



NORWICH
City Council



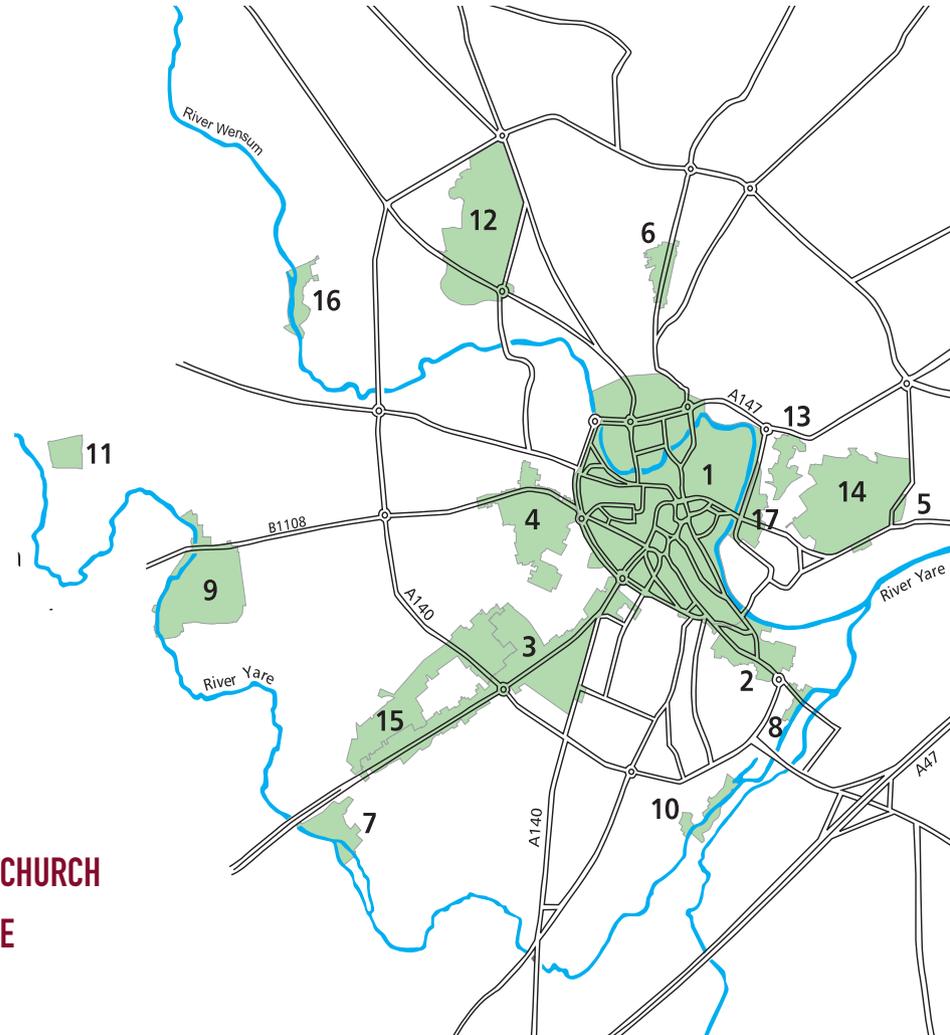
ST MATTHEW'S CONSERVATION AREA APPRAISAL

NUMBER 17

MARCH 2007

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. HELLEDON VILLAGE
17. ST MATTHEW'S



© Crown Copyright 2005. Norwich City Council Licence No. 100019747

CONTENTS:

INTRODUCTION

04

HISTORIC DEVELOPMENT

06

URBAN DESIGN & STREETScape

11

ARCHITECTURE

14

NATURAL CHARACTER

19

MANAGEMENT & ENHANCEMENT

21

FURTHER READING

25

LISTED BUILDINGS REGISTER

25

LOCAL LIST REGISTER

25

INTRODUCTION



Terrace houses on Riverside Road adjacent to the River

St Matthew's was designated a conservation area on 6 October 1992 and extended on 19 June 2003 to include 57-77 (odd) Rosary Road. The conservation area lies to the east of the City Centre and covers an area of 9.5ha (23.4 acres).

The appraisal provides an assessment of the character and appearance of St Matthew's 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 has been subject to public consultation and was approved by the Council's Executive on 21 March 2007. It should be read in conjunction with the adopted City of Norwich Local Plan (2004) (in particular chapter 3. 'Heritage and Built Environment'), detailed guidance and site specific development briefs.

The area is characterised by quiet streets of terrace housing, which contrast with the busy activity around Thorpe Station and Foundry Bridge. The area around Foundry Bridge acts as a gateway to the city, and the landscaped River Wensum to the west is an important physical feature, which separates the conservation area from the City Centre.

The Conservation Area can be subdivided into four sub areas of varying character, 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 p21-23.

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.

