



Lowestoft URC Area, Suffolk Cultural Heritage Assessment

**Prepared for
East of England Development Agency**



September 2006

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Cultural Heritage Assessment**

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PREFACE

This report has been researched and prepared by Nick Finch (Archaeological Consultant) and Sandra Jack (Built Heritage Consultant). The figures were prepared by Sandra Jack and Dylan Turner (CAD Manager). The project was monitored and managed by Annette Roe (Technical Director) and Andrew Harris (Associate).

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SUMMARY

Scott Wilson has been commissioned by the East of England Development Agency to undertake a cultural heritage assessment of the URC area of Lowestoft, Suffolk.

The aim of the study was to assess the baseline cultural heritage conditions of the area in order to highlight areas of potential risk to regeneration proposals and opportunities for enhancing the cultural heritage assets of the area through sensitive masterplanning.

The study has identified a number of significant issues, predominantly relating to:

- palaeoenvironmental deposits along the River Waveney and Lake Lothing
- potential buried deposits at the foot of the cliff and on the former beach area
- potential remains of jetties, wharves and structures relating to the port of Kirkley
- potential industrial remains associated with the canal and ship/boat building in Zone 4
- town defence in the post-medieval and modern periods
- stratified deposits relating to the medieval and post-medieval development of the town in Zone 1
- the potential for wrecks within the river and harbour areas
- the historic townscape and the High Street in Zone 1
- the interface between the historic town and the industrial area to the east
- the setting of historic buildings within the harbour and docks area
- the setting of the Lowestoft South Conservation area and the potential of Lake Lothing.

The **built heritage** section is divided into zones. It defines the baseline conditions and highlights areas of risk and opportunity within each zone. The archaeological assessment and deposit model are presented in chronological order and summarised by zone in the conclusions and recommendations section.

The **conclusions and recommendations** suggest that, given the uncertainties regarding the depth of the archaeological sequence and the presence and survival of palaeoenvironmental deposits, any geotechnical works proposed within the URC area should be subject to archaeological monitoring. This monitoring will allow a more detailed deposit model to be prepared and will also, in conjunction with further detailed map regression and a cellar survey, contribute to a closer assessment of areas of modern disturbance where archaeological deposits no longer survive and therefore present no risk to development.

The results of the monitoring of ground investigations can be used in order to develop a more targeted and appropriate mitigation strategy, where necessary, and contribute to the masterplanning process.

Finally, the assessment has identified a number of heritage themes for the town, which can be considered during masterplanning, in order **to maximise the opportunities for regeneration**.

1.0 INTRODUCTION

1.1 Foreword

- 1.1.1 This document has been prepared by Scott Wilson for the East of England Development Agency (EEDA). EEDA appointed Scott Wilson to consider the nature and extent of the cultural heritage (archaeology and buildings) risk and opportunity within a proposed regeneration area. EEDA have instructed Scott Wilson to identify the baseline conditions of the cultural heritage and to report on the nature and extent of development opportunity and constraint, in terms of cultural heritage. This report will provide the proper consideration of the cultural heritage issues as part of the overall planning process and the development of a masterplan for the area. This work was carried out between August 2005 and February 2006.

1.2 Site Location, Description and Geology

- 1.2.1 The study area is centred on grid reference TM 6540 9260 and incorporates part of Lowestoft's High Street, the inner and outer docks, the beach industrial estate, and land surrounding Lake Lothing. It forms an L-shape around the southern and southeastern sides of the town and covers an area of c.250 ha. The study area includes the land defined by the Lowestoft Urban Regeneration Company (Lowestoft URC).

- 1.2.2 For ease of reference, the site has been divided into four zones according to current land-use (Figure 1).

- 1.2.3 **Zone 1** incorporates part of the medieval core of the town located at the northern end of the study area. This includes the High Street, land to the east of the High Street, and the Scores (pathways) joining the town to the docks. The High Street is characterised by a number of specialist shops serving local shopping needs, offices, and several residential properties (Plate 1). The rear of these properties backs directly onto a terraced area descending to the base of a cliff (Plate 2), access to which is gained by the Scores (Plate 3). At the base of the cliff is an area of light industrial buildings known as the Trading Estate that backs onto Waveney Road (Plate 2).



Plate 1: The High Street, looking north

- 1.2.4 **Zone 2** encompasses the beach industrial estate (Plate 4), developed in the late 1960s and 1970s and to the south, the outer harbour and docks. The estate comprises food-processing industries in the northern area and oil and gas related industries in the southern area. Located within this estate is the largest land-based wind turbine in the county located at Ness Point (Plate 5). To the north, the industrial estate is bounded by a net drying area and to the east by the North Sea.



Plate 2: View towards rear of High Street from base of cliff



Plate 3: Descending the cliff on Mariner's Score



Plate 5: Wind turbine at West Point



Plate 4: View of the North Denes Industrial Estate

- 1.2.5 The Outer Harbour/Docks is located south of the beach industrial estate (Plate 6). This is the entrance to the port of Lowestoft to the east of the town centre. It was built by Sir Samuel Peto in the mid-1800s predominantly to service the fishing industry and to boost trade with the continent.
- 1.2.6 The channel located to the southwest of the Zone links the North Sea with Lake Lothing and Oulton Broad. This is crossed by a lifting bridge, the Bascule Bridge that links the two halves of the town.
- 1.2.7 **Zone 3** comprises the inner harbour and the eastern end of Lake Lothing (Plate 6) to the west of the Bascule Bridge. This zone is primarily an industrial area associated with shipbuilding and repairs. The industrial area continues on both sides of the lake with yacht manufacture, paper storage and offshore gas servicing sites.



Plate 6: Aerial view of Lowestoft showing zones

1.2.8 The southern part of this zone also includes the inlet known as Kirkley Ham (Plate 7).

1.2.9 **Zone 4** (Plate 6), bounded by Oulton Broad and Mutford Bridge (Plate 8), includes the main stretch of Lake Lothing which has become a separate, tidal, inland extension of Lowestoft Docks to the west of Lowestoft town centre. Development around the lake comprises industrial buildings for companies such as Associated British Ports (ABP), Aros, Boulton and Paul, Sanyo, Shell and SLP Engineering.



Plate 7: Kirkley Ham looking north

1.2.10 An extensive marine industry based on boat building has developed here including ship maintenance, dockside chandleries, and wharves, quaysides, and warehouses. The marine industries support a wide range of jobs and professions including shops and food processing, education for shippers and ship crew, and specialised schools of boat building and marine research.



Plate 8: Mutford Bridge looking east

2.0 PLANNING CONTEXT

2.1 Cultural Heritage Legislation

- 2.1.1 The Ancient Monuments and Archaeological Areas Act 1979 sets out the requirement for Scheduled Ancient Monument Consent for any works of demolition, repair, and alteration that might affect a Scheduled Ancient Monument. Likewise under The Planning (Listed Buildings and Conservation Areas) Act 1990, listed building consent is required for any works that may affect the special architectural or historical interest of listed buildings and there is a presumption against development which would adversely harm the setting or special architectural or historic interest of listed buildings.

2.2 National Planning Policy Guidance

2.2.1 PPG15

Planning Policy Guidance Note 15 (PPG15) 'Planning and the Historic Environment' (1994) outlines the Government's advice to developers and local authorities in their consideration of development proposals affecting amongst others listed buildings and their setting, conservation areas and other historic buildings.

With regard to sustainable development and balancing the need for new development with the need to preserve the historic environment the PPG comments that

'the historic environment of England is all pervasive, and it cannot in practice be preserved unchanged. We must ensure that the means are available to identify what is special in the historic environment; to define through the development plan system its capacity for change, and, when proposals for new development come forward, to assess their impact on the historic environment and give it full weight alongside other considerations' (PPG 15 paragraph 1.3)

Listed Buildings and their setting

Paragraphs 2.16 to 2.17 of PPG 15 identify the importance that the Government attaches to a consideration of any potential effects by development on the setting of listed buildings. The setting of a building is not precisely defined, largely as it may vary from building to building. Paragraph 2.16 of the PPG identifies the setting as 'often an essential part of the building's character, especially if a garden or grounds have been laid out to compliment its design or function'.

Conservation Areas

Paragraph 4.1 of PPG 15 reminds us that it is the duty of planning authorities:

'to designate as conservation areas any "areas of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance"'.

Paragraph 4.16 of PPG15 advises that the conservation of the character of an area is a major consideration, but that

'This cannot realistically take the form of preventing all new development'

and

'The emphasis will generally need to be on controlled and positive management of change.'

Paragraph 4.17 states that:

What is important is not that new buildings should directly imitate earlier styles, but that they should be designed with respect for their context, as part of a larger whole which has a well-established character and appearance of its own'

In paragraph 4.17 the PPG refers to:

'gap sites, or buildings that make no positive contribution to, or indeed detract from, the character or appearance of the area; their replacement should be a stimulus to imaginative, high quality design, and seen as an opportunity to enhance the area.'

Guidance on appropriate design for new buildings is given in paragraph 2.14 of PPG15:

'The design of new buildings intended to stand alongside historic buildings needs very careful consideration. In general it is better that old buildings are not set apart but are woven into the fabric of the living and working community. This can be done, provided that the new buildings are carefully designed to respect their setting, follow fundamental principals of scale, height, massing and alignment, and use appropriate materials. This does not mean that new buildings have to copy their older neighbours in detail: some of the most interesting streets in our towns and villages include a variety of building styles, materials and forms of construction, of many different periods, but together forming a harmonious group'

Guidance in determining proposals to demolish unlisted buildings within a conservation area is set out in paragraphs 4.25-4.29. In particular, paragraph 4.26 states that:

'account should clearly be taken of the part played in the architectural or historic interest of the area by the building for which demolition is proposed, and in particular of the wider effects of demolition on the building's surroundings and on the conservation area as a whole.'

Paragraph 4.27 identifies a presumption in favour of retaining buildings which make a positive contribution to the character or appearance of a conservation area.

2.2.2 PPG 16

Advice on the treatment of archaeology in the planning process is laid out in Planning Policy Guidance 16: Archaeology and Planning (PPG16). This document outlines the Secretary of State's policy on archaeological remains and how they should be preserved or recorded. It gives particular attention to

the discovery and handling of archaeological remains within the development planning and development control systems.

The guidance seeks to balance the preservation of significant archaeological remains with the demands of modern society and the need for development. PPG16 recognises archaeological remains to be a fragile and finite non-renewable resource that can contain irreplaceable information about the past (paragraph 6). The guidance determines a presumption in favour of in situ preservation of archaeological remains, and particularly those considered to be of national importance

‘Where nationally important remains, whether scheduled or not, and their settings, are affected by proposed development there should be a presumption in favour of their physical preservation’.

The desirability of preserving scheduled and unscheduled archaeological monuments of national importance and their settings is considered to be a material consideration in the planning process and should be dealt with as an integral part of development control (paragraph 18). The need for the early assessment of archaeological potential is recognised to enable impact upon sensitive areas to be minimised and to reduce potential conflict between development and preservation (paragraph 12-14).

Archaeological excavation enabling preservation by record is considered to be an acceptable alternative only when in situ preservation is not feasible (paragraph 13).

Where archaeological remains of lesser importance are thought to exist on a development site, the planning authority is advised to weigh up the relative importance of the archaeology against the need for the proposed development.

Field evaluations can be requested by the planning authority where important archaeological remains are thought to exist. These may be included as part of the planning application, enabling an informed decision to be made (paragraph .21)

Where preservation by record is considered appropriate by the planning authority, planning conditions or agreements with the developer will outline a suitable program of excavation and publication (paragraph 25). The case for preservation in situ or by record will be assessed on the individual merits of each case, including the intrinsic importance of the remains and the need for the proposed development.

2.2.3 PPG 20

Planning Policy Guidance 20: Coastal Planning also applies to the Lowestoft coastal area, although the area has not been designated a Heritage Coast. This PPG covers the character of the coast, designated areas, heritage coasts and the international dimension. It discusses types of coasts, policies for their conservation and development and policies covering risks of flooding, erosion and land instability, as well as coastal protection and defence. It outlines policies for developments which may specifically require a coastal

location, including tourism, recreation, mineral extraction, energy generation and waste water and sewage treatment plants.

2.3 Regional Policy

The present system of Regional Planning Guidance (RPG) and development plans (structure plans, local plans and unitary development plans (UDPs) is being replaced by a new system. This comprises regional spatial strategies (RSS) and local development frameworks (LDFs). The RSS will be a statutory plan which will replace the present RPG and County Structure Plans as the strategic scale of planning in England.

2.3.1 Regional Spatial Strategy for the East of England (RSS 14)

The Regional Spatial Strategy is set out in three types of document, county structure plans including the Suffolk County Structure Plan, (Adopted ???), the Regional Planning Guidance (RPG6) issued 2000 and the East of England Regional Plan (Draft issued 2004).

2.3.2 Regional Planning Guidance for East Anglia (RPG6)

This was issued in 2000 and provides guidance for the region to 2016. It identifies Lowestoft as a priority area for urban regeneration focussed particularly on the redevelopment of waterfront areas, the strengthening of the economic base and the protection and enhancement of historic environments.

2.3.3 East of England Plan

The Regional Planning Body for Lowestoft is the East of England Regional Assembly. The Assembly published a draft East of England Plan (RSS14) in December 2004, which will replace existing RPG and cover the period to 2021. Draft Policy ENV5 deals with the historic environment in broad terms. The Policy states that:

'Planning authorities and other agencies in their plans will identify, protect, conserve and where appropriate, enhance the historic environment of the region, its archaeology, historic buildings and areas and historic landscapes, including the features and sites (and their settings) especially significant in the east of England'.

A list of types of settlement or feature then follows, which includes the following of relevance to Lowestoft:

- coastal fortifications, historic ports and traditional seaside resorts;
- the exceptional network of historic market towns;
- listed buildings and conservation areas, domestic and industrial buildings and the settlements and settings which define their character;
- the wider historic landscape that contributes to the distinctiveness of the region including scheduled ancient monuments and other nationally important archaeological sites and monuments.

2.3.4 Suffolk Structure Plan

This Structure Plan is a statement of strategic policies for the protection of the environment and the control of development over the next 15 years. It provides a basis for investment decisions by local authorities, businesses and individuals, and for the plans and programmes of other organisations.

This new Plan is the outcome of the fourth review undertaken since the Structure Plan was first prepared in the mid-1970s, and covers the period up to 2016. The plan has a key role in delivering sustainable development, setting out an environmentally sustainable strategy secured through systematic appraisal.

Built Environment

Policy ENV 1 states

'The character and setting of conservation areas and buildings listed as being of special architectural and/or historic interest will be protected and enhanced. The demolition or major alteration of buildings in the statutory list will not be acceptable. Demolition of unlisted buildings in conservation areas will only be acceptable if it is demonstrated that redevelopment would preserve or enhance the conservation area. New development in conservation areas or affecting the setting of listed buildings must be in harmony with their surroundings'.

Archaeology

Policy ENV22 states

'Development will not be acceptable if it would have a material adverse effect on Scheduled Ancient Monuments or other sites of national archaeological importance, or their settings. On other sites of archaeological importance or potential, provided there is no overriding case against development, planning permission will be subject to satisfactory prior arrangements being agreed including one or more of the following:

- a. the preservation of remains within a development;*
- b. the recording of remains by archaeological excavation before development commences*
- c. a watching brief during development'.*

2.3.5 Waveney Local Plan

Waveney Borough Council adopted the Waveney Local Plan in 1996. It contains policies on conservation areas, listed buildings and archaeology.

Conservation and Listed Buildings

Policy ENV 20 seeks to protect the character of conservation areas where new buildings or alterations to buildings are proposed, while Policy ENV 21 controls the demolition of unlisted buildings in conservation areas.

Policies ENV 22 and 23 control alterations to listed buildings, and development affecting the setting of listed buildings, while Policy ENV 24 controls the impact of changes of use on listed buildings and ENV 25 controls the demolition of listed buildings.

Archaeology

Paragraph 2.108 characterises archaeological remains as a 'non-renewable resource, forming an essential part of the County's identity, valuable both for their own sake and for their role in education, leisure and tourism'.

Policy ENV31 states:

'Planning permission for development affecting Scheduled Ancient Monuments or other sites of national archaeological importance will not be permitted'.

Policy ENV32 outlines the need for the developer to submit an archaeological field evaluation prior to the determination of a planning application, where research indicates the archaeological potential of the proposed development area.

The policy states that:

'On sites of local archaeological importance and in areas of regional importance, the local planning authority will not approve planning applications unless the archaeological aspects of development proposals have been evaluated and the applicant has demonstrated that particular sites and monuments will be satisfactorily preserved either on site or by record'.

2.3.6 Norfolk Broads Draft Archaeological Management Plan (2003)

This Management Plan highlights the significance of the Broads for palaeoecological and archaeological study in a variety of fields. The value of the Broads for research from the medieval period to the present day is well documented, but the area would benefit greatly from a wider appreciation of its prehistory and development throughout the Holocene.

The plan outlines the following principal objectives:

- *Objective 1* – To improve research into the identification and mapping of organic and inorganic archaeological remains.
- *Objective 2* – Improve the long-term preservation prospects of organic and inorganic archaeological and paleoenvironmental remains.
- *Objective 3* – To improve contextual knowledge of the Broads in all periods of history within a local, regional and national framework.
- *Objective 4* – To flag up the importance of the archaeological and palaeoenvironmental resources of the Broads to existing interest and management groups, and to identify and understand potential conflicts of interest with the other Broads stakeholders.
- *Objective 5* – Increase awareness, knowledge and education across the board, building upon the well known historical value of the Broads to

disseminate information relating to the prehistory of the area and its wider development throughout the Holocene.

- *Objective 6* – Provide greater accessibility to the known resource by encouraging visitors to sites through trails, walks and selected points of interest.

2.4 English Heritage Guidance

English Heritage has produced a number of guidance papers covering many conservation issues. Documents of particular relevance are:

- 'Guidance for the management of conservation areas' (2006);
- 'Guidance on conservation area appraisals' (2006);
- 'Coastal Defence and the Historic Environment' (2003).

2.4.1 Guidance on the management of conservation areas

This updated guidance aims to relate the designation and management of conservation areas to the new development plans system, and provide guidance on regeneration, guidance and the defining of the special interest of conservation areas.

2.4.2 Guidance on conservation area appraisals

This guidance updates and replaces the 1995 advice. It provides a framework for the carrying out of conservation area appraisals using a series of key topics and drawing on examples of previously published appraisals.

2.4.3 Coastal Defence and the Historic Environment

This document provides advice on the implications of coastal and flood defence for the historic environment to those involved in coastal planning and coastal defence and to local authority historic environment officers. It sets out how the protection of historic remains can be fully integrated within the shoreline management planning process and considers in detail the implications for the historic environment of the increasing number of managed realignment schemes likely to arise from a more sustainable coastal defence policy and provides guidance on appropriate responses.

3.0 ASSESSMENT APPROACH

3.1 Aims and Objectives

- 3.1.1 The aim of this document is to provide a tool which can be used throughout the planning and development process to aid in the management of the cultural heritage asset of the proposed development area. The objective of this study is to identify and assess the nature, extent and significance of the heritage issues including buried archaeology, historic buildings and the historic streetscape. This baseline information, and in particular the buried archaeological resource, will be considered with reference to past development impacts and geological and geotechnical information. A deposit model will be created by combining this information and areas of archaeological risk will then be identified.
- 3.1.2 The deposit model should be considered as a basis for the formulation of any evaluation or mitigation strategy which may be necessary as part of the planning and development process.
- 3.1.3 An assessment of the streetscape character and the setting of listed and other historic buildings is likewise used as the basis for the formulation of a design brief which defines broad parameters for development ensuring the proper regard to existing built heritage assets.
- 3.1.4 Across all sectors the specific aims of the Cultural Heritage Management Plan are:
- to identify, map and catalogue known archaeological sites within the vicinity of the URC Area;
 - to assess the likely presence and survival of buried archaeological deposits;
 - to identify, map and catalogue known built heritage constraints within the vicinity of the URC Area;
 - to identify and quantify areas of high heritage risk;
 - to recommend within the context of a management plan a strategy for the management of areas of high heritage risk including where appropriate archaeological investigation and architectural design guidance;
 - to obtain local authority and other statutory approval for the content and implementation of the management plan;
 - to demonstrate to all future development partners that the cultural heritage interests of the development area have been fully considered thereby reducing their exposure to risk.

