

Trowse Neighbourhood Plan Evidence Base 2023



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Summary of Key Issues

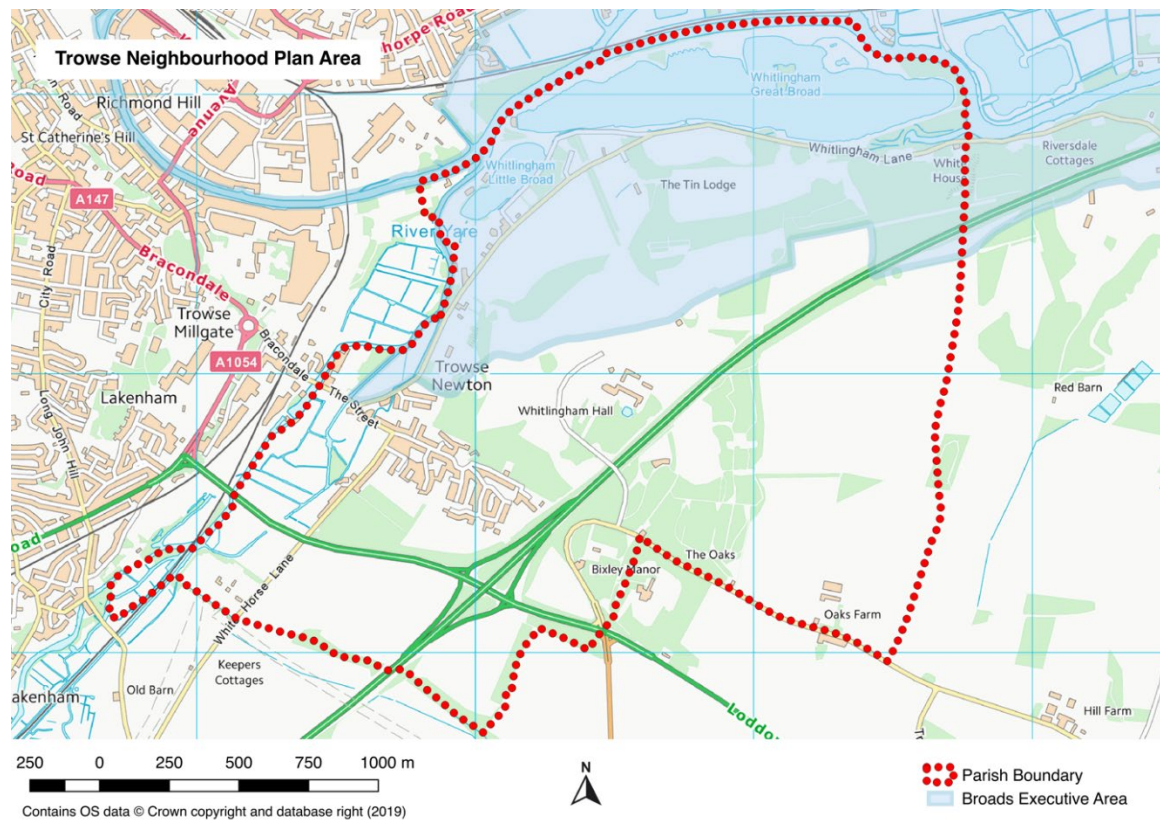
Topic	Issues
Population characteristics	The population of the parish has grown substantially since 2001 and it has a comparatively young age profile, possibly due to its proximity to Norwich, and hosting the well-regarded primary school. However, the percentage of elderly people are on the increase in the parish overall compared to younger age groups.
Accommodation profile	- The housing profile is somewhat different from that of other South Norfolk villages, owing to its history as a model village for Colman workers. Terraced homes are the dominant dwelling type. - There is a relatively high proportion of larger homes, 4 or 5 bedrooms and house prices are high, which means some young families could find it difficult buying the right home to stay in the village. - Almost a third of homes (121) are rented, and 20% of homes privately rented. This may provide opportunity for those unable to buy, but rents are likely to be high.
Development	- Planned housing development and the larger new primary school will increase traffic within the village, especially at peak time in the morning. - Despite the housing growth and increase in village population, the increase in the school capacity will likely mean taking in more children from outside Trowse, and they are more likely to be driven to school. - Although there is no further planned growth in Trowse, smaller 'windfall' developments are still likely, and so ensuring they are of high-quality design will be important. - The planned improved cycling and walking links to Norwich could reduce some car use. - The planned development will in effect shift the village over so that its spatial centre will move. The issue is whether this shifts the functional centre of the village - The various developments will generate considerable Community Infrastructure monies. - Prior to the Norfolk Homes development, there was only one new dwelling over the last 10 years
Affordable housing	- The local need for affordable housing will likely be satisfied in the medium term by the planned delivery of TROW1. - The planned affordable housing at White Horse Lane will provide opportunities for affordable home ownership in the village, which is currently lacking.
Transport infrastructure and connectivity	Walking into Norwich via Bracondale/ Queens Road is tricky at the signalised junction, but could improve in the medium to long term with the East Norwich regeneration project.

Topic	• Issues
	• Accessing the frequent bus service into Norwich at county hall is difficult because of the lack of pedestrian crossing facilities, but the planned housing growth could encourage the bus company to divert more services through the village. • Off road access into the countryside is relatively poor for a village; Whitlingham Broads and the country park are around one mile from the village. • The overall good connectivity is likely to continue making Trowse a desirable place to live. • On-street parking is an issue, exacerbated by the number of terraced houses.
Travel to work and car ownership	• In 2011, a fifth of people travel to work on foot or by bike, meaning that good walking and cycle routes, especially those into the city centre, are important. The results of the Census 2021 which took place through the Covid-19 pandemic showed that the % of people working from home has increased meaning there may be more opportunities for people needing workspaces in their homes moving forward. As well as this the point on having good access to walking and cycling routes will also be important since more people will be in the parish on a daily basis needing access to services. • Car ownership levels will result in high demand for home-based car parking spaces.
Local service availability	• The village does not have a GP surgery, but the population and level of planned growth makes any provision unlikely. • Local service availability is reasonable and is likely to continue making Trowse a desirable place to live, as well as visit for recreational reasons.
Natural environment	• A small area of Trowse Meadows County Wildlife Site is not designated as part of the Whitlingham Country Park Local Nature Reserve, which means it does not have the same protection in planning terms. The working group could consider designating this as Local Green Space. • Flood risk from the river is an issue to the west of the village, along the river. This will constrain the location of future development. • Surface water flooding is also an issue in parts of the village and this could worsen if future development does not manage its own surface water on-site.
Landscape character	• The landscape is distinct in its remoteness and solitude, despite its proximity to Norwich. Future development if not planned appropriately could impact upon this.

Topic	Issues
	The south east part of the neighbourhood plan area is in active farming use and has some of the best and most versatile agricultural land, which would be consideration in any planning decisions related to that area.
Historic environment	- Trowse developed as a 'model village' for workers of the Colman Factory, this makes it unique and a large area has been designated a Conservation Area. Future development could erode the village's special qualities. - A significant area of the parish, some 174ha, is designated as Crown Point Park which provides it with substantial protection in planning terms. - Trowse is in close proximity to Arminghall Henge, one of the most important prehistoric discoveries in Norfolk, and there are some important find sites within the parish. There may be sites yet undiscovered and this will need to be considered for any future development. - There are a number of listed and non-designated heritage buildings within the parish. These and their setting should be protected from future development.

1. Introduction

Figure 1: Neighbourhood Plan Area



The parish of Trowse with Newton falls within South Norfolk District and the Broads Executive Area. It is situated to the southeast of the City of Norwich, and contains the village of Trowse, as well as outlying parts of the Whitlingham and Bixley areas. The parish has been recorded as 'Trowse with Newton' since at least 1881, although the reference to Newton is unclear. The parish boundaries were reduced in 1935, when 19 acres were transferred to the parish of Thorpe next Norwich, and currently has an area of almost 450 hectares.

There are various historic buildings, the most notable being the Grade I Church of St Andrew. An important part of the village's history is its connection to the Colman's family. The village was developed during the latter part of the nineteenth century where a model village of workers' terraced cottages and associated social and community facilities were provided by the Colman family. The village is still dominated by these terraces, mainly around The Common. The historic core and part of the setting of the village is now a large Conservation Area. The village is set on the lower part of the eastern slope of the Yare valley. Two important spaces exist at Trowse Common which contributes to the setting of the terraces on White Horse Lane, and secondly the area north-west of Whitlingham Lane which lies in the Broads Authority area, separating the village from the commercial uses to the north, and Norwich City itself.

Between the main part of the village and the city boundary is the former May Gurney site which, together with the Deal Ground on the city side of the boundary, has planning permission for major redevelopment for Norwich City to 670 homes and other uses. Further housing development is being delivered on White Horse Lane.

To the west the parish is bordered by the River Yare, across which sits the City of Norwich, and the very southern tip of the parish contains the A146/A47 junction. The bypass has diverted traffic away from the village, which despite its close proximity to Norwich remains a quiet village complete with Trowse Common, where children from Trowse primary go after school. The parish also contains the large area of Whitlingham Country Park, which contains two broads and is derived largely from the remains of Crown Point Park and the mineral extraction.

Trowse has a good range of social and community facilities and the village has very good accessibility to the Norwich as well as local employment, such as along Europa Way.

2. Population Characteristics

The total resident population of Trowse is 862 according to the 2011 Census³, almost double what it was in 2001. The parish has a comparatively young age profile compared to other villages in South Norfolk, with the mean age 39 (2011). There is a high proportion of people of working age, possibly due to its proximity to Norwich as an employment centre. The average age in 2011 was the same as it was in 2001. The latest ONS parish population estimates for mid-2012 to mid-2020⁴ shows that the population has fluctuated slightly from 816 residents (2012) to 841 residents (2020). Since then, the Census 2021⁵ data has been released which now states that the population of Trowse Newton is 880 people which is a slight increase from mid-year estimates and an increase of just 18 people since 2011. The latest population of South Norfolk district is 141,900 people and England 56,490,000 (Census,2021) rounded up to the nearest 100.

Looking at the resident population more closely and comparing Census 2011 (**Figure 3**) and 2021 data (**Figure 4**) the statistics show that overall, for Trowse, South Norfolk and England the percentage of younger to middle aged people (0-64yrs) are on the decline with the largest % drop in the parish shown in the parish for 0-24yr olds. The percentage of older people is on the increase generally across England with a particular increase in the parish of 65-74yr olds.

Figure 3: Resident Population (Census 2011)

Age	Trowse	South Norfolk	England
0-24	29%	27%	31%
25-64	57%	52%	53%
65-74	7%	11%	9%
75+	8%	10%	8%
Mean age	39	43	39

Figure 4: Resident Population (Census 2021)

Age	Trowse	South Norfolk	England
0-24	24.4%	25.4%	29%
25-64	56.7%	50.3%	52.4%
65-74	11.5%	12.6%	9.9%
75+	7.2%	11.7%	8.5%

Whilst the numbers from **figure 6** must be considered as an estimate the data shows that nearly all age categories had decreased slightly from 2012 to 2020. However, a notable rise in population in the parish was for age group 45-64 years. **Figure 7** goes further to break down

³ www.Nomisweb.co.uk

⁴ [Parish Population estimates for mid-2011 to mid-2020 based on best-fitting of output areas to parishes - Office for National Statistics \(ons.gov.uk\)](#)

⁵ Census 2021. Trowse Newton Profile Preview. Source: [Build a custom area profile - Census 2021, ONS](#)
Accessed: 12/06/2023

age and gender which shows there is a fairly even mix of males and females in all age groups. Detailed data of this kind at the parish level is not yet available from the Census, 2021.

Figure 6: Mid-year age estimates for 2012 and 2020 (ONS, 2021)