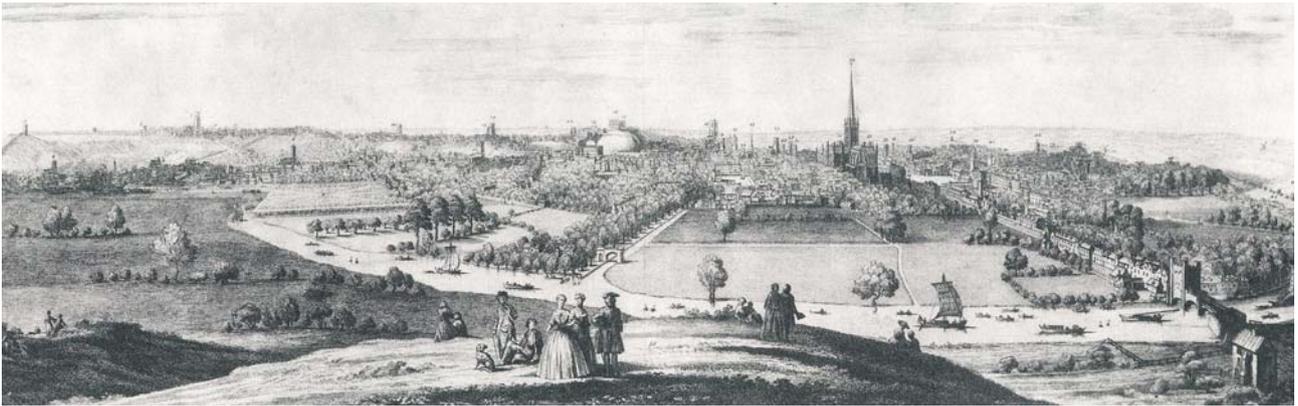
CONSERVATION AREA MAP



St Matthews CONSERVATION AREA

- Key**
- A** Terrace houses
 - B** Detached buildings within landscaping
 - C** Railway station
 - D** Mixed development

HISTORIC DEVELOPMENT



The south east prospect of Norwich by Samuel and Nathaniel Buck 1741. The meadowland that is now built up with terrace housing lies to the left of the panorama.

The St Matthew's area remained rural in character and relatively free of buildings until the 19th century. It was not until the 'new' station was built in 1884, and the development of terraces between Rosary Road and Riverside Road at the end of the 19th century, that the area's present day character began to take shape.

Archaeological evidence indicates that an old Roman track passed through Thorpe Hamlet crossing the River at the site of Bishop Bridge to the north. The crossing remained important throughout Saxon and Medieval periods, and some settlement occurred within the immediate vicinity of the bridge during this time. St Leonard's Priory and St Michael's Church, both important medieval buildings, were built on St Leonard's Hill to the north-east, and several

chalk pit excavations and lime kilns were located to the east. One of the tunnels linking the chalk pits on the opposite side of Riverside Road to the river was subsequently levelled to create Lollards Road.

The area covered by St Matthew's Conservation Area remained rural in character and relatively free of buildings until the 19th Century.

During the 18th century a towpath ran adjacent to the Wensum, the only development being two small cottages. The east and west riverbanks were connected by a small ferryboat known as Pull's Ferry (previously known as Sandling's Ferry), which connected the east bank to the ancient gatehouse (now known as Pull's Ferry) on the west bank. A footpath also ran from the towpath to Thorpe along the same route as the present St Matthew's Road and was nicknamed

HISTORIC DEVELOPMENT



Mid 19th century illustration of Foundry Bridge and the first Railway Station

Kissing Lane because of its popularity with courting couples. The Norwich to Great Yarmouth turnpike passed along the line of Rosary Road, entering the city at Bishop's Bridge to the north of the Conservation Area.

Suburban expansion of the city to the east followed the construction of Foundry Bridge in 1810, hastened by the construction of Prince of Wales Road c.1862.

Wealthier citizens took the opportunity to escape from the crowded conditions of the City and several large houses were built along Thorpe Road including Aspland House, Wakefield House and Thorpe Hamlet House (see O.S. Map of 1880-86). These houses have now all been demolished, and their grounds redeveloped.

During the early to mid 19th century these large houses were set within spacious landscaped grounds, preserving the secluded and rural character of the area.

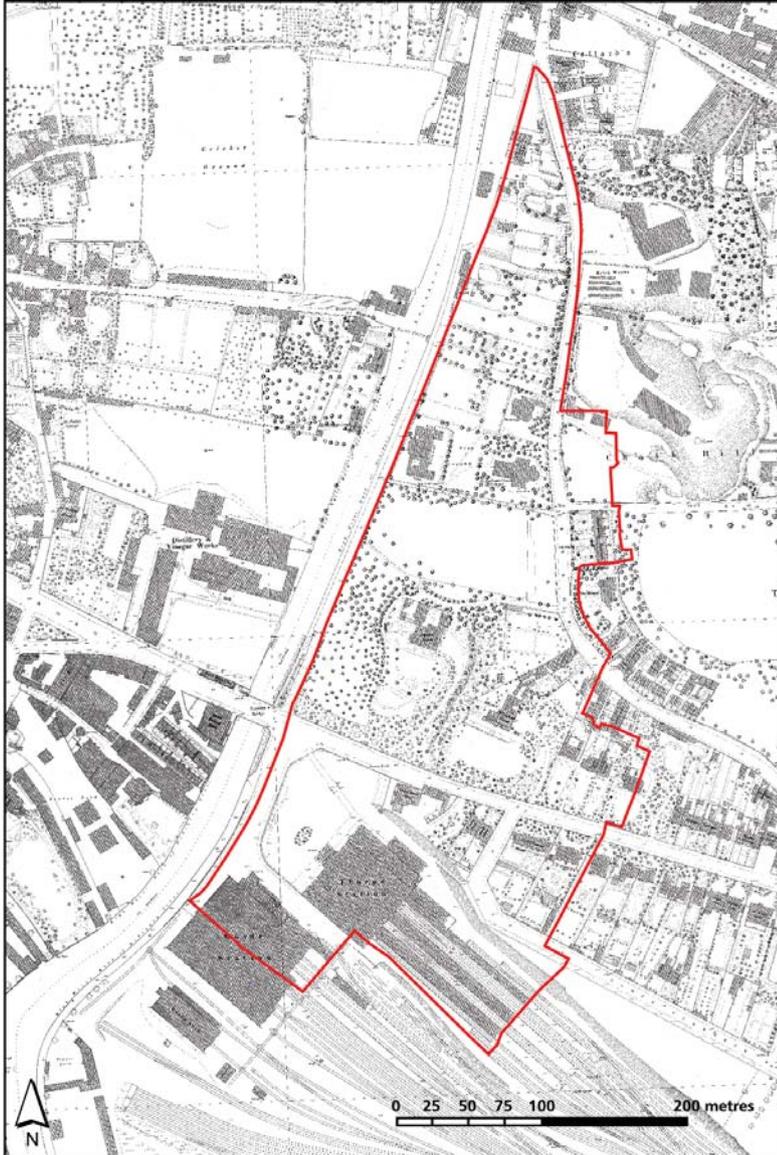
In 1844 the first Thorpe Station was built on open meadowland to the south of Thorpe Hamlet House. The site was chosen because the land was relatively cheap compared with other locations close to the city centre. The present station was built in the former grounds of Thorpe Hamlet House in 1884. A gas works also opened at the foot of the St Leonard's Hill (now Gas Hill) to the north of the conservation area in 1830. Both these developments led to further expansion of Thorpe Hamlet and more housing along Thorpe Road, however the area of St Matthew's remained undeveloped (see O.S. Map of 1880-86).