3.2 Assessment Methodology

- 3.2.1 The assessment of cultural heritage risk is based upon the requirements of the professional standards; Code of Conduct of the Institute of Field Archaeologists. It has been prepared with regard to the legislative framework in respect of Ancient Monuments, Listed Buildings, Conservation Areas and, in the case of Lowestoft, coastal conservation. It conforms to Government guidance on the historic environment, and PPG20: Coastal Planning.

- 3.2.2 The study area was defined to include the hinterland of any areas which may be identified for development in order to assess the cultural heritage of the area in its broader context. A site visit and walkover survey was undertaken to examine the topography and current land use of the site, and to identify and characterise the streetscape environment.

3.3 Archaeological Assessment

- 3.3.1 The potential of a site to contain archaeological remains is based upon a consideration of its topography, the distribution and nature of recorded archaeological finds and current land use. The definitions and criteria in the Secretary of State's 'Criteria for Scheduling Ancient Monuments' (PPG16, Annex 4) and in English Heritage's Monuments Protection Programme are useful when considering the importance of a site but, as stated in the former document, these are

'...not definitive; rather they are indicators which contribute to a wider judgement'.

- 3.3.2 For the purposes of this study the potential for an area to contain archaeological remains is rated High, Medium, Low or Negligible and is based on the number of known and predicted archaeological/historical sites or find spots in the vicinity. The significance of the remains is described as International, National, Regional, Local or Negligible.
- 3.3.3 International significance is given to World Heritage sites and those with potential to contribute to international research agendas. National significance is accorded to scheduled and protected sites, and those suitable for scheduling based upon the Secretary of State's criteria for scheduling ancient monuments. Regionally significant sites are those listed on the Sites and Monuments Record (SMR) or other sources and which are important examples within a regional context. Locally significant remains are also listed on the SMR or other sources but have lesser importance and are only of local interest. Negligible significance applies to areas or sites where there is a low archaeological potential and/or where only scant remains are predicted.

3.4 Built Heritage Assessment

- 3.4.1 The proximity of the URC area to designated conservation areas and listed buildings necessitates an analysis of setting against which future developments can be appraised. Neither PPG15 nor English Heritage define setting as it varies from building to building, but it is accepted that the past and current environment of a listed building will include elements that are of importance to its setting.
- 3.4.2 An appraisal of the special architectural or historic interest of the listed buildings arises from a review of their historic context as well as from on-site observation. An assessment of the significance of the listed buildings is based on their statutory designation and grade. All listed buildings are of National significance, but their grading is an indication of their relative importance. An assessment of the interest of non-listed buildings considers the quality of the buildings and fixtures, their local and regional historical context and degree of preservation. English Heritage have prepared a series of questions that may

be asked to determine the interest of non-listed buildings, specifically within the context of conservation areas.

- 3.4.3 The assessment of the character and appearance of the conservation areas is based upon character appraisals prepared by the Council in support of their designation. Scott Wilson's further research into the character of the area follows the guidance of English Heritage in 'Guidance on the management of conservation areas (2006)' and 'Guidance on conservation area appraisals (2006)'. In accordance with the English Heritage guidelines, Scott Wilson review the historical and archaeological background to development of the area giving rise to its street pattern, land use and building type. Our researches document the present appearance of the area and identify both historic and more recent influences on its character and setting.

3.5 Sources of Information

- 3.5.1 Information on the archaeological and historical background to the URC Area has been obtained from a number of sources. The principal sources of information that were consulted in the preparation of this document are:

- Suffolk County Council Sites and Monuments Record (SMR)
- Waveney District Council Conservation Department
- National Monuments Record
- Suffolk Record Office
- Lowestoft Record Office
- Lowestoft Library
- British Geological Society.

3.6 Consultation

- 3.6.1 The scope of the study and the archaeological potential of the URC area have been discussed with the Suffolk County Council Sites and Monuments Record Officer, Colin Pendleton. Following the issue of this assessment in draft, consultation has been undertaken with officers of English Heritage and the Waveney District Council Conservation Officer who kindly offered comments. The County Archaeologist for Suffolk was also invited to comment.

3.7 Constraints

- 3.7.1 A geographically representative sample of borehole data was sourced from the British Geological Society and reviewed in order to assess deposit sequences, depth and archaeological potential. The quality of these records varied considerably, and they cannot be relied on for exact information.

4.0 HISTORICAL BACKGROUND

- 4.1 The name 'Lowestoft' suggests a settlement of Scandinavian origin '*Hloodver's toft*' (Ekwall 1985, 305), and there was probably an Anglo-Saxon homestead situated locally prior to the Danish incursions of the mid-9th century.
- 4.2 In the Domesday Book, Lowestoft is described as a small agricultural village and rent for the land was paid in herrings to Hugh de Montfort (Williams and Martin 1992, 1187). The latter suggest that fishing was already a main stay of the local economy by Domesday.
- 4.3 Documentary evidence from manor court minute books (Butcher 1995) suggests that Lowestoft expanded from its origins as a fishing village during the late medieval period, spreading northwards from the river crossing to occupy the area lying between the sea and the top of the cliff, with tenements constructed along the numerous pathways or 'Scores' that linked the high ground to the sea front. Many of the Scores were named after local people, such as 'Rant' and 'Spurgeon', and public houses such as the Mariner Inn, which gave its name to Mariners Score.
- 4.4 Lowestoft's most lucrative export was the herring (known locally as the 'silver darling') and workers were brought in from all over the country to assist in handling the catch. During the 1790s, Lowestoft's fishing community established their own 'Beach Village', living in upturned boats.
- 4.5 Lowestoft has been constantly influenced by the towns of Great Yarmouth and Norwich during its development. Under an Act of 1698, duties on coal had been charged at Yarmouth for the maintenance of Yarmouth port, but because of the shallowness of Breydon Water, cargo for Norwich had to be transhipped. Norwich, however, wanted to be a port in its own right for sea-going vessels and the Norfolk engineer William Cubitt proposed an outlet at Lowestoft, *via* a canal which linked the rivers Yare and Waveney with Oulton Dyke, Oulton Broad and Lake Lothing. Lowestoft, at the head of Lake Lothing became extremely important for the city of Norwich. In 1827 an Act for the navigation was passed and work commenced, all the money coming from the Exchequer Bill Loan Commissioners. Harbour works at Lowestoft were completed in 1832, and the new canal was opened in 1833. However, the new navigation did not succeed as the entrance lock at Lowestoft was constantly blocked by sand and the harbour works undermined. The Exchequer Bill Loan could not be repaid so the Government forced the sale of the harbour in 1842.
- 4.6 In 1844 it was sold to Sir Samuel Morton Peto, (a railway tycoon) who built rail links between Lowestoft and Norwich, as well as other East Anglian towns. Peto developed the harbour and provided mooring for 1000 boats (Plate 9), which in turn gave a boost to trade with the Continent. In 1844, White in his '*History, Gazetteer and Directory of Suffolk*' described the town as a 'handsome and improving market town, bathing place, and sea port'.
- 4.7 Although Lowestoft flourished, the canal stagnated. This was made worse by the dredging of the Breydon Channel by the Great Yarmouth authorities in the 1840s so that sea-going vessels could access Norwich *via* Great Yarmouth.

The canal has, however, remained open to the present with one lock at Mutford Bridge.

- 4.8 During both World Wars, Lowestoft was heavily bombed due to it being a naval base and a port of strategic importance. In World War II, 105 bombing raids were made on Lowestoft making it the most heavily bombed town in Britain requiring a large proportion of the town to be re-developed.
- 4.9 Lowestoft has been subject to periodic flooding; the most memorable flood was in January 1953 when the older sea defences were swept away and the southern town was heavily inundated.



Plate 9: Trawlers in Lowestoft Harbour (Brooks 1991, 4)

5.0 GEOLOGY AND PALAEOENVIRONMENT

- 5.1 The Lowestoft URC area is located on the sides of a broad shallow valley, which now contains Lake Lothing, an artificial channel between the River Waveney and the North Sea. The valley is aligned approximately east-west, and its base contains alluvial deposits, and man-made channel and recent land reclamation. Much of the URC area is located over alluvium and the peripheral margins of the surrounding Corton Formation. To the east, the proposed URC area extends northward along the coast and includes an area of windblown sands (URC 2005).

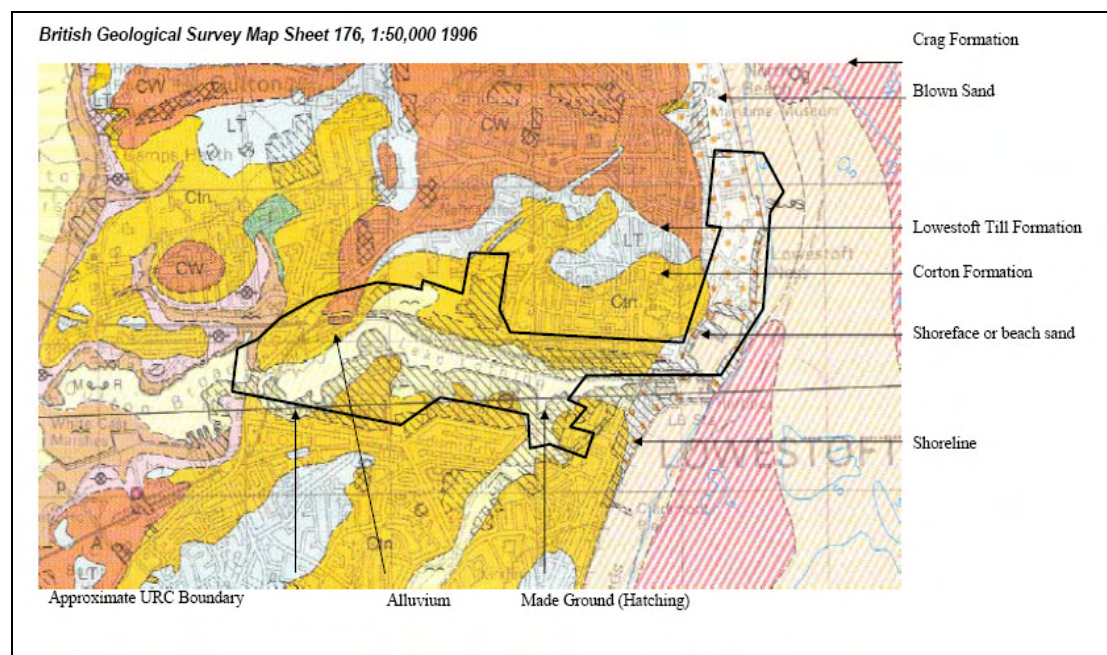


Plate 10: Annotated geological extract of Lowestoft (BGS 1996) (After URC 2005)

- 5.2 The geology of East Anglia, particularly along the coast, favours the presence and survival of early prehistoric archaeology. 'The evidence for the Lower and Middle Palaeolithic periods which survives in East Anglia is of national and international importance in understanding Europe's earliest populations' (Austin 1997, 7).
- 5.3 The solid geology of the Lowestoft area is Jurassic Chalk. A thick deposit of Tertiary London Clay lies above the chalk. The London Clay was succeeded by the Pliocene and Early Pleistocene sands of the Crag Group. Significant early Pleistocene remains have been recovered from the middle Yare valley at Bramerton Pits (Norfolk), the type site for the Early Pleistocene Norwich Crag, which has yielded otter remains, as well as remains of fish and marine fossils.
- 5.4 In the early prehistoric period, the North Sea formed a wide plain, which linked Britain to continental Europe. Land to the northeast and southwest of the Lowestoft area was probably dry land, part of the 'Doggerland' area (Coles 1999), based on deposits of Crag. The coastline changed over time as the ice sheets extended and receded, and the North Sea basin flooded.
- 5.5 The Cromer Forest Bed Series, above the Crag Group, comprises a sequence of clays and sands. An interglacial sequence of Middle Pleistocene

sediments in the series contains fossils of mammoth, sabre tooth cat, bison and other animals, and Palaeolithic worked flint artefacts. Artefacts were first recorded in the late 19th century (e.g. Abbott 1897; West and Wilson 1966). Material is found within ancient gravel-filled river channels and associated sediments, which are weathering out of the eroding cliffs on the Suffolk and Norfolk shore, and in erosion debris in the intertidal zone. Recent investigations of the Cromer Forest Beds at Pakefield, south of Lowestoft, recovered 32 worked flints and associated palaeoenvironmental material and animal bone, dated to c.700,000 years BP, the earliest evidence of human occupation in Britain (Parfitt *et al.* 2005).



Plate 11: Reconstruction of the Palaeogeography of North West Europe during the early Middle Pleistocene. (© The Natural History Museum, London 2005/
<http://news.bbc.co.uk/1/hi/sci/tech/4526264.stm#map>; after *Nature* 438, p 1009)

- 5.6 In Suffolk, significant Palaeolithic sites have been investigated in lake deposits at Hoxne (c.400,000BP; West 1956; Singer *et al.* 1993), High Lodge, Mildenhall (c. 500,000 years BP; Ashton *et al.* 1992) and Barnham (Ashton *et al.* 1994). In Norfolk, sedimentary sequences at Norton Subcourse contained warm stage Early Pleistocene flora and fauna, including hippopotamus remains (c.500 - 700 000 BP). Excavations on the coast at West Runton, near Cromer, found the remains of an early form of mammoth (c.600,000 BP). Flints and butchered bone from the Cromer Forest Bed formation at Happisburgh date to c.500,000 to 550,000 BP.
- 5.7 The course of the ancient Bytham River ran north of Lowestoft. This important river deposited sands and gravels in the area, which have yielded Lower Palaeolithic implements. Pre-Anglian Bytham River deposits and post-Anglian fluvial and lacustrine deposits are recognised as being of particular regional interest (Austin 1997, 7; Austin 2000, 6).
- 5.8 Corton Formation deposits of sand, gravel and glacial till were deposited by ice sheets during the Anglian Glaciation, when ice sheets reached as far south as London. A series of glacial advances and retreats deposited sequences of chalky, stony clay tills, and meltwaters from the ice sheets deposited spreads of sand and gravel.

- 5.9 Subsequent periods of alternating warm and cold climates were associated mainly with erosion, but included times when river terraces were deposited. During the Devensian Glaciation (c. 115,000/73,000-10,000BP), Lowestoft lay beyond the southern limit of the glaciers.
- 5.10 Relatively few Upper Palaeolithic sites have been identified in East Anglia. In Suffolk, The period is generally represented by stray finds and is poorly understood (Austin 1997, 9). Inland, a Neanderthal mammoth kill or butchery site has been excavated at Lynford in Thetford Forest (Norfolk). This site dates to c.60,000 BP, when Britain was still part of the North European Plain, connected by a land bridge. Late Upper Palaeolithic artefacts have been found at Sproughton, in a buried soil overlying channel sediments dated to between c. 8,800 and 8,300 BC (Wymer and Rose 1976).
- 5.11 Towards the end of the Devensian Glaciation, c.13,000 BP, the melting of ice sheets caused the sea level to rise. The coastal valleys were flooded and silted up, and peat formed around the marshes. There was a rapid rise in the sea level between 8500 and 7000BP, submerging lowland areas (Devoy 1979), and a further rise c. 6500BP (Brew *et al.* 1992). If any intact pre-transgressive surfaces survive, there is a possibility that remains of early human activity, such as Mesolithic to Bronze Age burnt stone mounds and settlement sites, may be present (Murphy 2001).
- 5.12 Palaeoenvironmental studies of the Yare valley, c.15km to the north and northwest, indicate that there have been major changes in the morphology of the coastline since the end of the last glaciation (Coles and Funnell 1981). Two major episodes of marine transgression have been identified which would have had a profound effect upon the human exploitation of the area and the physical appearance of the coastline. The end of the earliest marine transgressions is dated at around 4500BP (later Neolithic/Early Bronze Age), with a second transgression dated at between 2000-1500BP (late Iron Age to Roman; c. AD cal 60 (c.1973 BP)).
- 5.13 Extensive blankets of peat grew across the land surfaces during periods of stability, but the morphology and depths of these former ground surfaces is poorly understood. During periods of stability, when areas of peat formation are recorded, the area is likely to have been exploited by humans, attracted by the rich wetland and coastal resources. The deep sequences of peat and clays have rendered archaeological visibility poor, often masking pre-medieval features. However, it is possible that early prehistoric sites, such as the organic remains of trackways and platforms, lie within or are buried by peat sequences (Murphy 2001). Buried inter-tidal or former inter-tidal sites, such as boats, fish-traps and salterns, may be present (Murphy 2001).
- 5.14 The peat was extracted in the medieval and post medieval periods, and the workings became flooded, producing the distinctive landscapes of the Broad (Moorlock 2000).
- 5.15 The beach deposit in the northeastern part of the URC assessment area comprises fine- to medium-grained sand. The sediments are subject to an overall wave-induced southward migration or longshore drift. In historical times this has been responsible for the accumulation of the sediments forming the Lowestoft Denes spit and Lowestoft Ness (Moorlock 2000, 78).

- 5.16 The ancient course of the River Waveney is located west and north of Lowestoft. An artificial channel was cut through Oulton Broad to the North Sea in the medieval period or later, following a natural depression in the underlying geology. This channel was widened to form Lake Lothing in the 19th century. The changing courses of the channel and Lake Lothing have accumulated alluvial deposits on the riverbanks and lake shore. In the last 200 years, much of this area of low-lying marshes and mud flats has been reclaimed through the dumping of imported material. A borehole sunk close to the southern boundary of Lake Lothing proved about 21m thickness of superficial deposits comprising gravel, sand and clay overlying about 50m thickness of the Crag Group (URC 2005, Sections 3 & 4.1). The margins of Lake Lothing comprise made ground, deposited in order to reclaim land. It is likely to comprise clays, sands and gravels and locally, building rubble, ash and cinders. However, it may also include organics, and domestic and industrial landfill, probably dumped in the later 19th century (URC 2005, Section 4.2). This land reclamation occurred around the railway station and the associated developments to the north of Lake Lothing, and the area east of Kirkley Ham to the south of the lake (URC 2005, Section 4.2).

