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Historic Places Investigation

Southgates, King's Lynn, Norfolk: Historic Area Assessment

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Discovery, Innovation and Science in the Historic Environment



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SOUTHGATES, KING'S LYNN, NORFOLK: HISTORIC AREA ASSESSMENT

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SUMMARY

King's Lynn was for much of the medieval and early modern period one of the principal ports of England, and it retains an important stock of historic buildings, despite 20th-century losses. It was designated a Heritage Action Zone (HAZ) in 2017, and three particular sites were identified for which research by Historic England could inform possible future regeneration. These were the Common Staithe and Chapel Street Car Park, both in the north of the town, and Southgates in the south. Each is the subject of an Historic England Research Report. The present one, on Southgates, has been prepared in the form of an Historic Area Assessment, which has aimed to tease out not only the history of the area and its individual buildings but also the wider character of its built environment. Given the likelihood of redevelopment, consideration has also been given to the archaeological potential of the various parts of the area.

CONTRIBUTORS

Fieldwork and research were carried out by Katie Carmichael and Jonathan Kewley. A survey of the Southgate Park was carried out by Sarah Newsome and Magnus Alexander and written up by Sarah Newsome. The report was written by Jonathan Kewley and Katie Carmichael. Emily Cole and Wayne Cocroft edited the text and provided guidance on the scope and content of the report. Photography was by Patricia Payne, Jonathan Kewley, Sarah Newsome and Wayne Cocroft. Aerial photography was by Damian Grady. Desktop publishing was by Alice Jenks and Rachel Forbes.

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1 INTRODUCTION

King's Lynn lies at the far west of Norfolk, where the Great Ouse flows out into the Wash. Its character and history have more in common with the Fens than with Norfolk proper, and Natural England allocates it to the Fens National Character Area.¹ In geological terms the area consists of a layer of tidal flat deposits known as the Terrington Beds, which have been laid down within the last two millennia over the Kimmeridge Clay Formation.² As these deposits have (with or without human help) risen above sea level, so the settled area has grown.

The oldest part of the town is what has for centuries been called South Lynn, the parish of All Saints, which seems to have started as an island community in the salt pans (Fig. 1). From 1090 two northward extensions together formed the parish of St Margaret, known first as Lynn Episcopi and then, from the time of Henry VIII, as Lynn Regis or King's Lynn – although to its inhabitants, just Lynn. The parish became a borough, to which South Lynn was joined in the 16th century.

From the 13th century it was one of the principal ports of the kingdom, and at its peak it carried much of the wool trade of the Midlands.³ In W. G. Hoskins' list of the comparative size and wealth of English towns, Lynn is eleventh in 1334, seventh in 1377 and eighth in the 1520s, after which it declines to twenty-second in 1662 and forty-first in 1801; by the later 17th century its commerce seems to have depended on the inland coal trade (by sea from Newcastle to Lynn and thence by inland waterways). The Victorians built docks, and it remains a significant port today.⁴ It also was and is the main market town and urban centre for north-west Norfolk and for the Fenland to the west.

During the Civil War, the town declared for the King, as a result of which it had to endure a long siege in 1643, after which it was taken by Parliament. As will be seen, important fortification work was carried out at this period.

The Corporation, dominated for many years by local merchant families, was historically an important landowner, especially south of the town. As in so many other English towns, new municipal functions were taken on in the Georgian period by statutory commissioners, in Lynn the Paving Commissioners, who were very active in the early years of the 19th century.

The area within the town's defences was until well into the 19th century much larger than the inhabited area, with much open ground especially to the east and south. All Saints' was a parish with two distinct elements, a northern part which was within the urban defences and part of the town proper, and a rural part taking in the drained and undrained marshland to the south (Fig 2).



Fig. 1 A plan showing the three areas which developed into modern King's Lynn: first South Lynn, then the original borough and finally the Newland. From E M Beloe 1895 'Freebridge Marshland Hundred and the Making of Lynn' Norfolk Archaeology XII 311-34



Fig 2. A Map of the Borough of King's Lynn ... with the Estate of the Mayor and Burgesses, by William Newham, the Corporation's chamberlain, 1809 (detail), showing the urban and rural parts of the parish of All Saints, South Lynn. The arrow indicates the position of the South Gate; north is to the right. Norfolk Museums Service (Lynn Museum). Image HEA DP219413

The area which is the subject of this assessment straddles the boundary between these two parts, that boundary being marked by a medieval gatehouse, the South Gate, which was the focus of Lynn's medieval defences and remains visually the focus of its surroundings today. This area will be referred to in this report as 'the HAA area'. Its boundaries are shown in map form in Fig. 3 and an aerial view in Fig. 4.



Fig. 3 The Historic Area Assessment area. Modern Ordnance Survey mapping: © Crown Copyright and database right 2017. All rights reserved. Ordnance Survey Licence number 100024900



Fig. 4 An aerial view of the southern part of King's Lynn from the south-west. Detail of HEA 33197/004
Damian Grady 19-JUN-2017 ©Historic England

The assessment is part of Historic England's contribution to the Heritage Action Zone, a partnership with the local authority, the Borough Council of King's Lynn and West Norfolk. Its aim is to improve understanding of first the standing buildings, second the nature of potential buried archaeological deposits, and third the past character of the site – all to inform potential future development. Two other sites (the Common Staithe and Chapel Street Car Park) have also been the subject of Historic England Research Reports as part of the HAZ; Fig. 5 shows the relationship between the three sites.

The South Gate has been extensively studied, and this report need do no more than refer the reader to the best modern authorities. However, little else has been written on the architectural history of the other buildings in the area, standing or demolished, or on its archaeological potential, and it is on these aspects that this report will concentrate. The northern part of the site, including the South Gate and Park, fall within the Friars Conservation Area. The only listed building in the site is the South Gate (Grade I), but two buildings bordering it are listed Grade II (the Guanock Hotel and 60 Buckingham Terrace).

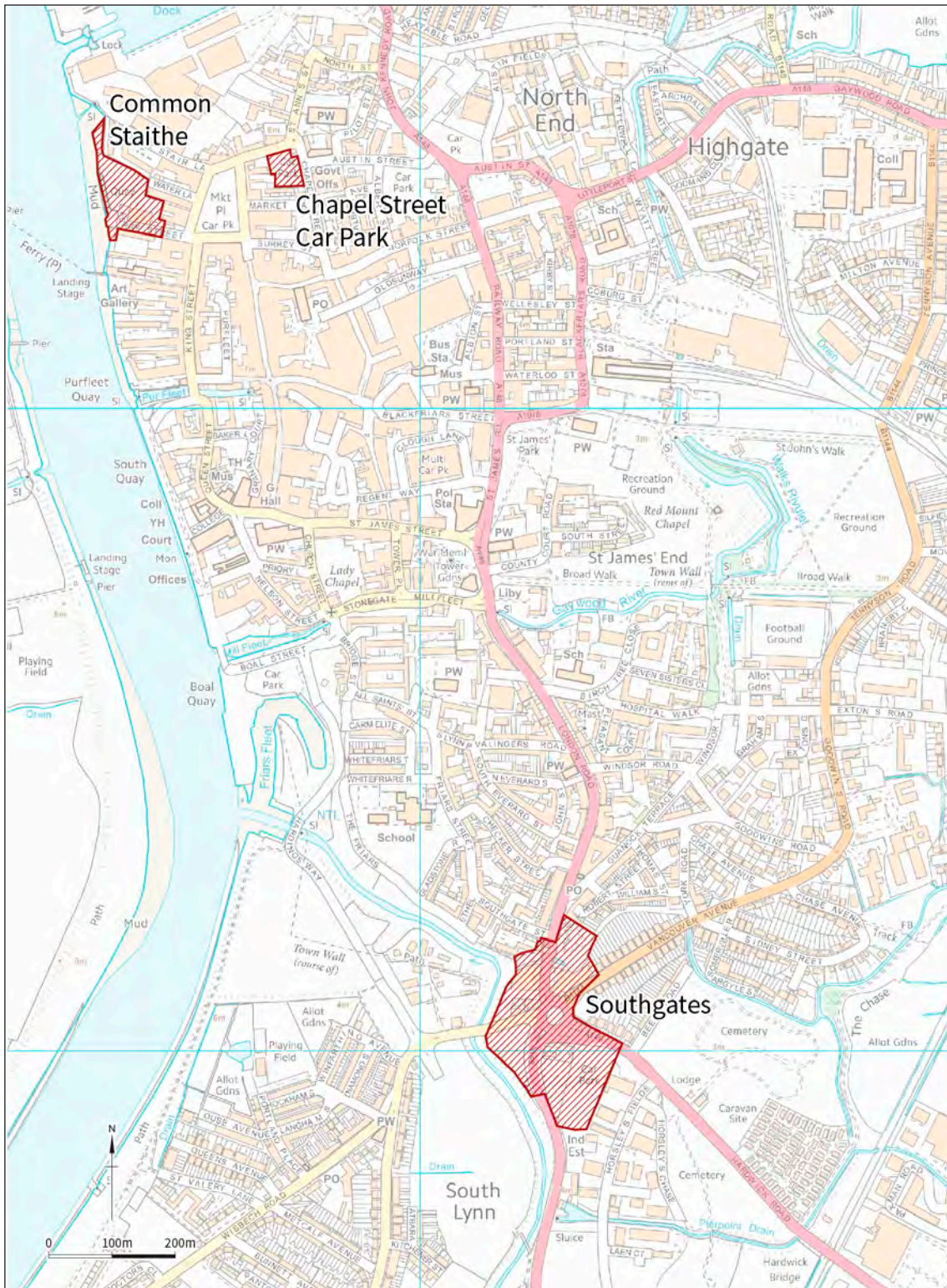


Fig 5. Central King's Lynn showing the three sites for which Historic England has produced Research Reports as part of the HAZ. Graphic by Sharon Soutar based on Modern Ordnance Survey mapping; © Crown Copyright and database right 2017. All rights reserved. Ordnance Survey Licence number 100024900

