centre turn their back on the park rather than addressing it more positively. (See later Management and enhancement section p26).

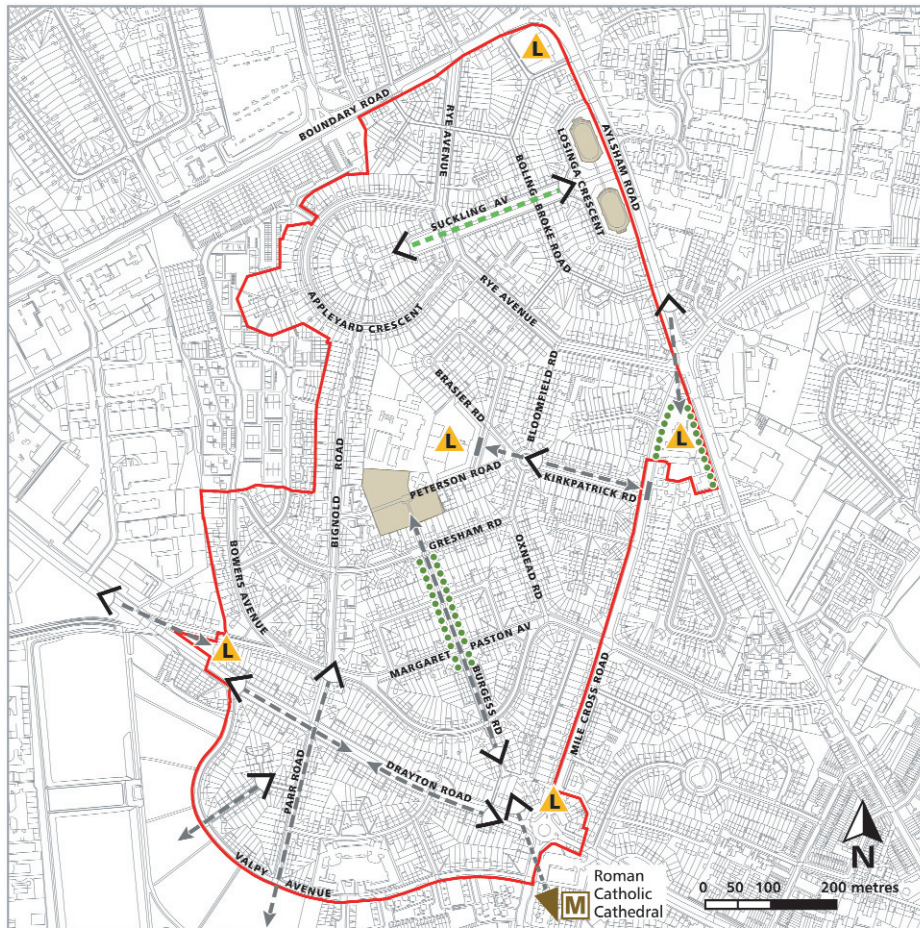
On the south side of Drayton Road both Parr Road and Pinder Road have attractive tree lined avenues looking south west toward the wide open spaces and the wooded landscape of the Wensum Valley. Good views across the valley are also obtained from Valpy Avenue which skirts the south west side of the estate.

Throughout the estate houses were traditionally set back behind verges with generous front gardens, enclosed by hedgerows and picket fences. At street corners buildings are orientated towards the corner so that they face the crossroads. These general principles have been continued with more recent development.

Local landmarks of note include the former Galley Hill public house (formerly tied to Steward and Patteson and currently operating as a hairdresser.) The building is quite a striking local landmark in its raised position and almost appears like a gatehouse to the estate when driving along Drayton Road from the northwest. To the north the Boundary Inn performs a similar function on the corner of Aylsham Road and Boundary Road. St Catherine's Church is an important and well known landmark within the local community and helps to give the area its sense of place. The church is especially striking when entering the city along Aylsham Road. The hedgerow provides an important boundary to the collection of public buildings.

Lastly, the shopping parade at the junction of Mile Cross Road and Drayton Road are a community focal point and local landmark. They have played an important role in the social history of the estate.