Formation	Geological period and approximate date	Description	Thickness in m. bgl	Period
Made Ground	Modern 19 th and 20 th century	Soil, building rubble, ash and cinders	Estimated to be up to 5m.	Holocene
Alluvium	Flandrian interglacial 10,000 BP+	Soft clay and silt	Up to 10m	
Blown Sand	Windblown sand Undated	Fine grained sands	Up to 7m	Quaternary
Corton Formation Sand	Anglian glaciation c. 400,000-500,000BP	Pebbly sand and till	Up to 20m	
Bytham Sand and Gravel	Lower Palaeolithic c. 500,000BP	Sands and gravels	Up to 20m	
Cromer Forest Beds	Cromerian interglacial c. 600,000-450,000BP Beestonian alternating c. 600,000 BP Pastonian interglacial c. 600,000-800,000 BP	Clays, silts and sands	Up to 8m	
Crag Group Sand	Pliocene and earliest Pleistocene c. 81 Ma-800,000 BP (~generally 2 Ma)	Partly shelly, some silt, clay and gravels	Up to 70m	Tertiary
London Clay	Lower Eocene 56-34 Ma	Marine silty clays, clayey and sandy silts and sands	70m+	

Table 1: Summary of the geology of the Lowestoft URC site (after URC 2005)

6.0 CHRONOLOGICAL SUMMARY

6.1 Prehistoric Periods

- 6.1.1 The Suffolk coast has been occupied intermittently from the Lower Palaeolithic period onwards. Recent investigations at Pakefield, c.2.5 miles south of Lowestoft, recovered flint tools dated to around 700,000 years ago. This represents the earliest unequivocal evidence of human activity in northern Europe and is associated with the Cromer Forest Bed Formation (Parfitt *et al.* 2005). Although there are no records for Palaeolithic activity within the Lowestoft URC area, there is a remote possibility that similar deposits within the Cromer Forest Bed Formation may lie sealed beneath glacial till deposits, alluvium and marine sands within the Lowestoft URC area (see Section 5 above).
- 6.1.2 There is no evidence for Mesolithic, Neolithic, Bronze Age or Iron Age activity in the Lowestoft area. However, given the extensive deposits Flandrian peat and alluvium, it is possible that prehistoric remains are buried beneath or within these deep deposits, estimated to lie at between 5m and 15m bgl (URC 2005).
- 6.1.3 The post-glacial coastline has undergone considerable change, and although Lowestoft appears to have been an inlet in the Doggerland landmass in the Pleistocene period (see Plate 11), it is likely that rising sea levels and coastal erosion have transformed the location and appearance of the pre-Bronze Age coastline (Murphy 2005, 4-5).
- 6.1.4 Parts of the Norfolk coast underwent a major marine transgression in the later Neolithic/Early Bronze Age (c. 4500BP; Coles and Funnell 1981), and again in the late Iron Age to Roman period (c.2000-1500BP; c. AD cal 60 (c.1973 BP); Coles and Funnell 1981). Any Bronze Age and Iron Age sites are likely to be related to the exploitation of marine and estuarine habitats. Deposits of estuarine and lake alluvium and marine sand deposits have the potential to contain and/ or mask such palaeoenvironmental sequences, which may include former palaeochannels (river courses), boats, river vessels and structures such as fish traps, trackways and landing stages, shellfish middens and salt workings (Murphy 2001).

6.2 The Roman Period (AD60 to early 5th century AD)

- 6.2.1 The district of Waveney, of which Lowestoft is a part, lies at the heart of the Iron Age tribal area of the Iceni, who formed trading links across the North Sea. When the Romans invaded, the Iceni were considered to be friendly and declared a client kingdom (Cumming 1997, 1). Their tribal capital, Venta Icenorum, was located at Caistor St. Edmund, c.35km to the northwest of Lowestoft (Wacher 1995).
- 6.2.2 Documentary sources suggest that the Romans took control of the Iceni tribal area in AD60, and a possible Roman road led from Colchester to Burgh Castle, *via* Dunwich and Lowestoft. Remains tentatively interpreted as part of this road or parts of an associated bridge structure were found during 19th century canal excavations at the mouth of Lake Lothing. These were located where the Bascule Bridge now stands, and comprised several tree trunks, 10-12 feet in length, laid out parallel and approximately two feet apart. The tree

trunks were laid on top of a deep bed of peat (3) (Cumming 1997, 3). The River Waveney has not always flowed along its present course (see Section 5) and this find highlights the potential for the preservation of palaeoenvironmental sequences in Zones 3 and 4.

- 6.2.3 No settlement remains or chance finds of Roman date have been found within any other part of the study area and it is likely that any settlement was located on higher ground to the west of the town centre. In the 19th century, during the construction of a housing estate, a number of horse skeletons (1) were revealed as well as a possible funerary urn and a hoard of Roman silver coins (2) (*ibid*, 3). These finds gave the housing development its name of Roman Hill.
- 6.2.4 Other finds in the area dating to the Roman period include a single coin of Faustina II found in Normanston Park (4) to the north of Zone 4, and a Roman coin hoard of silver denarii, the exact findspot of which is unknown, dating from Vespasian to Commodus, AD 69-192 (5).
- 6.2.5 The Romans exploited the River Waveney as a military communication route and for trade and transportation. This is demonstrated by the position of the 'Saxon Shore' fort at Gariannonum at Burgh Castle (Johnson 1983) to the north of the study area and Roman pottery kilns, situated close to the river at Homersfield and Needham, to the southwest of the study area (Ordnance Survey Map of Roman Britain 1994).

6.3 The Early Medieval Period (early 5th century to 1066)

- 6.3.1 There is no archaeological evidence for Early Medieval activity within the study area, although documentary evidence suggests the establishment of a small settlement by 1086, perhaps situated close to the mouth of the river. This settlement is documented in the Domesday Book as exploiting both agricultural land and marine fisheries. Such a settlement would have exploited its surrounding resources, not only agricultural land (arable and pasture) and marine fish, but also freshwater fisheries, marine and freshwater shellfish, wildfowl, turf for fuel and construction, reedbeds and water meadows and woodland. The rivers and sea would also have been major communication routes for trade and exchange.

6.4 The Medieval Period (1066 to 1540)

- 6.4.1 In 1086 Lowestoft was a hamlet in the demesne of the royal manor of Lothingland. It seems that the settlement grew steadily in wealth and importance during the later medieval period. The taxation lists of 1327 and 1334 show that the town occupied fourteenth and twelfth places respectively out of twenty-one settlements recorded for the hundred of Mutford and Lothingland. By 1524, however, it was the premier settlement, paying three-and-a-half times more than the next largest (Butcher 1995, 20).
- 6.4.2 Further evidence of Lowestoft's influence may perhaps be seen as early as 1357, when Great Yarmouth sought to restrict its rival's commercial activity by having limitations imposed on the local fishing industry through the Statute of Herring. More visible signs of Lowestoft's prosperity can be seen in the nave and chancel of St. Margaret's Church, one of Suffolk's finest Perpendicular buildings, built in the 15th century, which is assumed to have been financed by an affluent local community (*ibid*, 20).

- 6.4.3 Butcher (1995, 27) has created a plan of the town as it would have been in 1618 (Plate 18), using information from the manorial survey. The outline of the town at this time has been superimposed on the modern Ordnance Survey Map (Figure 2).

Zone 1

- 6.4.4 The town appears to have developed on heathland, parcels of which were sold off progressively as copyhold building-plots, with the lord of the manor entitled to an entry fine every time the property changed hands.
- 6.4.5 The High Street or main street, within the medieval town follows its original alignment and many of the building plots retain their original layout. To the west of the High Street lay an area of denser housing crossed at regular intervals by east-west 'scores', and beyond this was a stretch of open common known variously as Fair Green or Goose Green.
- 6.4.6 The medieval core of the town is situated at the northwestern edge of the study area. Zone 1 incorporates the High Street, medieval building plots and scores (pathways) between them, running east from the town on the cliff to the beach.
- 6.4.7 Located on the western edge of Zone 1, in the medieval core of Lowestoft, are the remains of the Priory of St. Bartholomew (10). Vaulted crypts have been located beneath 41, 42 and 160 High Street although the crypt at 160 was filled in when the Anchor Hotel was built in 1897.

Zone 2

- 6.4.8 No remains of medieval date have been reported from this area. Documentary research indicates that it was not developed with buildings until 1791. The area was, however, used to beach boats prior to the construction of the harbour in the 19th century, and may have been utilised for ancillary activities associated with fishing including the processing, salting or smoking of fish, net repair and drying and boat repair and storage. It also acted as a natural sea defence.

Zone 3

- 6.4.9 Again for this zone, there are no known remains of medieval date; however, documentary sources suggest that the settlement of Lowestoft migrated north from the river crossing point to its current cliff top position during the medieval period (see 4.3 above), which means that medieval remains may be present within this zone.
- 6.4.10 Oppenheim (1907) in his article on the maritime history of Suffolk, mentions that in 1336 a conference was held at Norwich. *'The usual Suffolk ports were represented with the addition of Kirkley which now begins to appear in the writs.'* These writs were issued by the monarch to English ports to supply ships for the navy. This area located to the south of the Inner Harbour and to the east of Kirkley Ham (44), continued to supply ships until 1452 but most were small vessels, as, by that stage, the port was silting up and Lowestoft had risen to prominence in the ship building industry.

- 6.4.11 There are a number of other sources listed by Claude Morley (1928) in *'Medieval Suffolk'*, that suggest that Kirkley *'...was the main harbour of this part of the coast in early Plantagenet times.'* This brief period of importance was probably due to changes elsewhere along the coast, such as sea erosion, that signalled the decline of the port of Dunwich. It should also be noted that Lake Lothing was open to the sea during the medieval period. However, during the 14th century a sand bar, that had protected the entrance to Lake Lothing, was destroyed by the sea, and from this point the entrance to the River Waveney at Kirkley began to silt up. By the 17th century the port of Kirkley may have declined to no more than a fishing village. It has been suggested (Gillingwater 1790) that the fishing village located close to Kirkley Ham was the area of the former port of Kirkley. There are, however, difficulties with this suggestion, in that the later map evidence does not show any roads within the area that might have provided access to the site of a port on the east side of Kirkley Ham. The 1803 map does, however, show a road on the western side of Kirkley Ham extending northwards.
- 6.4.12 Before the closing of the entrance, Kirkley Ham had been used as a harbour for fishing boats, one of the principal occupations of the inhabitants of Kirkley. Gillingwater also mentions the flood defences that were revealed at Lowestoft by a flood tide in 1786. These lay beneath those constructed by the Commissioners of Sewers in the 1650s. Gillingwater writes that in 1660 for the first time, a rate was raised on the lands in Kirkley for the repairs of the sea wall. The list of lands that were rateable included *"Several doles in Kirkley and other low grounds against the common betwixt Lowestoft Bounds and the inclosed meadows by Kirkley Bridge"*, and also, *"Several inclosed pieces betwixt divers common doles and Kirkley Bridge"*. It would seem to be the case that there were early flood defences constructed in this area. The commissioners of sewers were responsible for flood protection and land drainage as directed by an Act of Parliament passed in 1536.
- 6.4.13 Edmund Gillingwater published his history of Lowestoft in 1790 in which he describes the closing of Lake Lothing from the sea. This lake had formerly been the mouth of the Waveney but drifting sands closed the entrance to the sea by 1712. Apart from occasional flood tide breaking through the sand bar (the last of which in December 1717), the lake was separated from the sea until 1830.

Zone 4

- 6.4.14 There are no archaeological remains of medieval date reported from this area. Since it was liable to seasonal flooding during this period, it was predominantly used as pasture.
- 6.4.15 Land close to Lake Lothing was subject to a medieval turbary (7), the ancient right to cut turf on a particular area of bog. The marshland would also have been fully exploited for wildfowl and construction materials (turf and reeds) whilst Lake Lothing / River Waveney was utilised as a communication route and a freshwater fishery.

6.5 The Post-Medieval and Industrial Periods (1540 to 1914)

- 6.5.1 In the post-medieval period, expansion of the fishing industry led to a comparable expansion of the town. This was achieved by subdivision of

existing plots and the encroachment of new plots onto the market-plain on the town's southwestern boundary.

- 6.5.2 A manorial survey of 1618 makes clear that about 70% of the arable land was enclosed, 90% of the meadow, and 30% of the heath (Butcher 1997, 15).
- 6.5.3 By the beginning of the 18th century up to 25% of men were involved in the fishing industry. The granting of Port Status in 1679, with certain specified rights of export and import, recognised the town's growing importance, as well as freeing it from interference in its trade by Great Yarmouth. Once Lowestoft had become a port in its own right, it was largely free to pursue its own commercial interests.
- 6.5.4 A 17th century building survives at 333 Whapload Road (11), to the north of the study area. This building is a herringbone brick and flint net house and is a rare example of its type.
- 6.5.5 Lowestoft was not solely dependent on the fishing industry; there was also a strong focus on arable agriculture. This influenced the construction of several windmills, evidence of which can be seen on the Ordnance Survey map of 1886 at Kirkley and Oulton (12) and (13). The Tithe Accounts book reveals that by the end of the 17th century turnips and clover were also being grown in large quantities.
- 6.5.6 At the end of the 18th century Lowestoft was a moderately sized market town, fishing port and resort, with a population of about 2,300. The Beach Village area was occupied from 1791, and upturned boats were used as habitation. Lowestoft doubled in size by 1841 and reached over 13,000 by 1871. The population continued to rise up to World War I and by 1911 had reached 37,886 reflecting the peak in production for the British fishing industry.
- 6.5.7 The expansion of the town was heavily influenced by Sir Samuel Morton Peto (Plate 12), a railway tycoon who built a rail link between Lowestoft and Norwich, which opened in 1847. Peto then went on to build several other railways linking Norwich and Lowestoft to Ipswich. He bought Lowestoft Harbour from the British Government in 1844 and is said to have provided mooring for 1,000 boats. Peto is also credited with establishing Lowestoft as a holiday resort.
- 6.5.8 This mid-19th century investment in the town and its infrastructure also stimulated the construction of new buildings including the Royal Norfolk and Suffolk Yacht Club (Grade II listed) close to the south pier (14).
- 6.5.9 The Church of St John, an outstanding Victorian building (15), was built



Plate 12: Sir Samuel Peto
(Science Museum Pictorial)



Plate 13: St John's Church
(late 19th century)

between 1853 and 1881. After a structural survey in 1964, however, it was found to have considerable structural damage and was demolished in the late 1970s.

- 6.5.10 Around 250m north of the URC Area at Ness Point is Belle Vue Park (originally Arboretum Hill) (16). This park was Lowestoft's first free public park and was laid out as pleasure grounds. It was opened to the public in 1874 and is listed as Grade II on the English Heritage Register of Parks and Gardens.
- 6.5.11 Two hospitals were also in existence during the late 19th century and early 20th century close to the development area. These were Normanston (tuberculosis) Hospital (17) built in 1914 and Lowestoft Isolation (smallpox and fever) Hospital (18) built in 1893. Both hospitals have now been demolished.
- 6.5.12 In 1790 Edmund Gillingwater published his history of Lowestoft in which he describes the closing of Lake Lothing from the sea. The lake had formerly been the mouth of the Waveney but drifting sands closed the outlet to the sea by 1712. Apart from the occasional flood tide that broke through the sand bar, the lake was separated from the sea until 1830. Before the closing of the outlet, Kirkley Ham had been used as a harbour for fishing boats. Gillingwater also mentions a series of flood defences that date from at least the mid-17th century in the vicinity of the Lake.

Defence

- 6.5.13 The earliest references to artillery at Lowestoft refer to three batteries built in the reign of Henry VIII who first determined in 1539 that "*two bulwarkes [be] set up at Lestoffe*". These two were constructed by 1540 and a third was built shortly afterwards (Kent 1988, 157). They consisted of simple earthworks revetted with gabions and boards and armed with three or four guns each. One was sited at the south end of the town to cover the Stanfold Channel (19) south of Zone 1; one was on the Ness to defend the anchorage (20) in Zone 2; and the third was constructed on the line of the cliff to the north of the study area (21). These fortifications were improved in 1588, the principal battery being positioned on the Ness (20) (destroyed by sea storms shortly after 1715).
- 6.5.14 In 1781, an inspection of the batteries by General Tyron found Lowestoft to be defended by "two ruinous batteries and a rusty collection of cannon". Subsequently, three new batteries were built. The South Fort (19) was much larger than its predecessor and comprised an irregular hexagon surrounded by a ditch eighteen feet deep and fifteen wide, made even more formidable with a *cheveaux-de-frize* and thirteen heavy cannon. The Ness Battery (20) was slightly smaller and surrounded completely by a ditch including a rampart facing the sea and a blockhouse covering a gorge. The North Battery occupied a site on a high cliff, well back from the sea, in what is now Belle Vue Park (21). It was four-sided with four cannons and no ditch.
- 6.5.15 After 1815 the Ness Battery was abandoned and eventually washed away, the South Fort was handed over to the Admiralty, who built a coastguard station and levelled the ramparts, and the North Battery was removed when Belle Vue Park was laid out in 1886.

Transport

- 6.5.16 Although Mutford Bridge, is now shown on the modern OS map as a 'swing-bridge' (6) a drawing by Richard Powles of 1787 (Butcher 1995, 19) suggests that the bridge had replaced an earlier earth embankment or causeway (Plate 14).

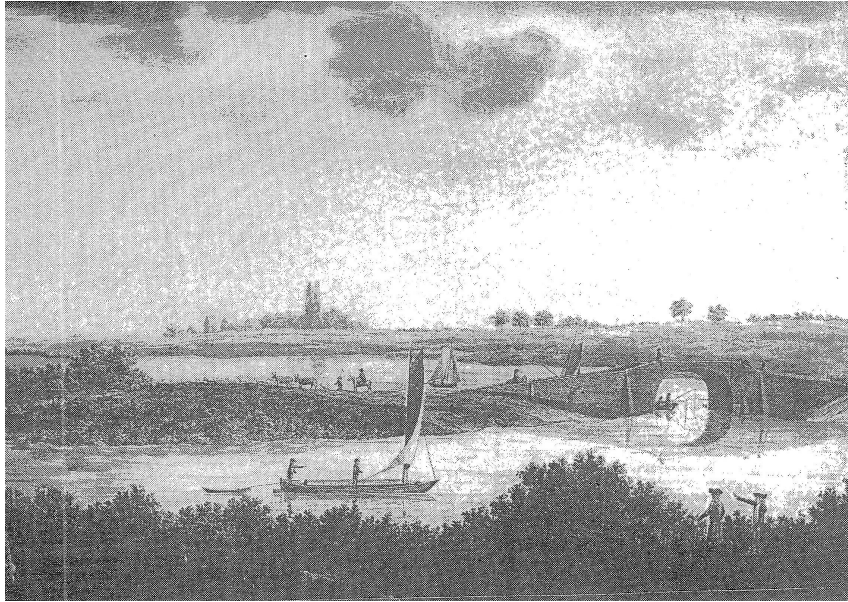


Plate 14: Mutford Bridge by Richard Powles 1787 (Butcher 1995, 19)

- 6.5.17 Following an Act of Parliament of 1555 the maintenance of roads was made a parish responsibility although many parishes could not maintain them. From the early 18th century separate Turnpike Trusts were established to maintain a network of principal roads. The road between Great Yarmouth and Southwold that passed through Lowestoft was turnpiked in 1785. As the roads were slowly improved, a network of stagecoach services was developed. By 1836, three Royal Mail routes crossed Suffolk including one from London to Yarmouth via Ipswich and Lowestoft. The Highways Act of 1862 abandoned the old system of turnpike roads and set up new Highway Boards. From 1888 the new County Councils were given the responsibility for main roads (Dymond and Martin 1989, 104).
- 6.5.18 The railway arrived in Lowestoft in May 1847 when the town was connected to the Norwich-Yarmouth line. A branch line from Haddiscoe to Beccles and Halesworth was opened soon after in December 1854. Lowestoft Central Station was opened in 1847 (24) near the Town Quay, and Oulton Broad North Station in 1859 (25) located at the western end of the study area, both of these are still operational. The Lowestoft and Yarmouth Railway was opened in 1903 as a joint venture by the Norfolk and Suffolk Joint Committee, but was closed in 1970 (Dymond and Martin 1989, 108).