The growth in population of the surrounding area led to the construction of St Matthew's Church in 1851 and Thorpe Hamlet National School in 1852 (the Vicarage, now known as the Old Rectory, followed in 1863). Both buildings were constructed on a field to the north of Kissing Lane, which became St Matthew's Road. The School soon suffered from overcrowding and was replaced by Thorpe Hamlet Board School on St Leonard's Road in 1887. In 1889 the building was demolished to make way for the widening of Riverside Road, and a new Parish Hall was built on the site in 1891.

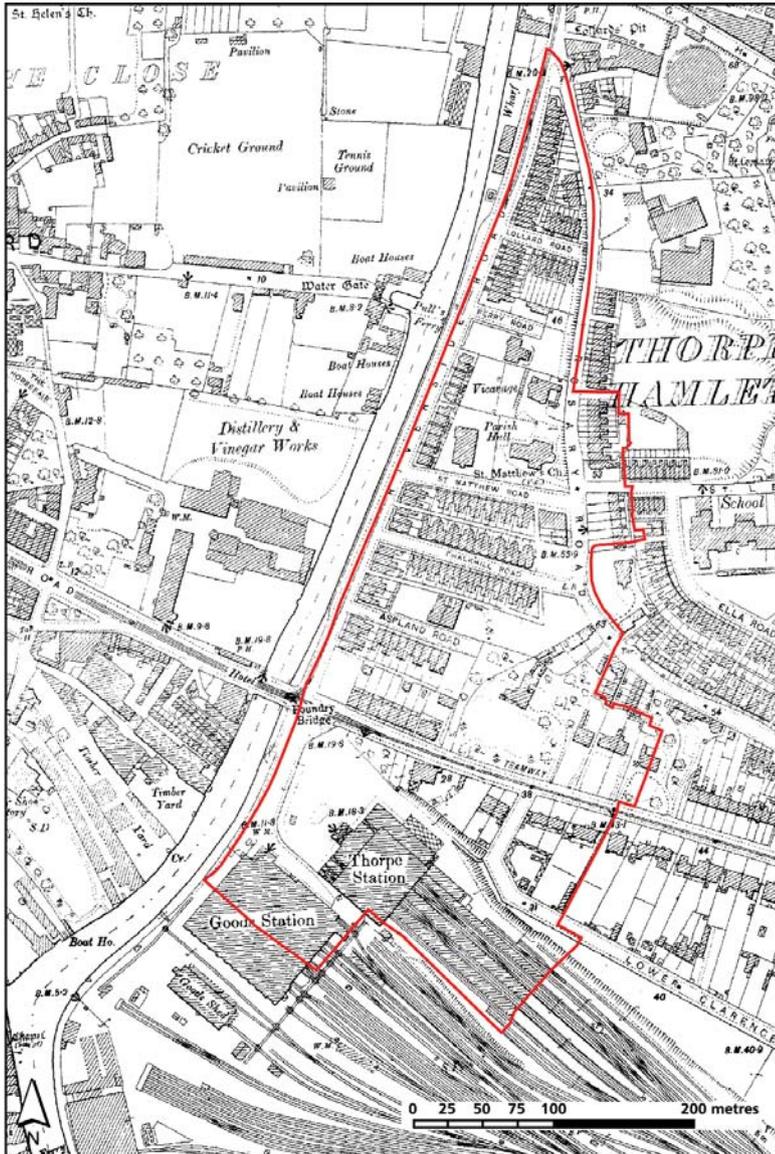
The reconstruction and widening of Riverside Road in 1889 appears to have been the stimulus for the development of terrace houses in the grounds of Aspland House and land to the north. All of the terraces date from the period 1891 to 1905.

Auction plans of 1891 and 1893 (available in the Norfolk Record Office) show lots for sale with specific building lines and plot sizes already marked out. This led to a rapid change in the character of the area, so much so that a local land and estate agent purchased Wakefield House (to the east of Aspland House) in 1911, in order to prevent any further development in an area which he considered to have special landscape value.