The methodology of this report will be first to look at three factors which determined the character and history of the site as a whole – its roads, its watercourses and its defences. It will then, from the vantage point of the central Southgates Roundabout, divide the site up into seven discrete areas, and consider and assess each in turn. In the light of all this, a further section will consider the archaeological potential of the whole site and its component parts.

Customary local usage on nomenclature has been followed: the South Gate is the structure which dominates the area known as Southgates, the principal road in which is Out South Gates. Commercial buildings have been given the names by which they have been known for the longest period and by which they are most recognisable.

It should be emphasised that this assessment is very much an outline one which could be the basis for future work by others. It has been conducted through a mixture of a limited amount of research (documentary and archival) and inspection on the ground from public rights of way; no building was entered (except the South Gate very briefly) and no excavation carried out, but Sarah Newsome and Magnus Alexander carried out a ground survey of Southgate Park, the write-up of which by Sarah Newsome forms part of section 3.2 of this Report.

2 ROADS, WATERWAYS AND DEFENCES

2.1 Roads

The road through the South Gate of King's Lynn was from medieval times the southern entrance to the town, and pre-dates the gate building. The historic character of the Southgates area is thus first and foremost that of a point of ingress and egress – a character it retains today. The road south-east ran along a winding causeway called Hardwick Dam over semi-tidal, marshy land, and probably dates to an early phase of the settlement of South Lynn. The 18th-century character of the area was not altogether welcoming; a mailcoach was robbed here in 1783, and travellers may have been relieved to have been inside the South Gate.⁵

Before the 19th century the road system around the Southgates area was the shape of an H on its side, with the South Gate bisecting the cross-bar of the H. This can all be seen on Rastrick's map of the town of 1725 (Fig 6). North of the gate, there was a short stretch of straight road (the length of the Honest Lawyer Inn) and then a choice of routes: sharp left onto Southgate Street (formerly Coldhirne Street), leading to the Saturday Market Place and the town centre, or bearing right on a bridle road and following round inside the line of the walls past the Old Gannock Gates and thence circuitously towards the town centre. South of the gate, there was a rather longer straight stretch, then as now called Out South Gates. At what is now the north of the roundabout, there was again a choice of two routes: left (south-east) towards London on the Hardwick Road (named for the first village it comes to), or right (south-west) on the Wisbech Road, which then as now shortly after crossed the River Nar by the Long Bridge.

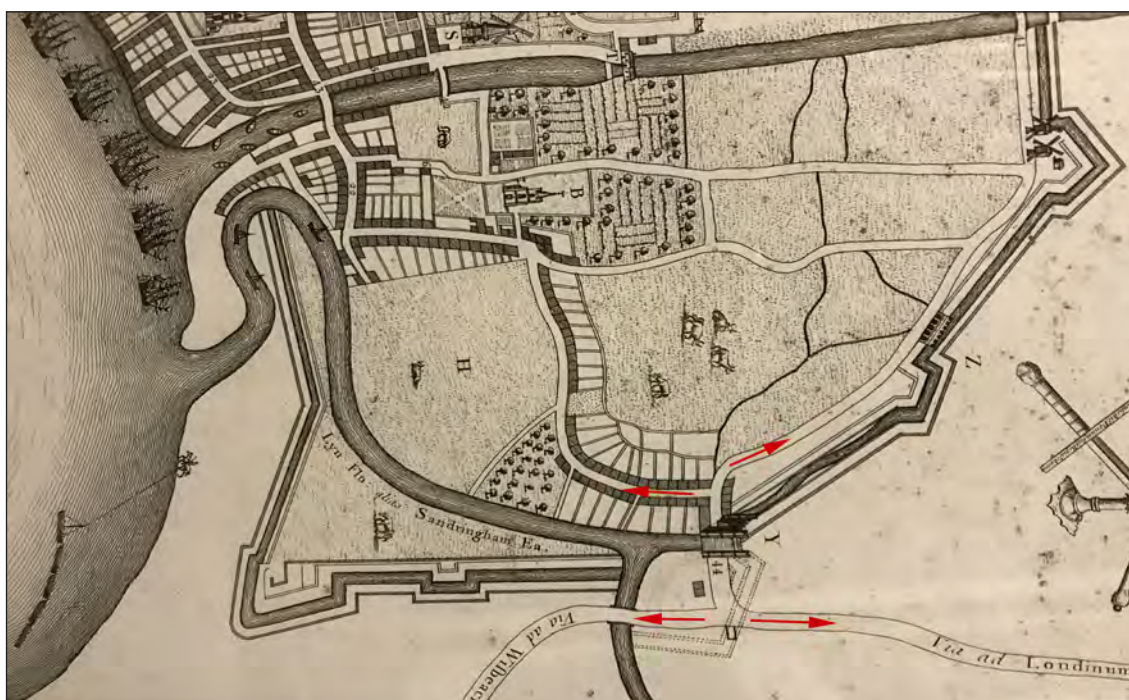


Fig 6. Detail of William Rastrick's *Ichnographia burgi perantiqui Lennae Regis* 1725 showing the road layout at Southgates. Norfolk Museums Service (Lynn Museum) Graphic by Jonathan Kewley

The first change to this came in 1804 but affected only the road system within the walls. It consisted of the demolition of buildings immediately inside the gates and the construction of a new road northwards, called London Road, leading straight to the town centre (Fig 7). As the 19th century wore on, new buildings were erected along it, residential, commercial and public, thereby increasing its importance as a route.



Fig 7 detail of William Newham, *A Map of the Borough of King's Lynn ... with the Estate of the Mayor and Burgesses*, 1809, showing in green the old route from the South Gate to the Saturday Market Place (the centre of King's Lynn) and in red the route via the new London Road. Norfolk Record Office, Bradfer-Lawrence 5/4

Equally significant for the traffic pattern outside the South Gate was the construction in 1821 of the first bridge across the Great Ouse at Lynn.⁶ Previously all west-east traffic had crossed the river by ferry between West Lynn and the Common Staithe (and if eastward-bound, left Lynn by Norfolk Street, the East Gate and the Norwich Road to Gaywood). After the Eau Brink Cut was made in the Great Ouse in 1821, canalising it upstream of Lynn, the opportunity was made to build what was called the Marshland Free Bridge. A short road east from it joined the Wisbech Road a little west of the bridge over the Nar. The result of this was that the South Gate became the point of entry for traffic not just from the south but from the west as well. This included west-east traffic, which went through the gate, up the London Road and thence to Norfolk Street and the East Gate. It is likely that this route was taken by the Scottish drovers who transported cattle to Norwich, which explains the name Highland Laddie given to a former public house on the Wisbech Road (see below).⁷

The road system around Southgates then remained the same until the early 20th century (Fig 8). During the course of the 19th century the town began to expand to the south-west, so that the South Gate became the entrance to the old town rather than to the built-up area as a whole. As early as 1853 a report to the Board of Health had recorded that ‘Beyond the South Gate there is a considerable number of houses being erected, past the jurisdiction of the Paving Commissioners.’⁸ It is in fact hard to find them on contemporary maps, but by 1904 (Fig 9) there were a number of rows of terraced houses off the north side of the Wisbech Road. They were isolated from Out South Gates by the Gas Works, the Nar and the manure works on the west bank of the Nar, and thus must have had the character of a detached suburb rather than a direct extension to the town, although equally, being able to see the prominent forebuilding of the manure works from the Wisbech Road by the Gas Works would have given a greater sense of enclosure or shelter than there was after the demolitions of the 1960s and subsequent decades (Fig. 10). The 19th-century Long Bridge had handsome iron lattice railings (Fig 11); it was rebuilt in 1977, and now the roadside panels reference one of the county’s principal building materials by having flint laid into the concrete (Fig 12).