# URBAN DESIGN AND STREETScape MAP



## Mile Cross URBAN DESIGN & STREETScape

### Key

Public realm enhancement areas



Monument

Terminated views

Views

Important hedgerow

Green vista



Landmark

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# ARCHITECTURE

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There are various different types of houses within the estate, however they can be divided into two characteristic groups associated with the first and second phases.

**The first phase of housing (sub area A) is characterised by traditional neo-georgian style houses (1) that have a shallow, double fronted plan with two rooms either side of a central entrance lobby.**

The earlier houses were the architect designed houses, principally along Suckling Avenue and Losinga Crescent, which are traditional style construction with good quality Norfolk red bricks and red pantiles, and the 184 Dorlonco houses found mostly along Civic Gardens and Bolingbroke Road have a similar Georgian double fronted appearance, but with poorer quality fletton (common) bricks and slate. The white rendered properties at the west end

of Suckling Avenue at the intersection with Rye Avenue and around Appleyard Crescent (3) are quite similar to the houses to the south of Drayton Road, which were the first houses to be built in the southern section (see the OS 1928 Map on page 9).

**The later phases of housing took on an appearance that is more familiar with other garden suburbs, in the process adopting the cottage styles which were becoming common across the country during the interwar years.**

Although the types of houses would be described as neo-vernacular, they were not based on the local vernacular of either Norwich or Norfolk. The characteristic low eaves,



roughcast rendering and use of hanging tiles (4) and mock timber framing (5) to decorate front elevations is more characteristic of traditional buildings in Kent, Sussex and Surrey where this form of vernacular revival and arts and craft styling first became popular.

Throughout the estate the houses show a clear coherence in the way that they have been designed, with good proportioning and simple but effective architectural detailing. The quality of the housing within the estate overall can be harmed by introducing alien features such as stone cladding or front extensions using inappropriate materials such as different coloured bricks.

## MILE CROSS HOUSES



# ARCHITECTURE



*St Catherine's Church*

There are a number of important community buildings throughout the estate that make an important contribution to creating a strong sense of Mile Cross being a neighbourhood.

The most significant building is St Catherine's Church (6), built in 1933-35 by the architects Caroe and Robinson. The church was listed Grade II\* in 2006 in recognition of its "fusion of Romanesque and modern styles; its powerful interior; its impressive detailing; and its overall monumentality." The use of buff brown bricks with grey-purple bricks for simplistic but monumental detailing provides a striking contrast to the domestic scale and the softer materials used in the estate's houses. The adjacent church hall (7) to the



*Mile Cross library*

south, built with the same materials, has been listed Grade II as it complements the use and setting of the church.

To the south of the hall is the vicarage (8), also built in buff bricks, but more utilitarian in its design and construction. It is proposed to locally list the building because of its group value with the church and church hall. Adjacent to the village hall is the library (9), designed with red brick, pebbledash and rendered detailing giving the appearance of stone. The design is similar to other contemporary libraries in the city, particularly Colman Road. These four buildings create an important ensemble of community facilities and are distinctive designs. The conservation area has been extended to include this area.