Industry

- 6.5.19 In the early 17th century Lowestoft had a strong, diverse local economy with over a hundred occupations recorded, including textile and clothing manufacture, metalworking, and food and drink production. By the end of the century there was an increasing focus on maritime trade, and customs

officers and pilots are recorded by the mid-18th century. A lifeboat station and a coastguard station were established in the town by the end of the 19th century, as well as a lighthouse outside the study area at Ness Point.

6.5.20 Lowestoft porcelain was produced for 42 years in the 18th century, using local Gunton clay to make a range of soft paste porcelain items.



Plate 15: Lowestoft pottery © Green 2004

6.5.21 The 1886 Ordnance Survey map clearly shows many of these industries including boat building yards along the shore line of Lake Lothing and Kirkley Ham, gas works on 'the beach' (27), and limeworks near Lake Lothing (26). This map also shows sand pits all of which have been built over as the town has developed.

6.5.22 Further trades are mentioned in White's directory of 1844 in Lowestoft including bankers, tailors, blacksmiths and farmers.

6.6 Modern Period (1914 to the present)

6.6.1 During the First World War, fishing was greatly reduced with the requisitioning of the better steamboats by the Admiralty for patrolling and minesweeping duties.

6.6.2 No effort was made to fortify the coast at this time. In 1915 a Zeppelin dropped bombs on two occasions and in February 1916, the town was bombed for the first time by aeroplanes. Mobile anti-aircraft guns stationed locally were ineffective. On 25th April 1916, the German High Sea Fleet shelled the town and harbour installations leaving forty houses destroyed, two hundred damaged and four people killed. After World War I the fishing industry never fully recovered and the town declined in the inter-war years.

6.6.3 An aerial photograph of Lowestoft was taken in 1928 showing the harbour area, the eastern side of the town and the beach area or 'Denes'. A number of buildings were located on this area prior to the construction of the docks.



Plate 16: Aerial photograph of the harbour (Crawford 1928)

- 6.6.4 During World War II Lowestoft was transformed into an important naval base with an all-round defensive perimeter of trenches, pillboxes and dense belts of barbed wire. None of these features now survive but their locations have been recorded by the Council for British Archaeology's Defence of Britain project or on the Sites and Monuments Record.

Zone 1

- 6.6.5 A World War II hexagonal pillbox was located at the junction of Dukes Head Street (37).

Zone 2

- 6.6.6 Numerous World War II structures have been identified in this zone, the majority of which are isolated features such as an air raid shelter on Battery Green Road (28), a storage facility for barrage balloons (31), and barrage balloon tethering points located north of the Hamilton Dock (32).
- 6.6.7 Three roadblocks were located to the west of the Harbour area at the junction of Grove Road, Beach Road and Waveney Road (35), whilst hexagonal pillboxes were located at the junction of Whapload Road and Hamilton Road (36) and by Battery Green Road (38). These were all positioned for the defence of the harbour, town centre and railway station.
- 6.6.8 A larger group of World War II structures and features were located just to the north of the study area at Ness point on Lowestoft Denes (39). These consisted of gun emplacements with associated military buildings. Further east, beach defence scaffolding (40) was erected parallel to the water line (Plate 17). A number of stretches of barbed wire obstructions criss-crossed the area and close to the beach, two or three trench systems (possibly practice trenches) with an associated pillbox were constructed. A stretch of minefield, over 150m in length, was also located close to the beach.

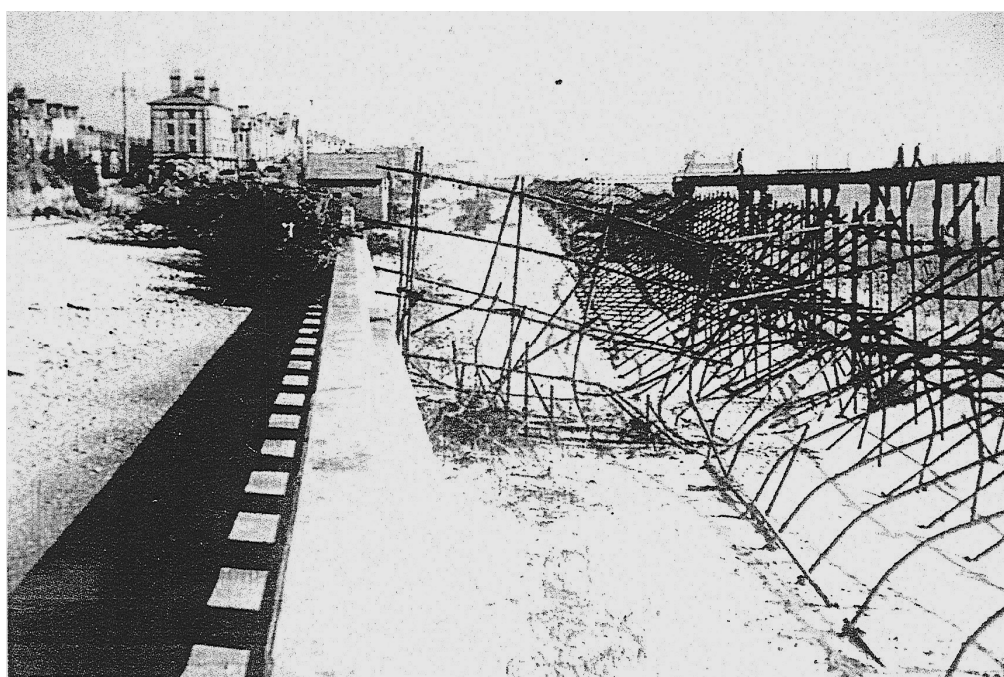


Plate 17: Photograph showing WWII scaffold defence along the beach (Jarvis 2002)

Zone 3

- 6.6.9 Within Zone 3 there were air raid shelters on Town Quay (**29**) and south of Denmark Road (**30**), located close to the docks and railway station. Roadblocks were also built near the outer docks at Denmark Road (**33**) and Commercial Road (**34**).

Zone 4

- 6.6.10 There were no significant features located in Zone 4 further away from the coast.

7.0 ARCHAEOLOGICAL POTENTIAL

7.1 Palaeoenvironmental

- 7.1.1 Although very little work on palaeoenvironmental material has been undertaken within the URC area, broader studies suggest that there is potential for peat deposits to be sealed by or contained within alluvial deposits throughout the area at depths of between 5m and 15m.

7.2 Palaeolithic

- 7.2.1 There is no evidence for Palaeolithic activity occurring anywhere in the study area at present. However, the proximity of occupation evidence, situated 2.5km south of the Lowestoft URC area dated to 700,000 years ago and located within the Cromer Forest Bed Formation, highlights the possibility that similar deposits may be uncovered here. On current evidence, the overall potential for archaeological deposits dated to this period remains **uncertain**, pending further information.

7.3 Mesolithic to Iron Age

- 7.3.1 There is as yet no evidence for activity from the Mesolithic, Neolithic, Bronze Age or Iron Age occurring anywhere in the study area. Later alluvium, marine sands and modern reclamation and development may have masked and sealed these deposits. The topography and geography of the area are likely to have attracted prehistoric activity associated with the exploitation of marine, estuarine and dry land environments; therefore the overall potential for these periods is **moderate**.

7.4 Roman

- 7.4.1 Although there is evidence for Roman activity in the wider area at Burgh Castle and Caister-on-Sea very few Roman finds or features have been located within or close to the study area. However, the River Waveney is known to have been used as a communication and trade route and later alluvium, marine sands, reclamation and modern development may have masked and sealed any deposits, structures or artefacts relating to these activities. Therefore, the overall potential for these periods is considered **low** to **moderate**.

7.5 Early Medieval

- 7.5.1 There have been no finds or deposits identified within the study area for this period. However, Lowestoft is mentioned in the Domesday Book as a settlement exploiting agricultural land and marine fisheries. Therefore the potential for early medieval remains to be present is **moderate**.

7.6 Medieval

- 7.6.1 A number of find spots and sites in the study area have been attributed to the medieval period. Although a limited number of excavations have taken place

within the development site, evidence of medieval activity has been uncovered. The focus for medieval activity in Lowestoft was predominantly within Zone 1 of the study area. However, it has been suggested that the settlement migrated from the river crossing northwards during the period from Zones 2 and 3. Kirkley Ham in Zone 3 may also have been the focus of a port and settlement during the medieval period. The potential for medieval activity in Zones 1, 2 and 3 is therefore **high**. There is little medieval evidence from Zone 4, however this area is likely to have been exploited for freshwater fish and shellfish, wildfowl, turf for construction and fuel, reeds and pasture / water meadow. The potential within Zone 4 is therefore **low - moderate**.

7.7 Post-medieval

- 7.7.1 There is much evidence for post-medieval activity within the study area, including an increase in the activity along Lake Lothing. The area occupied with buildings within the study area increased substantially in this period. The Lowestoft URC area is also likely to contain evidence for the canal, harbour, marine coastal defences, a lifeboat station and coastguard station, boat and ship building yards, fish processing and other manufacturing industries, ancillary industries and occupation evidence and a gasworks. Therefore, the potential for post-medieval remains within the Lowestoft URC area is **high**.

7.8 Modern

- 7.8.1 Interest in this period relates mainly to World War Two. During World War II Lowestoft was transformed into a strategic military naval base with an all-round defensive perimeter of trenches, pillboxes and dense belts of barbed wire. The above ground evidence for these features and structures has been removed from within the Lowestoft URC area. The locations have all been recorded by the Council for British Archaeology's Defence of Britain project or on the Sites and Monuments Record. The potential for discovering World War II archaeological remains is **moderate**.

8.0 STATEMENT OF SIGNIFICANCE

8.1 Assessment Criteria

- 8.1.1 The areas of archaeological potential within the Lowestoft URC area have been assessed for their importance in terms of their Local, Regional or National significance. This is based on the likely survival of known remains, their type and their possible value to a regional or local research agenda.
- 8.1.2 There are no standard criteria for the assessment of archaeological significance. The table below has been used as a guide for indicating the importance of an archaeological receptor.

Table 2: Criteria for Evaluating the Significance of an Archaeological Receptor

Significance	Criteria Used
National	<ul style="list-style-type: none"> Scheduled Ancient Monuments Archaeological sites and monuments of schedulable quality and importance, but undesignated Previously unknown sites of schedulable quality and importance, discovered in the course of evaluation or mitigation
Regional	<ul style="list-style-type: none"> Local authority designated heritage sites and landscapes Previously unknown, and therefore undesignated, sites that would justify Local Authority designation and contribute significantly to regional research questions
Local	<ul style="list-style-type: none"> Sites and landscapes with specific and substantial importance to local interest groups, but with limited wider importance Archaeological sites and landscapes whose importance is limited by previous ground disturbance, poor preservation or survival and/or poor survival of contextual associations Previously unknown sites discovered in the course of evaluation or mitigation that would contribute significantly to local research questions
Negligible	<ul style="list-style-type: none"> Archaeological sites or monuments of no archaeological significance due to major previous ground disturbance or contamination or that will make no contribution to a regional or local research agenda
Uncertain	<ul style="list-style-type: none"> The importance of the resource cannot be ascertained

8.2 Palaeoenvironmental

- 8.2.1 Although there has been very little work on these deposits within the URC area, broader studies indicate that there is potential for encountering palaeoenvironmental deposits from all periods, buried beneath or contained within estuarine, marine sands, alluvial or reclamation deposits. Any information on deposit formation, sequence and date would be of **local** or **regional** importance, but organic deposits associated with occupation sites would be of particular significance.
- 8.2.2 Given the fact that the geology of East Anglia favours the presence and survival of early prehistoric archaeology, deposits associated with the Palaeolithic period could be of **national** or **international** significance, according to published research agendas (Austin 1997).

8.3 Prehistoric

- 8.3.1 There is no material evidence at present to suggest that the URC area was occupied during the prehistoric period. However, it is known that throughout the pre-medieval period archaeological sites have been masked by peat and alluvial clays. Murphy (2001) suggests that it is likely that early prehistoric sites, such as the organic remains of trackways and platforms, lie within or are buried by peat sequences and that buried inter-tidal or former inter-tidal sites and features, such as boats, fish-traps and salterns, may be present. Sites or finds of this nature are likely to be of **regional** significance.

8.4 Roman

- 8.4.1 Limited evidence has been uncovered for Roman occupation within the study area. There is, however, evidence from the wider area to suggest the use of the River Waveney for river transport in the Roman period, perhaps including the shipment of pottery. There is therefore the possibility that evidence for Roman river and sea trade, or military naval heritage may be located within the study area. The discovery of such remains would be of **regional** or **national** significance, meeting the criteria and answering key questions in the regional research agenda, focussed on the coastline near to Burgh Castle (Brown and Glazebrook 2000, 22).

8.5 Early Medieval

- 8.5.1 There is no archaeological evidence from this period within the study area although Lowestoft is mentioned in the Domesday Book. If further work uncovers material relating to this period it would be of **regional** significance.

8.6 Medieval

- 8.6.1 Evidence relating to this period has been uncovered close to Zone 1. Within this zone, it is likely, on current evidence, that medieval archaeological deposits will be uncovered. This material would be of **regional** significance, and answer key questions within the regional research agenda on the chronological development of the medieval town and port of Lowestoft and would contribute to the development of a regional pottery typology (Brown and Glazebrook 2000, 27-29). Medieval archaeological evidence for port activity and sea trade would be of **national** significance.

8.7 Post-medieval

- 8.7.1 The potential of the study area to contain post-medieval archaeological deposits has been assessed as **high**. The significance of these deposits varies across the study area and is dependent on the key questions within the research agenda that they have the potential to answer. Further work on Lowestoft's post-medieval defences may discover material of **national** significance and is a major theme within the regional research agenda (Brown and Glazebrook 2000, 33). Evidence relating to key research question on river and sea transport, the port and railways would be of **regional** significance and the uncovering of industrial archaeological deposits within the study area would be of **local** and / or **regional** significance. Archaeological evidence that could answer questions regarding the

chronological development and expansion of the town would be of **local** significance, as would material relating to post-medieval agrarian practises.

8.8 Modern

- 8.8.1 The evidence relating to defences during the two World Wars would be of **regional** significance according to the regional research agenda (Brown and Glazebrook 2000, 34).

9.0 MODERN DISTURBANCE

9.1 Bomb Damage

- 9.1.1 Information regarding bombing and bomb damage is derived principally from cartographic sources. These indicate that much of the study area was extensively bombed during World War II. Figure 9 locates the sites which were bombed taken from "Maps of war damage and proposed areas of reconstruction, Lowestoft, dated 1946".
- 9.1.2 Lowestoft became a naval base and a port of strategic importance during the Second World War. The town suffered its first air attack in July 1940. Although shipyards, the railway, and the Bascul Bridge were major targets, in practice, bombing was indiscriminate and civilian areas were also heavily damaged.
- 9.1.3 There are a total of 42 bomb sites located on the map. These were marked as cleared or seriously damaged bombsites. In relation to the zones within the study area:
- Zone 1 contains a total of 13 bomb damage sites
 - Zone 2 contains a total of 23 bomb damage sites
 - Zone 3 contains a total of 6 bomb damage sites
- 9.1.4 By 1945 much of Lowestoft had suffered from the results of the bombing raids. The immediate post-war years were spent on extensive rebuilding. Deposits located within bombed areas are likely to have been disturbed by the initial blast, site clearance and re-construction work.

9.2 Disturbance from Previous Construction

Zone 1

- 9.2.1 Zone 1 incorporates part of the medieval core of the town located at the northern end of the study area. This includes the High Street, land to the east of the High Street, and the Scores (pathways) joining the town to the beach.
- 9.2.2 Research indicates that this zone of development retains much of its historic character through the preservation of narrow building frontages, reflecting the preservation of medieval burgage plots.
- 9.2.3 Cartographic evidence shows that the area has not been impacted upon by large-scale modern development. It is therefore likely that significant archaeological deposits still exist within this zone. However, damage will have been caused by the construction of post-medieval and modern building foundations, modern services and other associated groundworks in localized areas.
- 9.2.4 Any future development in Zone 1 may have an impact on archaeological deposits. The potential for archaeological deposits to survive in this Zone is assessed as high, and therefore new development may directly impact on this resource.

Zone 2

- 9.2.5 Zone 2 encompasses the beach industrial estate, developed in the late 1960s and 1970s and to the south, the outer harbour and docks.
- 9.2.6 Documentary research indicates that buildings were not constructed in the beach industrial area until 1791. Prior to this, this area was an open tract of land used as a natural sea defence. The outer harbour and docks were also not developed until the 1840s.
- 9.2.7 Cartographic evidence shows that there are few areas of land that have not been impacted upon by modern development over the past 150 years.
- 9.2.8 Post-medieval and modern development in Zone 2 is likely to have caused considerable ground disturbance in the upper strata with the construction of post-medieval and modern foundations, modern services and other associated groundworks. The construction of the harbour area from the 1840s in the southern part of Zone 2 will have removed any pre-1840s archaeological deposits that survived in this area. The continual dredging and repair of the entrance to the inner harbour is also likely to have removed or heavily disturbed any archaeological deposits. Ground contamination from the use of the gas works from the mid-19th century may also be an issue. The area was also heavily bombed during World War II. It should be noted (see deposit model below) that considerable depths of marine sands are located within this area. These have the potential to mask and seal pre-medieval activity. The sands may also hold evidence for occupation in the medieval and post-medieval periods when the Denes were used as a beach port for fishing boats and perhaps ancillary activities, fish processing salting and smoking and repair work to nets and boats. From the late 18th century upturned boats were also used in the Beach Village area as habitation.
- 9.2.9 The potential for archaeological deposits to survive in this Zone is therefore assessed as **low** for near surface deposits, however, the potential for archaeological deposits to survive within or beneath the marine sands is at present **uncertain**.

Zone 3

- 9.2.10 Zone 3 comprises the Inner Harbour and the eastern end of Lake Lothing to the west of the Bascule Bridge. This area was primarily developed from the mid-19th century. The Ordnance Survey maps show both sides of the harbour and land to the east of Kirkley Ham being utilised for industrial activities including boat building yards and warehouses.
- 9.2.11 The cartographic evidence shows building activity in this area from the mid-19th century. Few areas of land have not been impacted upon by 19th and 20th century developments. Cartographic evidence also, however, suggests that much of the land behind the current quaysides was low-lying and prone to flooding. These areas will have been reclaimed by successive quayside structures from at least the 1840s on both the north and south sides of the Inner Harbour. This reclamation activity may have buried archaeological deposits along the waterfront including evidence for the medieval port of Kirkley, potentially focussed on Kirkley Ham. Reclamation deposits also seal thick alluvial deposits, which may contain palaeoenvironmental sequences, boats, timber structures, palaeochannels or former land surfaces.

- 9.2.12 Further back from the waterfront, post-medieval and modern industrial buildings are likely to have caused considerable ground disturbance with the construction of foundations, modern services and other associated groundworks. The construction of the modern quays and dredging may also have impacted on below ground archaeological and marine deposits.
- 9.2.13 Potential archaeological deposits were disturbed when the cut to the sea was made in 1830 where the Bascule Bridge or town bridge now stands. These deposits included preserved tree trunks (possibly representing part of a Roman road or trackway) and peat. These suggest a crossing point dating to the Roman period and the potential for the preservation of palaeoenvironmental deposits buried below reclamation material in the vicinity.
- 9.2.14 The potential for archaeological deposits to survive in this Zone is therefore assessed as **moderate** close to the waterfront, buried beneath reclamation materials. Further back from the quaysides, the archaeological potential is assessed as **low**. Any future development along the waterfront in Zone 3 has the potential to impact on archaeological deposits.