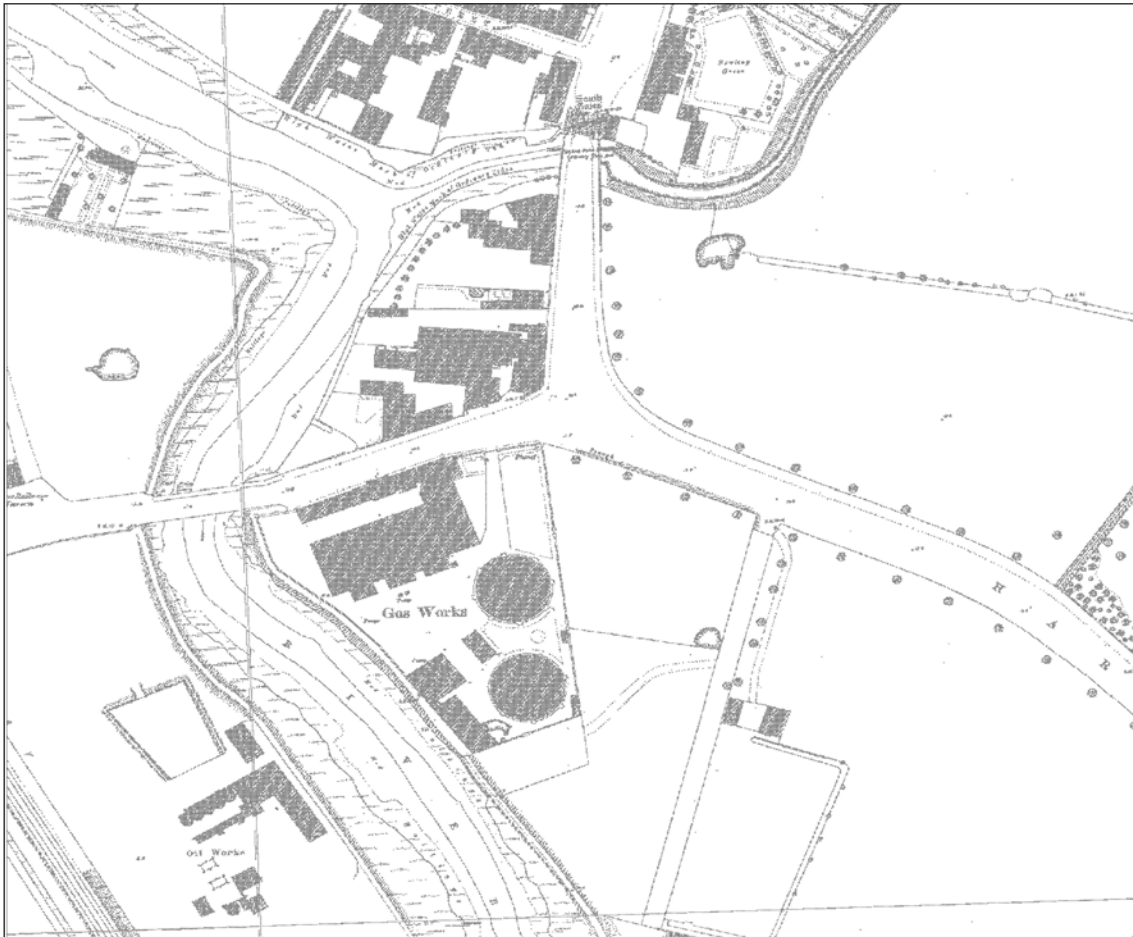


Fig 8 The 1883 Ordnance Survey map showing the road system at Southgates (125” to 1 mile OS map, surveyed 1883, published 1887, taken from the Historic England corporate GIS, NTS (Historic Ordnance Survey mapping © and database right Crown Copyright and Landmark Information Group Ltd (All rights reserved 2018). Licence number 000394 and TP)

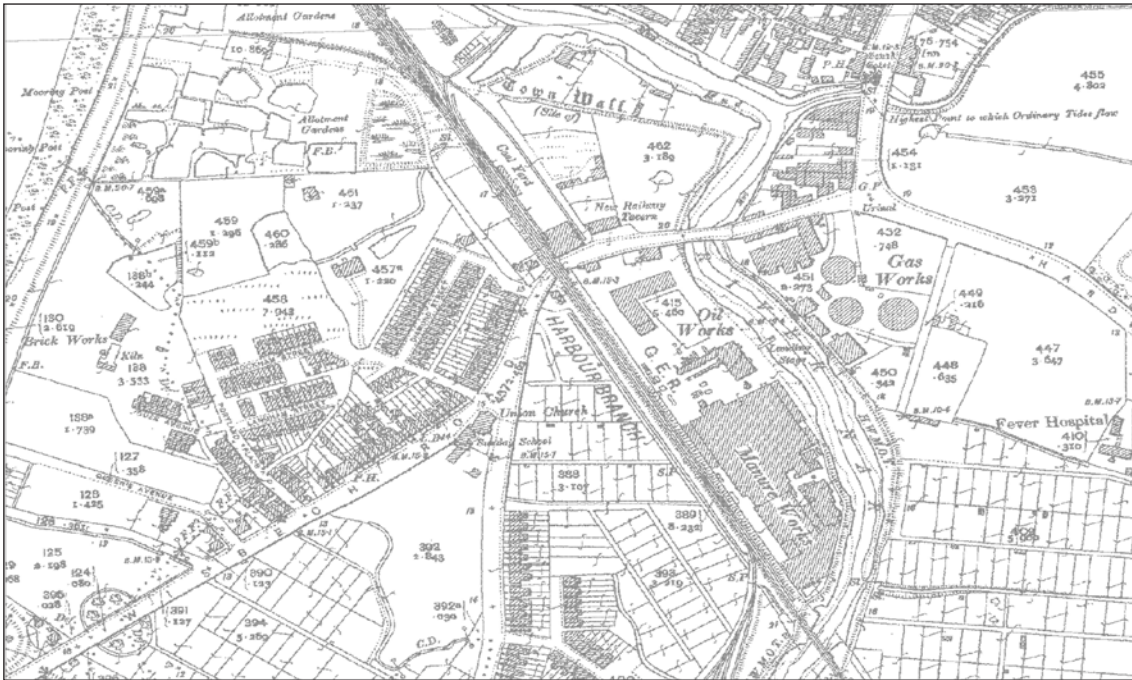


Fig 9 The 1904 Ordnance Survey map showing new development to the left of the railway line (the straight line up the centre of the map); Southgates is at the top right. (25" to 1 mile OS map, surveyed 1904, published 1905, taken from the Historic England corporate GIS, NTS (Historic Ordnance Survey mapping © and database right Crown Copyright and Landmark Information Group Ltd (All rights reserved 2018). Licence number 000394 and TP)



Fig 10 Looking west along the Wisbech Road c 1960. On the left are the Gas Works; on the other side of the Long Bridge are the manure works. Norfolk Library and Information Service (King's Lynn Library Archives). Image: HEA DP219460



Fig 11. The Long Bridge over the River Nar, from the north. This view probably dates from the late 19th century. Norfolk Library and Information Service (King's Lynn Library Archives). Image: HEA DP219451



Fig 12. The present Long Bridge over the River Nar, looking east. Note the concrete inlaid with flint. Photograph: Jonathan Kewley 19-FEB-2018, © Historic England

In 1899-1900 the hub of the road system changed with the building of a new carriageway, bypassing the South Gate on its east side. This required the widening of the bridge; the new east side was built in brick with stone dressings. It is likely that something similar had been in the minds of the Paving Commissioners in the first decade of the 19th century, as when they created the London Road, they demolished the Crown Inn to the immediate north-east of the gate and set its replacement back, which would make sense only if the road through the gate was to be widened too.

The junction at the south end of Out South Gates remained a three-way one until the early 20th century when a residential road, Vancouver Avenue, was constructed as part of the expansion of the town to the south, continuing the line of the Wisbech Road in a north-easterly direction through formerly open fields (Figs 13 and 14). It was named after James Vancouver, a local naval officer and explorer who sailed with Captain Cook. It was at this time that the South Gate ceased to be the only entrance to King's Lynn proper; traffic bound for the station or the east and north-east of the town could now go up Vancouver Avenue instead.