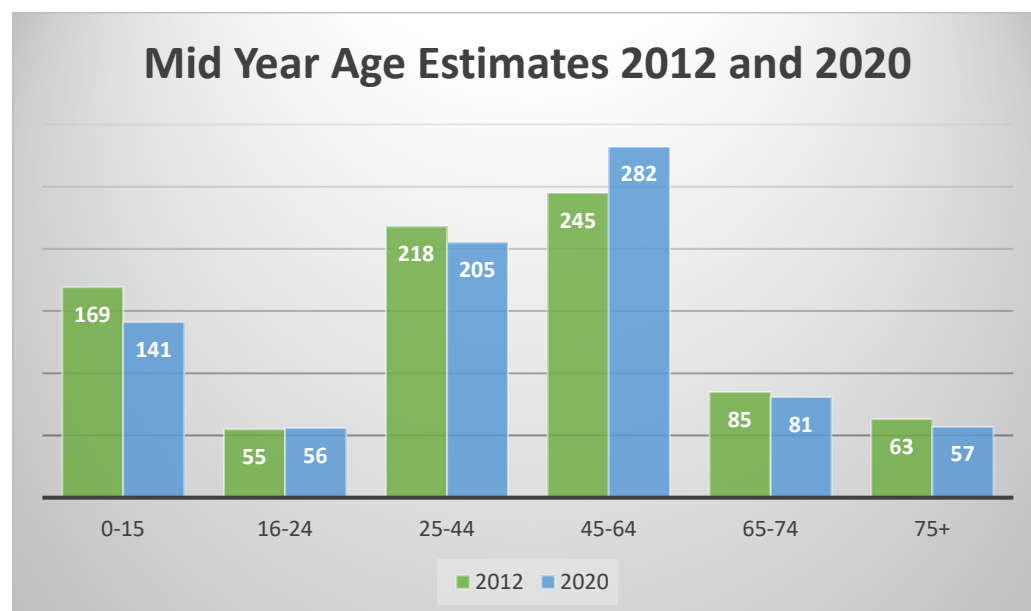
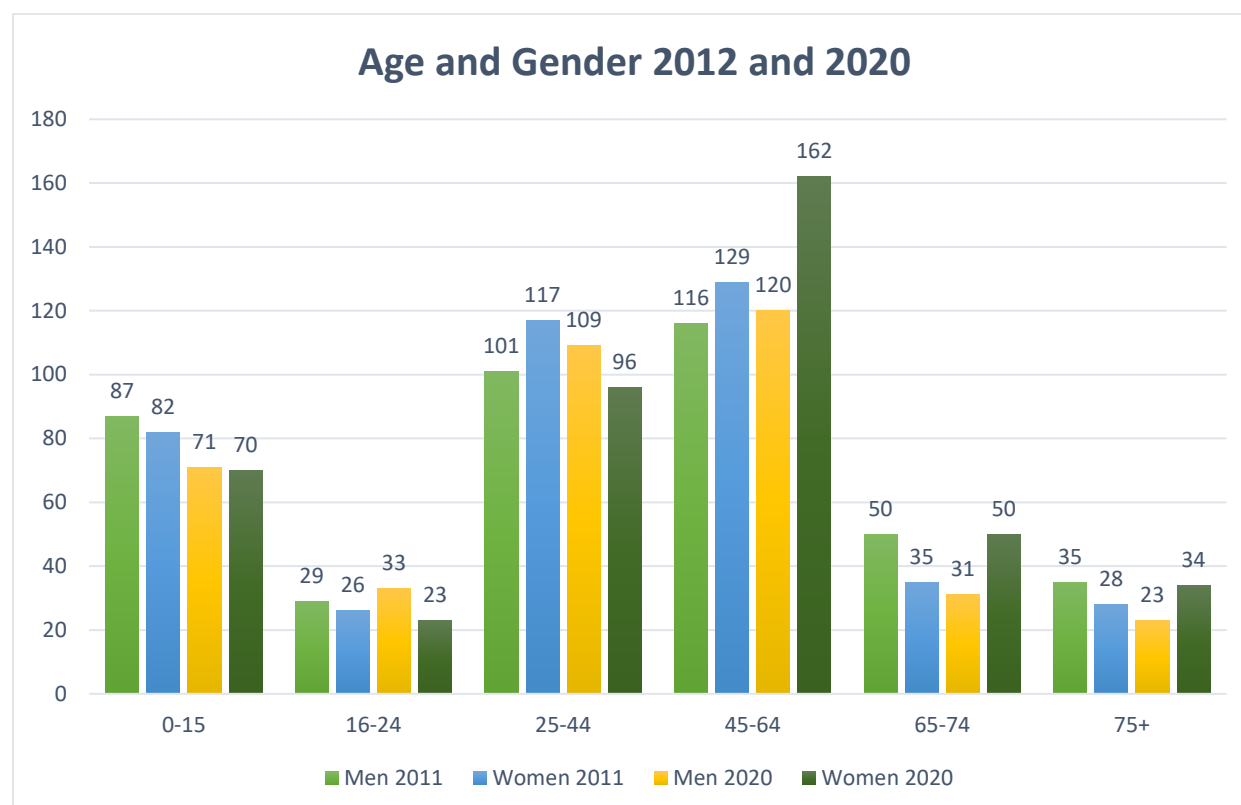


Figure 7: Age and gender breakdown for 2012 and 2020 (ONS, 2021)



Issues

- **The population of the parish has grown substantially since 2001 and it has a comparatively young age profile, possibly due to its proximity to Norwich, and hosting the well-regarded primary school. However, the percentage of elderly people are on the increase in the parish overall compared to younger age groups.**

3. Accommodation Profile

According to the Census 2011 data, Trowse's accommodation profile has a high proportion of terraced properties which make up over 40% of the housing stock. This is distinctly different from the district profile and the proportion of terraced properties is even significantly higher than in Norwich where it is 34%. This relates to Trowse's history as a 'model village', with accommodation originally for workers of Colman's Factory, see **Section 11** on the historic environment. For a village location there is also a relatively high number of flats and apartments at the Whitlingham Hospital/Hall development. The summary data from the Census 2021 shows that in 2021 there are 92.6% of whole houses/bungalows in the parish, 7.2% of flats or apartments and 0.2% of caravans or mobile structures. All these percentages are a slight increase from 2011 since the number of households have increased from 389 to 420 households (total of +31 households).

Figure 8: Accommodation Type (Census, 2011)

Dwelling Type	Trowse		South Norfolk	
	Number	%	Number	%
Detached	91	23.4%	27,839	51%
Semi-Detached	113	29%	16,623	30.4%
Terrace	159	40.9%	6,602	12.1%
Flat or Apartment	26	6.6%	3,339	6.2%
Caravan / Temporary Structure	0	0	217	0.4
Total dwellings	389		54,617	

The average price for a property in Trowse stood at £468,568 in April 2023 according to Zoopla⁶. This is an increase from £396,790 in February 2020 which is a 16.5% rise with a difference of £71,778. The house prices in the last few years have been on the increase with the average prices from February 2020 being a rise of 2.63% compared to February 2019. In terms of property types, flats sold for an average £465,594 and terraced houses for £297,993⁷ in 2020. These rates are significantly above the Norfolk average house price of £266,006. Looking at April 2023, there are currently 7 properties on the market through Zoopla these are made up of mainly 3 bed to 4 beds and one 2 bed with the lowest guided price starting being £405,000 up to £725,000⁸.

Data from the Census on dwelling size, in relation to number of bedrooms, is based on those homes with at least one usual resident (**Figures 9 and 10**). As with most other communities, homes with 3 bedrooms are most common (34.7%) although the proportion is somewhat lower than district (41.3%) and national averages (40%), mainly due to the high number of 4+ bedroom properties followed by 2 bed properties. The number of 1 bed and 2 bed properties have increased slightly since 2011 in the parish which is ideal for people who need a smaller property.

⁶ [House prices in Trowse - sold prices and estimates - Zoopla](#)- Accessed: 27/04/2023

⁷ www.zoopla.co.uk – Accessed 02/02/2020

⁸ [Property for sale in Trowse - Zoopla](#)- Accessed: 27/04/2023

Figure 9: Dwelling Size (Census, 2011)

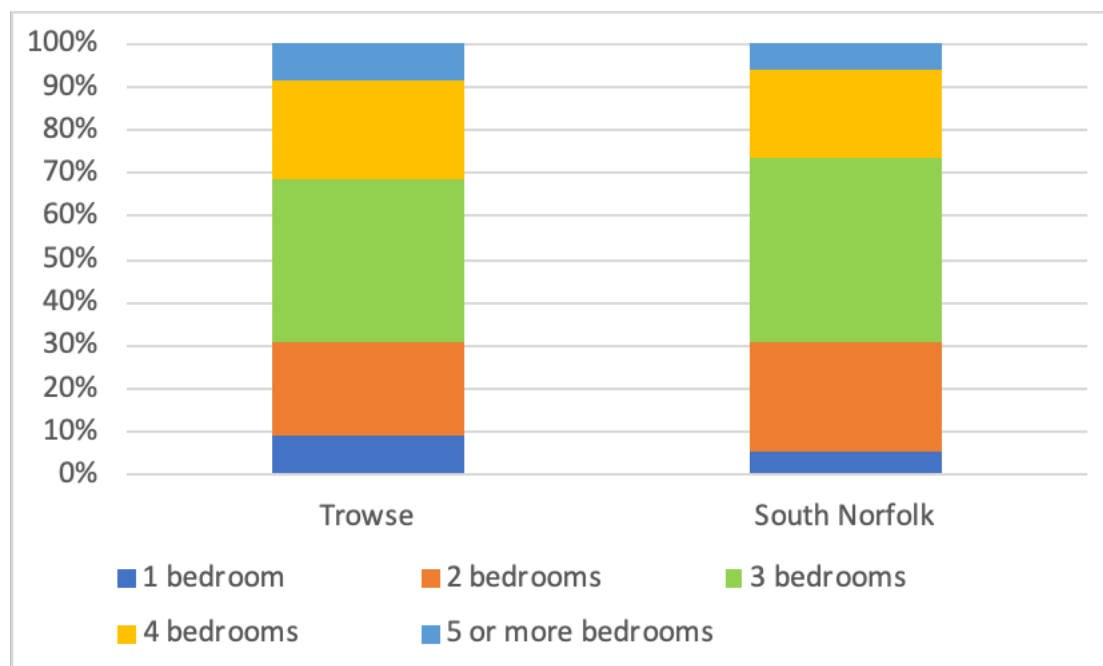
Number of bedrooms	Trowse	South Norfolk	National
1 Bed	9%	5%	12%
2 Bed	22%	25%	28%
3 Bed	37%	43%	41%
4 Bed	23%	20%	14%
5+ Bed	8%	6%	5%

Figure 10: Dwelling Size (Census, 2021)

Number of bedrooms	Trowse	South Norfolk	National
1 Bed	10.5%	6%	11.6%
2 Bed	25.6%	23.9%	27.3%
3 Bed	34.7%	41.3%	40%
4+ Bed	29.2%	28.7%	21.1%

The lack of smaller sized homes, and the high value of property in the parish, suggests it could be more difficult than elsewhere for younger people wanting to buy their first home. The average age for a first-time buyer is now 34, which means that young families may also be priced out of the market.

Figure 11: Housing Stock by Number of Bedrooms



Allocated site TROW1 has full planning permission and is being built out (see **Section 4**). It would be interesting to see whether the housing mix is likely to change significantly the housing stock in Trowse in terms of the number of bedrooms.

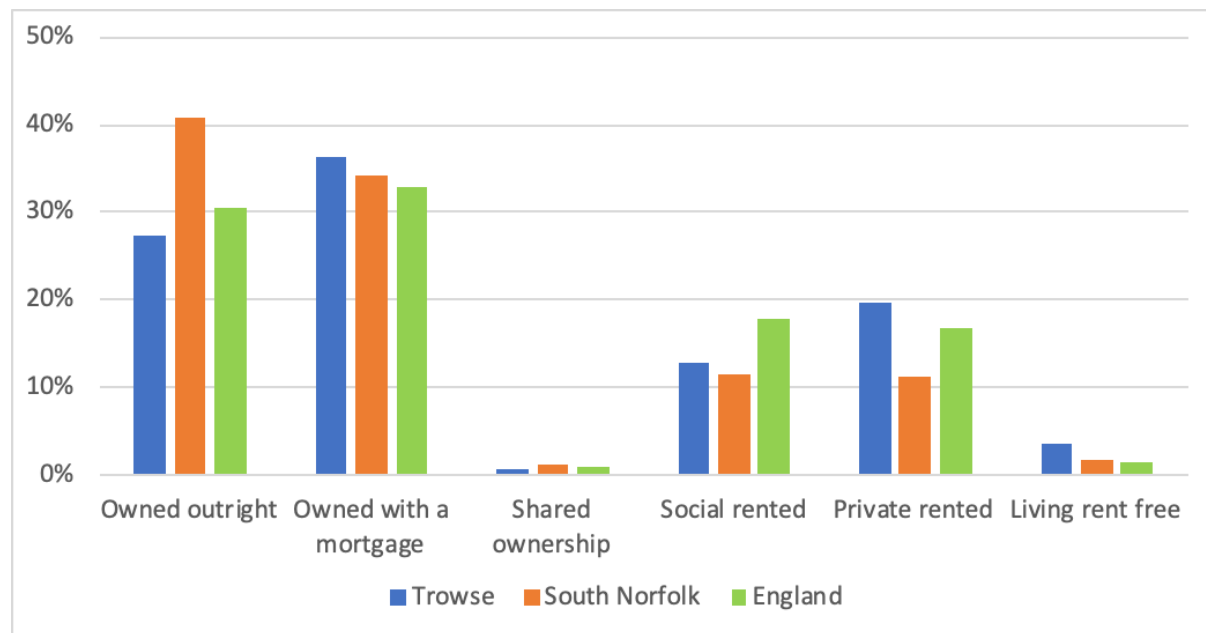
Figure 12: Housing mix of existing housing stock and TROW1 housing stock

No. bedrooms	Trowse current	TROW1 – open market	TROW1 – affordable	TROW1 – total
1	9%	0%	40%	13%
2	22%	8%	60%	24%
3	37%	47%	0%	32%
4	23%	35%	0%	23%
5 +	8%	11%	0%	7%

From **Figure 12**, it can be seen that TROW1 phase 1 will retain the proportion of larger dwellings at around 7% or 8%, reduce the proportion of three bedroomed dwellings (which is already relatively low compared to the South Norfolk average), and it will increase the proportion of smaller homes of 1 or 2 bedrooms. Although the application for TROW1 phase 2 has still to be determined, it appears that it will further increase the proportion of smaller homes of 1 or 2 bedrooms, with these comprising 46% of the proposed stock in that phase of 83 dwellings.

In 2011, home ownership stood at around 64% of households, the same as the national average, but lower than that of the district which was 75%. Of those owned, 43% were owned outright, 57% with a mortgage. Almost a third of homes were rented, with private rented almost 20% which is higher than both district and national averages. This may be a legacy of the Colman family owning many homes within the village originally. The Census 2021 summary data shows that for the parish home ownership has increased slightly to 66.7% with 31.8% owning their home outright and 34.9% with a mortgage. Regarding rented properties 12.7% of the parish made up social rent and 20.6% made up private rent.

Figure 13: Housing Tenure (Census, 2011)



In 2011, 28% of households were single occupancy and of these around half are people aged 65 or over, half other individuals. The overall proportion was slightly higher than the South Norfolk average of 26% single occupancy. In 2021, single occupancy has now increased to 33.2%- and single-family households make up 63.5% of the parish population with 3.4% making up other household types.

