

9-11 Mill Street Site History

1. Mill Street is one of the commercial streets of Nayland lying between the two mills. The row of houses on the west side were largely built in the nineteenth century, but nos. 7 and 9 have timber framed interiors and have their origins in the 1700s.

2. The D o E listings of 1978 for No. 9 state: *A C17-18 timber-framed and plastered house refronted in the C18 in brick, now colourwashed. 2 storeys. 5 window range (1 blocked on each storey), double- hung sashes with marin glazing bars, in shallow reveals. A raised brick bank extends across the front. 2 doorways, one is a 6-panel door with the upper panels glazed and with a moulded architrave. Roof tiled (old tiles) with a heavy modillon wood eaves cornice.*

N.B. No mention is made of the contemporary barn to the rear of the site as this cannot be seen from the road. This barn is of significant importance within the street setting and should have been listed in its own right. It is shown in the 1838 Tithe Map.

3. Norfolk's Nayland – A History of the Britain's Oldest Independent Bus Operator compiled by Geoff R. Mills and published in 1995 states:

Main base/workshop, Mill Street.

Registered office of the limited company, has been the operations centre since the formation of the business (in 1868). Originally there was stabling for six horses until 1928 when the stalls were used for stores for over sixty years. One room in the house adjoining the garage was given over as a waiting room for bus passengers in the days when several services converged on Nayland with interchanging a regular procedure. After 1956 the room became partly occupied by small boxed spares, however over a period of thirty years the stock engulfed the whole area, until 1987 when the room was restored to an office. Petrol was sold from the premises for many years until the last petrol bus was sold (1991?).

4. Since Norfolk's business was sold off to the Hedingham Bus Company in 1991, the shed and barns to the rear of 11 Mill Street have been sadly neglected to the extent that they now pose a safety and health hazard.

“The Swan’s Nest”

In an 1823 Conveyance the land is described as: “All that piece or parcel of ground on part of which a messuage or tenement formerly stood but which was many years since pulled down and which was about 7 years ago used as a coal yard and upon which or part whereof a Bricked Stable is now standing to with the same Stable and all other the appurtenances to the same piece or parcel of Ground belonging and particularly included a certain piece of ground formerly called the Swans Nest.”

The 1838 tithe Map shows two pieces of land (25 and 26) next to 9-11 Mill Street. The garage could have been built on No.26, described as Garden. No 25 is described as a Mill Yard. This is now the Swan’s Nest. There is a building shown on No.25 which could be a small barn/stable.

Nayland Local List 2004 No 48: Cast Iron Railings Mill Street & Swan’s Nest

Included as a unique example of cast iron railing remaining in situ. Spear headed design in the form of the Prince of Wales feathers on a plain base all sitting on a dwarf wall. They date from the 19c. and were probably made by John Dearn at his foundry at Britannia Works, St. Botolph’s Colchester which ceased production in 1859. He also made the railings round St. James’ churchyard. Most of the other examples in the village were taken during WWII.

The garden, adjacent to the Mill Lade is known as the Swan’s Nest, possibly because it was opposite to the Swan Inn (now 10 Mill St.). It is included in a Conveyance dated 1846 listing land and property purchased by Jeremiah Stannard from William Stammers, miller. In the centre stands a fine example of a plane tree (TPO 328). This is included as a unique and important open space in the heart of the conservation area, bounded on the east by the railings and the south by the brick-lined mill lade. A site much loved by villagers and admired by visitors.

Recent history:

Sadly both the railing and the garden have been neglected recently and the railings in particular are in need of restoration, preferably with the removal of the forsythia hedge and other shrubs and trees which have seeded close by. The gate does not need replacing but could be repaired in the same way the Church gates were in 2009 by Tatams of Wakes Colne.

The garden has been allowed to become overgrown and the plane tree is in urgent need of care and attention.