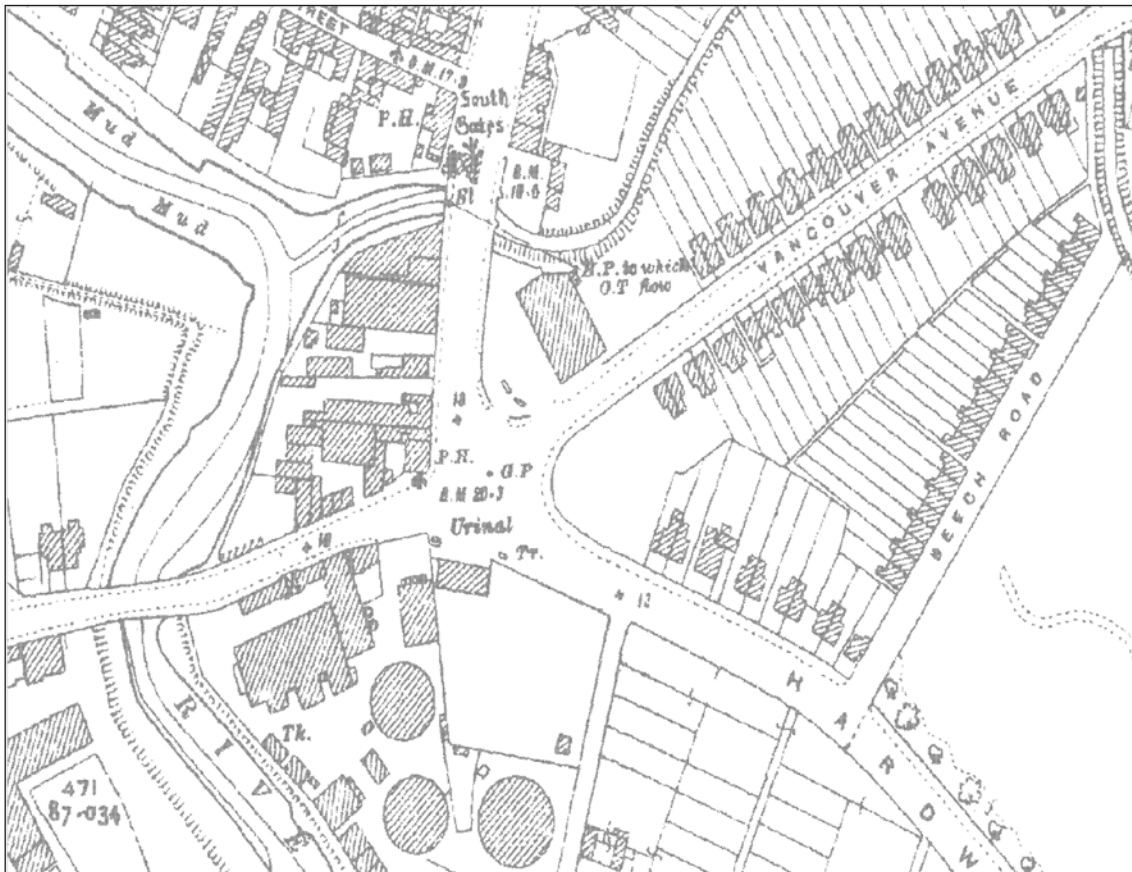


Fig 13 Southgates in 1928, showing the new Vancouver Avenue (25" to 1 mile OS map, surveyed 1928, published 1928, taken from the Historic England corporate GIS, NTS. Historic Ordnance Survey mapping © and database right Crown Copyright and Landmark Information Group Ltd (All rights reserved 2018). Licence number 000394 and TP



Fig 14 An aerial view of the north-east part of the HAA site from the south-west in 1928; Vancouver Avenue is the road running diagonally across the centre of the picture. HEA (Aerofilms Collection) EPW021484

Aerial photographs show that a roundabout was present at the junction by 1946 (Fig. 15),⁹ and it was extended to 100ft (c.30m) in diameter in 1959 (Fig. 16).¹⁰ In the 1970s the roundabout was removed in favour of an ordinary junction (Fig 17), but was restored, about the same size, in the 1990s; the alterations in the road layout in 2009, described below, mean that it is now slightly further south than before.



Fig 15. An aerial view of Southgates in 1946 showing the roundabout in the centre of the picture. HEA (Aerofilms Collection) TF6218-0011

The town sign, a feature of post-war Norfolk towns and villages, was erected in the middle of the roundabout in 1959; like most others, it was carved by H. R. (Harry) Carter of Swaffham.¹¹ When the roundabout was taken away, the sign was moved to Hardwick Roundabout in 2001.¹² It was repaired and reinstated on Southgates Roundabout in 2011, but had to be further restored (by Messrs Harry H Overton & Co.) in 2017.¹³ It originally faced east and west (Fig 18) showing but since it was put back it faces north and south, presumably for the benefit of traffic coming up the new Nar Ouse Way (Fig 19).



Fig 16 (Left) An aerial view of Southgates in 1965, showing the enlarged roundabout HEA Archive (Aerofilms Collection) MAL-65048-009

Fig 17 (Right) An aerial view of Southgates in 1983 HEA (Aerofilms Collection) OS-83037-19



Fig 18 The King's Lynn town sign on Southgates Roundabout in October 1960, looking west. Norfolk Library and Information Service (King's Lynn Library Archives). Image: © Historic England 2018



Fig 19 The King's Lynn town sign on Southgates Roundabout 2018, looking north-west. Photograph Jonathan Kewley 19-FEB-2018 © Historic England



Fig 20 Southgates Roundabout looking west in 2018. Photograph Jonathan Kewley 19-FEB-2018 © Historic England



Fig 21 Nar Ouse Way looking north, 2018. Note the former Prince of Wales public house (the green building) and, to the right of it, the medieval South gate. Photograph Jonathan Kewley 19-FEB-2018 © Historic England

In March 2009 Norfolk County Council received funding from the Community Infrastructure Fund for various highway works at Lynn, including the improvement of Southgates Roundabout, which was carried out in 2010 (Fig. 20). This involved laying out a new road called Nar Ouse Way, leading more or less due south from the roundabout, dissecting the former Gas Works site (Fig. 21). It leads to a junction on the A17/A47, the modern main west-east route. Nar Ouse Way, Out South Gates and the London Road are now designated the A148. The Hardwick Road, from Southgates roundabout to Hardwick, is the A149. The Wisbech Road is now unclassified and a new bridge carrying the A17/A47 runs alongside the Free Bridge. The effect of all this is that east-west traffic for King's Lynn, on the arterial A17, is led off onto the A148 to the Southgates roundabout. Traffic from the south also comes to the roundabout by the A148 or A149 (Fig 22). This means that Southgates is as much the principal entry point to Lynn as it has ever been.

Signage and street furniture is a major feature of the roundabout and its approaches, with traffic lights, tall lamp posts, metal railings and many metal road signs, together with lines and directions painted on the roads (Fig 23). The road surface is broken up by traffic islands/pedestrian refuges.

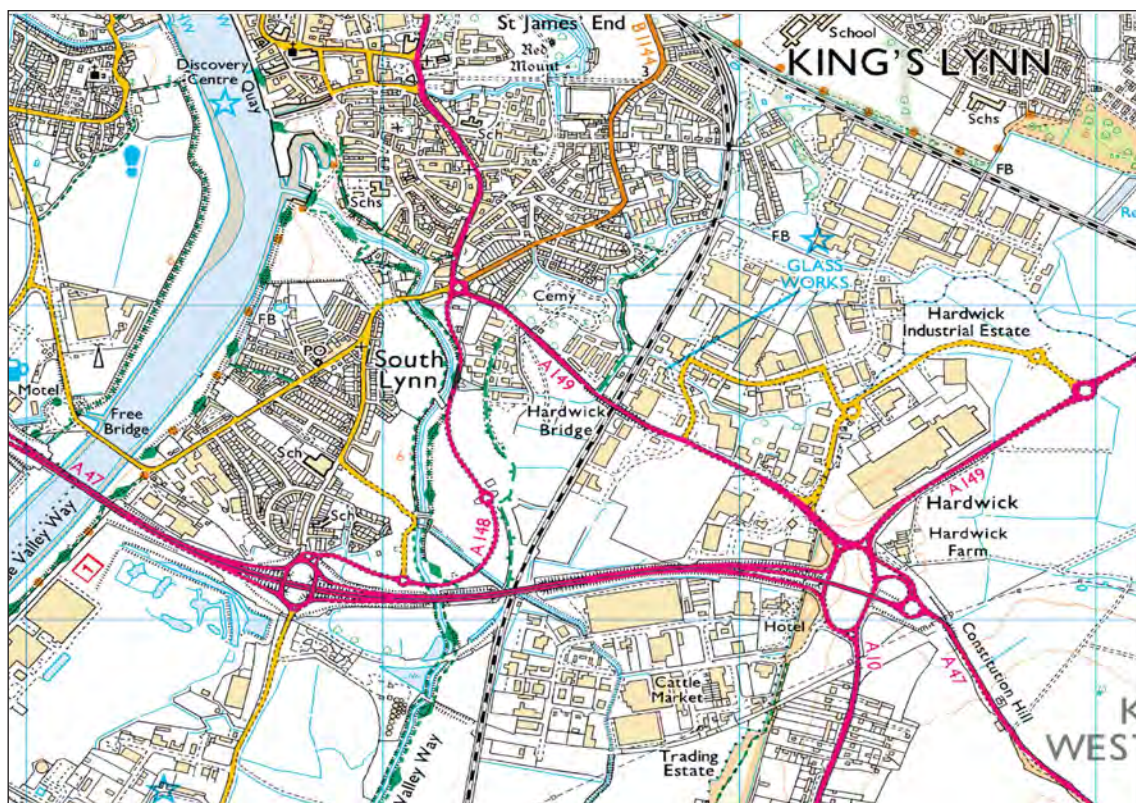


Fig 22 The southern part of modern King's Lynn, showing the present road system. (Note that South Lynn as used here is not the same place as its historic namesake, often referred to in this report) Modern Ordnance Survey mapping; © Crown Copyright and database right 2017. All rights reserved. Ordnance Survey Licence number 100024900