In 2011, the 389 dwellings, 15 (3.9%) had no usual residents at the time of the 2011 Census. Households with no usual residents could be those which are second homes, holiday lets, or long-term empty homes. The proportion is very similar to the district average. It indicates that holiday lets, or second home ownership is not particularly an issue within Trowse. In the Census 2021 the second address indicator suggested that from the 420 households in Trowse, those with no second address made up 91.5% of the parish, 6.7% had a second address in the UK and 1.8% had a second address outside of the UK. This could indicate that the percentage of second homes in the parish has increased slightly by 2.8%.

Issues

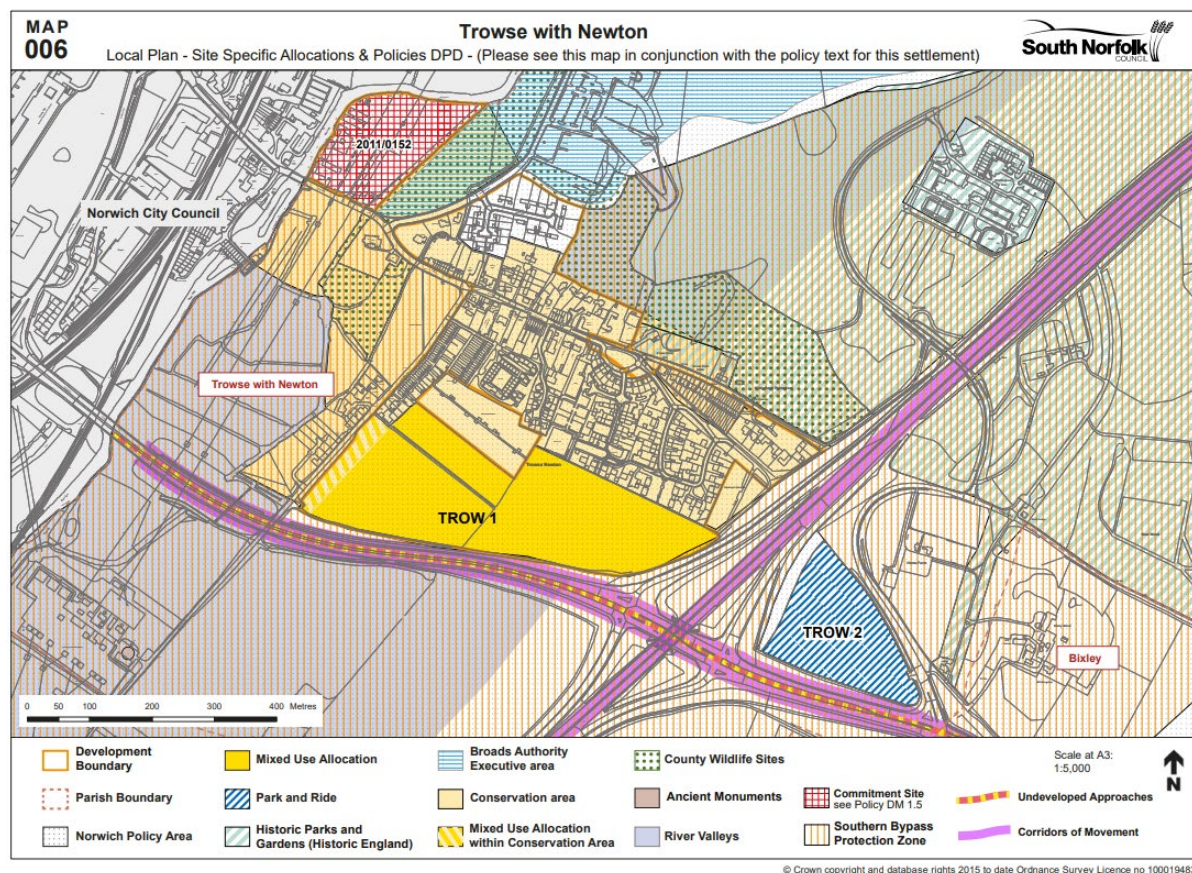
- **The housing profile is somewhat different from that of other South Norfolk villages, owed to its history as a model village for Colman workers. Terraced homes are the dominant dwelling type.**
- **There is a relatively high proportion of larger homes, 4 or 5 bedrooms and house prices are high, which means some young families could find it difficult buying the right home to stay in the village.**
- **In 2011 almost a third of homes (121) were rented, and 20% of homes privately rented. This was similar to the census 2021 findings. This may provide opportunity for those unable to buy, but rents are likely to be high.**

4. Development

The adopted 2014 Joint Core Strategy (JCS) for Broadland, Norwich and South Norfolk Policy 12 identifies Trowse village as being part of the Norwich Urban Area, along with other built-up parts of fringe parishes, and therefore suitable for modest growth to contribute toward the South Norfolk smaller site allowance set out in Policy 9. It is also within the Norwich Policy Area (NPA), which is where most of the growth in Greater Norwich has been focused.

The 2015 South Norfolk Local Plan (SNLP) allocated site TROW1 for a minimum of 160 new dwellings. There are also the outstanding existing commitments on the old May Gurney site, with outline permission for 90 dwellings, as part of a wider regeneration of East Norwich, including the Deal Ground. TROW1 lies on land off White Horse Lane and to the rear of Charolais Close and Devon Way, so between the existing village and the bypass. The main vehicle access is off White Horse Lane.

Figure 14: Trowse with Newton Site Allocations in the Adopted South Norfolk Local Plan Site Specific Allocations and Policies Document (2015)⁹



⁹ [Appendix B2 - South Norfolk Site Specific Allocations and Policies Document \(Section 2-3\) \[PDF\]](#)
(southnorfolkandbroadland.gov.uk)

South Norfolk Council provided an update in April 2023 on the position of the TROW1 Allocation.

- **Phase 1:**
 - 85 homes on 4.52 Ha under detailed permission 2016/0803 after outline 2013/0463.
 - 66 market homes and 32 affordable homes, 13 of which were delivered under the separate full permission 2016/0805. $85+13 = 66+32 = 98$.
 - For phase 1, all but 4 market homes have been completed (i.e., including all 32 affordable housing). The remainder are expected to build out in the next couple of months.
- **Phase 2:**
 - 83 homes on 4.33Ha under full permission 2019/2318.
 - 60 market and 23 affordable housing. Commenced but no units completed yet.
 - Starting from 2023/24, these are expected to deliver at 25 units per annum until complete.

The allocation phase 1 on the western part of the site already had outline planning permission (reference 2013/0463) granted in 2014 for up to 99 dwellings. This secured detailed permission (2016/0803 & 2016/0805) for 98 dwellings (85 plus 13 respectively) and the majority have been built out. Phase 2 of the allocation is the eastern half of the site this was subject to a detailed planning application submitted in November 2019 for a proposed 83 dwellings, vehicular access, landscaping, open space, and associated infrastructure (application reference 2019/2318). This was decided and approved with conditions in December 2020.

The latest GNLP housing forecast notes from April 2022 onwards that there will be a total of 90 net new homes on the TROW1 site Land on White Horse Lane and to the rear of Charolais Close & Devon Way. Detailed notes stated:

Norfolk Homes are committed to progressing the site and have agreed a Joint Delivery Statement D8.S18. 7 dwellings forecast for 2022/23 have detailed consent (2016/0803 & 2016/0805) and are under construction.

The remaining 83 dwellings have detailed permission consented under 2019/2318, and this permission has drainage conditions that are instructional only and are therefore not prevented from being discharged as a result of nutrient neutrality. The trajectory is based on the Joint Delivery Statement from Norfolk Homes who are undertaking ground works because it is considered that drainage conditions can realistically be considered to be discharged prior to construction having to halt¹⁰.

¹⁰ GNLP Post-submission examination documents- topic papers D3.2E- Part 2 Housing Forecasts September 2022. Source: [D3 - Topic Papers | GNLP](#)

The planned developments will be staggered in terms of delivery, as shown in **Figure 15**, with the May Gurney permission not expected to begin on site until at least 2024/25. No housing forecast was given for May Gurney in the latest GNLP post examination papers.

Figure 15: Estimated forecast delivery of planned housing developments (Source: GNLP 2021¹¹; 2022 footnote 9 and 11; South Norfolk Council Update, April 2023)

Location	type	No.	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27
Phase 1 TROW1 Land on White Horse Lane and to the rear of Charolais Close & Devon Way (TROW1)	Detailed/full 2016/0803 and 2013/0463	98	28	25	34	7	4			
Phase 2 TROW1 ¹²	Detailed/full 2019/2318	83					25	25	25	8
Devon Way/ Hudson Av.	Outline 2014/0981	75			2- Already built out	13	25	25	12	8
May Gurney Site	Outline (Part of East Norwich Allocation)	90						20	50	20

Given the constrained nature of the previous primary school on Dell Loke/ White Horse Lane, TROW1 delivered a new primary school which helped increase the number of pupils. The new site (TROW1) lies adjacent to the Trowse bypass on Pepperpot Drive. The new site opened in November 2020 and the school has grown from 105 children to approximately 167 children. The latest Ofsted Report stated the number of pupils in April 2023 were 147¹³. As stated on the Primary School website, the school plans to keep growing over the next few years with a population of 210 children. They also have a nursery on site, run by 'Chapelfield Children's Day Nursery', which opened September 2021. Many of the children

¹¹ GNLP Post-submission examination documents- topic papers D3.2C-Topic Paper 1 Policy 1 Appendix 4 Spreadsheet Update 23/11/2021. Source: [D3 - Topic Papers | GNLP](#)

¹² GNLP Post-submission examination documents- topic papers D3.2E- Part 1 Housing Forecasts September 2022. Source: [D3 - Topic Papers | GNLP](#)

¹³ [Trowse Primary School - GOV.UK \(get-information-schools.service.gov.uk\)](https://www.gov.uk/get-information-schools.service.gov.uk)

come from various surrounding villages and Norwich itself to attend Trowse. Currently, approximately 60% of the children who attend the school do not live in the catchment¹⁴.

TROW2 is an allocated site south-east of the A47 for a Park & Ride Site, yet to move forward but as stated previously is expected to be built out 2023/2024 onwards. Furthermore, there is a large horticultural development for glasshouses at between Kirby Road and the bypass (permission reference 2018/1246). This, and the other developments have generated and will continue to generate, a considerable amount of Community Infrastructure Levy funding.

Looking forward at the emerging Greater Norwich Local Plan (GNLP) which is still at examination and expected to be adopted in 2024, Trowse is still considered to be a fringe parish and the village part of the Norwich Urban Area. The emerging GNLP sets out that existing housing commitments as of 2018/19 amounted to 244 up to 2038, and it is being proposed that there will be no additional allocations in Trowse. This is not to say that there will not be modest 'windfall' development within or adjacent to the village over the plan period to 2038. This will be allowed under emerging Policy 7.5. The emerging GNLP also refers to a masterplan for the regeneration of East Norwich, including the Deal Ground/ May Gurney site, and that this will include improved links from Trowse to Bracondale and Yarmouth Road.

Looking back through completions data, prior to the current Norfolk Homes development, there has actually only been one house completed in the past 10 years (i.e. since 1 April 2009), which is 4 -bed, market house, adjacent to 5 Newton Close, completed in 2010/11. Prior to that the last completions were in 2004/05, which were the Whittingham Hall redevelopment and the Hopkins Homes development at Hudson Avenue/Devon Way. For the current Norfolk Homes development, 12 completions have been recorded so far for 2019/20, although this will need updating regularly as the site is built out.

Issues:

- **Planned housing development and the larger new primary school will increase traffic within the village, especially at peak time in the morning.**
- **Despite the housing growth and increase in village population, the increase in the school capacity will likely mean taking in more children from outside Trowse, and they are more likely to be driven to school.**
- **Although there is no further planned growth in Trowse, smaller 'windfall' developments are still likely, and so ensuring they are of high-quality design will be important.**
- **The planned improved cycling and walking links to Norwich could reduce some car use.**
- **The planned development will shift the village so that its spatial centre will move. The issue is whether this shifts the functional village centre**
- **The various developments will generate considerable CIL monies.**
- **Prior to Norfolk Homes, only one new dwelling built over the last 10 years**

¹⁴ [Trowse Primary School - An introduction....](#)

5. Affordable Housing

Affordable housing comprises:

- Affordable housing to rent from a registered provider
- Shared ownership or shared equity
- Starter homes (at least 20% below market value for first time buyers)
- Discounted market sales housing (in South Norfolk, this is usually around 75% of the market value)

So, some of these options offer a more affordable route to home ownership. All of these types are available as entry-level homes on exception sites, so restricted to people for whom it will be their first home, either rented or bought.

Not including any new homes delivered on the White Horse Lane development, there are only affordable homes for rent in Trowse, mostly one-bedroomed bungalows on The Dell (see **Figure 16**).

Figure 16: Affordable homes in Trowse

	1 Bedroom	2 Bedrooms	3 Bedrooms
Sheltered bungalow	29		
Bungalow		5	
Flat	4		
House		1	4
Total	33	6	4

It is South Norfolk Council's practice to include a local connection cascade in S106 agreements giving priority to people with a close connection to the parish. Of the properties in the above table, this applies to:

- 4 x 1 bedroom flats
- 3 x 3 bedroom houses

Phase 1 of TROW1 (4.52ha) has been predominantly built now having secured detailed permission (2016/0803 & 2016/0805) for 98 dwellings in total. Permission 2016/0803 is delivering 19 affordable homes, a mix of 1 and 2 bedroomed, both rented and shared equity/ shared ownership. Permission 2016/0805 will deliver 13 affordable homes.

Phase 2 of the TROW1 allocation is the eastern half of the site (4.33ha) which has full permission (2019/2318) for 83 homes. This will deliver 23 affordable homes, being a mix of 1, 2 and 3 bedroomed, both rented and shared equity/ ownership. **Figure 14** sets this out by number of bedrooms.