Zone 4

- 9.2.15 Zone 4 has been largely developed from the early 20th century. The 1886 Ordnance Survey map shows limited development in this Zone including boat-building yards, Colville House, Carlton Lime Works and the railway lines, but the majority of the area comprised open fields.
- 9.2.16 Ordnance Survey maps indicate a rapid increase in the construction of industrial buildings to the north and south of Lake Lothing from the early 20th century, suggesting that there are few parts of Zone 4 that have not been impacted upon by development.
- 9.2.17 It is likely that the construction of modern foundations, services and associated groundworks for these individual buildings will have caused considerable ground disturbance.
- 9.2.18 Ground disturbance would have also occurred during the construction of the road and rail bridge located at Mutford.
- 9.2.19 Other factors that may have influenced the preservation of archaeological deposits include sand/gravel extraction pits (as shown on the 1886 Ordnance Survey map), and an electrical sub-station (1976 Ordnance Survey map).
- 9.2.20 Cartographic evidence also suggests that much of the land behind the current quaysides was low-lying and prone to flooding. These areas will have been reclaimed by successive quayside structures from at least the 1840s on both the north and south sides of the Inner Harbour. This reclamation activity, involving the importation of large amounts of material to raise the ground level behind the quayside structures, may have buried archaeological deposits along the waterfront. These potential archaeological deposits may include evidence for the medieval port of Kirkley, potentially focussed on Kirkley Ham. Reclamation deposits also seal thick alluvial deposits, which may contain palaeoenvironmental sequences, boats, timber structures, palaeochannels (former river courses) or former land surfaces. The height difference between the present land surface and the level of water in lake Lothing at high tide

suggests that the made ground deposits are in excess of 1-2m thick along the waterfront. Therefore, it is assumed that any remaining potentially archaeologically sensitive deposits will be deeply buried beneath modern reclamation material.

- 9.2.21 The potential for archaeological deposits to survive in Zone 4 is therefore assessed as **moderate** close to the waterfront, buried beneath reclamation materials. Further back from the quaysides, the archaeological potential is assessed as **low**. Any future development along the waterfront in Zone 4 has the potential to impact on buried archaeological deposits.

10.0 DEPOSIT MODEL

10.1 Introduction

10.1.1 The creation of a deposit model for Lowestoft has not been attempted by previous writers on the archaeological or historical development of the town. Archaeological interventions within the town include only a small number of watching briefs, evaluations, and excavations as redevelopment of the urban core occurred immediately post-World War II. Large-scale urban regeneration has not been undertaken since the introduction of PPG16. The dearth of previous archaeological excavations from Lowestoft is a hindrance for this type of modelling, which should allow the prediction of stratigraphic sequences throughout the study area. In addition, there is relatively little borehole information from the wider Lowestoft URC area. For this reason, only very general deposit sequences can be extrapolated across the study area.

10.2 Previous Geotechnical Investigations

10.2.1 A very broad table showing the geology of the URC area is presented in Section 5 above. The information presented in Table 3 below has been gathered from borehole records held by the British Geological Survey. 18 boreholes were selected from across the Lowestoft URC area. The borehole logs were compiled from the late 19th to the late 20th century and their locations are shown on Figure 10.

Table 3: Summary of borehole information across the URC area

Map Ref	BGS Ref	Date	Depth bgl (m)	Deposit description
Zone 1 - Only three boreholes were available for this zone, all to the east of the High Street at the base of the cliff located in the area known as the Trading Estate.				
BH1	TM59SE/10	1954	0 – 1.50	Made ground
			1.50 – 7.32	Recent beach material
			7.32 – 22.70+	Glacial deposits
BH6	TM59SE/6	1897	0 – 1.50	Made ground
			1.50 – 5.20	Recent beach material
			5.20 – 60.90+	Glacial deposits
BH7	TM59/21	1953	-	Only water infiltration measured
Zone 2 - In this zone BH4 and BH5 were located within the eastern part of the Beach Village, BH2 and BH3 at the southern extent of the medieval and post-medieval core of Lowestoft, and BH12 and BH15 at the Bascule Bridge.				
BH2	TM59SE/15	1975	0 - 0.20	Made ground
			0.20 – 4.95	Recent beach deposits
			4.95 – 30.00+	Glacial deposits
BH3	TM59SE/16	1975	0 – 0.20	Made ground
			0.20 - 4.60	Recent beach deposits
			4.60 – 20.00+	Glacial deposits
BH4	TM59SE/3	1962	0 – 1.22	Made ground
			1.22 - 3.05	Recent beach deposits
			3.05 – 10.67+	Glacial deposits
BH5		1973	0 – 0.20	Made ground
			0.20 - 10.80	Recent beach deposits
			10.80– 25.00+	Glacial deposits
BH12		1897	0 – 0.10	Made ground
			0.10 - 3.40	Recent beach deposits
			3.40 – 21.90+	Glacial deposits
BH15		1982	0 – 4.00	Recent beach deposits
			4.00 – 10.00+	Glacial deposits

Map Ref	BGS Ref	Date	Depth bgl (m)	Deposit description
Zone 3 - BH11 and BH18 were located to the north of Lake Lothing and BH10 to the south.				
BH10		1985	0 – 0.20	Made ground
			0.20 – 2.20	Alluvial deposits
			2.20 – 15.45+	Glacial deposits
BH11		Late 19thC	0 – 0.45	Made ground
			0.45 - 1.07	Alluvial deposits
			1.07 – 21.90+	Glacial deposits
BH18		1995	0 – 3.10	Made ground
			3.10 - 3.20	Alluvial deposits
			3.20 – 10.00+	Glacial deposits
Zone 4 - BH8, BH13 and BH14 were located to the north of Lake Lothing and BH9, BH16 and BH17 to the south.				
BH8		1991	0 – 4.00	Made ground
			4.00 - 5.40	Alluvial deposits
			5.40 – 30.00+	Glacial deposits
BH9		1991	-	Records not available
BH13		1976	0 – 2.50	Made ground
			2.50 - 4.10	Alluvial deposits
			4.10 – 15.00+	Glacial deposits
BH14		1962	0 – 1.22	Made ground
			1.22 - 4.56	Alluvial deposits
			4.56 – 9.14+	Glacial deposits
BH16		1989	0 – 3.20	Alluvial deposits
			3.20 - 15.30+	Glacial deposits
BH17		1928	0 – 0.61	Made ground
			0.61 - 3.40	Alluvial deposits
			3.40 - 39.92+	Glacial deposits

10.2.2 The thick deposit of made ground in Zone 1 identified at the base of the cliff probably represents an accumulation of debris and dumped material, of uncertain date, close to the base of the cliff. BH4 in Zone 2 may either be similarly interpreted or associated with the development of the Beach Village.

10.2.3 The results from the borehole data are not detailed enough to allow the definition of archaeological deposits or horizons, the level of ground disturbance or the build-up of reclamation material. They do, however, indicate a considerable depth of deposits, which require more detailed investigation in order to characterise them. In Zones 1 and 2 there is a considerable build-up of marine sands on top of the natural glacial deposits, whilst in Zones 3 and 4 there is a considerable build-up of alluvium. Made ground deposits also appear to be thicker at the base of the cliff in Zone 1 and around Lake Lothing in Zones 3 and 4, where land reclamation has occurred.

10.3 Archaeological Interventions

10.3.1 There are five recorded archaeological investigations in the Lowestoft URC area, all of which have been outlined in the baseline data.

Zone 1

10.3.2 Four investigations took place in the vicinity of Zone 1.

- Archaeological monitoring of groundworks associated with the construction of an extension to 120, High Street, (NGR 655090 293500)

undertaken during November 2004. No features or deposits were identified during the work **(23)**.

- At Wilde's Score (NGR 655142 293636), archaeological monitoring and an excavation took place during October 2003. The site was located 30m to the north of the John Wilde School and 2.5m to the east of the boundary wall of No.77 High Street, Lowestoft. A shallow pit was recorded dating to the post-medieval period above a large build up of building rubble dating to the 16th century. The excavator, Paul Durbidge states "the rubble appeared right across the square and in an attempt to determine its limit a trench was cut across the square. Results of this showed a considerable amount of material had been deposited and this was still present at a depth of three feet [*c.1m*]... made up of broken pantiles, mortar, broken bricks and occasional loose cobbles" **(8)**.
- An archaeological watching brief or monitoring exercise was carried out along the line of the Eastern Relief Road (NGR 655049 293497) in 1993. This located rubbish pits of 16th and 17th century date "at Barnards Yard, some 30m short of where the new road was destined to link through the High Street". Tom Loader states "these were cut into an orange clay subsoil, which was located some 0.7m below the present surrounding ground level" **(22)**.
- In 2003, archaeological monitoring took place at the Day Care Centre, Crown Score (NGR 655220 293790). This recorded a short length of wall dated to the post-medieval period and an "area of terracing which had at least been partially formed by cutting into the natural slope" **(9)**.

Zone 2

10.3.3. There are no recorded archaeological interventions in the vicinity of Zone 2.

Zone 3

10.3.4 One investigation took place in the vicinity of Zone 3.

- Archaeological monitoring of groundworks and building recording took place in advance of the demolition of the former Crown Works (NGR 654260 292540) and the redevelopment of the site as a retail park in 2004. No archaeological features or deposits were identified during the work **(42)**.

Zone 4

10.3.5 There are no recorded archaeological interventions in the vicinity of Zone 4.

Conclusion

10.3.6 The results from the previous archaeological interventions is not detailed enough to characterise either the definition of archaeological deposits or horizons, the level of ground disturbance or, the build-up of reclamation material. However, it reveals that in certain parts of Zone 1 terracing and levelling were utilised as a technique to create 'shelves' of flat ground on top of the cliff on which to construct buildings.

11.0 URBAN DEVELOPMENT

11.0.1 The present day townscape of Lowestoft can only be understood through an analysis of the historic town and its urban development. The following section describes the development and expansion of the town in relation to its history, in order to understand its modern street pattern and chronological development. For an in depth discussion of Lowestoft's historical development, please refer to previous sections of this report.

11.1 Historical Development

11.1.1 During the medieval period a small fishing village had become established along the Denes, a large area of sand on the sea front at the base of the cliff. By the 13th century the settlement had expanded onto the higher ground behind the cliffs where the High Street had become established (Robb 2005, 12). The medieval town was characterised by the development of burgage plots and long narrow passageways, known locally as scores, giving access from the High Street to the Denes. The topography of the town enabled a separation of domestic and commercial property, with domestic premises largely confined to the east side of High Street and premises associated with the fishing industry located on the lower ground adjacent to the Denes. The green and common land were located to the west of High Street. The Church of St Margaret was located over a kilometre west of the High Street suggesting an early shift in the settlement focus brought about by the growth and development of the fishing industry.

11.1.2 Continued expansion of Lowestoft resulted in encroachment on the greens and common land west of the High Street, with the establishment of a grid pattern of densely packed east-west street streets Butcher 1995, 25). A map reconstructed from manorial evidence of 1618 (Plate 18) shows building plots concentrated along the length of the High Street with narrow plots stretching towards the Denes to the east where small-scale commercial premises have been identified. A network of streets is located between the High Street and the green, whilst ribbon development to the south of the High Street around the Market Place is also identified.

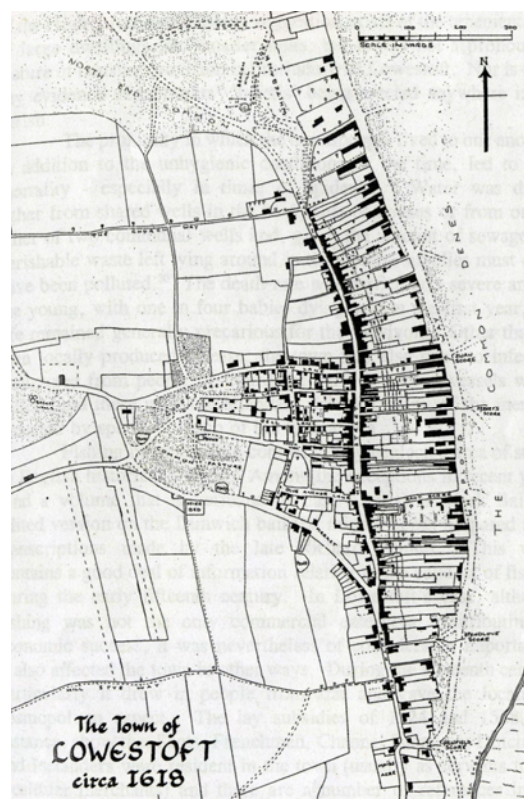


Plate 18: Reconstructed map of Lowestoft in 1618 (Butcher 1995, 27)

11.1.3 The character of the town began to change during the mid-18th century as it developed into a health resort for sea bathing with visitors

taking advantage of the London-Great Yarmouth toll road (the current London Road). During peak season, the population of the town almost doubled to 3000 (Robb 2005, 27). Evidence of the changing character of the town survives in a number of buildings along High Street which were refronted or rebuilt at this time, such as Number 55 High Street. A view of Lowestoft High Street drawn in 1784 by Richard Powles shows the mixed age and character of buildings along the street at this time. A view of the town from the Denes by the same artist c.1785 (Plate 19) shows a concentration of buildings along the High Street. Most are shown to be small two- or three-storey structures, however, some more substantial classically-styled buildings are also visible.



Plate 19: A Perspective View of Lowestoft by Richard Powles c.1785 (Butcher 1995, 26)

- 11.1.4 Herring fishing still remained the principal industry throughout this period; an increasing build up of sand along the South Denes enabled the establishment of a beach village below the cliff from the late 1780s. Accommodating workers in the fishing industry, this settlement rapidly expanded to become a community in its own right (Robb 2005, 42). Improvement in the provisions for the fishing industry was undertaken in the early 19th century with the opening of the harbour in 1830, subsequently encouraging shipbuilding industries to develop on the banks of Lake Lothing.
- 11.1.5 Robert Barnes map of 1830 shows the extent of Lowestoft at this time (Figure 3). The High Street is visible as a long broad road, extensively built up along either side. Further buildings are visible at the base of the scores, whilst a number of buildings on the South Denes are also shown. To the west of the High Street is a network of streets, densely developed close to the High Street, with more dispersed buildings to the west. The Market Place is visible to the south of the High Street enclosed by buildings on all sides. Further development is visible along London Road to the south of this, leading towards Lake Lothing and the sea lock. Settlements are also shown at Kirkley to the south, Normanston to the east, and around Mutford Bridge and Lock to the east of Lake Lothing.
- 11.1.6 The period of greatest change within Lowestoft occurred in the mid-19th century with its development as both a pleasure resort and harbour under the entrepreneur Samuel Peto. Responsible for bringing the railway to the town and improving the harbour facilities, Peto's investment in the town as a pleasure resort resulted in a shift in focus away from the High Street towards the new town constructed on land south of the harbour.

- 11.1.7 Following an Act of Parliament passed in 1845, the railway line was opened in 1847, prompting a large increase in the population of the town which reached 6,580 by 1851 (Robb 2005, 51). New housing for local workers was constructed close to the station and harbour, to the north of Commercial Road, whilst higher status buildings, constructed to cater for the spa visitors, were erected along the sea front on the Esplanade and Wellington Parade. By the later 19th century, moderate status housing was being constructed within the new town on streets such as Windsor Road.
- 11.1.8 Development to the north of the High Street began to occur around this time, with the establishment of Belle Vue Park (1874) and villas around The Crescent. Further residential development began to occur around Mutford Bridge to the west of Lake Lothing, with the construction of houses along Victoria Road, extending the focus of the town in this direction. The 1885 sub-dividing of the Groves Estate on London Road North into lots for development enabled the old and new towns to be joined. Initially this area was developed for housing purchased by the upper classes, being home to a number of doctors and dentists (Robb 2005, 66); however, the first commercial property was erected on the site in the 1890s and it subsequently developed as a shopping thoroughfare.
- 11.1.9 The First Edition Ordnance Survey map of 1886 (Figure 4) shows settlement still to be most dense around the High Street, with considerable expansion to the west. Workers housing had been established to the north of the station whilst larger scale terraced buildings are visible along the Esplanade to the south of the harbour, along South Beach. Industrial activity is shown concentrated around the herring and outer harbours and on the banks of the inner harbour, with the presence of boat building yards. Further development is shown around Mutford Bridge and the west of Victoria Road. As yet land around Lake Lothing remained largely undeveloped, crossed by the railway line.
- 11.1.10 Lowestoft continued to develop as a centre for the herring industry into the early 20th century, but new industries such as ship building and engineering were also developing at this time (OS 1906, Figure 5). Leisure still remained a key contributor to the wealth of the town evidenced by the opening of the Empire Hotel in 1900, then the largest seaside hotel in Britain (Robb 2005, 80). The commercial focus of the town moved south from the High Street to encompass London Road South, integrating the new town more fully. Residential expansion also continued with the establishment of further terraced housing to the west of the High Street, to the west of London Road South and around Mutford Bridge.
- 11.1.11 Lowestoft declined as a pleasure resort after the First World War, and in the inter-war period the maritime industries maintained the economic base of the town leading to continued expansion towards Mutford Bridge, and the intensification of development around Oulton Broad (OS 1928, Figure 6).
- 11.1.12 Lowestoft was utilised as a naval base in the Second World War, and as a result was heavily targeted in air raids. Extensive bomb damage occurred around London Road North, and by the end of the war, over 80% of houses in the town had sustained some damage (Robb 2005, 97). Extensive rebuilding programmes were undertaken in the post-war period, with new housing estates constructed to the north of the town at Gunton and to the southwest at Whitton; and the construction of new retail buildings along

London Road North. Following serious flooding in 1953, the beach village on the Denes was abandoned and was subsequently redeveloped as Lowestoft's first industrial estate. Suburban infill development was also occurring around Normanston and to the north and west of the town, whilst industrial expansion continued on the banks of Lake Lothing, reaching as far west as Mutford Lock (OS 1958, Figure 7).

- 11.1.13 Extensive building clearance was undertaken during the 1960s and resulted in the demolition of many historic properties around the High Street. Further losses occurred during the construction of a new town bypass in the 1970s particularly evident along Jubilee Way and Battery Road (OS 1976, Figure 8).
- 11.1.14 Following the decline of the fishing industry from the 1960s, other industries within Lowestoft began to suffer, including many of the large-scale manufacturing firms. Many of these sites have been redeveloped in the 21st century as retail parks, as has occurred at the former Coachworks site, now the North Quay Retail Park. Significant areas of industry survive within the town, around the docks and on the Denes, whilst the High Street remains a secondary focus for commerce, to the shopping thoroughfare provided by London Road North.

12.0 HISTORIC TOWNSCAPE ASSESSMENT

12.1 Methodology

- 12.1.1 The assessment of the historic townscape within Lowestoft URC area was undertaken with reference to listed buildings, conservation areas, and locally significant buildings, as well as street, town and riverscapes. Assessment of these was carried out by means of a detailed walkover survey undertaken in November 2005. External visual assessment was carried out of all buildings within and adjacent to the URC area, in order to assess their age, form and significance.
- 12.1.2 As part of this assessment, problem areas or elements within the URC area were identified, and the current use, condition and maintenance of historically or architecturally significant structures considered. Opportunities for enhancement or improvement within the URC area were also identified.
- 12.1.3 In order to better understand the form and nature of the townscape of Lowestoft, the URC area was divided into five zones: areas of distinctive townscape character relevant to the understanding and modern development of the town. Within Lowestoft these were identified as:
- Zone 1 The High Street
 - Zone 2 The Denes
 - Zone 3 The Outer Harbour
 - Zone 4 Lake Lothing
 - Zone 5 Mutford Bridge

The geographical arrangement of the zones is shown on Figure 12.