Fig 23 Southgates Roundabout looking north, showing the mass of signage and barriers. Photograph Jonathan Kewley 27-FEB-2017 © Historic England

2.2 Watercourses

The Southgates area is bisected by the line of a watercourse which used to flow from east to west through it (Fig. 24). The portion east of the South Gate is now known as the Middleton Stop Drain, formerly the Middleton Fleet, having carried water from the village of Middleton (Fig 25). A few references call it the River Esk (notably Burnet's map of 1846), but these are all late which does not suggest it was an old name.¹⁴ It flowed under the bridge in front of the South Gate and then more or less due west for a stretch which was called the Friars' Fleet, after the Friary which stood a little to the north (Fig 26). It then joined the northward-flowing River Nar, one of the ancient streams of Lynn, which effectively forms the western boundary of the HAA area (Figs 27 and 28).¹⁵ The combined watercourse (by this stage outside the HAA area) flows north and then briefly south to join the Great Ouse at the Boal. It is today generally known as the Nar, but in the 19th century it was the Sandringham Eau (a name found as early as Rastrick's map of 1725 and thus pre-dating the purchase of the eponymous estate by the future Edward VII); that reference gives as an alternative name the Lynn River.

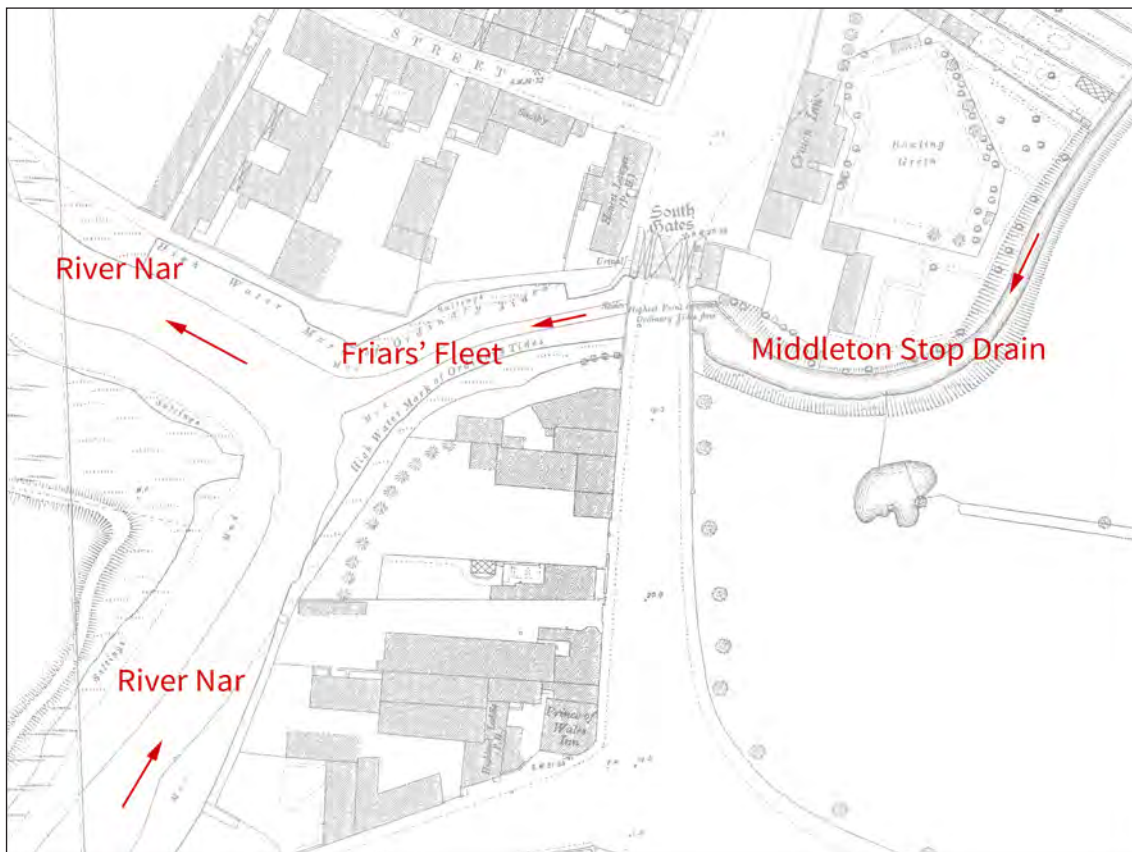


Fig 24 The watercourses in the HAA area, shown on the 1883 Ordnance Survey map. 125" to 1 mile OS map, surveyed 1883, published 1887, taken from the Historic England corporate GIS, NTS (Historic Ordnance Survey mapping © and database right Crown Copyright and Landmark Information Group Ltd (All rights reserved 2018). Licence number 000394 and TP 0024. Graphic Jonathan Kewley



Fig 25 The short section of the Middleton Stop Drain immediately east of Southgates Bridge which still contains water, looking west. Photograph Jonathan Kewley 27-FEB-2017 © Historic England



Fig 26 The South Gate from the south-west at high tide, with the Friars' Fleet in the foreground. Norfolk Museums Service (Lynn Museum) MB01044 Image: HEA DP219372