O.S. MAP 1880-86



O.S. MAP 1907



HISTORIC DEVELOPMENT

Between 1898 and 1900 tramlines were installed which ran from Newmarket Road, along Riverside Road, and on to what is now Ketts Hill roundabout (carrying on to Mousehold on special occasions), and a line from Norwich Cemetery on Earlham Road, along Thorpe Road to the junction with Telegraph Lane East. The last ever tram service in Norwich was on the Newmarket Road and Riverside Road line, departing Orford Place at 11.10pm on 10 December 1935.

Since the beginning of the 20th century the physical character of the area has remained relatively unchanged

Wakefield House was badly damaged in bombing raids during the Second World War, and the County Council subsequently built a local library on the site. At the end of the 20th century the site was redeveloped for housing with much of the landscaping remaining intact. In the 1970s the architects Feilden & Mawson also built large offices within the grounds of the late Victorian house, Ferryside situated along Riverside Road. Residential redevelopment of the former site of Thorpe Hamlet House, involving the demolition of an interwar railway office building, was carried out during 2005-6.



View of Wensum and towpath opposite Pull's Ferry by J. J. Cotman 1870.



*Tram running along Riverside Road early 1900s
©Norfolk County Council*

URBAN DESIGN AND STREETScape



Stepped terraces leading down to the River



The River provides a strong edge to the west



Narrow service lanes with original granite setts

The area is located between a steep wooded escarpment to the east and the river to the west. Both provide distinct edges to the conservation area.

The steeply sloping terraced streets between Riverside Road and Rosary Road (sub area A) produce an interesting stepped roofscape. They have small front gardens behind low brick walls, or, as along Riverside Road and Rosary Road, they are built upon embankments with retaining walls of brick or flint (often with tar). Original granite setts and kerbing remain in the back service lanes serving the north side of Aspland Road, Chalk Hill Road and St Matthew's Road. Unfortunately the corner of St Matthew's Road and

Rosary Road suffered bomb damage in the Second World War, and the present buildings are detrimental to the character and appearance of the Conservation Area (A). Enhancement of this site is encouraged and a scheme has been granted planning permission during March 2006.

Along Riverside Road there are good views across to Pulls Ferry and the Cathedral (2), and upstream north towards Bishop Bridge (1). Some original granite kerbstones remain in place on the south side of Riverside

Road, and the original cast iron railings erected by the Norwich Corporation and manufactured by local foundry Barnes & Pye, remain in situ between the pavement and the Yacht Station quay.

Between St Matthew's Road and Ferry Road, at the rear of the terraces along Riverside Road, is an area of earlier detached buildings with associated mature landscaping (sub area B). Within this area lies St Matthew's Church, an historic local landmark on the corner of St Matthew's Road and

URBAN DESIGN AND STREETScape



Foundry Bridge is the gateway to the city centre from the east

Rosary Road. From Rosary Road and the public park the Cathedral and Castle can be glimpsed through gaps between buildings and vegetation.

The river crossing, the Railway Station and the Yacht Station are all important arrival points to the City, and Foundry Bridge and Thorpe Railway Station are important gateway landmarks (sub area C). This area is identified in the Adopted Local Plan (2004) as one of the main gateways to the city (Policy HBE 14).

The forecourt in front of Thorpe Station is a large open space dominated by the imposing station building. Although very open, a sense of enclosure is provided by the cast iron railings (reinstated in the 1990s after the original railings had been

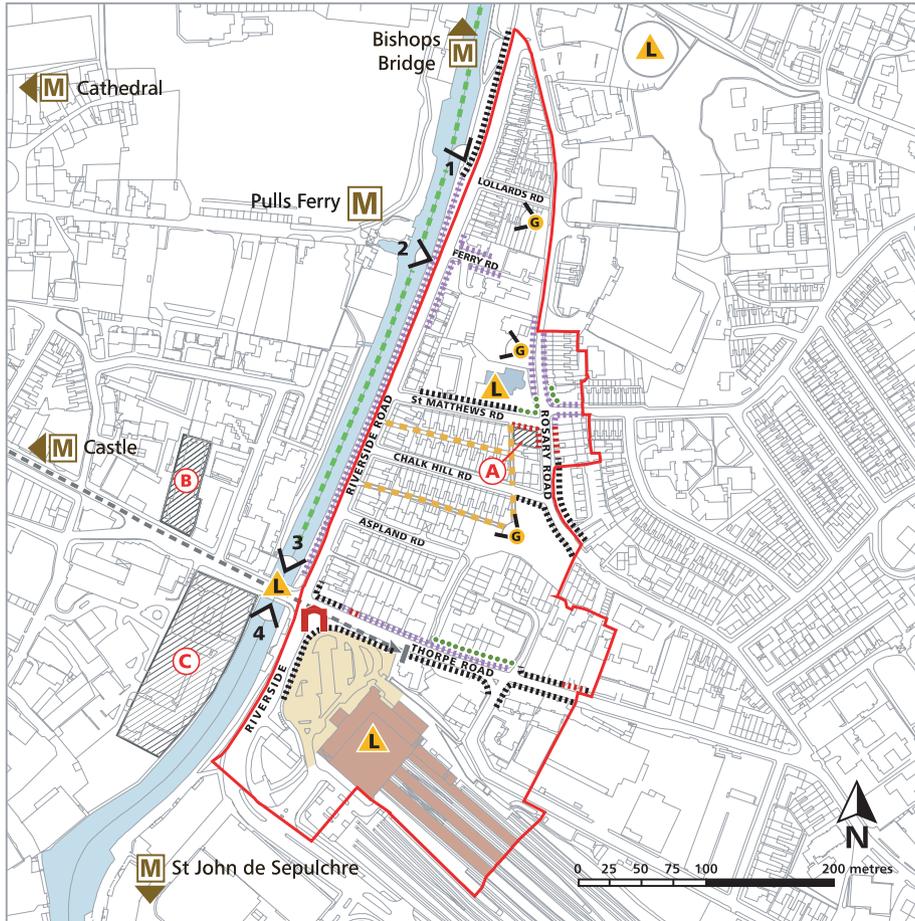
removed several years earlier). Car parking and public transport are well managed, and a good pedestrian thoroughfare links the station entrance with the street corner. Cast iron railings are also a strong feature in front of the terrace opposite the Station forecourt.