13.0 ZONE 1: THE HIGH STREET

13.1 Introduction

- 13.1.1 Zone 1 forms part of the historic core of the town and is associated with the development of Lowestoft from the medieval period. It consists of the land to the east of the High Street, to the west of the former beach area of the Denes and to the north of London Road North, the current commercial hub of the town. This zone contains a variety of buildings, dating from the medieval period to the 20th century, demonstrating the continued importance of High Street within Lowestoft's historic development (Figure 13).

13.2 Character and Appearance

- 13.2.1 Zone 1 is characterised by its historic townscape, being formed by properties fronting the historic High Street and their associated backlands. It includes buildings dating from the medieval to modern periods which serve to create a varied and visually interesting streetscape.
- 13.2.2 Zone 1 forms part of the **High Street Conservation Area** and contains 29 listed structures (detailed in Appendix 3), the majority of which are designated grade II, with only number **36 High Street** being designated grade II*.
- 13.2.3 Zone 1 is characterised by the dense mix of buildings along the High Street frontage, interspersed with passageways, known locally as Scores, running from the street to the Denes to the east. These form a highly significant part of the historic townscape, preserving the topographical relationship between the High Street and the Denes. These routes are generally very enclosed, being delineated by flint and brick walls or, in a few locations, traditional Suffolk crinkle-crankle walls. Post-medieval development has eroded the enclosed character of some Scores, such as Rant Score and Spurgeon Score, which have been widened to form modern streets. Despite this, many of the scores provide good characteristic long distance views from the High Street out to sea (Plate 20). The placement of public art within the Scores enhances their quality and encourages public use.
- 13.2.4 The High Street retains much of its historic character through the preservation of narrow building frontages, reflecting the preservation of medieval burgrave plots. This is reinforced by the density of buildings along the street and the linear divisions provided by the scores.
- 13.2.5 Zone 1 is characterised by its wide variety of architectural dates and styles, ranging



**Plate 20: The view east along
Wilde's Score**

from late medieval domestic buildings, through 18th century houses to large-scale Victorian commercial and domestic premises, demonstrating the historic development of the area (Plate 21). Buildings are predominantly of two or three storeys, with construction in brick, render, flint and timber framing. Characteristically, these contain commercial premises at ground-floor level, with residential accommodation above. A small number of buildings remain in solely domestic use. There is no single dominant architectural style within this streetscape, rather it is the mix of age, style and scale of building which contribute to its quality and interest.



Plate 21: General view south along High Street showing the varied streetscape

- 13.2.6 The earliest surviving building in this Zone is 36 High Street (II*) (Plate 22). This has 15th century origins, but was extensively remodelled in the late 19th century. Of two storeys and jettied at first-floor level, a 19th century shop front is preserved on the ground floor.



Plate 22: 36 High Street

- 13.2.7 The grade II listed **Wildes House** is also of significance as an early merchant's house (Plate 23). This two-storey house located on the High Street is constructed in tarred knapped flint with white painted brick and stone dressings, set upon a projecting plinth.

- 13.2.8 The Georgian development of this area is represented by number **55 High Street**, a grade II listed building (Plate 24). This is a substantial three-storey, three-bay house, constructed in red brick with parapet to the roof. The use of features such as Venetian windows, a central panelled door with fanlight and gauged brick detailing serves to emphasise the formal nature of this building and its value to the historic streetscape.



Plate 23: Wildes House

- 13.2.9 Within Zone 1, the backlands are of varied character. Some retain evidence of terracing, revealing historic attempts to utilise the steeply sloping land to the east of the High Street. Buildings within the backlands are generally ancillary to the street frontage and of varied scale and character, ranging between one and three storeys. Although once common within the Scores, numbers **2-12 Spurgeon Score** are now the only remaining houses within the backlands.

Area Appraisal

- 13.2.10 Zone 1 forms part of the historic core of Lowestoft and is located on the northern edge of the modern shopping core. It is utilised as a significant pedestrian and vehicular route through the town. Uses within the area are predominantly retail at ground-floor level with residential above. The zone retains much of its historic character through its variety of building types, styles and dates, as well as its topographical arrangement.



Plate 24: Number 55 High Street

13.3 Problems

- 13.3.1 Zone 1 is an area of generally good architectural and historic quality; however, there are some features which are damaging to this character. Post-war buildings within this area are generally of poor quality and often show little sensitivity to their setting, specifically nos 38-40, and 86 (Plate 25). Insensitive alterations, particularly to window openings and the insertion of poor shop fronts has also degraded the historic character of this zone.
- 13.3.2 The peripheral location of the High Street to the modern commercial centre has resulted in the development of poor quality commercial uses within Zone 1. Short-term leases and lack of investment in commercial properties has contributed to the degradation of many buildings, discouraging further use and investment. Many structures are only partially used, with upper storeys often being left vacant or under utilised, contributing further to the degradation and disuse of the High Street.



Plate 25: Insensitive modern development at numbers 38-40 High Street

13.4 Opportunities

- 13.4.1 The history and architecture of Zone 1 is of such quality and interest that minor improvements would result in considerable enhancement of the High Street and conservation area as a whole. Development opportunities exist and the construction of buildings more sensitive to their setting would enhance the streetscape and conservation area as a whole and provide the opportunity to introduce new sustainable uses.
- 13.4.2 The encouragement of better quality commercial uses within Zone 1 would provide the opportunity for sustainable improvement of retail premises and reinvigoration of the High Street as a whole. This may be achieved by investment in individual premises, improving the standard of accommodation and their contribution to the streetscape. The continuation and extension of the blue plaque and public art programmes would encourage further visitors to the High Street, whilst increasing awareness and appreciation of the unique historic townscape of Lowestoft.

14.0 ZONE 2 THE DENES

14.1 Introduction

- 14.1.1 Zone 2 lies at the northwest extent of the URC area. The Denes remained as open sands until the late 1780s, when the beach village developed to house fishermen and associated workers. It enjoys a close historical relationship to the High Street, forming the industrial hinterland to the commercial centre. The Waveney Dock was originally constructed as a herring dock in the later 19th century, but was subject to a substantial rebuilding with the addition of the Hamilton Dock in the early 20th century.

14.2 Character and Appearance

- 14.2.1 Zone 2 is characterised by the presence of industrial buildings and structures associated with the docks (Figure 14). Following extensive flooding and slum clearances of the 1950s and 1960s, this zone now contains principally modern buildings, with some historic structures surviving amongst these. This area is not subject to any statutory designations; however, its western edge includes part of the Lowestoft North Conservation Area and borders the Lowestoft South Conservation Area.

- 14.2.2 The land to the west of Whapload Road principally contains light industrial buildings, many of which have been terraced into the hillside below the High Street (Plate 26). These are mainly single-storey warehouses dating from the mid-late 20th century, and are of no architectural or historic interest. The historic character of the scores has been damaged in this zone, through widening and incorporation into industrial premises. Open spaces to the west of Whapload Road are generally of poor quality, forming car parks or yards within industrial premises. Fly tipping commonly occurs within some areas to the west of the zone. A small two-storey **warehouse** of historic



Plate 26: Modern development to the west of Whapload Road



Plate 27: The historic warehouse, Whapload Road

character survives to the north of Mariner's Score (Plate 27). Constructed in brick with a pantile roof, this structure is gabled to the road, with a loading door and beam for a hoist at first-floor level.

- 14.2.3 To the east of Whapload Road and north of Hamilton Dock, the character of this zone is dominated by the presence of large modern industrial buildings, including modern single-storey warehouses, a gas works and storage silos (Plate 28). Few historic structures survive within this area, with the exception of some much altered later 19th century industrial buildings.



Plate 28: Modern industrial development along Whapload Road

- 14.2.4 Of particular significance is the **smoke house** surviving at the junction of Newcombe Road and Wilde Street (Plate 29). This is an undesignated single-storey brick building with pantile roof with an undivided interior space. Although altered externally, this structure is significant for its survival as evidence of the small-scale fish processing industry formerly present within the beach town. The **wind turbine** located adjacent to Ness Point was erected in 2004 and forms a significant feature in views across the town (Plate 30).



Plate 29: The Smoke House

- 14.2.5 The sea front is bounded by a modern sea wall with pedestrian access along it, giving good long distance views out to sea.

- 14.2.6 The docks to the south remain in active use for mooring and the fish market. Although originating in the 19th century, Waveney Dock retains little of architectural interest, following the reconstruction of the fish market building in the 1950s. The Hamilton and Waveney Docks form a significant part of the Lowestoft townscape and evidence the continued association of the town with maritime industries. The docks are overlooked by a number of late Victorian three-storey terraced houses and the former building of the Gourcock Rope Works. These buildings are included within the Lowestoft South



Plate 30: The wind turbine

Conservation Area and preserve an interesting link with the former fishing industry.

Area Appraisal

- 14.2.7 Zone 2 forms an industrial hinterland to the historic frontages of the High Street. A modern industrial character predominates throughout this area and there are few surviving elements of interest, with the exception of the warehouse, smoke house and wind turbine. There is no visible architectural relationship between this zone and the High Street, and it does not positively contribute to the setting of the conservation area. The zone remains in active use, with buildings and open spaces being generally well maintained.

14.3 Problems

- 14.3.1 Zone 2 has little historic character due to extensive clearances during the 1960s which has resulted in a disordered fragmented landscape of 1970s redevelopment. Buildings within the area are generally functional in design and of little or no architectural merit. Whapload Road to the west of the zone introduces high traffic levels to the area due to its function as a major north-south route within the town. The wind turbine, sea wall and Ness Point, the most easternly point in the UK, are perceived as peripheral to the town and poorly utilised.
- 14.3.2 This zone has little relationship to the historic High Street. The townscape to the west of Whapload Road is damaging to the setting of the historic core due to their stark contrast, and the total breakdown of functional and architectural relationships between the two.
- 14.3.3 The continuing function of the Hamilton and Waveney docks forms a significant part of this zone's character; however, the current frontage on to Battery Green Road is of poor quality and does not contribute to the setting of the conservation area to the west.

14.4 Opportunities

- 14.4.4 The close relationship of the land to the east of Whapload Road and the scores raises the opportunity for this area's redevelopment in order to better integrate it with the High Street. This could be achieved through the introduction of new uses in this area, and could include the reinstatement of residential uses. Greater public accessibility and the interpretation of the historic environment would also help in enhancing this area. This would provide both a better setting for the historic townscape of the High Street and improve the townscape of the Denes.
- 14.4.4 The wind turbine, sea wall and Ness Point are features of interest and value to the public and hold considerable potential for enhancement. Improved signposting would encourage public access around them and raises the opportunity for some form of public interpretation.

15.0 ZONE 3 THE OUTER HARBOUR

15.1 Introduction

- 15.1.1 Zone 3 is formed by the area around the Trawl Basin and South Basin, the Bascule Bridge and an area of London Road South (Figure 15). Most of this zone is included within the Lowestoft South Conservation Area, with the exception of the Outer Harbour and South Basin. The boundary of this zone is defined by the URC boundary to the north and south, the entrance to the Outer Harbour to the east and the conservation area boundary to the west. A small stand-alone area is located to the south of this. It is bounded by Economy Road to the north, Clifton Road to the south, London Road South to the east and the rear property boundary to the west.
- 15.1.2 The development of this zone relates principally to the improvement of Lowestoft undertaken by Peto from the 1840s. Construction on the site of the trawl basin and south harbour were undertaken by Peto to improve the maritime facilities within the town and to provide a herring market, whilst the New Town to the south of the Inner Harbour was constructed as a leisure resort following Peto's purchase of the land in 1844.
- 15.1.3 This zone is characterised by its mixture of building types, uses, and open spaces. It forms the southern terminus of the retail centre of London Road North and the entrance to the Inner Harbour and Lake Lothing. Harbour structures predominate around the Bascule **Bridge**, whilst commercial structures flank these to the north and south. All of these structures date from the mid-19th century onwards.

15.2 Character and Appearance

- 15.2.1 Zone 3 is of varied character, being dominated by a mix of harbour structures and commercial/domestic buildings. As stated above, much of this zone is within the Lowestoft South Conservation Area. It also contains two listed buildings: the **Royal Norfolk & Suffolk Yacht Club** (II*) and the **Customs House** (II). Within Royal Plain directly to the south of the zone is the grade II listed Statue of Triton. The buildings of Victoria Terrace, Wellington Esplanade and Kirkley Cliff to the south are also listed, all at grade II, except number 24 which is listed grade II*.
- 15.2.2 The north part of the zone acts as a transport hub with Station Square where three principal roads meet, adjacent to the railway station and harbour. Although lying outside the URC area, the station building forms a significant part of the townscape of this area. Combined retail/residential buildings form a significant component of this area's



Plate 31: The Turret Buildings

character, despite often having been extensively altered. The **Turret Buildings**, on the east side of Station Square, were constructed in 1891 as three separate residences with shops at ground-floor level (Plate 31). Combined domestic and commercial accommodation is located at **7-13 and 19-21 Station Square** (Plate 32), and at numbers **1-9 Pier Terrace**. All of these buildings are notable for their good architectural detailing, such as Corinthian pilasters, moulded spandrels, pediments, cornicing and brackets. These early to mid-19th century buildings form isolated groups in a fragmented townscape, blighted by heavy traffic and a proliferation of road signs. The **Columbus Building** at the junction of Waveney and Battery Green Roads is a fine Arts and Crafts style building notable for retaining a good faience façade across its upper storey (Plate 33).



Plate 32: 7-13 Station Square



Plate 33: The Columbus Building

- 15.2.3 A terrace of much altered residential buildings is placed to the north of **Commercial Road** (Plate 34). Constructed in several phases during the second half of the 19th century, these are three-storey brick buildings, many of which are rendered externally. Alterations such as the insertion of commercial frontages and replacement windows has detracted from the quality and unity of these buildings, however, some retain original features such as window and door architraves, positively contributing to the character of the area. Further heavily altered residential buildings are present to the north of Waveney road, overlooking the Trawl Basin.



Plate 34: The buildings of Commercial Road

- 15.2.4 Most of Zone 3 is occupied by the harbour basins of The Outer Harbour, Trawl Basin and South Harbour, which remain in active use. Only the South Pier is open to the public, providing pedestrians with

access to an otherwise restricted area. The Pier gives good views across the harbour to the north and out to sea. The **Royal Norfolk & Suffolk Yacht Club** is located at the base of the pier (Plate 35). This early 20th century grade II* listed building is built in the Arts and Crafts style. Placed to the north of Royal Plain, it makes a valuable contribution to the quality of the public open space and complementing the Triton Statue.



Plate 35: The Royal Norfolk & Suffolk Yacht Club

- 15.2.5 Although of no architectural significance, the Bascule Bridge located at the entrance to the Inner Harbour forms a significant and characteristic part of the townscape in this area, closely linking the residential and commercial areas of the town with the maritime industries. Characteristic vistas into the Inner Harbour and out to sea are possible from the bridge. The harbours remain busy and vibrant, and contribute significantly to the character of the zone as a whole.

- 15.2.6 The **Customs House** is located to the northwest of the Bascule Bridge (Plate 36). Constructed in 1831, the building is understated in design, being formed by a long range with transept overlooking the inner harbour. The Customs House has a close physical and historical relationship with the harbour, and is particularly notable for predating the Peto improvements. Now in use as offices, the building has suffered some damage to its historic context with the demolition of buildings to the west, the presence of large, unrelieved tarmac surfaces and very unsympathetic metal railings. These alterations have served to isolate the Customs House from Station Square and marginalize the building.



Plate 36: The Custom's House seen from Station Square

- 15.2.7 The area of London Road South included within this zone contains mixed commercial and residential buildings dating from the late 19th century (Plate 37). Located within the Lowestoft South Conservation Area, these buildings are of two and three storeys and form a varied and interesting streetscape. They are typical of the London Road South streetscape in providing retail accommodation on the ground floor and residential above. Architectural detailing is generally good, including moulded and polychrome brickwork, bay windows and a Dutch-style gable. Being of similar date and scale to the surrounding buildings, these structures make

a positive contribution to the London Road South streetscape and conservation area as a whole.

- 15.2.8 Clifton Road forms the southern boundary of this zone and is characterised by the two-storey late 19th century housing running along most of its length. This street lies outside the conservation area boundary but forms part of its setting. Houses on Clifton Road are of two storeys and simply detailed with a round-headed opening to the doorway. **Colville Hall** is located at the western end of Clifton Road. Constructed in the early 20th century, this is a substantial building of timber-framed construction with rough-cast panelling, resting on a red brick plinth (Plate 38). A timber framed tower on the roadside elevation makes this a prominent building in the streetscene. The ground-floor windows are now boarded however the open clerestorey windows at the east end reveal the use of leaded glass quarries. In style this building is broadly arts and crafts and is of considerable visual interest. Now disused, Colville Hall is an interesting building which makes a valuable contribution to the surrounding streetscapes.



Plate 37: The London Road streetscape



Plate 38: Colville Hall

- 15.2.9 The listed buildings on Victoria Terrace, Wellington Esplanade and Kirkley Cliff are screened from the zone by the built-up streetscape of London Road South. The buildings within this area make no individual contribution to their setting.

Area Appraisal

- 15.2.10 Zone 3 is dominated by the Outer Harbour and associated structures and forms a transport hub within the town, containing road, rail and river/sea routes. It retains many features of architectural and historic interest, such as the Customs House and late Victorian shops. The townscape quality of this area as a whole, however, is often of poor quality due to insensitive alterations, 20th century demolition and poor integration between differing elements. The potential of the harbour area to contribute to Lowestoft's townscape is demonstrated by the high quality open space at Royal Plain. The continuing use of the harbour and docks by active fishing and maritime industries constitutes a significant part of the zone's character and interest.

15.3 Problems

- 15.3.1 As a result of its position at the heart of three major transport routes, Zone 3 experiences high traffic volumes, resulting in increased noise and visual interruption. Road signage proliferates throughout the area, particularly the provision of overhead gantry signage on Waveney Road, Station Square and London Road South which is damaging to the character of the conservation area. Pedestrian circulation is also impaired by road traffic and railings.
- 15.3.2 Due to the location of zone 3 on the periphery of the shopping centre, many properties in this area are currently employed for poor quality uses on short-term contracts. This has contributed to the poor maintenance of commercial properties and vacant upper storeys.
- 15.3.3 The townscape of this zone has been damaged by the demolition of buildings around the bascule bridge in the 1970s and 1980s, resulting in often disparate and incoherent streetscapes. This has been exacerbated by insensitive alterations to historic buildings, disuse and poor maintenance, further degrading streetscape quality.
- 15.3.4 Colville Hall, a building of local significance is currently in a disused and deteriorating condition. Unless repaired and reused, it is likely that it will become a focus for vandalism and anti-social behaviour.

15.4 Opportunities

- 15.4.1 The role of zone 3 as a transport hub creates an opportunity for its enhancement as a gateway site to Lowestoft. This could be achieved through the enhancement of the public realm around the station, establishment of more varied and higher quality business uses, and the introduction of schemes of public art or information.
- 15.4.2 Investment in commercial buildings around this zone could be made to encourage high quality, sustainable uses. This would enable these historic buildings to be brought into fuller use, maintaining them for the future. Investment in these properties in order to restore features damaged by insensitive alteration would also be of considerable benefit, both to individual buildings and the townscape as a whole.
- 15.4.3 Improvement of the setting of the Customs House could be easily achieved with considerable benefit to the zone and conservation area. Replacement of the steel railings around the site with more appropriate, conservation-standard railings would help to integrate the structure better with the surrounding streetscape. Consideration should also be given to the enhancement of the grounds immediately surrounding the building, as appropriate with its use.
- 15.4.4 The disused and deteriorating Colville Hall requires repair and reuse. Sustainable uses for this building should be explored, with particular reference to possible community uses. Investment in the building and its continued use would improve the surrounding townscapes and secure the future of a locally significant building.