*Former Galley Hill Public House*

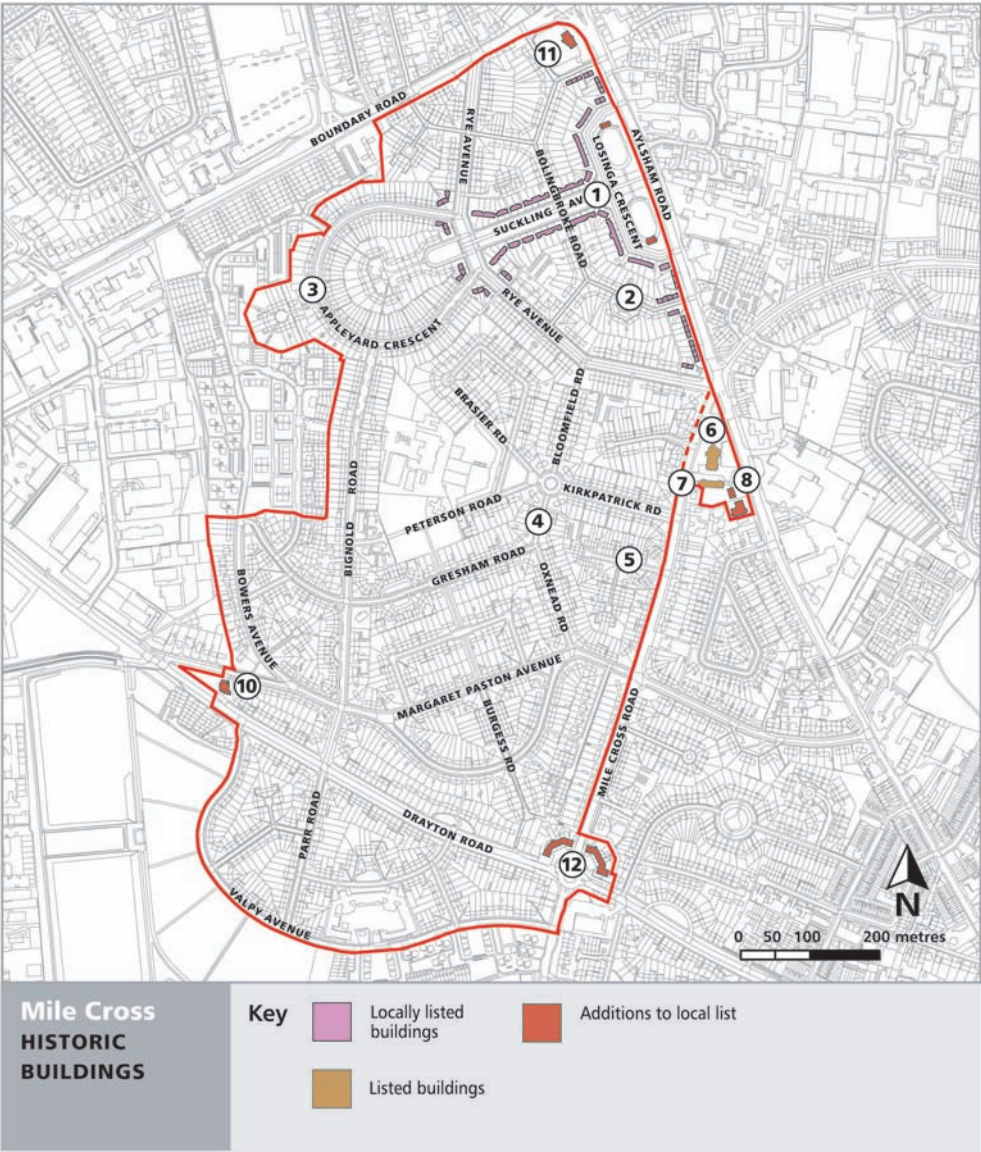
Within the estate the two original schools sites, the Norman and Dowson School sites, have been or are in the process of being extensively redeveloped and there is little of either historic or architectural note remaining.

At three of the corners of the estate there are important landmark buildings (identified in the urban design and streetscape map p15). The former Galley Hill Public House (10) and the Boundary Public House (11) are both designed in a neo-tudor style with mock timber framing, and are very different in style to the majority of the estate houses. The shopping parades at the junction of Mile Cross Road and Drayton Road are built in red brick and pantiles but are grander in scale compared to the estate houses, with higher eaves and dormer windows.

## MILE CROSS DETAILS



# HISTORIC BUILDINGS MAP



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# NATURAL CHARACTER

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*Drayton Road is a key tree lined avenue passing through the estate*

**Many of the roads within the conservation area have planted trees. The size and type of tree follows the general hierarchy of the roads.**

Aylsham Road, Half Mile Road, Mile Cross Road, Boundary Road and Drayton Road are the principal roads in the area and have been planted with very large species including Horse Chestnut, Lime and Planes. Significant vistas are maintained with the planting of Limes along Drayton Road, which crosses through the area to the south. Mile Cross Road has been relatively recently been planted with Lime trees, approximately 25-30 years old, but in time they will form a significant avenue comparable to Drayton Road.