Between Foundry Bridge and the Station forecourt traffic dominates and pedestrians are restricted to narrow pavements. This creates a poor first impression to those entering the city, compounded by excessive clutter of street signage and plant troughs at the corner of Riverside and Prince of Wales Road. There is also potential to enhance the appearance of the Hotel Nelson (C) and Grosvenor House (B) sites, which provide the backdrop to the gateway.

From the bridge there is a good view of the tree lined vista upstream (3) and south towards the Church of St John de Sepulchre on Ber Street, which can be seen on the skyline (4). There is also a strong vista along Prince of Wales Road towards the station, which terminates just to the north east of the forecourt.

Further east along Thorpe Road (sub area D) some of the earlier Victorian villas remain, set back from the road. Although the historic curtilages remain intact, many of the boundary treatments, such as walls, railings and hedges, have been removed. It is important to reinstate these where possible.

URBAN DESIGN & STREETScape MAP



St Matthews URBAN DESIGN & STREETScape

Key

- Square
- Detrimental buildings (see text)
- Landmark
- Hedgerow

- Historic walls and railings
- Important boundary walls and railings
- Loss of boundary treatment
- Terminated vista
- Tree lined vista

- Views
- Glimpsed views
- Historic street surface
- Gateway
- Monument

©Crown Copyright 2007

ARCHITECTURE



*Far left:
79 to 89 (odd) Rosary Road*

*Left:
11-13 Riverside Road*

Most of the buildings in the area date from the late 19th century, with the predominant materials being red and white bricks and slate. The earliest surviving buildings in the area are the early 19th century terrace houses on Rosary Road (79 to 89 (odd)) (1 on map p18), listed Grade II.

The terrace has features typical of the Regency period, including sash windows with slender 'elongated ovolo' glazing bars and Greek revival doorcases. Building materials include red brick, gauged 'rubbed' flat brick arches and slate roofs.

The majority of terraces date from the last decade of the 19th century and are characterised by the uniformity of their architectural style and the common use of materials. There are variations in the applied decoration, which is

sometimes rich in motifs.

The terraces are two storeys in height and are red brick, with the exception of the south side of Aspland Road and 57-71 (odd) Rosary Road that are white brick (which now have a silvery grey patina). Hall entrance properties (2) are wider and have either a single or double bay, whereas the 'walk in' terraces (3) are narrower (the entrance being straight into the front room) and mostly flat fronted.

Materials typically include slate roofs (in some cases red pantiles at the rear), timber sash windows, and various decorative features ranging from 'sawtooth' and 'dentilled' eaves detailing to decorative door and window lintols.

The small area of detached buildings between Riverside Road and Rosary Road (sub area B) contains some unique properties, all of special interest.

ARCHITECTURE



Former Parish Hall St Matthew's Road

St Matthew's Church (1851) (4) is Norman in style, built with Kentish Ragstone and brown brick quoins. The Old Rectory (1863) (5) and the former Parish Hall (1891) (6) are both in the Victorian Gothic style, constructed in flint with red brick dressings. Ferryside (1895) (7) is Elizabethan/Jacobean revival in style, in red brick with mullioned windows, crow stepped and dutch gables, and ornate chimney stacks. A more recent building is Ferry House (1970) (8), currently the offices of local architects Feilden & Mawson. Construction is based on a concrete slab structure with a dark brown brick skin and an asphalted flat roof concealed by a parapet

Along Thorpe Road there is also a diverse range of building styles and materials.



22 Thorpe Road 'Berwick House'

On the corner of Riverside Road lies 2-6 Thorpe Road, dating from the early 20th century, with arts and crafts style features including roughcast rendering and half timbering of the upper floor (9). Adjacent to this building is a late 19th century red brick terrace, although much of the terrace has now been painted. An important feature of these terraces is the decorative iron railings on low front walls with gate pillars and stone moulded capping. No 22 (10) is by local architect A.F. Scott, and has a façade containing local decorative terracotta tiles (known as 'Cossey ware'), together with very ornate iron railings and a decorative front brick wall. The building is listed Grade II. To the east is Old Library Mews, a development of late 20th century



2-6 Thorpe Road

houses set within the former mature landscaping of Wakefield House. Further along Thorpe Road is a late 19th century double fronted red brick villa, and white brick early to mid 19th century villas, some extensively altered. New apartments were built on the south side of Thorpe Road during 2005-6. Further along Thorpe Road are a group of mid 19th century white brick villas (some rendered). Nos 7, 9 & 11 Thorpe Road (11) were restored and converted to flats during 2002-5.