- 15.4.5 Zone 3 is of considerable significance to the history of Lowestoft, particularly in relation to Peto's development of the harbour and the New Town. Provision of some historical information for the public, through methods such as a blue plaque scheme or interpretation boards, would increase public understanding and awareness of the area's importance and history.

16.0 ZONE 4 LAKE LOTHING

16.1 Introduction

- 16.1.1 Zone 4 is formed by Lake Lothing and associated land. It is defined by the URC boundary to the north and south, excluding the houses along Victoria Road (Figure 16). The east boundary is formed by the edge of the Lowestoft South Conservation Area and the boundary to the west is Saltwater and Bridge Roads. There are no listed buildings within this zone.
- 16.1.2 The development along the banks of Lake Lothing occurred from the later 19th century, with the intensification of fishing and maritime industries within Lowestoft following Peto's improvements to the harbour facilities. This development continued throughout the 20th century, focussing in the areas to the east of Mutford Bridge and around Kirkley Ham.
- 16.1.3 Zone 4 is characterised by the presence of light industrial buildings around the banks of Lake Lothing, with commercial and business properties centred around Kirkley Ham and the North Quay. These buildings are often varied and disparate, ranging in date from the 1950s to the 21st century and utilising a wide variety of construction types and materials.

16.2 Character and Appearance

- 16.2.1 Zone 4 covers a large area, characterised primarily by industrial uses. Within this zone there are several areas of more distinct character. The industrial nature of this area as a whole has resulted in high levels of change, particularly throughout the later 20th and early 21st centuries, resulting the survival of relatively few historic structures.
- 16.2.2 North Quay is located centrally within the northern part of this zone and remains in use as an active quayside. Flanked by railway lines to the north, it is formed by a large open quay with industrial structures located to the east. Both historically and currently, there has been limited public access to this area due to its continuing industrial use. Structures around the North Quay are of modern origin, of little significance in architectural or historical terms. The large travelling crane, located directly to the south of the North Quay Retail Park, however, forms a highly visible and distinctive part of the townscape in this area (Plate 39).
- 16.2.3 The North Quay Retail Park results from the regeneration of a former industrial site in the late 1990s. Now containing large retail units such as health clubs and supermarkets, these buildings are of no architectural or historic interest. The retail park is located directly



Plate 39: The travelling crane

to the south of the Lowestoft Cemetery. Despite a substantial drop in ground level to the south, the retail park remains easily visible from within the cemetery and provides a very unsympathetic setting.

- 16.2.4 Commercial Road runs along the northeast edge of Zone 4, extending from the conservation area boundary into North Quay. The streetscape in this area is badly degraded due to the decline and change of traditional industries along the Lake edge. This has led to the presence of gap sites, poorly maintained buildings and utilitarian structures, of differing scale and materials, all of which combine to create a disjointed and disparate streetscape. Within this



Plate 40: The former railway goods shed

however, two structures of local interest survive. A former **railway goods shed** runs perpendicular to Commercial Road and the railway lines to the north. This is a substantial structure constructed in stock brick, with raised eaves, a slate roof, and some original iron-framed windows (Plate 40). A three-storey warehouse survives at **41 Commercial Road** (Plate 41). Gabled to the street, double-width goods doors are placed in the street elevation, whilst windows and a single loading



Plate 41: 41 Commercial Street

door are placed on the side elevation. Although of moderate interest and quality in themselves, these buildings provide visual interest and historic context to a streetscape which has suffered extensively from the decline of maritime industry.

- 16.2.5 South Quay and South Wharf were formerly characterised by large-scale industrial sites, many of which were related to maritime activities. Within this area these industries have suffered extensive decline and are now completely absent, following economic decline. The regeneration of South Quay and South Wharf is currently underway with the establishment of a major retail and business park. Extensive demolition has occurred throughout the area, destroying its former industrial character. The only surviving historic structure within this area is the **former office of the East Anglian Ice Works** on Riverside Road (Plate 42). Dating from the late 19th or early 20th century, this is a modest single-storey brick building with some limited architectural detailing, such as dentilated cornicing and an inscribed lintel. The scale and architectural style of this building contrasts

considerably with the surrounding modern development, and heightens its visual and historic interest.

- 16.2.6 Some vacant plots currently remain within this part of Zone 4. The scrubland within the Riverside Business Park is damaging to an area of otherwise successful regeneration, whilst the former factory site to the north of Salisbury Road currently utilised as a car park, is damaging to the character and use of the surrounding areas.



Plate 42 Former offices of the East Anglian Ice Works

- 16.2.7 The Lowestoft South Conservation Area borders onto Zone 4 to the southeast around Grosvener, Windsor and Cleveland Roads and London Road South. The light industrial buildings, vacant plots, disparate scaling and security fencing within the URC area contrast considerably with the well detailed terraced housing within the designated area. The footpath on the track bed of a former railway line running between Zone 4 and the conservation area provides a green barrier between zone 4 and the residential area.

- 16.2.8 To the west of the Inner Harbour and South Wharf, the industrial character of this zone is intensified through the presence of the Brooke Business Park and other well established works sites. Utilised for a mixture of commercial and industrial uses, these sites were founded during the later 20th century and contain few structures of interest. A factory building of the 1960s within the Sanyo premises on School Road provides visual



Plate 43: The Sanyo factory building

interest to this area through the incorporation of a curved north light roof (Plate 43). Although architecturally unremarkable, the large boat sheds to the north of this area form a distinctive and characteristic part of this area's townscape. Public access into and around this area is limited due to the nature of the premises.

- 16.2.9 The western edge of Lake Lothing is of distinct character within this zone (Plate 44). It is less intensively industrial, incorporating more small-scale uses and independent business premises. Residential properties are found adjacent to industrial premises, as occurs to the north of Victoria Road and around Harbour Road, reflecting the historically close

relationship between worker's housing and their place of employment. The less intensive industrial use of this area is reflected the mooring of high numbers of privately-owned boats, access across the water by small-scale wooden jetties and the survival of natural, unconsolidated banks to the lake.



Plate 44: The western edge of Lake Lothing

- 16.2.10 The significance of the lake to transport within Lowestoft is reflected in the presence of a number of railway structures at the western edge of Lake Lothing. Dating from the 1930s or 1940s, the **swing bridge** is formed by a sheet metal superstructure resting upon a series of masonry piers within the river. A control box is placed to the north for raising and lowering the structure, providing a relatively narrow channel for the passage of boats into Mutford Lock. The **signal box** is placed on the north bank of the river, and is a compact two-storey weatherboarded structure (Plate 45). Further to the northwest of this, a **footbridge** over the railway line forms an interesting part of the historic townscape (Plate 46). Crossing the line to the southeast of Leathe's Ham, this structure is simply detailed with contrasting yellow and red brickwork.



Plate 45: The railway signal box



Plate 46: The railway footbridge

Area Appraisal

- 16.2.11 Zone 4 is formed by Lake Lothing and the associated industrial land around its banks. Historically the industries related to shipping or maritime activities; however, the decline of these trades throughout the later 20th century has contributed to a shift in this area's character, with the development of new uses such as business and retail parks around the South Wharf. Buildings within zone 4 are predominantly modern and of little architectural or historical interest. The few surviving historic structures

form a valuable visual link to the past industry and history of the area. Zone 4 remains a significant communication route, being actively used by large and small boats, with the railway line running around its northern banks. Due to its use and the high levels of change which it has experienced, this zone has a very distinctive character which sets it apart from other zone within the URC area.

16.3 Problems

- 16.3.1 There are a number of problems facing Zone 4 as a result of the shift away from its traditional economy. The decline of traditional industry has led to redevelopment of an uncoordinated character with the establishment of more varied uses, whilst demolition has created incoherent townscapes. Generally within this zone, there is little of visual interest, whilst the large-scale industrial sites are unwelcoming and intimidating to the pedestrian.
- 16.3.2 There are a number of vacant sites around the zone, around Commercial Road, Riverside Road and Clifton Road. These sites are detrimental to the establishment of a coherent and integrated townscape, often resulting in degradation of surrounding land and properties and encouraging anti-social behaviour.
- 16.3.3 Many of the modern buildings, for instance those within the North Quay Retail Park or the Aldi premises on Commercial Road, are of bland utilitarian design, without any architectural merit, which provide little contribution to the townscape. Such buildings ensure that Zone 4 remains purely functional in character and of little visual quality.
- 16.3.4 The setting of the grade II listed Custom's House and Lowestoft South Conservation Area is currently degraded by the poor quality uses and disparate nature of Zone 4.

16.4 Opportunities

- 16.4.1 Within Zone 4 there exists a number of opportunities for the enhancement of townscape and the quality of the built environment. The industrial character of the area should not be seen as a bar to good quality design, the creation of visual interest and a more accessible and welcoming townscape. New buildings should avoid the design standards set by buildings such as Aldi and those within the North Quay Retail Park. The variety of materials and textures utilised within the new retail park on South Wharf gives an indication of the interest and variety that can be created for utilitarian buildings. Appropriate scaling, massing and siting should be utilised in all new design, aiding the reestablishment of a more coherent townscape throughout this zone.
- 16.4.2 The redevelopment of vacant plots around Zone 4 provides the opportunity to improve the surrounding streetscapes through the application of good design and the establishment of sustainable uses.
- 16.4.3 Consideration should be given to the retention and conversion of the few surviving historic buildings within Zone 4. These structures are historically and visually interesting within an area of little other merit. Their retention

would provide a link to the past uses of Lake Lothing and provide a historic context for future development.

- 16.4.4 The setting of the Lowestoft South Conservation Area and Custom's House could be enhanced around the entrance to the Inner Harbour, through the improvement of the built environment in this area and the removal of car parking from its boundary. The extension of public access along South Quay from the Bascule Bridge would better integrate the sea front with the Inner Harbour and increase awareness of Lake Lothing.
- 16.4.5 The provision of a planting screen along the northern edge of the North Quay Retail Park should be considered. This would enable the impact of the retail park upon the cemetery to be reduced, providing greater privacy for visitors to the cemetery and more restful and respectful environment.

17.0 ZONE 5: MUTFORD BRIDGE

17.1 Introduction

- 17.1.1 Zone 5 consists of the land at the western and southwest extents of the URC area, namely the area of Bridge Road and Victoria Road (Figure 17). Formed in two separate parts, this zone is not subject to any statutory designations.
- 17.1.2 Known as Mutford Bridge due to its proximity to the entrance to Oulton Broad and the bridge between Lake Lothing and the Broad, this area developed from a small hamlet in the early 19th century into a settlement in its own right by the end of the century with the establishment of industries around Lake Lothing and Oulton Broad.
- 17.1.3 Zone 5 is characterised by the presence of domestic buildings from the late 19th and 20th centuries, with some commercial uses to the north. Streetscapes in this zone are largely coherent and visually interesting. Being predominantly a residential area, buildings within this zone are generally of two storeys with brick commonly used for construction.

17.2 Character and Appearance

- 17.2.1 Zone 5 covers a compact area with a residential and domestic character, as distinct from the more industrial character of Zone 4 to the east. The zone retains a mixture of Victorian and 20th century buildings, and is not subject to any designations.

- 17.2.2 The northern part of Zone 5 is formed by the land to the east of Bridge Road and around the entrance to Oulton Broad. The buildings within Bridge Road to the south of Oulton Broad are generally of two storeys, although with little uniformity in their detail (Plate 47). These structures are predominantly of later 19th century date, with some earlier buildings, such as the Lady of the Lake Pub and the Petit Four tea rooms, and result from individual



Plate 47: The streetscape of Bridge Road

schemes of construction. This has led to diversity in height, fenestration and detailing, creating an interesting and varied streetscape. Bridge Road retains a distinctive village character, established by the scale of the streetscape and aided by the presence of small, independent retailers. Bridge Road to the west is of similar character and enhances the URC area through the presence of the entrance to Nicholas Everitt Park, its frontage on to Oulton Broad and the Dutch-style footbridge across the lock which forms a significant part of the townscape in this area. Formerly a principal entrance route into Lowestoft, Bridge Road has been converted

into a cul-de-sac following the construction of Saltwater Way to the east. This has enabled high levels of traffic to be rerouted away from this street, restoring its village-like character.

- 17.2.3 To the north of this Bridge Road takes on a more urbanised character, due in part to high traffic levels entering Lowestoft. Buildings in this area are predominantly of late 19th century date and include terraced houses and a villa of later date, now in use as the **Oulton Broad Branch Library**. The villa uses contrasting grey and red brickwork and has an asymmetrical principal elevation, adding interest to the streetscape (Plate 48).



Plate 48: The Oulton Broad Branch Library

- 17.2.4 Broadlands, a substantial 1970s building is located on the western edge of this zone. Providing retail and leisure space, a large car park is set to the front of the building. Of brick construction, the principal elevation makes little contribution to the streetscape. The rear elevation, however, is very poorly scaled and massed, resulting in a building detrimental to its surroundings and no of architectural merit.



Plate 49: 98 Bridge Street

- 17.2.5 Of particular note within this area is the weather-boarded structure at number **98 Bridge Road** (Plate 49). This building is gabled onto Bridge Road with an unsympathetic shop front inserted at ground-floor level. This is a type of construction typical of Suffolk, unrepresented elsewhere within the URC area. It is possible that the structure formerly functioned in relation to Lake Lothing and may contain early fabric internally.



Plate 50: 39-41 Victoria Road

- 17.2.6 The Victoria Road area of Zone 5 is located to south of the URC area and forms a linear streetscape with some development northwards along streets such as Heath Road and School Road. The earliest buildings within this area are found at numbers **39-45 Victoria Road** (Plate 50).

Dating from 1874, these are brick, two-storey semi-detached houses, decorated with bay windows and decorative brick pediments. To the west of this, the buildings of Victoria Road are of varied date, being mainly of the late 19th or early 20th century and inter-war periods. They are of two or two-and-a-half storeys, and finished in brick or rendered externally. The variety of date, finish, detail and construction makes this a varied streetscape of moderate quality. The streets to the rear contain buildings of similar variety in date, style and materials. Lake View to the west of this area is notable for containing a former industrial building within the residential buildings. Recorded on the 1906 OS map as a motor works, this structure provides something of a link between the residential street frontage and the industrial uses around Lake Lothing.

- 17.2.7 A characteristic feature of Zone 5 is the juxtaposition of residential and domestic buildings directly adjacent to industrial and maritime uses.

Area Appraisal

- 17.2.8 Zone 5 consists of the residential areas to the west and southwest of the URC area. Developing from the later 19th to mid-20th century, the zone is characterised by its varied streetscapes, dominated by two-storey housing and commercial properties of assorted style and construction. The juxtaposition of these streetscapes against the industrial landscape around Lake Lothing lends the area a distinctive character and emphasises its domestic scale and function. Architecturally, this zone is largely unremarkable; however, the streetscapes of Bridge and Victoria Roads have some visual interest and make a positive contribution to the townscape around Oulton Broad.

17.3 Problems

- 17.3.1 High traffic levels are a dominating feature within Zone 5 due to the use of Bridge Road, Saltwater Way and Victoria Road as major traffic routes into the town. The construction of Saltwater Way has eased the traffic pressure on the southern end of Bridge Street, however, at peak times, the alternative route is also heavily congested. High traffic levels are detrimental to the quality of townscape and environment within this zone and inhibit pedestrian movement.
- 17.3.2 In terms of the built environment, it has been principally small-scale incremental changes which have detracted from the overall quality of this zone. Alterations such as the replacement of original sash and casement windows, often with UPVC, have destroyed the regular pattern of fenestration along Victoria Road. Alterations to front gardens, such as the demolition of garden walls, insertion of hard standings, and the use of gardens for car parking have further contributed to the erosion of streetscape quality and interest.
- 17.3.3 An area of derelict land between Victoria Road and Lake View Road is the only undeveloped land within this zone. Currently in use for the storage of boats, it detracts from the coherency of the surrounding streetscapes and is detrimental to the area's character.

- 17.3.4 The Broadlands complex to the north of Zone 5 is of poor design and massing. The Bridge Road elevation is architecturally bland and makes little contribution to the streetscape as a whole, being poorly massed and failing to address its setting more broadly. It is the rear elevations, however, which are most damaging to the surrounding townscape. Formed by a large, single mass building of three storeys, lower blocks project from the side elevations (Plate 51). The presence of air conditioning units, ventilation ducting and a number of mobile telephone masts further detract from the building. The scaling, grey roughcast finish and general condition of Broadlands is very damaging to the surrounding townscape.

17.4 Opportunities

- 17.4.1 Zone 5 holds a number of opportunities for enhancement and improvement. The close relationship of the southern, pedestrianised part of Bridge Road to Oulton Broad and Nicholas Everitt Park gives the opportunity for the enhancement of access and entrance to the park and broads. This could be achieved through improvement to the Bridge Road streetscape, such as investment in individual properties, improved paving and planting.



Plate 51: The east elevation of Broadlands

- 17.4.2 Investment in properties along Victoria Road and the surrounding streets could improve the street frontages, through the reinstatement of appropriate fenestration and construction of garden walls. Improvement of the vacant land to the south of Lake View Road would also be beneficial to the zone. Improvement could take the form of its consolidation as a boat storage area and the provision of better quality fencing and surfacing. Alternatively the land could be redeveloped through the application of good quality modern design, better integrating this area with the surrounding residential buildings.

18.0 CONCLUSIONS

18.1 Archaeology

- 18.1.1 This assessment presents the results of a review of archaeological, historical, cartographic, geotechnical and geoarchaeological information for the Lowestoft URC area. This has been undertaken in combination with a walkover survey to identify potential areas of ground disturbance as well as a wider appraisal of Lowestoft's topographical setting and its natural environs. The report sets out to assess the type of archaeological remains which may be present, the potential for their survival and the risks and opportunities that they present to regeneration and redevelopment within the Lowestoft URC area (Figure 11).

Zone 1

- 18.1.2 Lowestoft expanded from its origins as a small fishing village in the late medieval period. Physical evidence has been found for this during archaeological work. Any redevelopment in Zone 1, within the area defined as the medieval and early post-medieval core of the town (Figure 2), has a **high** potential for the survival of archaeological deposits, and thus poses a risk to the construction and regeneration programme. The stratigraphic sequence in Zone 1 has the potential to be complex, with deeply stratified deposits and levelling material, particularly on the frontage of the High Street and in associated backyards. Certain localities within the Zone, such as the base of the cliff, also reveal a considerable build-up of made ground deposits on top of marine deposited sands, perhaps suggestive of dumping over a long time-period.
- 18.1.3 It has also been highlighted within this report that marine deposited sands have also the potential to bury, seal or contain archaeological deposits. These archaeological deposits are, however, likely to have been damaged by terraces cut to create building platforms on top of the cliff and by post-medieval and modern foundations and modern utilities. More detailed mapping of areas of modern disturbance will reveal areas of lower and higher potential within Zone 1.

Zone 2

- 18.1.4 The area to the east of Whapload Road, Battery Road and Waveney Road includes the outer docks and associated industrial estate. It is likely to have **low** potential for the survival of archaeology in the upper strata, especially in the vicinity of the harbour. Any archaeological deposits within these upper strata are likely to have been removed during the construction of these post-1850s structures. However, the area contains substantial deposits of marine sands, which have an **uncertain** potential to bury, seal or contain archaeological deposits.
- 18.1.5 Potential industrial archaeology may be located in the vicinity of the gasworks and the harbours, although contamination and modern disturbance may have diluted these risks. Archaeological deposits relating to the defence of the town may also survive from the post-medieval and modern periods in localised areas, including post-medieval batteries for

cannon and World War II anti-invasion defences. More detailed mapping of areas of modern disturbance will reveal areas of lower and higher potential within Zone 2.