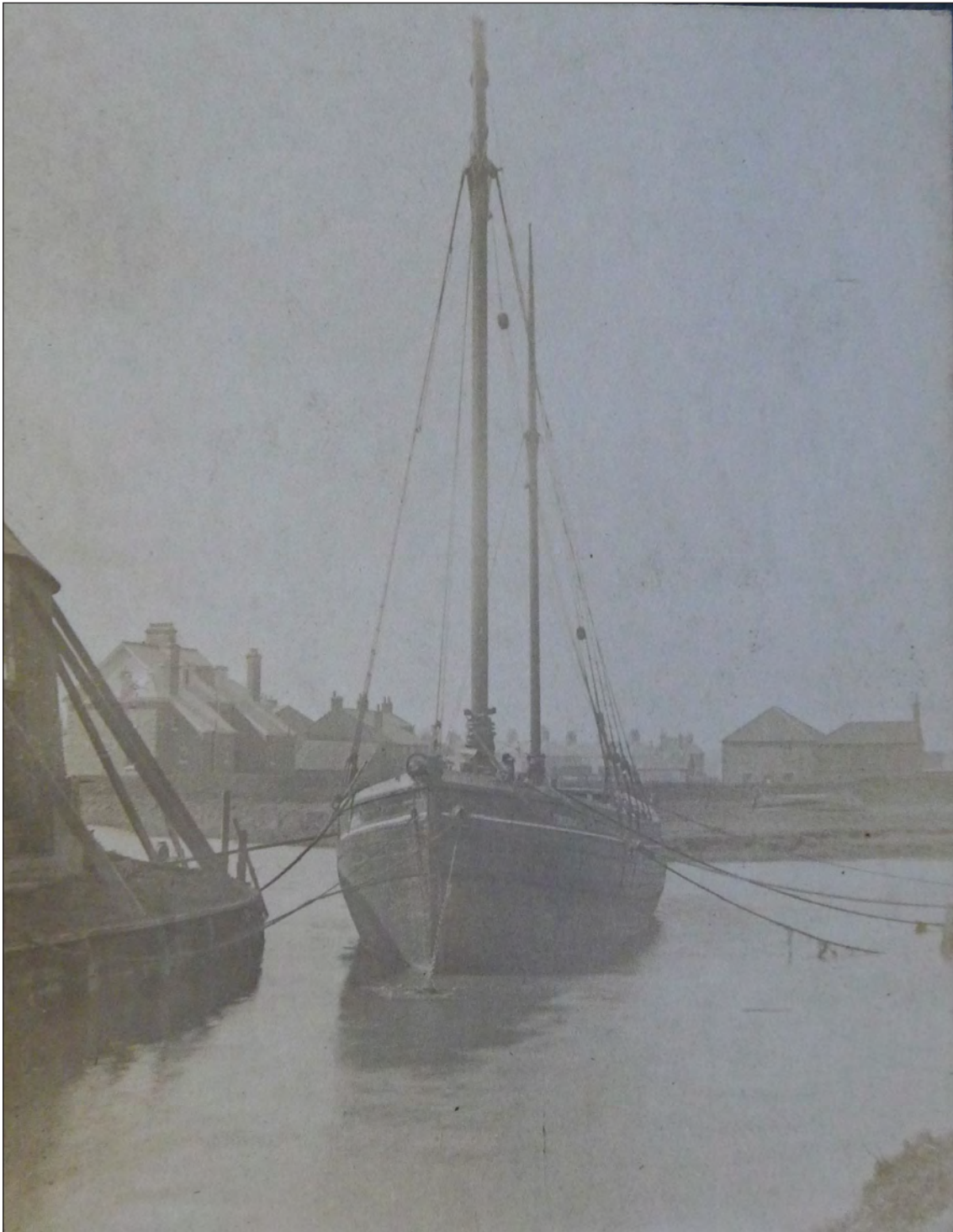


Fig 27 The point where the Friars' Fleet (in the foreground) joined the River Nar, in the fluvial equivalent of a T-junction. The large building to the left is the one now called Harvest House, on the Wisbech Road west of the Long Bridge; note in the left foreground the coal wharf on the site of the northernmost part of the former Ford garage on Out South Gates. Norfolk Museums Service (Lynn Museum)



Fig 28 The River Nar looking north from the Long Bridge on the Wisbech Road. The Friars' Fleet formerly came in on the right, in front of the gabled buildings. Photograph Jonathan Kewley 19-FEB-2018
© Historic England

The course of the Nar seems to have changed over the years, and in the Middle Ages ran more or less due west from the South Gate, rather than south-west as now.¹⁶ Ames and Percival suggest in their conjectural reconstruction that the north-flowing upstream course of the Nar used to run not where it does now but much further east, from where the Travelodge is today to the western part of the Bus Garage, and thence westward under Southgate Bridge;¹⁷ this has archaeological implications which will be referred to below.

As well as draining the area up to Middleton, the Stop Drain was also available in the nineteenth century as a secondary source of fresh water; it, rather than the town waterworks, provided water to shipping.¹⁸

The waterway was tidal and navigable as far as Southgate Bridge into the 20th century;¹⁹ boats may have been able to go further upstream in the Middle Ages, before South Gates Bridge was partially infilled. This encouraged waterside uses for the land; there were shipyards and timberyards on the north and south banks of the Friars' Fleet (Fig. 29). In the 16th century there had been six public quays along the Nar. Excavations further west have shown a substantial amount of reclamation by dumping, deliberate or otherwise.²⁰ Because Southgates Bridge, at least in its 18th- and 19th-century form, was a bar to navigation, the character of the Friars' Fleet was essentially one of a watery cul-de-sac, an arm of the Nar which was used for landing coal or building ships (Fig. 30).

There was from at least the 16th century a sluice underneath Southgates Bridge, as discussed below.²¹ During the 20th century most of the water was redirected by the drainage authorities, so that today the Friars' Fleet is entirely dry and only the westernmost part of the Middleton Stop Drain has any water in it (Figs 31 and 32). This has changed the character of the area quite considerably, although the path leading along the north bank of the Friars' Fleet to the South Gate retains something of the feel of a riverbank.

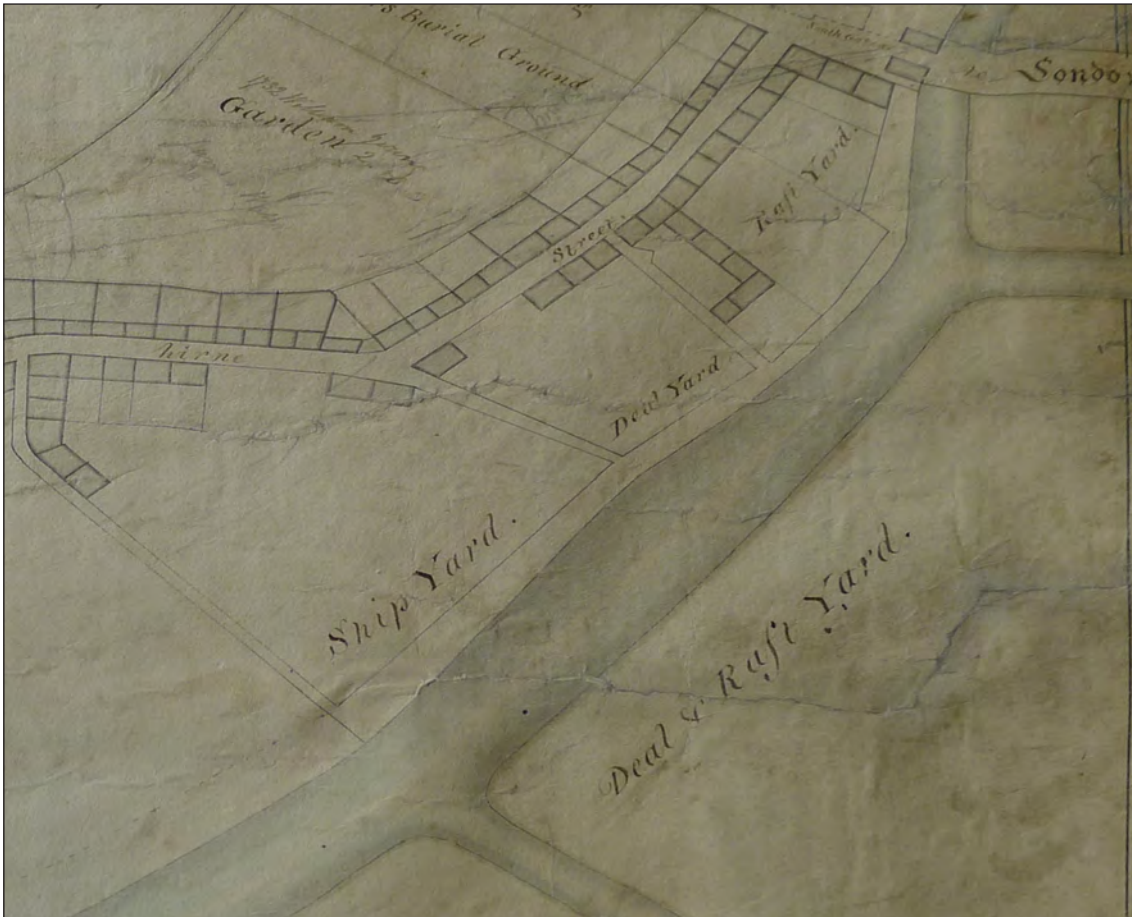


Fig 29 A Map of King's Lynn with the new paving improvements by William Newham 1806 showing shipyards and timberyards on the Friars' Fleet. Norfolk Record Office



Fig 30 Friars' Fleet Boatyard, King's Lynn, oil possibly by James Sillett, catalogued as 1800-1820. Norfolk Museums Service (Lynn Museum) KILLM 2004.7



Fig 31 The course of the filled-in Friars' Fleet, looking east to the South Gate. Photograph Jonathan Kewley 19-FEB-2018 © Historic England



Fig 32 The Middleton Stop Drain looking east from Southgates Bridge, showing the small section still containing water, with the dry bed beyond. Photograph Jonathan Kewley 27-FEB-2017 © Historic England

2.3 Defences

The town defences of Lynn were largely its watercourses: the Ouse on the west, the Fisher Fleet on the north and the Nar on the south. The marshes to the south will also have helped impede attackers. On the eastern half of the town boundary were four stone gates, including the South Gate, and a mixture of earthen banks and masonry walls (Fig 33). Lynn was first granted a murage licence in 1266, which T. P. Smith suggested was therefore the likely earliest date of the defensive works; the licences were renewed several times during the 13th and 14th centuries,²² which allowed a toll to be levied on specified goods entering the town for sale, the proceeds to be spent on the town's walls. Further funds for the construction or maintenance of the town defences were raised in 1376, 1385 and 1386, with all residents instructed to help clean moats or repair fortifications in 1403.²³ The defences were not, of course, entirely military in purpose; they also reduced the likelihood of tolls being evaded.²⁴ The gatekeepers' oaths, in the 15th century, required them, among other things, 'to let [the people] in and out ... in lawful time.'²⁵