ARCHITECTURE



7 & 9 Thorpe Road

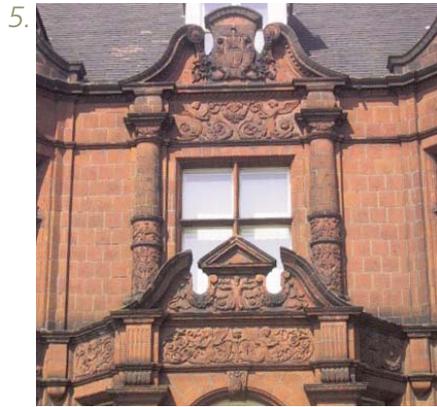


Thorpe Station

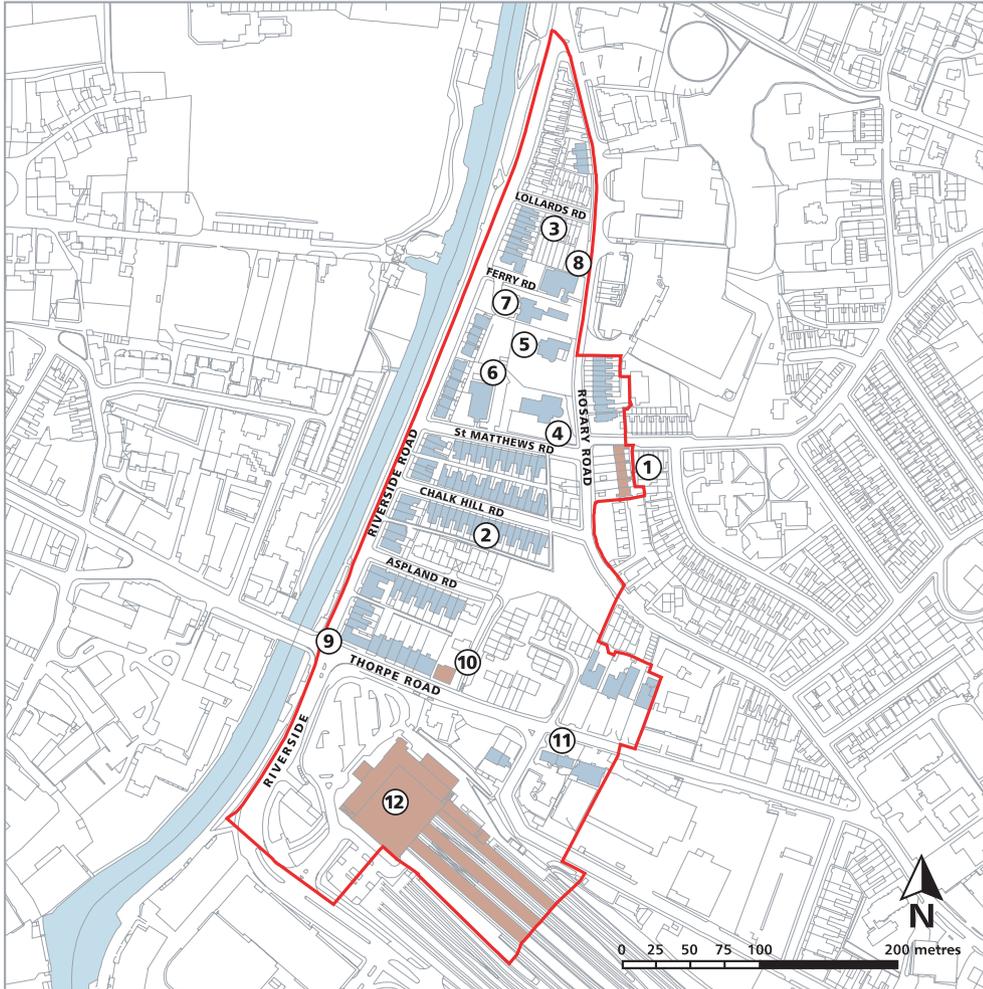
Thorpe railway station is the largest and most prominent building in the conservation area. The station (12) was built in 1886 in a 'freely renaissance' manner, with symmetrical classical detailing and roof in a French pavilion style. The materials are red brick with Bath Stone dressing and a slate roof with zinc scales for the dome.

Pics overleaf:

1. Crow Stepped Gable
Ferryside, Riverside Road
2. Chimney Stacks
The Old Rectory, Rosary Road
3. Dovecote - rear stable block
22 Thorpe Road
4. Early 19th century Sash Window
79 to 89 (odd) Rosary Road
5. Pediment decoration
22 Thorpe Road
6. Old sash and replacement window
Chalk Hill Road
7. Decorative window
Chalk Hill Road
8. Decorative Railings
8-20 (even) Thorpe Road
9. Decorative porch lintol
Chalk Hill Road



HISTORIC BUILDINGS MAP



St Matthews HISTORIC BUILDINGS

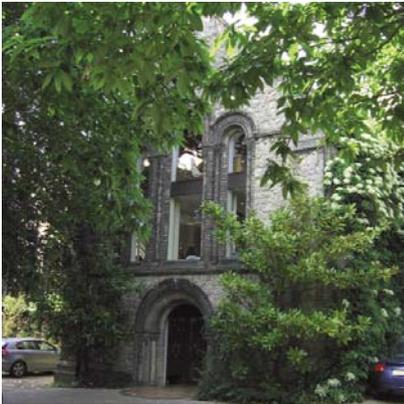
- Key**
- Listed buildings
 - Locally listed buildings

©Crown Copyright 2007

NATURAL CHARACTER



Houses front onto landscaping and the river



Thick foliage around the former St Matthew's Church

The most striking landscape feature is the River Wensum, which flows past the Conservation Area to the west and provides a green vista with landscaping on both banks. Riverside Road is covered under Policy SR11 of the Adopted Local Plan (2004), which seeks the completion of the Riverside Walk, and enhancement of this area is encouraged.