Figure 17: Mix of affordable homes being delivered by TROW1

Bedrooms	TROW1 phase 1	TROW1 phase 2	TROW1 total
1	13	4	17
2	19	10	29
3	0	9	9
4+	0	0	0
Total	32	23	55

Combined, TROW1 will therefore deliver 55 affordable homes in Trowse over the next few years, more than doubling the number in the parish. Around half of these will be shared equity or shared ownership, which will be more than 10% of the supply for affordable home ownership in South Norfolk (224 in total) up to 2025¹⁵. Overall, the planned provision of affordable homes is a good mix, meeting need and demand for a range of households.

Issues:

- **The local need for affordable housing will likely be satisfied in the medium term by the planned delivery of TROW1.**
- **The planned affordable housing at White Horse Lane will provide opportunities for affordable home ownership in the village, which is currently lacking.**

¹⁵ Report to Broadland DC Place Shaping Panel, July 2019.

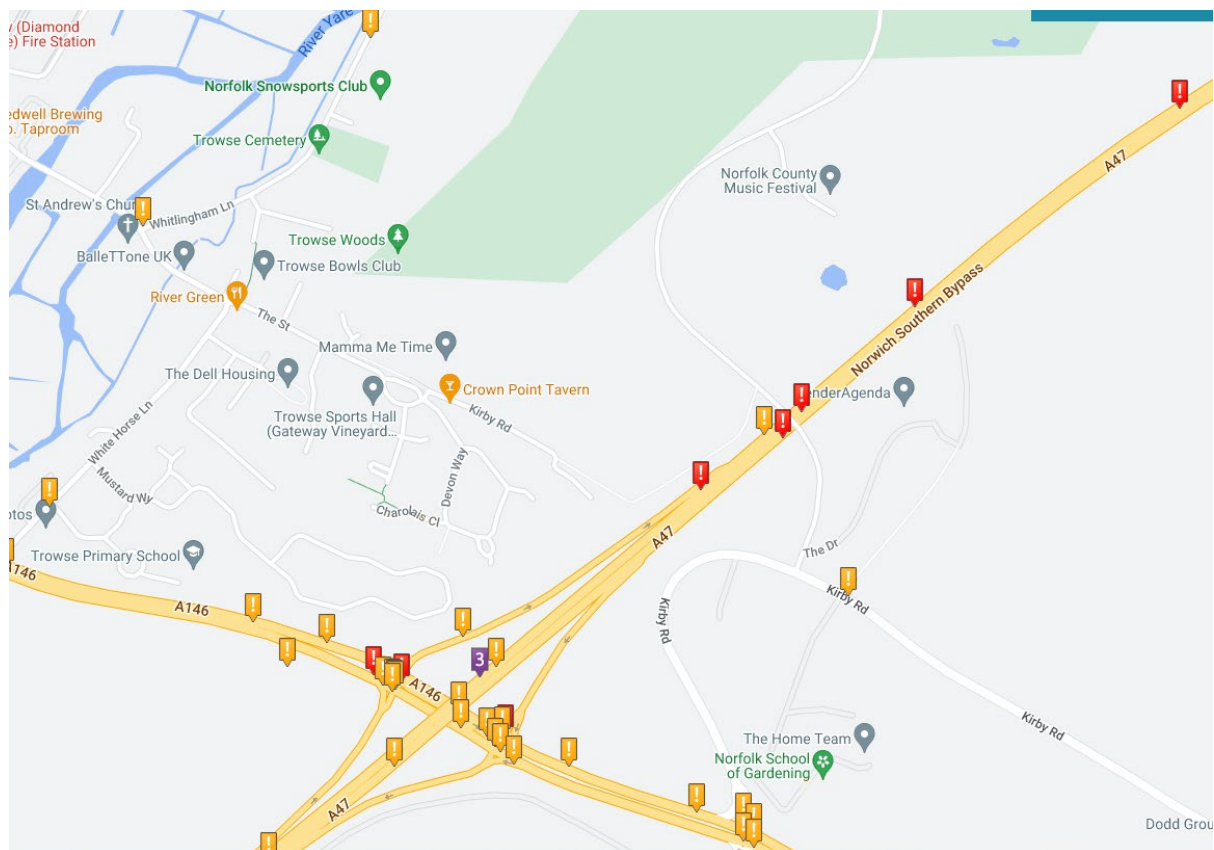
6. Transport Infrastructure and Connectivity

In general, Trowse is well connected.

The A47, A146 Trowse By-pass and outer ring road combine to take most of the through traffic out of the village, supported by an access restriction along White Horse Lane in the morning peak period. The roads within the village, principally The Street, Whitlingham Lane, White Horse Lane, and Bracondale are therefore reasonably quiet and subject to either a 30mph limit or a 20mph speed limit.

The relative quietness of the local roads is reflected in the accident statistics. Over the most recent five-year period (2017-2021) there have been no fatal accidents, approximately seven serious accidents which happened along the A146 or Norwich Bypass within the neighbourhood area and a number of slight accidents. The majority of accidents on **Figure 18** happened outside of the built-up area of Trowse. Along residential or country lanes within the parish there have been three slight accidents these include two accidents on White Horse Lane and two at the junction of The Street and Whitlingham Lane. Just outside the parish, it's a different story, with accident cluster sites at County Hall roundabout, and the traffic signalised junction of the A146 Trowse bypass and outer ring road.

Figure 18: Road Traffic Accidents between 2017-2021 (Source: www.crashmap.co.uk)



Vehicle access to the strategic highway network, the A47 southern bypass, is good, being just a 5-minute drive via Bracondale, the ring road and the A146 Trowse By-pass. Vehicle access to Norwich is via Bracondale and either King Street or Queens Road/ Ber Street.

Trowse has reasonably good sustainable access to Norwich with its vast range of options. Norwich city centre is around a 30-minute walk. Crossing at the signalised junction of Bracondale and King Street is tricky however, although many residents will use the route via King Street. Cycling is an option via Bracondale and King Street along National Cycle Network route 1, some of which is off-road, although a lot of the route is uphill so may not be suitable for everyone. The emerging GNLP to 2038 suggests that as part of the Eastern Norwich regeneration plans, routes for those walking and cycling should be improved.

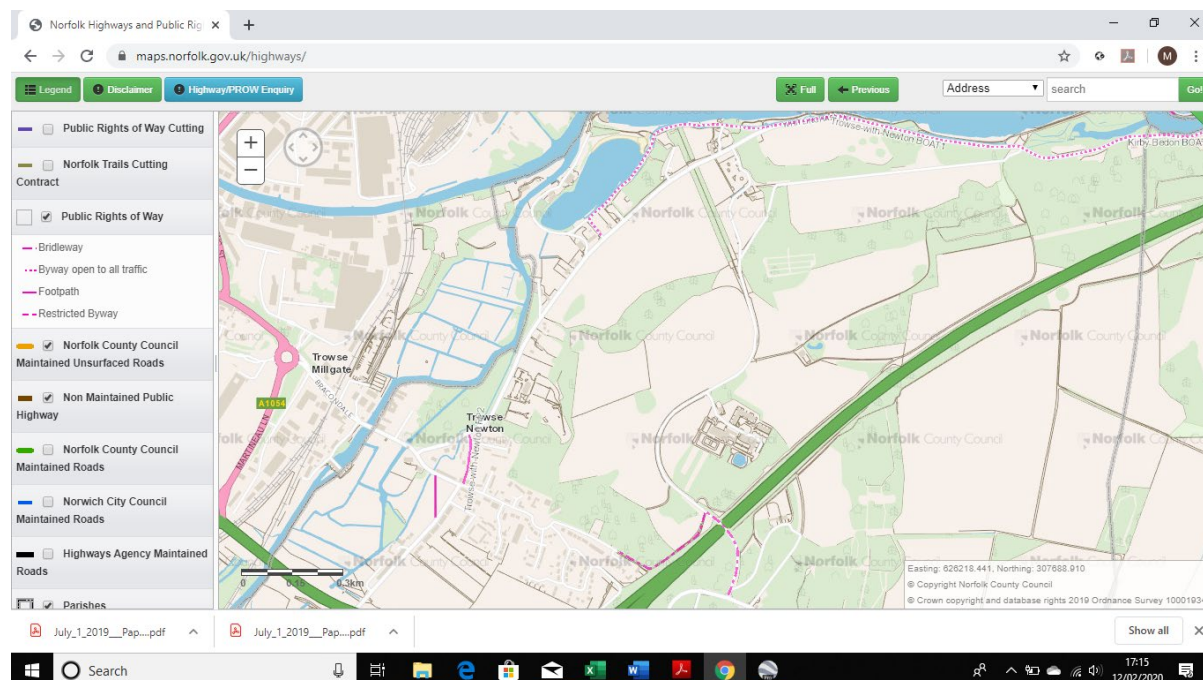
There is also a frequent bus service to Norwich which can be caught opposite County Hall, about a 10-minute walk from Trowse centre, although again crossing the road presents a barrier. A less frequent service goes through the village and so is easier to access near the village store. A bus service also provides access to Poringland and this can be caught opposite County Hall on Martineau Lane or, less frequently, in the centre of Trowse. High School children attending Framingham Earl can also get a bus. For wider access, Norwich (or Thorpe) train station is only a 20-minute walk or less than 10 minutes by bicycle. Trains to Diss and London are every 30 minutes, whilst there are also services to Cromer/ Sheringham, Great Yarmouth/ Lowestoft, and Cambridge/ Stansted Airport.

Access to facilities along Whitlingham Lane is good, especially for cyclists, with all of the route subject to either 20mph or 30mph speed limits, as well as pedestrians with footways for much of the route.

The relative quietness of the local streets also invites on-street car parking by residents and non-residents. Indeed, with the number of terraced houses, residential on-street parking is a given for many. Considerable on-street car parking, especially along Whitlingham Lane, is evident during the working week, mainly as a result of staff at County Hall parking in Trowse because of parking restrictions at County Hall. Match-day on-street parking by football supporters is also evident; Carrow Road is only a 15-minute walk from Trowse. Football related parking tends to be very extensive, but relatively short-lived. Furthermore, at weekends some users of the country park leave their vehicles along Whitlingham Lane rather than use the pay and display car parking available near the café.

Figure 19 shows the Public Rights of Way in Trowse (pink).

Figure 19: Public Rights of Way



Recreational access into the countryside and open space is seen as important for mental as well as physical well-being. It is not obvious that access into the countryside is very good, which is unusual for a South Norfolk village. No doubt this is partly because of the unique location, being close to Norwich and being bounded by a number of significant and busy roads, the railway and the River Yare.

Be that as it may, residents and visitors do enjoy access to Trowse Woods and there are a number of well-used walking opportunities to and around the broads and country park.

Issues:

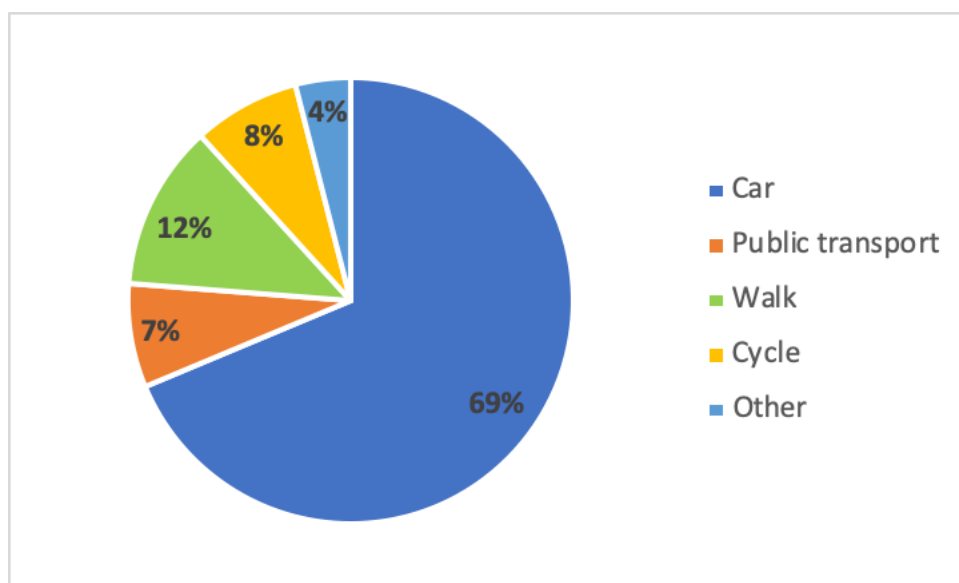
- **Walking into Norwich via Bracondale/ Queens Road is tricky at the signalised junction, but will improve in the medium to long term with the East Norwich regeneration project.**
- **Accessing the frequent bus service into Norwich at county hall is difficult because of the lack of pedestrian crossing facilities, but the planned housing growth could encourage the bus company to divert more services through the village.**
- **Off road access into the countryside is relatively poor for a village; Whitlingham Broads and the country park are around one mile from the village.**
- **The overall good connectivity is likely to continue making Trowse a desirable place to live.**
- **On-street parking is an issue, exacerbated by the number of terraced houses.**

7. Travel to Work and Car Ownership

At the time of the 2011 Census the average distance travelled to work was just under 10 miles, which is less than the district average of 11 miles, but higher than perhaps would be expected given Norwich city centre is just 1.5 miles away from the main village. It's possible that people are travelling to higher value employment opportunities elsewhere. Norwich Research Park, the hospital and Broadland Business Park are all located around 5 miles away. 44% of residents travel less than 3 miles (5km) to work, which is double the proportion for the district. 13% of people indicated that they work mainly at or from home, which is the same as the district average, but higher than the 10% of people who work from home nationally.