Zone 3

- 18.1.6 Zone 3 includes an area in the vicinity of Kirkley Ham, which may have been the site of the medieval port of Kirkley, and the location of a shipbuilding industry from the 14th century onwards. The medieval shoreline may lie back from the modern quayside, buried beneath large amounts of reclamation material. Similarly, there may also be evidence for post-medieval and 19th century boat and ship building yards, quays, wharves, docks, jetties and other associated structures, beneath reclamation materials. A considerable build-up of alluvium has also been noted within the geotechnical logs. This has the potential to contain palaeoenvironmental sequences, preserved waterfront activity, timber structures or boats as well as possibly burying earlier pre-medieval ground surfaces. Modern foundations, utilities and ground disturbance as well as modern dock and quayside construction and dredging may have diluted this risk to a degree, and therefore the potential for the discovery of important archaeological deposit within Zone 3 is assessed as **low to moderate**.

Zone 4

- 18.1.7 In Zone 4, the area surrounding Lake Lothing, development occurred gradually in the 19th century following the construction of the canal and the railway. Modern industrial development, however, has also had a serious impact on the area. The area was clearly low-lying and prone to flooding, and was subjected to reclamation in the 20th century to raise the ground level prior to the construction of industrial premises. Geotechnical information also suggests, as with Zone 3, the presence of thick alluvium within this zone, which may have masked or buried former land surfaces and contain palaeoenvironmental sequences, preserved waterfront activity, timber structures or boats as well as possibly burying earlier pre-medieval ground surfaces. Industrial archaeological deposits associated with the canal and with ship and boat building yards are also localised within this zone. The potential for the discovery of important archaeological deposits within Zone 4 is therefore assessed as **low to moderate**.

General Conclusions

- 18.1.8 Cartographical sources indicate that during the 20th century much of the study area was re-developed due to the extensive bombing carried out during World War II. Ground works and construction works associated with this would have had an impact on archaeological remains. Equally the archaeological resource would have been affected by post-medieval development and construction activities, particularly terracing activities in Zone 1, the port in Zone 2 and the canal and railway in Zones 3 and 4.
- 18.1.9 This report has also highlighted that any archaeological evidence recovered within the town pertaining to Roman or medieval river and sea trade, the medieval port and the post-medieval defences would be of **national** importance. **Regional** research agendas also highlight the development of the medieval town and a medieval pottery typology, the development and

growth of transport and industrial activities in the post-medieval period, and the town's anti-invasion defences from World War II as key research priorities. Any prehistoric or early medieval archaeological evidence would also be of **regional** importance. The development and expansion of the town in the post-medieval period and any evidence for post-medieval agrarian practises would also be of **local** interest.

- 18.1.10 The Lowestoft URC area has the potential to yield valuable archaeological evidence on the history and development of this part of the Suffolk coast from the Prehistoric to the Modern period. Much of the area has undergone successive waves of development in the post-medieval and modern periods as well as being heavily bombed during World War II. These previous impacts will have heavily diluted the potential for archaeological deposits in many parts of the Lowestoft URC area, as this report has demonstrated. The detailed mapping of individual development plots will be a vital step forward in the regeneration of this area, to define the extent of archaeological risk and ensure that suitable strategies are devised for the mitigation of the archaeological resource where appropriate.

18.2 Built Heritage

- 18.2.1 Conclusions on the Built Heritage for each of five Zones have been presented in the Built Heritage sections above (13.0 – 17.0).

19.0 RECOMMENDATIONS

19.1 Specific Recommendations

- 19.1.1 Specific recommendations regarding the risks and opportunities for the Built Heritage are presented in section 13.0-17.0 of this report. The following recommendations are made with regard to the potential archaeological resource within the URC area.
- 19.1.2 The potential for the survival of archaeological deposits within the Lowestoft URC area is variable and the impact of any development within the Lowestoft URC holdings will vary across the area, dependent on the potential for the survival of archaeological deposits, the significance of those archaeological deposits and the type of foundations that are proposed. Impacts can be reduced to minimal throughout with careful foundation design, sensitive masterplanning and the devising of suitable strategies to mitigate impacts where necessary and appropriate.
- 19.1.3 The following strategy should be adopted to help minimise the archaeological risk and aid in the design process:
- Given the current uncertainty regarding the sequence, depth and date of deposits across the URC area, it is difficult to assess the potential for the presence or survival of pre-medieval palaeoenvironmental and archaeological deposits. For this reason it is recommended that the consultation be undertaken with English Heritage in order to confirm the current status of research in this field and to agree a scope and strategy for mitigation against impact on potentially significant deposits.
 - Any geotechnical trial pits, boreholes and window samples that are proposed for specific parts of the Lowestoft URC area should be archaeologically monitored to ascertain the depth and nature of potential palaeoenvironmental and archaeological deposits, but also to ascertain the extent of modern disturbance across the site in order to identify areas of low potential.
 - A deposit model and a ground disturbance plan should then be created for specific key development areas, to illustrate the nature, depth and extent of archaeological deposits and modern made ground and / or ground disturbance, especially in relation to the Lake Lothing frontage in Zones 3 and 4 (area of moderate potential) and in relation to key sites within Zones 1 and the base of the cliff in Zone 2 (high potential).
 - Following a review of the above information and the deposit model, the development designs should take the archaeological risk into consideration and a strategy should be devised for the preservation of the archaeological resource, where appropriate, and its mitigation from development impacts, where impacts are unavoidable.

19.2 General Recommendations

- 19.2.1 This report will be issued in draft for review by David Gray and George Bennett of the East of England Development Agency.
- 19.2.2 Following comments from EEDA, the report should be circulated in draft for comment to the following statutory consultees:
- Keith Wade, Suffolk County Council;
 - Philip Walker, English Heritage Regional Inspector of Ancient Monuments;
 - John Etté, English Heritage Regional Team Leader;
 - Jen Heathcote, English Heritage Regional Environmental Archaeology Coordinator;
 - Peter Murphy, English Heritage Coastal Strategy Officer;
 - Riz Summers, Conservation Officer, Waveney District Council.
- 19.2.3 A briefing session should be organised to present and discuss the findings of this assessment with:
- The Design and Masterplanning Team;
 - Members of the URC Board.
- 19.2.4 A meeting should also be arranged with the statutory consultees in order to obtain their views and agree a future strategy, which may include the definition of areas needing further research.
- 19.2.5 Following this the assessment report will be updated and issued as a final copy to the East of England Development Agency for use in masterplanning and design, and **ultimately can be adapted to support any outline or detailed planning applications.**
- 19.2.6 The future strategy is likely to follow a staged approach to evaluation and mitigation and may include some or all of the following steps:
- a review of the baseline information in this assessment for individual sites defined for development;
 - monitoring of geotechnical works or targeted archaeological sampling;
 - the design of an evaluation programme;
 - mitigation by design (preservation *in situ*), by excavation or watching brief (preservation by record).

20.0 HERITAGE ASSETS

20.1 Lowestoft URC area contains significant historical assets. The town has had two focal points as it has expanded and developed, the High Street and market area with its shops and commerce; and the beach, harbour and port – its gateway to the North Sea. The planned network of medieval streets and scores survives on the High Street and links the main retail area with the beach area and harbour.

20.2 Masterplanning within the Lowestoft URC area must take into account the heritage setting of the medieval town, the 19th and 20th century port and improvements to Lake Lothing, the eastern most part of the Norfolk Broads. Any plans should also consider incorporating aspects of the historical themes that form the backdrop of modern Lowestoft, in order to set developments in context and maintain links to the town's past. Such themes could include:

20.3 Riverine and Marine: Cliff Top, Broads and Sea

- Changes in the course of the River Waveney, mud flats, marshes and alluviation
- Marine sands and the changing coastline, erosion and deposition
- Exploitation of riverine and coastal environments and resources including the medieval turbarry (turf cutting), post-medieval quarrying
- Environmental influence on the choice of the Cliff Top site for the town
- Controlling the environment, establishment of canal and port, dredging and the Norfolk Broads

20.4 From farmstead to modern port

- Documentary evidence for farmstead at Domesday
- Development of medieval fishing village at Lowestoft and port at Kirkley
- Development of medieval market town at Lowestoft, High Street, Scores and beach port
- Construction of the canal in the 1840s and the harbour
- Boom in fishing industry and establishment of Beach Village
- Edwardian and Victorian holiday resort
- Modern expansion of town and upgrading of modern port

20.5 Lure of the Sea: fishing village to industrial production

- Establishment of medieval fishing village at Lowestoft and port at Kirkley
- Development of North Sea fisheries and the Atlantic.
- The Silver Darling and the Boom times, industrial methods
- Traditional and modern, smokehouses to beach village to modern factory production

- Development of fish market and docks
- Lowestoft Maritime Heritage Museum

20.6 **Communications: River and Sea trade**

- Roman use of River Waveney and the Suffolk coast, Roman road to Burgh Castle and Caistor
- The development of river, canal, road and rail communications, harbour and port, Sir Samuel Peto
- The development of river, canal and sea trade – regional, national and international
- Medieval market, river, canal and sea trade
- Modern marinas, port and Heritage Vessel Mooring

20.7 **Leisure and entertainment**

- Medieval market
- Victorian and Edwardian Seaside Resort
- Beaches and piers
- Parks and gardens
- Museums and Modern Shopping Precincts
- Artistic links – Benjamin Britten (Composer), George Barrow (Author), H. Rider Haggard (Author), Edward Seago (Artist)

20.8 **Defence and Solidarity**

- Tudor and Napoleonic batteries for maritime defence
- WWI bombing and defence
- WWII strategic military port and naval base (Army, Navy and Special Forces) – Royal Naval Patrol Service HQ, Coastal Forces Base, Minesweeping Base and Landing Craft Training Centre
- WWII Bomb damage and anti-invasion defences
- The Homefront
- Life Boats and Life Boat Station
- Recovery after WWII and the collapse of fishing industry

20.9 **Craft and Industry**

- Lowestoft Porcelain, 18th century
- Ship and Boat Building, river and deep sea, medieval to modern
- Medieval and post-medieval agriculture, windmills, agri-business
- Gas Works
- Coach Building and the Eastern Coach Works
- Food processing and manufacture
- Offshore Industry, training and education, supply and manufacture, oil and gas, renewable energy.

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APPENDIX 1 – CATALOGUE OF ARCHAEOLOGICAL SITES

SW No.	SMR No.	NMR No.	easting	northing	Period	Brief description
1			653000	293000	Roman	Horse Skeletons - (General Grid Reference)
2			653000	293000	Roman	Funerary urn and hoard of silver coins - (General Grid Reference)
3			654753	292681	Roman	Possible Roman crossing point?
4	1720		653000	293000	Roman	Sesertious of Faustine II found in Normanston Park - (General Grid Reference)
5		1252443	654000	292000	Roman	A Roman coin hoard, 38 silver denarii dating from late 2nd century AD186-9, with one exception a republican issue dated AD 69-192. Found at Lowestoft in 1870, exact location not know, but was the property of WR Seago. (General Grid Reference)
6	16903		652410	292920	Post-Med	Bridge shown on Saxton's 1575, Speed's 1610, Bowen's 1755 and Hodgkinson's 1783 map
7	22506		653000	292900	Med	Lake Lothing, possible remnant of medieval 'Turbary' (The ancient right to cut turf on a particular area of bog, General Grid Reference)
8	22179		655142	293636	Post-Med	Post-Medieval pit and finds located during excavation at John Wilde School.
9	21139		655200	293700	Post-Med	Monitoring of footings revealed short length of flint wall, and some clay tile
10	1669	392507	655100	293800	Med	Possible remains of Priory of St Bartholomew.
11		1380764	655230	294170	Post-Med	17th century, herringbone brick and flint net house, pantile roof, square mullioned ventilators, single corner demolished 1985 (without permission).
12		392538	654350	292400	Post-Med	Windmill (site) at Kirkley. The base of the tower was still standing c.1945.
13		392539	652270	293020	Post-Med	Tower mill, demolished in October 1938.
14		544198	655030	292750	Post-Med	Yacht Club, built in 1902 to 1903 by G and F Skipper of Norwich. Rendered and whitewashed brick under plaintile roofs. L-shaped with an engaged tower in the inner angle and a square observation room at the top of the outer angle. Grade II* listed
15		530463	654600	292600	Post-Med	Church built between 1853 and 1881.
16		1361350	655280	294638	Post-Med	Public Park, 33 hectares in size set within paths and lawns. Buildings designed by G Simpson and William Chamber. Opened in 1874, known as Arboretum Hill.
17		1051831	652700	293300	Post-Med	Tuberculosis hospital designed by H Munro Cautley in 1914. A porter's lodge was added in 1930. The hospital is now demolished.

SW No.	SMR No.	NMR No.	easting	northing	Period	Brief description
18		1051655	653800	293500	Post-Med	Smallpox and fever hospital built in 1893. Later additions include a gate lodge in 1914, a cubicle block in 1936 and an ambulance garage in 1933-67
19	18253		655120	293270	Post-Med	Battery (Napoleonic?) shown on 1837 OS map (S1) adjoining 'Preventive station'
20		1394947	655620	293680	Post-Med	Original battery was washed away in 1715, and a new one was built in 1781, four 32 pounder mounting's and two 9 pounder mounting's. Irregular hexagon in plan, with a ditch surrounding all sides, blockhouse covered the gorge. Washed away in 1870.
21			655260	294560	Post-Med	Northern fortifications. Location is now the Royal Naval Patrol Service memorial in Belle Vue Park
22		1065233	655049	293497	Post-Med	Watching brief, along the line of the new road, found rubbish pits dating to the 16th and 17th century at rear of properties along the High Street.
23			655090	293500	Post-Med	Watching brief, at 120, High Street revealed 19th and 20th century pottery, but no significant features or deposits
24		503004	654920	292980	Post-Med	Lowestoft Central Station.
25		503010	652300	293100	Post-Med	Oulton Broad North Station.
26	15155		652400	292500	Post-Med	Lime Kiln shown on maps. Now cleared or infilled
27	11322		655400	293500	Post-Med	Lowestoft town gas works, built 1853 (Kelly's 1892) or 1837 (White's 1844)
28	XS19136		655100	293100	Mod	World War II shelter and associated building on Battery Green Road, Lowestoft
29	XS19147		654600	292700	Mod	World War II air raid shelter close to Town Quay, Lowestoft.
30	XS19146		654400	292900	Mod	Air-raid shelters of World War II date, located south of Denmark Road, close to Lowestoft Docks
31	XS19140		654800	292700	Mod	World War II barrage balloon centre, near Lowestoft Docks
32	XS19134		655400	293200	Mod	Barrage balloon site and barbed wire obstruction close to Lowestoft Harbour
33	XS19142		654700	292900	Mod	World War II road block across Denmark Road, Lowestoft
34	XS19141		654600	292800	Mod	World War II road block in Commercial Road, Lowestoft
35	XS19139		654900	292900	Mod	Three World War II road blocks in Lowestoft
36	XS19135		655100	293200	Mod	Pillbox and road block of World War II date in Lowestoft town centre.
37	XS19132		655100	293600	Mod	A hexagonal pillbox of World War II date located in Lowestoft High Street

SW No.	SMR No.	NMR No.	easting	northing	Period	Brief description
38	XS19138		655000	293000	Mod	Hexagonal pillbox of World War II date by Battery Green Road, Lowestoft
39	XS19130		655300	294100	Mod	Various World War II features visible on Lowestoft Denes, including barbed wire obstructions, barrage balloon site, bomb crater, minefield, gun emplacement, practice trench, military building and pillbox.
40	XS19131		655400	294100	Mod	Coastal defence scaffolding running along the beach to the east of Lowestoft Denes
41		1348818	655200	294300	N/A	Excavation at The Shoals. No significant finds or features recovered.
42	LWT151	1410240	654260	292540	N/A	Monitoring on Former Crown Works, Belvedere Road
43		1384746			N/A	Pipeline between Ness Point, Lowestoft and Stirrups Lane, Corton. No Significant finds or features recovered.
44			654290	292500	Med	Possible site of medieval port at Kirkley Ham.

APPENDIX 2 – LIST OF PREVIOUS ARCHAEOLOGICAL INTERVENTIONS

SW Site No	NGR	Description	Reference
8	655142 293636	Archaeological monitoring and excavation at Wilde's Score, Oct 2003. The site was located 30m to the north of the John Wilde School and 2.5m to the east of the boundary wall of No.77 High Street. A shallow pit was recorded and finds dating to the post-medieval period were recorded.	Durbidge 2004, 16-21
9	655220 293790	Archaeological monitoring carried out at the Day Care Centre, Crown Score, recorded a short length of wall dated to the post-medieval period and terracing dating to the mid to late 20 th century.	Sommers 2003
22	655049 293497	Archaeological monitoring carried out along the line of the Eastern Relief Road located rubbish pits of 16 th and 17 th century date to the rear of properties fronting the west side of High Street. This was consistent with the known extent of the town at the time	Loader 1993
23	655090 293500	Archaeological monitoring of groundworks associated with the construction of an extension to 120, High Street, undertaken during November 2004. No features or deposits were identified.	Sommers 2004
41	655200 294300	Archaeological excavation at The Shoals, Whapload Road, 2000, in the medieval/post-medieval core of Lowestoft.	NMR Activity Record Sheet
42	654260 292540	Monitoring of groundworks and building recording in advance of a proposed demolition and retail development at the Former Crown Works, Belvedere Road. No significant archaeological features or deposits (2004).	Sommers 2005
43	653500 293000	Archaeological monitoring between Ness Point, Lowestoft and Stirrups Lane, Corton recorded no archaeological activity.	NMR Activity Record Sheet

APPENDIX 3 – TABLES OF LISTED BUILDINGS

Table A1 Listed buildings within Zone 1, The High Street

Listed Buildings within Zone 1	Grade
Royal Falcon Inn, 27 High Street	II
28 High Street	II
29 High Street	II
30 High Street	II
31 & 32 High Street	II
33 & 34 High Street	II
35 High Street	II
36 High Street	II*
37 (St David's) High Street	II
41 & 42 High Street	II
43 & 44 High Street	II
45 High Street	II
46 High Street	II
47 High Street	II
48 High Street	II
49 (Crown House) High Street	II
49a High Street	II
50a & 50b High Street	II
55 High Street	II
62 (Barclays Bank) High Street	II
63 (Holm View) High Street	II
75 High Street	II
76 & 76a High Street	II
80 (Wildes House) High Street	II
81 & 81a High Street	II
82 & 83 High Street	II
Crown Score, walls and steps	II
Mariner's Score, wall to south	II
Wilde's Score, steps and wall on south side	II

Table A2 Listed buildings adjacent to Zone 1, the High Street

Listed Buildings adjacent to Zone 1	Grade
2 High Street	II
3 High Street	II
4 (Arnold House)	II
101 (the Larder) High Street	II
102 High Street	II
103 & 104 High Street	II
134 & 135 High Street	II
147 & 147a High Street	II
148 (Berfield House) High Street	II
149 & 149a High Street	II
150 (Crown Hotel) High Street	II
160 High Street	II
Town Hall, High Street	II

Table A3 Listed Buildings within Zone 3, The Outer Harbour

Listed Buildings within Zone 3	Grade
Customs House	II
Royal Norfolk & Suffolk Yacht Club	II*
Statue of Triton	II
153 Bridge Road	II

Table A4 Listed buildings adjacent to Zone 3, The Outer Harbour

Listed Buildings within Zone 4	Grade
Statue of Triton	II
153 Bridge Road	II

Table A5 Listed buildings adjacent to Zone 5, Mutford Bridge

Listed Buildings within Zone 5	Grade
153 Bridge Road, Broad House	II