Mile Cross was designed as a garden suburb and therefore good quality landscaping and the large number of trees make a significant contribution to the special character of the area. There are three key elements: streetlined avenues of mature trees and grass verges, large private gardens and public parks.

The more minor routes through the estate: Suckling Avenue, Rye Avenue, Gresham Road, Bowers Avenue, Margaret Paston Avenue, Valpy Avenue, and Parr Road all have

medium to large species of trees, these are much more diverse both in species and age range. Robinia at Suckling Avenue, Sorbus at Valpy Avenue and Sorbus/Elm at Rye



*Suckling avenue is the widest avenue in the estate with wide grass verges*



*The area has a rich variety of autumnal colours*

# NATURAL CHARACTER

Avenue, Crimson maples at Gresham Road and Soleme Road, Red Oak, Pin Oak and Liquidambar at Bowers Avenue, Bignold Road, Parr Road and Margaret Paston Avenue, and there are a few remaining thorn trees spread throughout. You can see a strong theme of pinks and reds both in the spring and autumn throughout the estate.

The cul-de-sac streets and quiet roads, Bacton, Oxnead, Brasier, Peterson, Dowson and Pinder Roads have more ornamental species of tree, commonly a variety of thorn (Cock spur or Paul's scarlet are most commonly used) with a few exceptions of Chanticleer Pear and Sorbus.

An important element behind the vision of creating the garden suburb was the ample provision of front and rear gardens which provided both visual amenity for residents, and the opportunity to grow vegetables. These open spaces remain important, and there is some threat from hard surfacing which should be avoided.

Many of the originally planted trees (mostly the medium and ornamental species of trees) are now coming to the natural end of their life. The city council has been replacing many of the lost trees including those on Appleyard Crescent, Kirkpatrick, Bignold and Parr Roads; Bowers and Margaret Paston



*Bedded areas are a feature of the Civic Gardens*

Avenues. In 2008/9 the avenue of trees at Parr, Bignold, Valpy and Rye Avenue were replaced. However, there are still significant areas that lack their original highway trees.

There are two significant parks within the conservation area. Mile Cross Gardens is a registered Grade II historic park and garden. The north park is currently well used as a children's play area. Peterson Park is a relatively new park created following the demolition of houses along Peterson Road and the incorporation of part of the playing fields of the former Norman School.

To the north, the Civic Gardens provide attractive spaces at the opposite end of Suckling Avenue to the Mile Cross Gardens. The east