Fig 33 A map of King's Lynn c 1589, copied from a lost original; this version comes from Henry Harrod 1874 *Report on the Deeds and Records of the Borough of King's Lynn*. King's Lynn/London: Thew & Son/Lade, Simpkin, Marshall & Co

Within the HAA area, the main defensive structure was of course the South Gate itself, described below. There is no evidence, either archaeological or from old images or maps, of any masonry walls either side of the South Gate, and this is not particularly unusual – Beverley, for example, also had earthen walls but a brick gatehouse. Smith describes the medieval defences east of the South Gate as a water-filled ditch running in a north-easterly direction for about 100 yards, then east and thence to the Old Guanock Gate (demolished in 1800) (Fig 34),²⁶ but the implication that there was no raised (earthen) structure is surprising²⁷. It is more likely that there were, both in the Middle Ages and during the Civil War, some sort of mud-built defences on what is now the north bank of the Middleton Stop Drain. This is discussed further under the area north-east of the South Gate. A little further north, behind Guanock Terrace, was a short stretch of stone wall, demolished in the 1820s.²⁸ The 2004-06 excavations south of Southgate Street (so on the former riverbank to the west of the South Gate) produced evidence of a ditch running east-west roughly level with the north side of the South Gate, which might be a secondary defensive ditch inside the main defences (as there was in some parts of the eastern defences).²⁹

There were also four bretasks or wooden towers, the precise placing of which is unclear. The south one was still in existence in 1325, but it may have been some sort of forebuilding rather than a precursor of the South Gate. Perhaps serendipitous archaeology will one day discover it.³⁰



Fig 34 The Old Guanock Gate by the Rev. Edward Edwards c 1800, looking south-west to the South Gate. Norfolk Museums Service (Lynn Museum)

Like most Civil War defences, Lynn's were of earth, hurriedly-built.³¹ They were started by the Roylist borough in early 1643 but had not been finished when it was attacked by Parliament later that year and captured after a month's siege. They were completed by the Roundheads in 1645.³² The line seems to have followed that of the medieval fortifications, and in general existing parapets were revetted with timber, except that to north and south of the town there were much more elaborate outworks, influenced by the Dutch school of engineers (Fig 35). The southern works (Fig 36) were all south of Southgate Bridge and were polygonal, running south-east from the bridge for a short distance, then south-west to about where the roundabout is now, and thence west to the Nar just south of the Long Bridge. On the west bank of the Nar the new works headed to a south-west-facing point and then north up the centre of the peninsula formed by the final bend in the Nar. Neither Bell's nor Rastrick's maps show anything on the east bank of the Nar north of the Long Bridge, despite the fact that the westward run on the west bank does not start until rather further north; Kent's reconstruction adds a fortification on the east bank, without explanation. All these earthworks consisted of a number of features: on the inside was a rampart with a raised outward-facing parapet, from which a scarp ran down to another parapet, beyond which was a ditch, then a covered way, a gently-sloping bank and finally another small ditch.³³

Rastrick's map of 1725 (see Fig 6) shows, as well as the line of the Civil War defences just described, something looking like the stump of a road, not readily relatable to the defences, immediately opposite Out South Gates. Georgian views show an overgrown mound somewhere here, or just to the north (so roughly under the present roundabout). This has been interpreted as either the fortified timber tower or bretask, known to have been built somewhere near the South Gate in the 12th century, or as part of the Civil War defences.³⁴ The Rev. Edward Edwards's drawing (Fig. 37) shows a structure apparently built of stone, which he firmly attributes to the Civil War. It appears to be on the north-east corner of the T-junction. He says it survived until at least 1827. It is possible that, rather more overgrown, this is what appears as a mound or clump of trees in the naïve view of a military review south-east of Lynn in 1782 (Fig. 38).³⁵ It may also be the trees (some of which appear as an island in the road) on Newham's map in 1809 (Fig 39).

This may help to explain the rather confusing depiction of the area immediately south of the South Gate on Henry Bell's map of c. 1670 (Fig. 40) which shows, south of the South Gate, a five-sided island slightly wider than the South Gate. It is surrounded by water, that on the north side being the Friars' Fleet/Middleton Stop Drain. On the island, a palisade or railing encloses a space on which rises a mound. The mound slopes down on the south side with what appear to be ridges (but may just be Bell's way of indicating a slope). This mound seems to extend northwards to Southgates Bridge. From the east of the mound the Hardwick Road crosses the water surrounding the island by means of what is either a bridge or perhaps a ford. Outside the water are two further defences of some sort. From the open space between the innermost of these and the water, the Wisbech Road crosses the Nar by a predecessor of the Long Bridge. More might be revealed by excavation if roadworks have not destroyed all the evidence.



Fig 35 'Groundplat of Kings Lyn' by Henry Bell c 1670, showing the Civil War defences. Norfolk Museums Service (Lynn Museum)



Fig 36 Detail of Henry Bell's 'Groundplat' of c 1670 showing the Civil War defences at the southern end of King's Lynn; the South Gate is just to the left of the figure 11. Norfolk Record Office



Fig 37 A ruin somewhere near the present-day junction of Vancouver Avenue with the Southgates Roundabout, drawn by the Rev Edward Edwards 1827. Norfolk Library and Information Service (King's Lynn Library Archives). Image: HEA DP219401



Fig 38 Detail of an anonymous oil 'The Lynn Association as review'd in the year 1782', showing the South Gate with, to the left, a clump of trees which may have contained the ruin illustrated in Fig. 37. Norfolk Museums Service (Lynn Museum) KILLM 1957.6.12

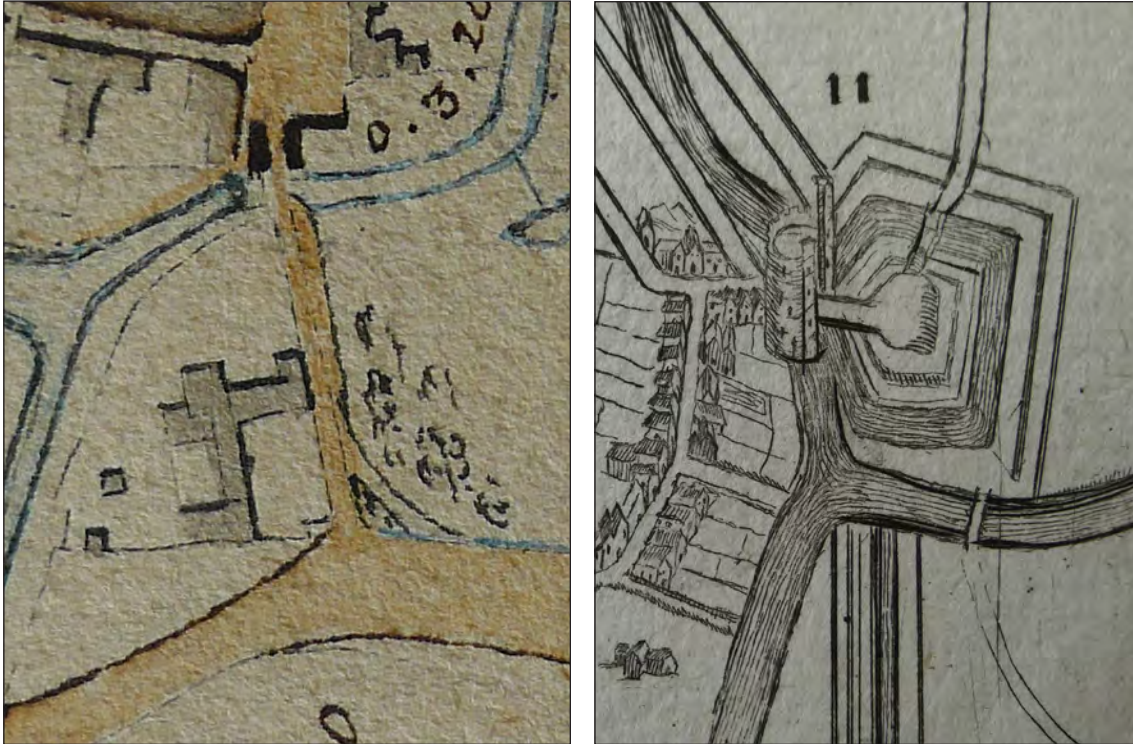


Fig 39 (above left) Detail from *A Map of the Borough of King's Lynn ... with the Estate of the Mayor and Burgesses*, by William Newham, 1809, showing the junction between Out South Gates, the Wisbech Road and the Hardwick Road. There appears to be an island in the road, with trees on and to the north-east of it. Norfolk Record Office

Fig 40 (above right) Detail of Henry Bell's 'Groundplat' of c 1670 showing the South Gate and the Civil War defences just outside it. Norfolk Record Office

The significance of all this for the HAA site is threefold. First, the Civil War defences running east from the South Gate were not new, but must have been re-used medieval defences. Second, there were substantial Civil War defences covering much of the site south of the South Gate, including the Bus Garage site, the northern part of the Gas Works site and, if Kent is right, the riverbank between the Long Bridge and the back of the former Ford Garage site. Third, because there were new earthworks south of the Friars' Fleet and the Nar, the medieval defences west of the South Gate are unlikely to have been repaired.