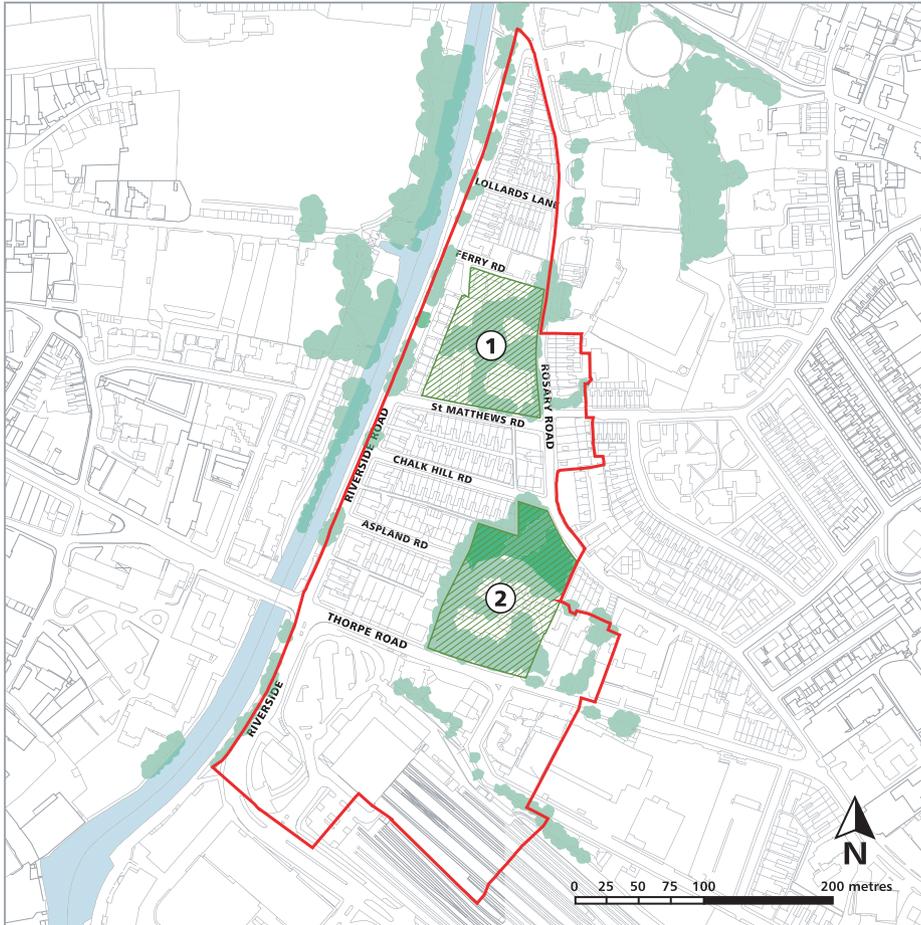
There are two small pockets of mature landscaping protected by Tree Preservation Orders (TPOs). Firstly, the area between St Matthew's Road and Ferry Road (TPO Area 1), protected as an Urban Greenspace under Policy SR3 of the Adopted Local Plan (2004). Secondly, Old Library Mews, between Thorpe Road and Rosary Road (the former grounds of Wakefield House), including a small park to the north (TPO Area 2). The park is identified as Publicly Accessible Recreational Open Space (Policy SR3) in the Adopted Local Plan (2004). A network of landscaped paths links the park with Rosary Road, Thorpe Road, Old Library Mews and Riverside Road.

Concentrations of trees also appear along Thorpe Road (the remains of the gardens planted in front of the former residential villas) and along parts of Rosary Road.



Mature trees along Thorpe Road

NATURAL CHARACTER MAP



St Matthews NATURAL CHARACTER

Key



Park



Trees



TPO sites - Area ①
Area ②

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		Junction of Thorpe Road, Riverside and Riverside Road.	Heavy traffic dominates the junction and restricts pedestrian movement.	Investigate improvement to pedestrian crossing, convenience and safety.	L	Transportation Policy & Landscape Design.
2		Corner of Foundry Bridge and Riverside.	Excessive street signage and poor quality planting troughs clutter the visual landscape and arrival point to the city.	Rationalise street signage through grouping and erecting signs on fewer posts. Improve signage on buildings around gateway area. Enhance planting.	M	Transportation Policy & Landscape Design.