The car was the most popular mode for travelling to work with 69% of working residents driving or being a passenger. Note that those residents working from home have been excluded. This is slightly higher than the national average of 69% but lower than the district average which is 81%. Given the proximity to Norwich and existence of walking and cycle routes these modes of travel to work are relatively high – a fifth of people travel to work on foot or by bike. This means that good walking and cycle connections will be important to people, see **Sections 4 and 6** for further information on this.

Figure 20: Mode of Travel to Work (Census,2011)



The Census 2021 data suggests that habits of travelling to work have slightly changed, however, these results were gathered through the Covid-19 pandemic so have to be observed with caution since people would have been working from home due to travel restrictions at the time. The data stated that 51.7% of people in the parish worked mainly from home and the next popular option was driving a van/car to work (36.4%), going by foot (6.3%), cycling 2.9% and other options were below 1% including passenger in a car, taxi, train and other.

Regarding distance travelled to work, the Census 2021, again showed 50.8% of people mainly worked from home followed by 29.6% travelling less than 10km (around 6-7 miles) followed

by 10-30km (8%), other (7.2%) and 4.3% travelling a distance of 30km or more (approx. 20 miles).

Figure 21: Car Ownership (Census, 2011)

	Trowse	South Norfolk
No Cars or vans	13%	12%
1 Car or van	47%	42%
2 Cars or vans	33%	34%
3 Cars or vans	5%	8%
4 or more cars or vans	2%	3%

Car ownership levels are fairly average for the district. At the time of the 2011 Census 50 households did not own a car (13%), with these people reliant on local service provision and access to higher order services elsewhere, see **Section 8**. The Census 2021 revealed that this figure dropped slightly to 12.6% where households did not own a car. Other percentages remained similar with the most popular options of car ownership in Trowse being 1 car (47.6%) and 2 cars (32.3%) followed by 3+ cars (7.2%)

Issues

- In 2011, a fifth of people travelled to work on foot or by bike, meaning that good walking and cycle routes, especially those into the city centre, are important. The results of the Census 2021 which took place through the Covid-19 pandemic showed that the % of people working from home has increased meaning there may be more opportunities for people needing workspaces in their homes moving forward. As well as this the point on having good access to walking and cycling routes will also be important since more people will be in the parish on a daily basis needing access to services.
- Car ownership levels will result in high demand for home-based car parking spaces.

8. Local Service Availability

Trowse generally does well for local services, facilities, and employment.

Within the village there is Trowse Primary School, soon to be replaced with a new larger school, the Manor Rooms/ village hall, the village store, two public houses, a play area on Trowse Common and a football pitch, Sports Hall, a vegetarian restaurant, allotments, and St Andrews church. Although just outside of the parish, Redwell brewery operates a taproom some evenings and on special occasions.

Just outside the village along Whitlingham Lane there is a ski-centre and of course the country park for recreation. Whitlingham Lane is also part of National Cycle Network 1. Just up Bracondale but outside of the parish there are a number of local employment opportunities, such as along Europa Way and at County Hall.

As described earlier, the parish also enjoys reasonable access into Norwich with its vast number of services and facilities, as well as to Riverside.

The only obvious shortcoming is the absence of a GP surgery in the village. The nearest ones are Lakenham and Tuckswold. Currently, Lakenham has spare capacity, and in the Norwich Urban Area, the combined surgeries are currently under capacity. Locationally, and bearing in mind planned growth, the likely deficit will be to the north and northwest of Norwich¹⁶. It is unlikely that Trowse is large enough to justify a GP surgery, even with the planned growth, using NHS formula of 1,750 patients to 1 GP.

Issues:

- **The village does not have a GP surgery, but the population and level of planned growth makes any provision unlikely.**
- **Local service availability is reasonable and is likely to continue making Trowse a desirable place to live, as well as visit for recreational reasons.**

¹⁶ Greater Norwich Local Plan Infrastructure Needs Report

9. Natural Environment

Environmental Designations

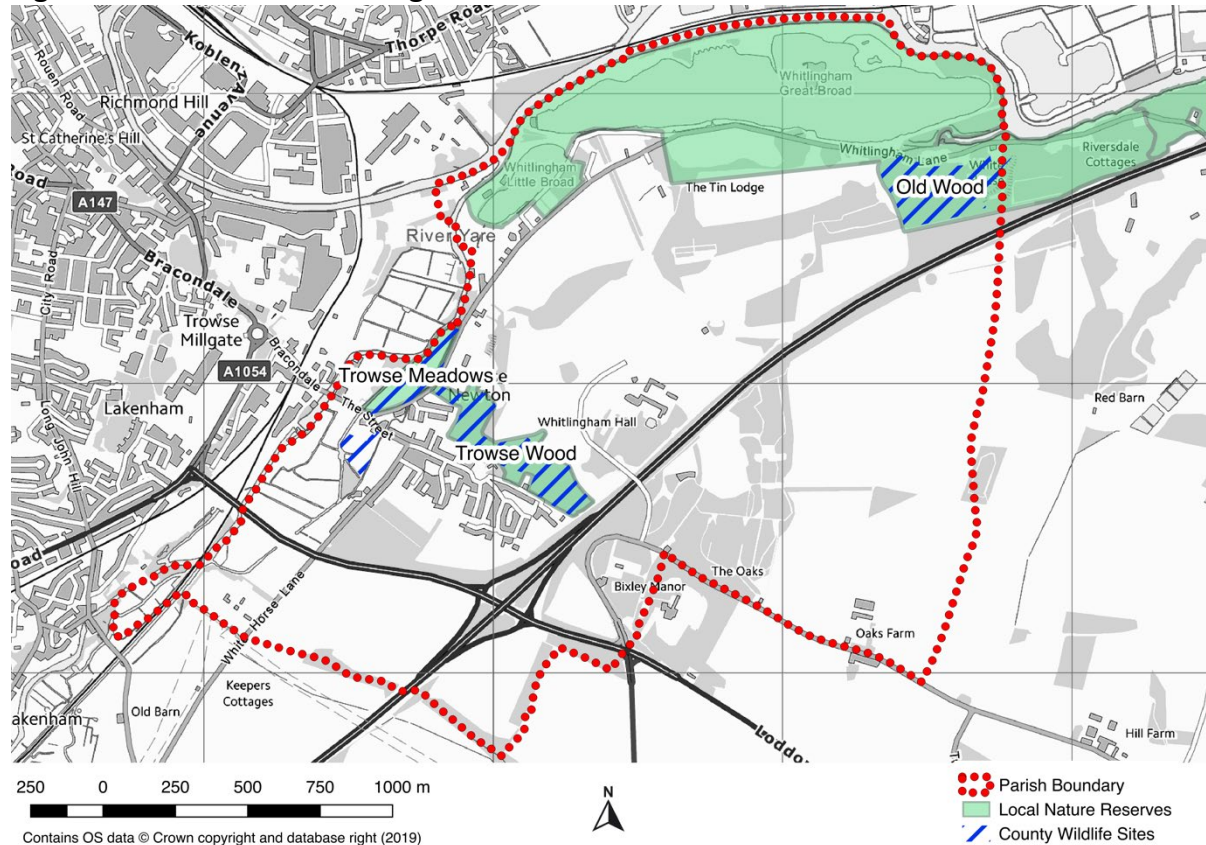
There are no national or internationally designated wildlife sites, but Whitlingham Country Park was designated a Local Nature Reserve (LNR) by the Broads Authority in 2009. It encompasses the Great and Little Broads up to the banks of the River Yare, Whitlingham Woods at the eastern end of the Park, the Picnic Meadow to the south of Whitlingham Lane, Trowse Meadow and Trowse Woods. There are three County Wildlife Sites (CWS) which overlap, as highlighted on **Figure 22**. A small area of the Trowse Meadows CWS is not designated a LNR, which means that although it will be considered in planning terms, it does not have the same level of protection.

The park has an important role in conservation and biodiversity of the Yare Valley overall, providing connectivity to other habitats which support Broadland wildlife of varying levels whilst also offering green space to local people, visitors and schools for education and recreation. Certain parts of the park are promoted for use by the public; other more sensitive areas are restricted so that wildlife can remain undisturbed¹⁷.

Whitlingham Country Park is also important historically, being part of the larger Crown Point Park, see **Section 11**. It includes the ruin of a monk's manor house, ancient chalk workings and evidence of Palaeolithic and Neolithic flint-knapping. In 1988 a planning agreement was made between Norfolk County Council and the Crown Point Estate for the extraction of gravel from the site and it was decided to develop it into the Broads and park. Whitlingham Little Broad was opened to the public in 1997 and the Great Broad in 2004.

¹⁷ www.whitlinghamcharitabletrust.com

Figure 22: Environmental Designations

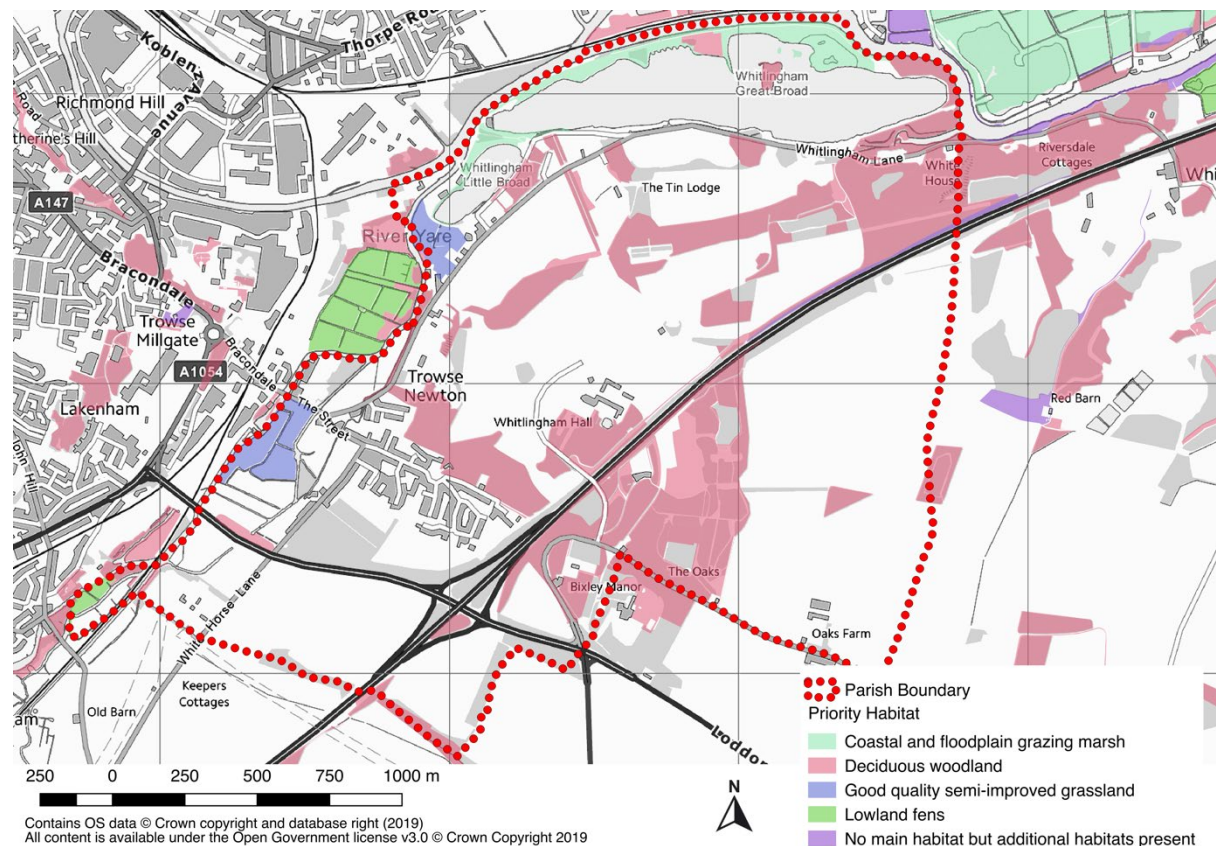


Priority Habitat

Parts of the parish contain priority habitat —which are habitats and species of principal importance in England; England alone includes 56 habitats and 946 species which are listed as priority for public bodies, landowners, and relevant bodies to consider for biodiversity conservation¹⁸. The predominant type of priority habitat in the neighbourhood area is deciduous woodland but there is also a strip of coastal and floodplain grazing marsh which runs along Whitlingham Broads (see **Figure 23**). Not all of these will be protected under national designation, though they can be sensitive to development and should be considered when growth is being planned to avoid negative impacts.