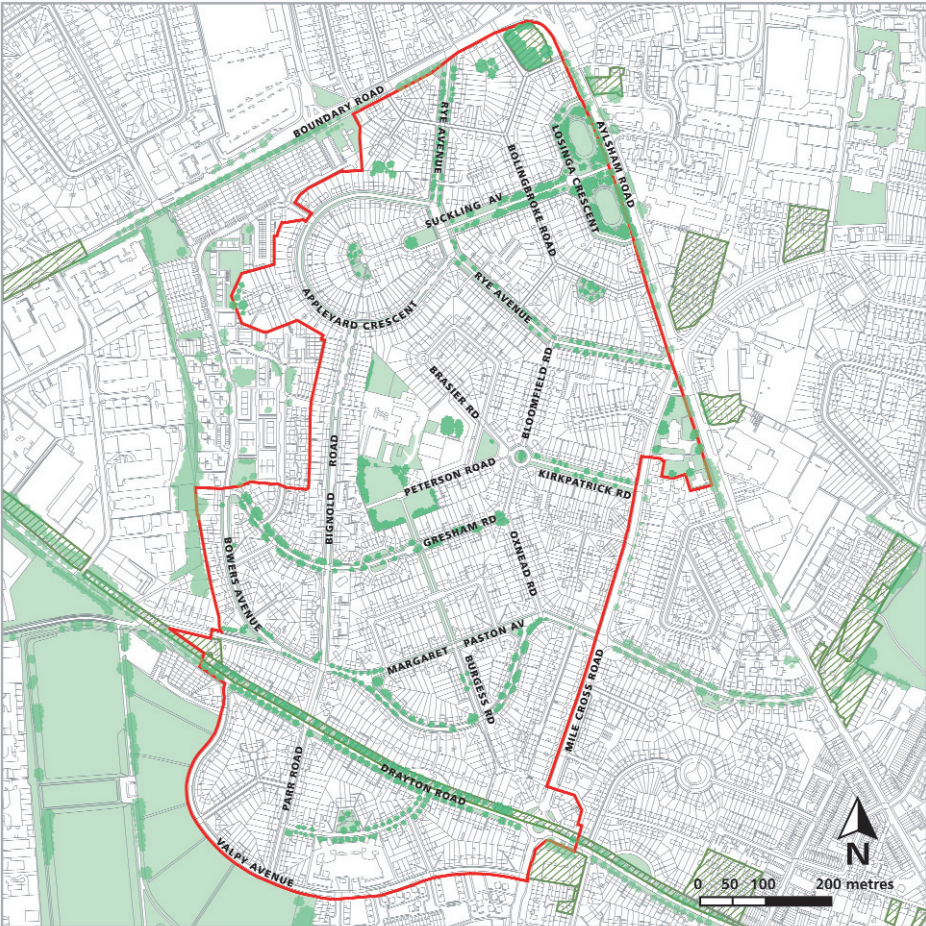


*Small informal space along Bolingbroke Road*

end has attractive maintained beds, although to the west the space has been compromised by the need to park vehicles.

There are also a few attractive small public spaces to be found throughout the conservation area, including the area in front of the Mile Cross School and the corners of Galley Hill and Bowers Avenue, Gresham Road and Bowers Avenue, Soleme Road and Margaret Paston Avenue, and the small area along Wheeler Road. Perhaps the most attractive is the small park along Bolingbroke Road. This space was formerly allotment gardens, and it is pleasing to see that the allotments were turned into a garden rather than garaging or further housing as happened elsewhere in the estate.

# NATURAL CHARACTER MAP



## Mile Cross NATURAL CHARACTER

### Key



Urban  
Green space



Trees



TPO sites

# 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   |   | Various  | Trees which are nearing their end of life                                                            | Ensure continued maintenance to prolong the life of existing trees and provide a strategy for reinstatement of lost trees and replacement of existing trees when they reach end of life. | S-L  | Arboricultural officer<br>Highways |
| 2   |  | Various  | Speeding traffic, particularly along wider roads such as at the junction of Suckling and Rye Avenues | Consider measures to reduce the ability to speed and make it easier for pedestrian crossing                                                                                              | L    | Highways                           |