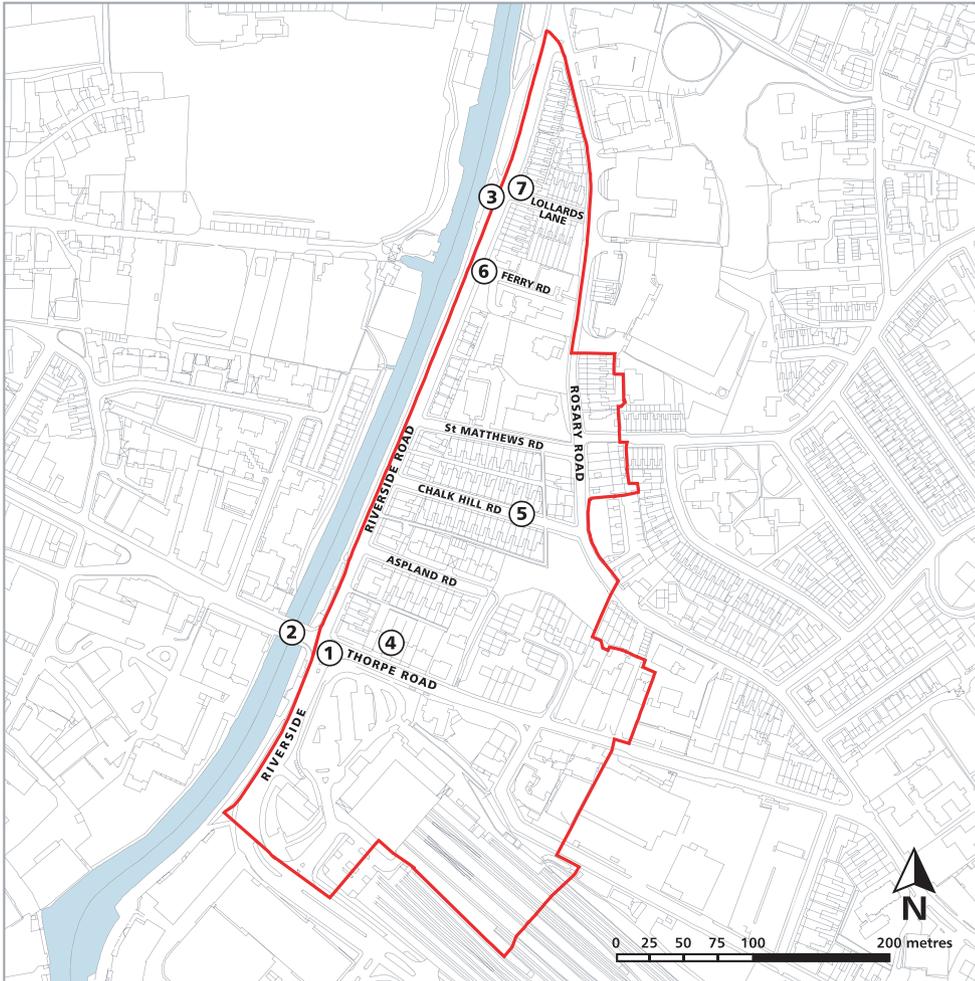
MANAGEMENT AND ENHANCEMENT

No.		Location	Issue	Action	Term	Responsibility
3		Yacht Station quay / Riverside Road.	Poor maintenance including broken railings and flaking paint. Dated lighting scheme. Insufficient seating opportunities.	Railings need to be refurbished or replaced. New lighting columns should be considered. Provide additional seating where possible.	M	Transportation Policy & Landscape Design.
4		Various.	Loss of boundary treatments, especially along Thorpe Road, lead to a loss of the sense of enclosure.	Reinstatement of boundary walls, railings and hedges will be encouraged.	S - L	All occupiers & owners
5		Various.	Unsympathetic alterations to historic buildings that deviate from traditional designs.	Reinstatement of original features, such as traditional styles of window, will be encouraged.	S - L	All owners & occupiers.

MANAGEMENT AND ENHANCEMENT

No.		Location	Issue	Action	Term	Responsibility
6		Ferry Road.	Car park visible from street, and a lack of enclosure.	Consider erecting a low boundary wall and hedgerow or railings to screen car park.	L	All owners & occupiers.
7		Lollards Road.	Poor road surface.	Resurface street with suitable materials.	L	All owners & occupiers.

MANAGEMENT & ENHANCEMENT MAP



St Matthews MANAGEMENT & ENHANCEMENT

Key

- ① to ⑦ Management and Enhancement sites (see text)

FURTHER READING

Goreham, Geoffrey (1964)
A History of the Residential and Industrial Development of Thorpe Hamlet in the City of Norwich

Barringer, Christopher (1984)
Norwich in the nineteenth century

LISTED BUILDINGS

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

Rosary Road, 79-89 (odd)

Thorpe Road, 22 (Bewick House), 60, Thorpe Station

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.

Aspland Road
2-20 (even)

Chalk Hill Road
2-36 (even), 3-31 (odd)

Ferry Road
New office block
(Fielden & Mawson office), Ferryside

Riverside Road
1-38 (consecutive)

Rosary Road
Old Rectory, 6-12 (even)

Thorpe Road
2-20 (even)
54-58 (even), 3-11 (odd)

St Matthew's Road
2-13 (Consecutive)
Former St Matthew's Church,
Parish Hall

The following buildings have been added to the Local List:

57-71 (even) Rosary Road
Late 19th century terrace white brick with red pantile roofs. (57 rendered)

73-77 (odd) Rosary Road
Late 19th century terrace, red brick with slate roofs (73 & 75 now whitewashed)

A full list with descriptions can be viewed on www.norwich.gov.uk



NORWICH
City Council

CONTACT DETAILS

PLANNING SERVICES

CITY HALL

NORWICH NR2 1NH

TEL: 01603 212212



IF YOU NEED THIS APPRAISAL IN ANOTHER FORMAT OR LANGUAGE
PLEASE PHONE 01603 212212, FAX 01603 213000 OR EMAIL INFO@NORWICH.GOV.UK