¹⁸ [Habitats and species of principal importance in England - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/publications/habitats-and-species-of-principal-importance-in-england)

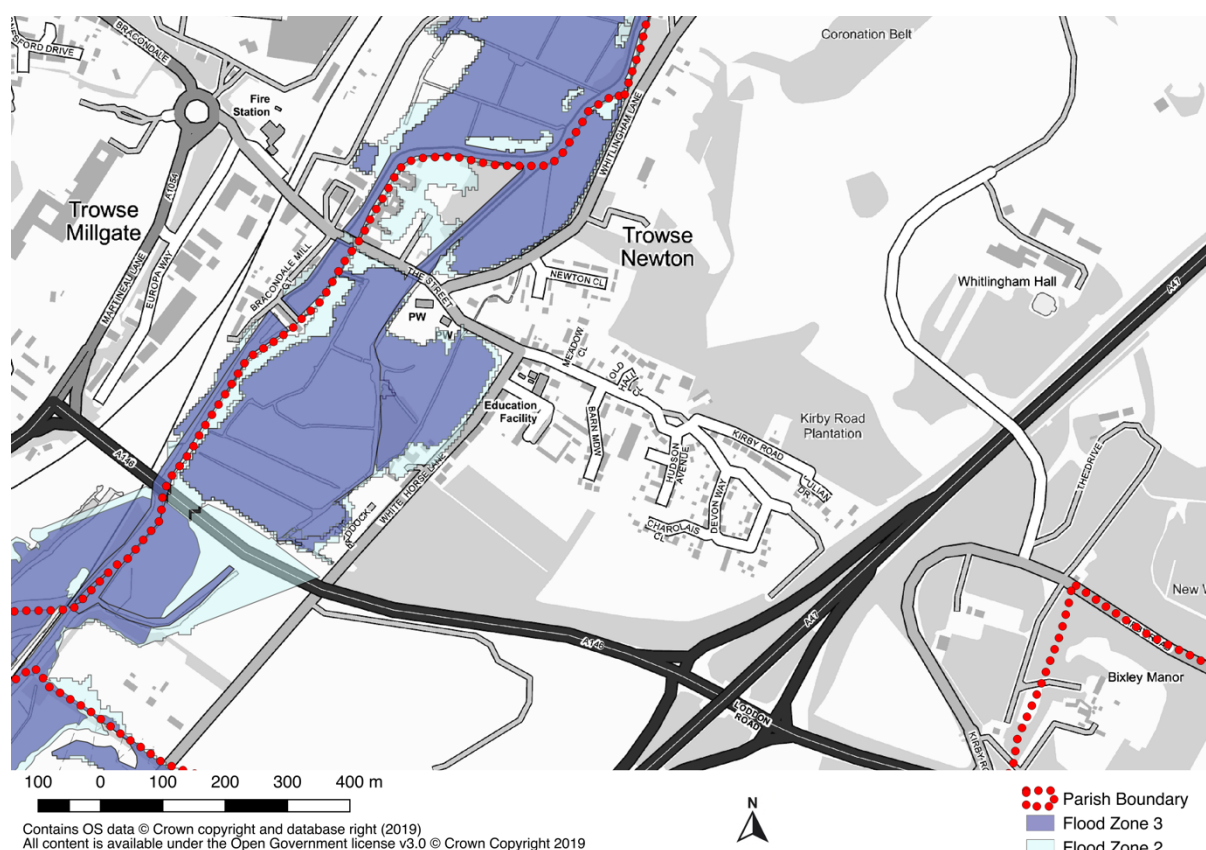
Figure 23: Priority Habitat



Flood and Water

The area surrounding the River Yare falls into Flood Zones 2 and 3, see **Figure 24**. This means there is a 1 in 100 or greater annual probability of river flooding (Zone 3) or probability of 1 in 1,000 of flooding (Zone 2). The extent of flooding from rivers and the sea are at a higher risk along the River Yare or near the Whitlingham Little Broad and Whitlingham Great Broad (**Figure 25**). The strategic policy contained in the Local Plan and National Planning Policy Framework will seek to ensure that development is sited away from areas at risk of flood.

Figure 24: Flood Zones (Environment Agency, 2019 dataset)



Surface water flooding is a general term which covers flooding from runoff of rainwater from impermeable surfaces, groundwater in areas where water has percolated into the soil on high ground and emerges into lower areas, and flooding from small streams, drainage ditches, drains or sewers¹⁹. According to Environment Agency datasets, there are areas of localised surface water flooding (ponding) and surface water flow paths present within the parish. **Figure 26** shows that the highest risk of surface water flooding in the neighbourhood area are along Whitlingham Lane and for some properties and their gardens particularly those near to the Trowse Common along The Street, Devon Way, and Kirby Road. Any new development will be expected to manage its own surface water on site, ideally using Sustainable Drainage Systems (SuDS).

Definitions:

- High risk: each year, the area has a chance of flooding of greater than 1 in 30 (3.3%)
- Medium risk: each year, the area has a chance of flooding of between 1 in 100 (1%) and 1 in 30 (3.3%)
- Low risk: each year, the area has a chance of flooding of between 1 in 1,000 (0.1%) and a 1 in 100 (1%)
- Very low risk: each year, the area has a chance of flooding of less than 1 in 1,000 (<0.1%)

¹⁹ [Surface Water Management Plans - Norfolk County Council](#)

Figure 25: Extent of flooding from rivers or the sea (Environment Agency, 2023²⁰)

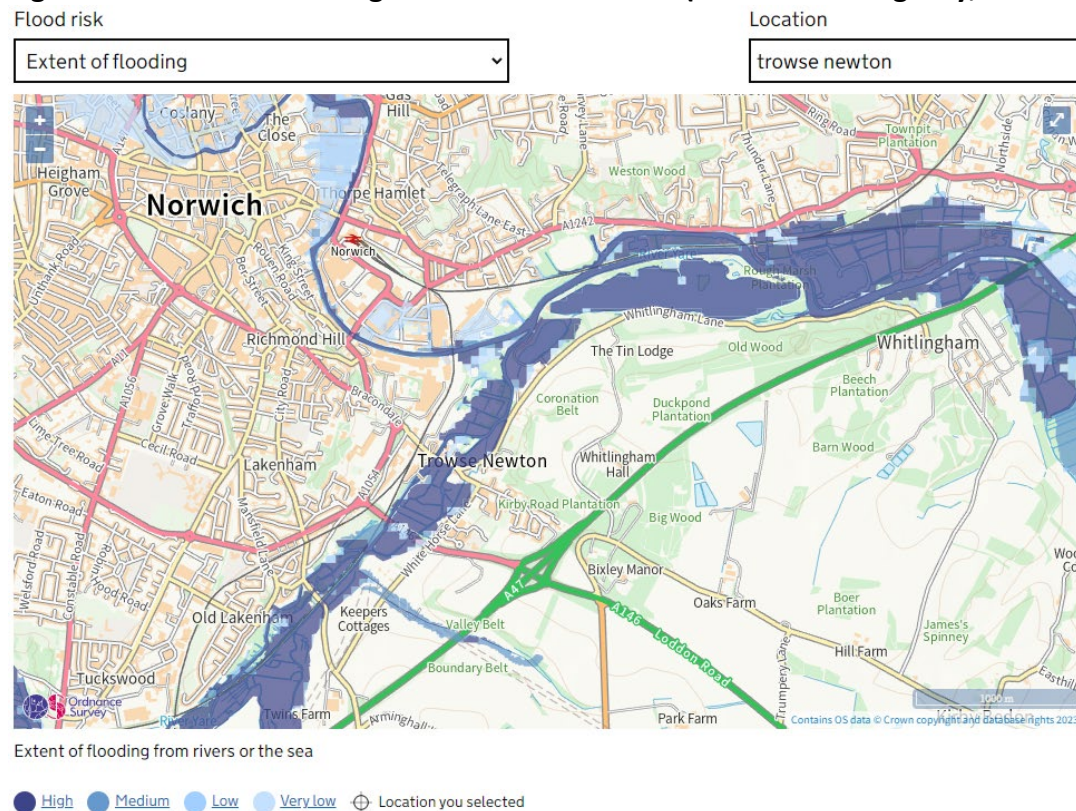
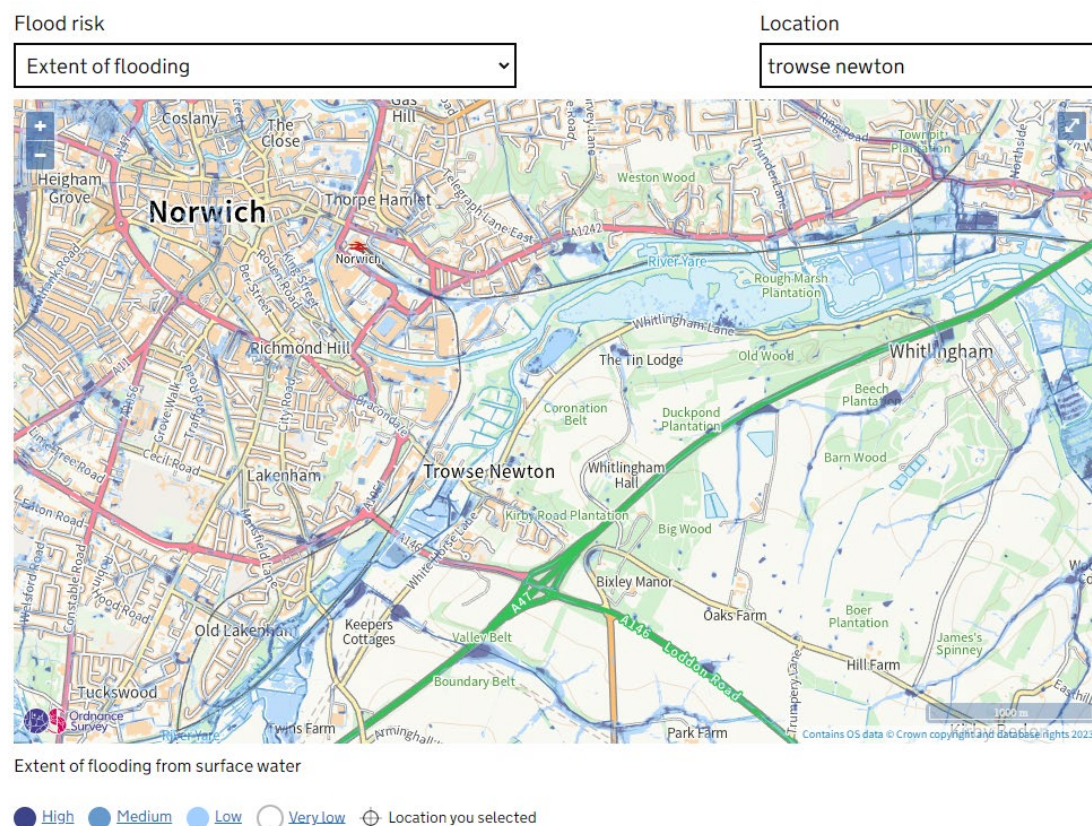


Figure 26: Surface Water Flooding (environment Agency, 2023)²¹



²⁰ <https://flood-warning-information.service.gov.uk/long-term-flood-risk/map>

²¹ [Learn more about this area's flood risk - GOV.UK \(check-long-term-flood-risk.service.gov.uk\)](https://www.gov.uk/check-long-term-flood-risk)

According to LLFA datasets (extending from 2011 to present day), there is one record of internal flooding and no records of external/anecdotal flooding in the Parish of Trowse Newton. The LLFA note that all external flood events are deemed anecdotal and have not been subject to an investigation by the LLFA²².

Biodiversity and Green Corridors

Natural England has recently launched a green infrastructure tool to help areas including cities and towns turn greener and allow individuals to have good access to quality green and blue spaces within 15 minutes of their home. The green infrastructure tool is aimed at planners and developers to help make a significant contribution to nature recovery and embed nature and connectivity to rich habitats into new developments²³.

The green infrastructure framework sets out 15 principles which are based on why, what, and how. One principle which is **“Why 3- Thriving and prospering places”** is important to help create and support prospering communities with green infrastructure that benefits everyone and adds value by creating high quality environments, support the local economy, regeneration and attract businesses. Some of the important factors coming out of the improvement of green infrastructure is the provision of quality green space, creating connectivity, and spreading benefits through networks rather than high investment in individual sites. Added GI value can also be a selling point to developers and investors since it could add further value to properties, create appealing landscape elements, opportunities for recreation, climate resilience and a strengthened sense of the community.

To achieve principle 3 at a strategic GI level Natural England says plans and policies should ensure GI is a central objective for new development and regeneration²⁴. The idea of creating green corridors is similar to greenway, however with a focus on creating better connectivity for biodiversity and enhancing the movement of wildlife linked to existing spaces. Green corridors is a concept which in planning guides for GI is considered to be predominantly linear routes that provide a wide range of characteristics including conservation emphasis²⁵.

The Trowse NP looks to introduce green corridors into the neighbourhood plan where relevant and linked to wider ecological networks and existing green spaces, trees, hedgerow margins, water bodies, priority habitat networks and wildlife sites. This has been identified using mapping systems (QGIS) to make informed judgements on the matter using open source data from Natural England and requested off Norfolk Biodiversity Information Service (NBIS) via Norfolk County Council. The idea of connecting green corridors with nature reserves and other habitats is likely to make them more effective when they link together as stated in the GI planning guide. This also is relevant when making informed judgements using mapping systems such as QGIS or ARC GIS for the interaction and linking of GI networks (pg 26 of footnote 24).

²² Information was shared by the LLFA at Regulation 14.