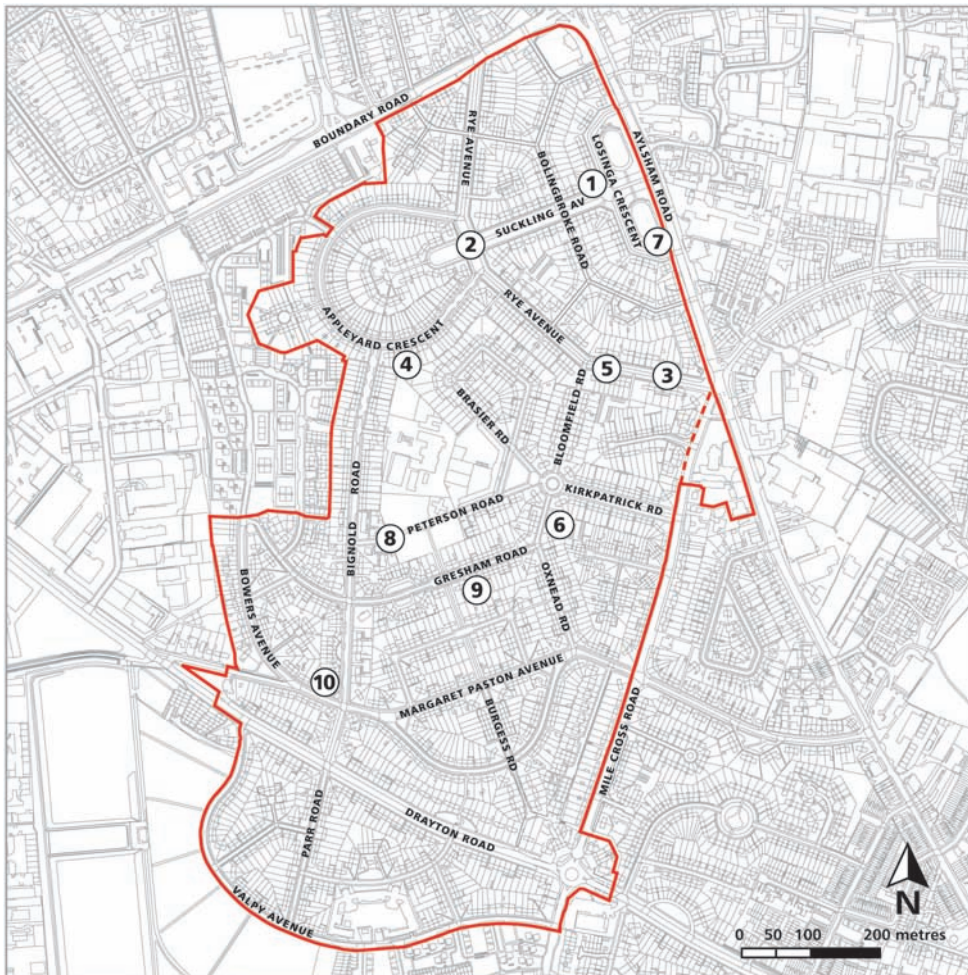
## MANAGEMENT AND ENHANCEMENT

| No. |                                                                                     | Location            | Issue                                                                          | Action                                                                                                                                                    | Term | Responsibility                                      |
|-----|-------------------------------------------------------------------------------------|---------------------|--------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------|------|-----------------------------------------------------|
| 3   |    | Various             | Parking on verges degrading landscape and damaging tree roots.                 | Look into ways of providing secure off street parking so that it does not have an impact, eg grasscrete.                                                  | S- L | Highways<br><br>Arboricultural officer              |
| 4   |    | Existing plant beds | Lack of maintenance has led to overgrown and untidy appearance planted verges. | Ensure continued maintenance. Look into ways of involving local community (eg schools) in maintaining verge planting.                                     | M-L  | Community and neighbourhood officer<br><br>Highways |
| 5   |   | Various             | Untidy front Gardens and dumping                                               | Discuss ways to reduce visual harm with owners and/or occupiers and serve Section 215 Notice, requiring the property to be 'tidied up', where appropriate | S-M  | Owners/ occupiers<br><br>Planning enforcement       |
| 6   |  | Various             | Parking in front gardens                                                       | Work to provide parking without destroying the character of the streetscene eg keeping part of the boundary treatment in the form of a hedge or fence.    | M-L  | Private owners                                      |

## MANAGEMENT AND ENHANCEMENT

| No. |                                                                                     | Location                | Issue                                                                                                                                                                           | Action                                                                                                                                                                                                                              | Term | Responsibility                                                                    |
|-----|-------------------------------------------------------------------------------------|-------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|
| 7   |    | Mile Cross South Garden | Pavilion in derelict state and damaged collonade                                                                                                                                | Work with Friends of Mile Cross Gardens to find grant funding to restore gardens.                                                                                                                                                   | M-L  | Friends of Mile Cross Gardens Community and neighbourhood officer<br>Green spaces |
| 8   |    | Peterson Park           | Railings have been erected across the path to prevent vehicular traffic. General area could be further improved especially as this park terminated The Lane/Burgess Road vista. | The problem of keeping vehicles off the public space is recognised, but a better solution should be found that is more in keeping with the character of the garden suburb. Look at community involvement in further improving park. | M    | Green spaces                                                                      |
| 9   |   | Various                 | Alterations that do not use traditional materials associated with garden city housing                                                                                           | Ensure advice is sought as to appropriate use of materials when making alterations. Where possible reverse previous unsympathetic alterations to bring back original character                                                      | S-L  | Property owners<br>Urban design and conservation section                          |
| 10  |  | Various                 | There are a number of small public spaces or greens around the estate. Some of these are showing signs of a lack of care.                                                       | Ensure that small spaces are maintained. Work with community to plant beds etc where appropriate.                                                                                                                                   | S-L  | Citizen services<br>Community and neighbourhood officer                           |