²³ [Natural England unveils new Green Infrastructure Framework - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/news/natural-england-unveils-new-green-infrastructure-framework)

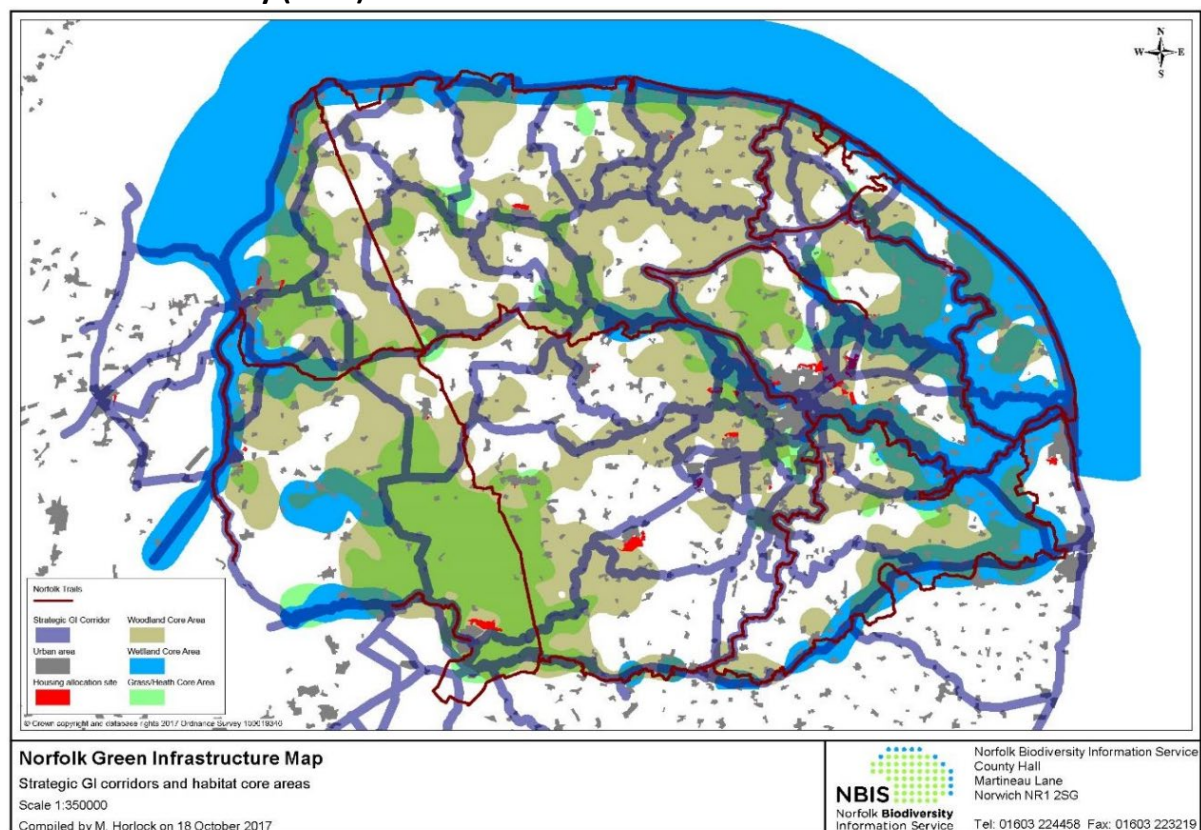
²⁴ [GreenInfrastructurePrinciples.pdf \(naturalengland.org.uk\)](https://naturalengland.org.uk/greeninfrastructureprinciples.pdf)

²⁵ Davies, C. MacFarlane, R. McGloin, C. Roe, M. (No Date). Green Infrastructure Planning Guide. Version 1.1. Source: [Microsoft Word - GREEN INFRASTRUCTURE V1.1 CM 080506.doc \(greeninfrastructurenw.co.uk\)](https://greeninfrastructurenw.co.uk/greeninfrastructurenw.co.uk)

A strategic GI corridor covers the whole of Norfolk and **Figure 27** is presented in the Greater Norwich Local Plan Green Infrastructure Study (2020)²⁶. This GI corridor falls within Trowse and is being taken forward in the emerging GNLP as shown in **Figure 28**. As stated in the Greater Norwich GI Study (2020) “the allocation at the May Gurney Site sits within the junction of the key strategic GI corridors directly adjacent to Wherryman’s Way and Boudicca Way Trails. It sits adjacent to the River Wensum which forms one of these GI corridors. GNLP0360 Land at the Deal Ground is also adjacent to the River Yare which forms another strategic GI corridor. Local Nature Reserves lie to the east at Trowse and Whitlingham Country Park. Other areas of greenspace exist close by. The sites are directly linked to the Norwich core cycle network and National Cycle Network route 1 is also directly adjacent. As such the sites are well connected to existing GI. The River Wensum and River Yare are GI priorities within GNIP and opportunities should be developed to increase access to and along both rivers. Development of suitable crossings should also be investigated to enhance access to existing and new GI.”

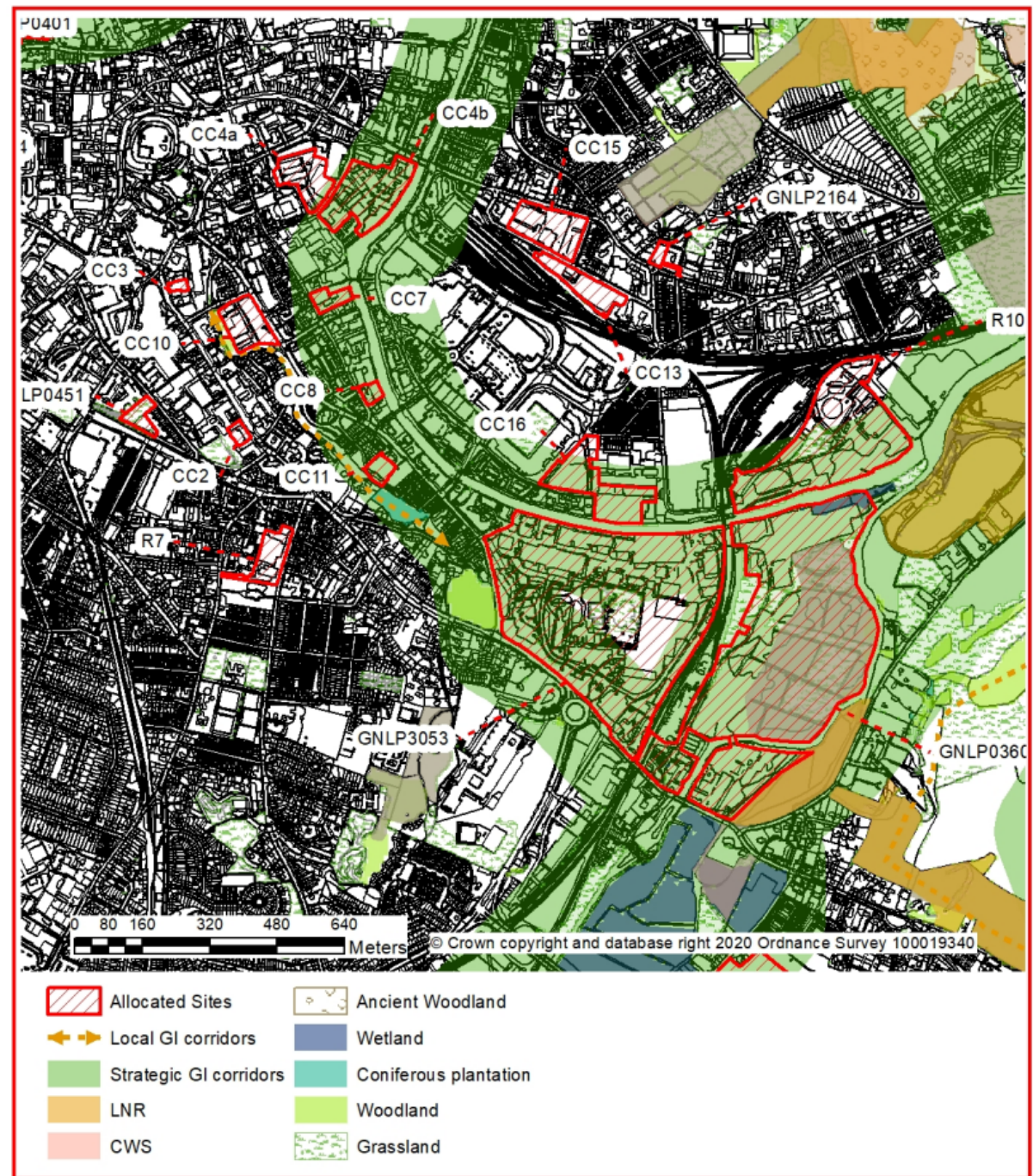
The neighbourhood plan wishes to add further detail to current GI strategic corridor in the Trowse area which would also be beneficial from wildlife connectivity.

Figure 27: Norfolk Green Infrastructure Map (Source: Greater Norwich Local Plan Green Infrastructure Study (2020))



²⁶GNLP Regulation 19 Publication Evidence Base Green Infrastructure Study. Source: <https://www.gnlp.org.uk/sites/gnlp/files/2021-02/01%20GNLP%20GI%20Study%20Report.pdf>

Figure 28: Norwich Map 10- Biodiversity- R10 (May Gurney Site) (Source GNLP, 2021 Norwich Map 10+ UEA)



Issues:

- A small area of Trowse Meadows County Wildlife Site is not designated as part of the Whitlingham Country Park Local Nature Reserve, which means it does not have the same protection in planning terms. The working group could consider designating this as Local Green Space.
- Flood risk from the river is an issue to the west of the village, along the river. This will constrain the location of future development.

- **Surface water flooding is also an issue in parts of the village and this could worsen if future development does not manage its own surface water on-site.**

10. Landscape Character

Trowse's landscape is distinct in its remoteness and solitude, despite its proximity to Norwich and the presence of the A47 southern bypass which dissects the area. Important areas of open space such as Whitlingham Country Park and The Common within the village centre create a sense of openness. A large percentage of the landscape falls within the Broads Authority Executive Area which has the equivalent status of a National Park. The Broads as a whole is protected for its natural beauty and national significance and is known for its unique landscape both visually and historically which leads to the attractiveness of becoming a visitor hot spot area. Within the designated neighbourhood area, the Broads identifies Whitlingham Lane and Country Park as its own character area due to features including important open space and parkland features, the ruins of the Trowse Newton Hall and the edge of the city feel to the area. The expansive meadows in Trowse, which flood at times of high rainfall, also create a green buffer between the village and edge of the city development.

Character Areas

The parish falls within two administrative boundaries, South Norfolk District Council and the Broads Authority. Both have undertaken landscape character assessments to support their local plans. The Broads Authority identifies Whitlingham as its own character area. In South Norfolk Trowse falls within the Yare Valley Urban Fringe.

Yare – Whitlingham Lane and Country Park

Key features identified in the appraisal include:

- Important open space with mix of modern sports facilities within late 18th and 19th century parkland setting
- Parkland features are still evident throughout
- The ruins of Trowse Newton Hall form a feature in the landscape
- Elements such as the southern bypass, the railway, pylons and tall buildings are visible from within the character area and reduce its sense of tranquillity.
- Edge of the city feel to the area but the presence of large areas of scrub and woodland help to diffuse the effects of the urban environment.

Opportunities to improve the existing visual buffers between the park and urban areas should be sought. The valley sides, lying outside the character area, make a significant contribution to the areas character and significant change could affect the local landscape. Any development which intensifies or extends the existing recreational or leisure uses within the park will need to carefully assess their effect on the area. Projects should consider mitigating proposals which help to reinforce traditional parkland features and limit the suburbanisation of the area.

Yare Valley Urban Fringe

Key features include:

- Presence of attractive flooded gravel workings
- A sense of remoteness and solitude, remarkable given the closeness to a major city
- Green buffer and comprehensible development edge to Norwich

- Presence of recreational landscapes including country parks and walks
- Strongly influenced by modern transportation corridors, in particular the Norwich Southern Bypass
- Strongly influenced by proximity to Norwich

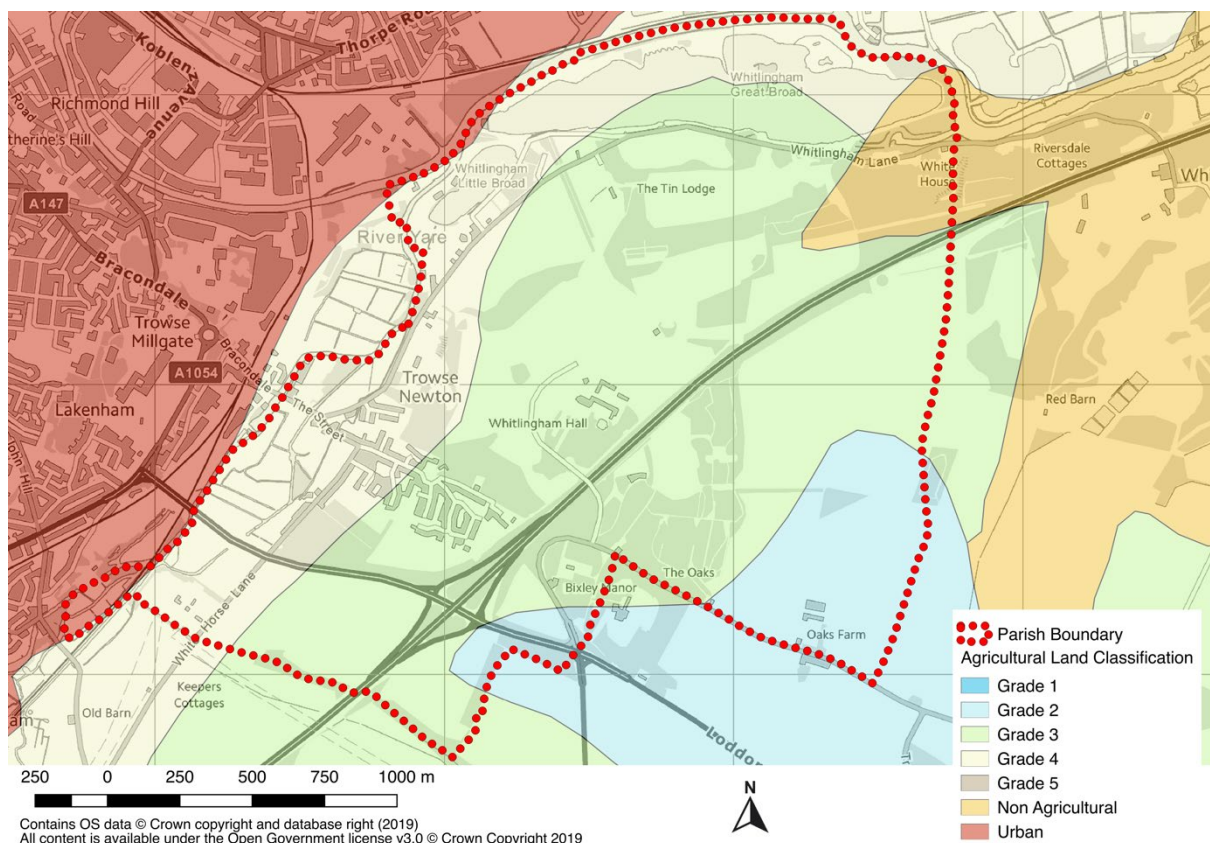
Development considerations include:

- Ensure any new development relates to existing settled crossing points
- Maintain the distinction between settlements
- Ensure new development does not intrude on openness within the valley
- Conserve the ecology of the River Yare
- Protect Scheduled Ancient Monuments within the valley and their settings
- Maintain open views to and from the Southern Bypass, the City of Norwich and important landmarks

Agricultural Land

Farming is the predominant land use in the south-east corner of the parish, off the Kirby Bedon Road, where the soils are higher quality. This area is identified as Grade 2 (and some Grade 3) on the Agricultural Land Classification scale, see **Figure 29**, which indicates good to very good quality agricultural land with minor/moderate limitations that affect the choice of crop and level of yield. This is considered within the best and most versatile land category in the current planning system, with land deemed as the most flexible, productive, and efficient. Much of the rest of the parish is non-agricultural, Grade 3 or 4 and not in active farming use.