# MANAGEMENT AND ENHANCEMENT MAP



## Mile Cross MANAGEMENT & ENHANCEMENT PROPOSALS

### Key

① to ⑩ Management and Enhancement sites (see text)

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## FURTHER READING

The following books are available from the Mile Cross Library:

Mile Cross Memories: Moments from the past (1993) 1923-1993 Celebration of 70 yrs

Milestones to Mile Cross (1995)  
Mile Cross History Research Group

Drawings and photographs of Losinga Crescent are included in a featured article on Mile Cross in the Architect's Journal on 1st March 1923, written by Stanley Wearing.

## LISTED BUILDINGS

The following buildings have been listed Grade II (St Catherine's Grade II\*) either because of their architectural interest, their historic interest, their close historical association or because they form part of an important group.

### Aylsham Road

|                            |           |
|----------------------------|-----------|
| St Catherine's Church      | Grade II* |
| St Catherine's Church Hall | Grade II  |

## REGISTERED PARK AND GARDENS

Mile Cross Gardens is a Grade II registered historic park and garden.

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## 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. The local list is due to be updated.

**Appleyard Crescent**  
3,4,122,125

**Aylsham Road**  
384-398, 400-412

**Bolingbroke Road**  
1 & 3, 2-8 (even), 70-78 (even)

**Losinga Crescent**  
1-53 (odd)

**Rye Avenue**  
2 and 4, 56,58, 69-75, 97-103

**Suckling Avenue**  
1-32

Additions to the Local list:

### **Aylsham Road**

#### **The Boundary Public House**

1928. Public House. Hipped roof (plain tiles) with low eaves. Buff bricks. Central Mock timber framed gable and adjacent dormers. Timber framed leaded windows.

Importance: a local landmark designed in a style typical of the period.

#### **Pavilions and arcades, Mile Cross Gardens**

1929 Concrete Pavilions and feature arcade in south garden. Arcade in dilapidated state.

Importance: These structures are integral features within the original plan for the gardens established by Capt Sandys-Winsch.

#### **St Catherine's Vicarage**

Two storey house. Buff brick and blue pantiles. Timber framed windows.

Importance: part of a group of community buildings.

#### **Mile Cross Library**

1931. Red brick and pebbledash and red pantiles. Timber framed windows.

Importance: An important community building designed in a typical interwar style.

### **Drayton Road**

#### **169-195 (odd)**

1928. Shopping parade with flats above and dormer windows. Symmetrical plan either side of Mile Cross Road. Red brick and red pantiles.

Importance: landmark buildings which provide importance functions for the community.

#### **289**

1929. Former Galley Hill Public House. Early 20th century public house designed for Norwich Brewer Steward and Patteson. Mock timber framing. Unfortunately the original Steward & Patterson windows have been removed. Importance: An important landmark building in the estate.

A full list can be viewed at [www.norwich.gov.uk](http://www.norwich.gov.uk)

## NOTES

# NOTES

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**NORWICH**  
City Council

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**IF YOU NEED THIS APPRAISAL IN ANOTHER FORMAT OR LANGUAGE**  
**PLEASE PHONE 0844 980 3333, FAX 01603 213000 OR EMAIL [INFO@NORWICH.GOV.UK](mailto:INFO@NORWICH.GOV.UK)**