Figure 29: Agricultural Land Classification



Issues

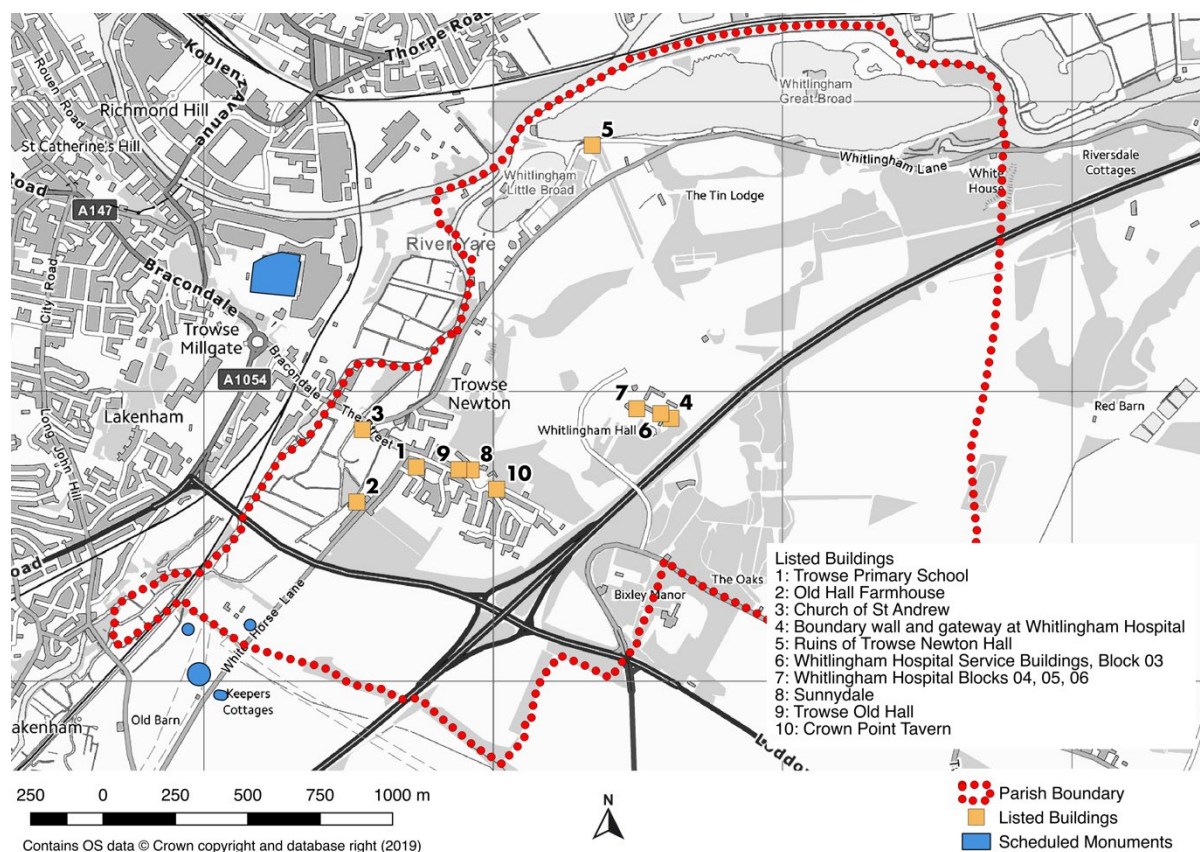
- **The landscape is distinct in its remoteness and solitude, despite its proximity to Norwich. Future development if not planned appropriately could impact upon this.**
- **The south east part of the neighbourhood plan area is in active farming use and has some of the best and most versatile agricultural land, which would be consideration in any planning decisions related to that area.**

11. Historic Environment

Scheduled Monuments

Trowse is situated just to the north of Bixley parish, which contains Arminghall Henge, one of the most important prehistoric discoveries in Norfolk and designated a Scheduled Monument (see **Figure 30**). This Neolithic ring ditch has numerous counter-parts in Trowse, including the Trowse Barrow, as well as a Neolithic ring ditch which shows signs of also being a flint working site. Further evidence of prehistoric flint working sites has also been noted in Whitlingham Country Park, as well as under the southern bypass. This later site shows evidence of occupation through the Neolithic, Bronze Age, Iron Age and into the Roman period, including Iron Age enclosures. Many of these are listed on Norfolk Historic Environment Record²⁷. The site of the Scheduled Monument is considered on Historic England's Buildings at Risk Register.

Figure 30: Scheduled Monuments and Listed Buildings



There are 10 listed buildings within the parish, including the Church of St Andrew which is Grade I listed indicating that it is of exceptional interest. The Church is the only building to date from the medieval period. This has an important chancel, built between 1282 and 1283 by Master Nicholas.

²⁷ Parish Summary on Norfolk Historic Environment Record - [http://www.heritage.norfolk.gov.uk/record-details?TNF1563-Parish-Summary-Trowse-with-Newton-\(Parish-Summary\)](http://www.heritage.norfolk.gov.uk/record-details?TNF1563-Parish-Summary-Trowse-with-Newton-(Parish-Summary))

Number 5 on **Figure 30**, the Ruins of Trowse Newton Hall can still be seen, situated in Whitlingham Country Park. This may be the 'Newton' from which the parish takes its name.

Crown Point Hall, now known as Whitlingham Hospital, is Grade II* listed which indicates that it is a particularly important building of *more than* special interest. It was originally built as a large Elizabethan-style mansion with ornamental conservatory in 1865. It was purchased by the Colman's in 1872 and stayed within the Colman family until 1955 when the house and its grounds became Whitlingham Hospital. In the 1990s the hospital was closed and in 1999 it was purchased by property developers who converted it into private apartments.

Trowse Conservation Area²⁸

The historic core and part of the setting of the village is now a large Conservation Area, designated in 1978. Two important spaces exist at Trowse Common which contributes to the setting of the terraces on White Horse Lane, and secondly the area north-west of Whitlingham Lane which lies in the Broads Authority executive area, separating the village from the commercial uses to the north, and Norwich City. See map in **Figure 31** where the red line indicates the boundary of the conservation area.

Trowse owes its unique character to its development by Colman's in the late nineteenth century as a 'model village' for their employees, with the village close to their factor site at Carrow. The 'model village' comprises of both housing and public buildings, as well as extensive areas set aside for allotment gardens.

The Conservation area contains five listed buildings, see **Figure 30** earlier, all of which pre-date the 'model village'. There are also a large number of buildings, which, though not listed, are considered to be of townscape significance.

The houses built by Colman's for their employees and their pensioners are of great interest historically. They are also of architectural interest and of townscape value. Despite their late nineteenth century date, the majority of them have an almost Georgian simplicity and dignity: thus Russell Terrace, School Terrace, Stanton Terrace and Blockhill Cottages. Others display more complex details, typical of their period: thus Crown Point Villas, Vulcan Cottages (1890) and Chapel Place (1893). The restoration work on the Manor Rooms (1889) is richly picturesque rather than historically correct. The school is important as the one surviving public building wholly built as part of the 'model village'. With the exception of those to Crown Point Villas, nearly all the original railings have survived and make a significant contribution to the character of the area.

Traditional building materials used include clay pantiles, the majority red, local red brick. An unusual feature is the painted timber signs with the names of terraces mounted on walls. Trees and hedges also play an important visual role in the village. The woods on the steeply rising ground north of the Street and along Whitlingham Lane and the trees surrounding the church form an attractive backdrop and help draw together its different elements.

²⁸ Trowse with Newton Character Appraisal, 2012- [Trowse with Newton Conservation Area Character Appraisal \[PDF\]](#) (southnorfolkandbroadland.gov.uk)

Figure 31: Conservation Area



Source: *Trowse with Newton Character Appraisal*, South Norfolk Council, 2012

Crown Point Park

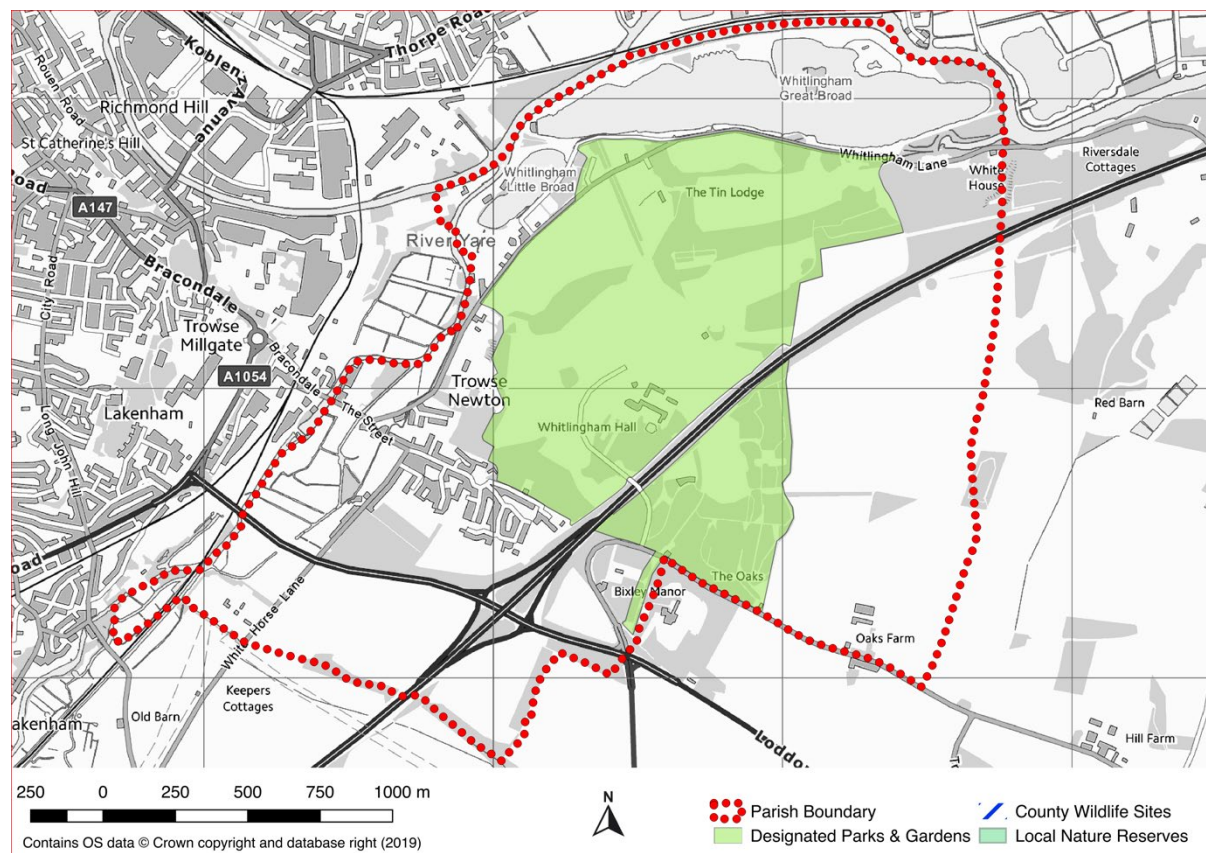
Crown Point Park, see **Figure 32**, is designated under Historic England's Register of Parks and Gardens of Special Historic Interest – Grade II²⁹. The main purpose of the register is to celebrate designated landscapes of note, and encourage appropriate protection. Registration

²⁹ <https://historicengland.org.uk/listing/the-list/list-entry/1001480>

is a material consideration in the planning process, meaning that planning authorities must consider the impact of any proposed development on the landscapes' special character.

The park was established sometime after 1784 (depicted on Fadon's County Map published in 1797) with the gardens laid out in 1861. The designated site covers an area of some 174ha, bounded to the south-west by Kirby Road, to the north-east and north by Whitlingham Lane, and to the east by farmland. The A47 southern bypass runs south of the mansion, isolating the southern corner of the park. Crown Point sits on high ground, the generally level park falling away to the north and north-east towards the valley of the River Yare (outside the registered boundary).

Figure 32: Crown Point Park



Issues:

- Trowse developed as a 'model village' for workers of the Colman Factory, this makes it unique and a large area has been designated a Conservation Area. Future development could erode the village's special qualities.
- A significant area of the parish, some 174ha, is designated as Crown Point Park which provides it with substantial protection in planning terms.
- Trowse is in close proximity to Arminghall Henge, one of the most important prehistoric discoveries in Norfolk, and there are some important find sites within the parish. There may be sites yet undiscovered and this will need to be considered for any future development.
- There are a number of listed and non-designated heritage buildings within the parish. These and their setting should be protected from future development.