The Civil War defences decayed over the succeeding century. In 1745 a start was made on digging a new ditch to strengthen the South Gate (exactly where is not clear) but it was abandoned when news came that Prince Charles Edward was retreating north from Derby.³⁶ However, in 1804 an earth bank somewhere on the southern defences was heightened to provide work for the unemployed; again, exactly where is unclear.³⁷

3 OVERVIEW

The best idea of the Southgates area today can be had by standing next to the town sign in the middle of the roundabout. Looking due north (Fig. 41), the eye is caught by the medieval South Gate itself, with beyond it the polite regularity of the late Georgian brick Buckingham Terrace. To its right are the trees and crenellated wall of the inter-war Southgates Park. To its left can be seen, in the background, the modern development between Southgate Street and Friars' Fleet, and the Mansard roof of the former Honest Lawyer inn, 18th-century or earlier. Moving towards the foreground, there is the long, low mid-20th-century former Ford garage (now HSS Hire), and then the green-painted Victorian former Prince of Wales public house, now the Royal Gourmet restaurant, which marks the corner.

To its left of the Prince of Wales, on the Wisbech Road (Fig. 42), is first the three-storey, cream-painted former Highland Laddie public house with its shallow-pitched roof of pantiles, and then a row of four flat-roofed, disused Victorian shops. After that the Long Bridge carries the Wisbech Road over the Nar. Continuing anti-clockwise (Fig. 43), all the land up to Nar Ouse Way is derelict and desolate, the yet-to-be-redeveloped site of the Georgian Gas Works, but with tall-roofed modern housing across the Nar visible behind. East of Nar Ouse Way, behind prominent metal railings, is the National Grid Gas Pressure Reduction Station and Depot in front of more derelict former Gas Works land on Kellard Place.



Fig 41 Looking north from Southgates Roundabout. Photograph Jonathan Kewley 5-APR-2018
© Historic England



Fig 42 Looking west from Southgates Roundabout. Photograph Jonathan Kewley 5-APR-2018
 © Historic England



Fig 43 Looking south-west from Southgates Roundabout. Photograph Jonathan Kewley 5-APR-2018
 © Historic England

Further round (Fig 44) are two modern low, brick and timber buildings, the Travelodge and the Gatehouse restaurant. Beyond them is the sign for a Skoda car dealership and glimpses of the Victorian town cemetery. Anti-clockwise again (Fig 45), on the north side of the Hardwick Road, are ten Victorian semi-detached or detached houses, and then, between the Hardwick Road and Vancouver Road, a large, fenced overgrown-looking plot with large hawthorns, surrounded by advertising hoardings; in front of the south-west facing hoardings is an area of what looks like publicly-maintained grass, with a narrower area around the corner. Up Vancouver Road itself can be seen more Victorian semi-detached houses like some of those on the Hardwick Road (Fig 46). On the north side, before the houses stop, is the inter-war King's Lynn Bus Depot, and on the corner with Out South Gates, bringing us round 360 degrees, is a disused late 20th-century petrol station. Another sense of much of the area can be obtained from the top of the South Gate (Fig 47).

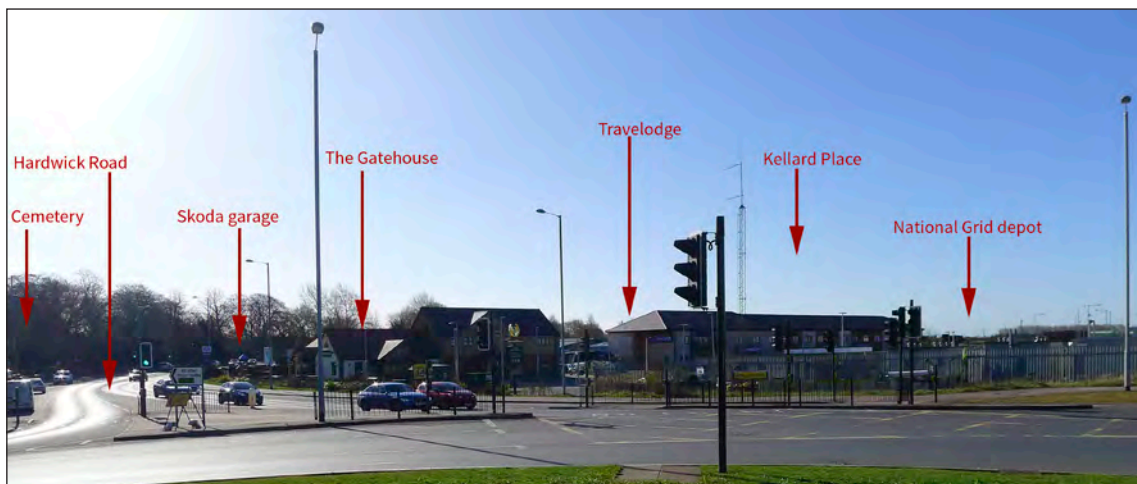


Fig 44 Looking south-east from Southgates Roundabout. Photograph Jonathan Kewley 5-APR-2018 © Historic England



Fig 45 Looking east from Southgates Roundabout. Photograph Jonathan Kewley 5-APR-2018 © Historic England



Fig 46 Looking north-east across Southgates Roundabout. Photograph Jonathan Kewley 5-APR-2018 © Historic England

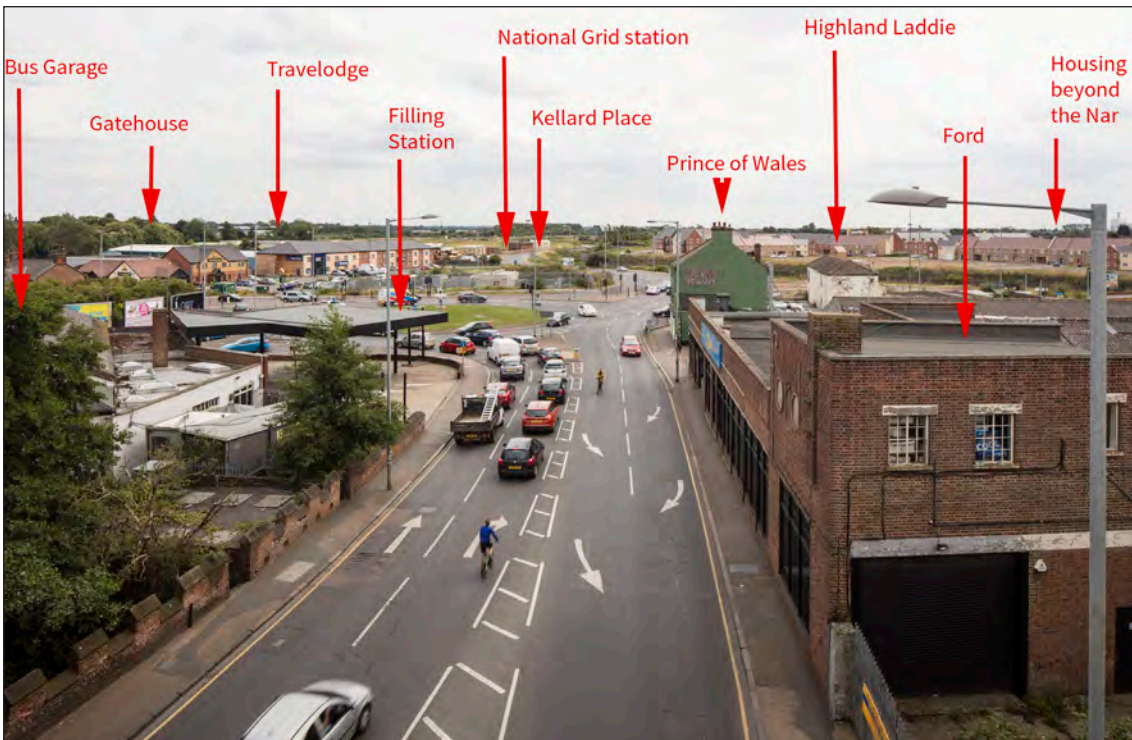


Fig 47 Looking south from the South Gate. Photograph Patricia Payne 13-JUL-2017 © Historic England

This assessment will look at the history and current character of each of the seven areas visible from this point and together making up the HAA site. The areas (Figs 48 and 49) will be:

1. The South Gate itself and the old bridge
2. North-east of the South Gate - Southgates Park and the 1899 road
3. North-west of the South Gate – the Honest Lawyer and the Friars’ Walk
4. North-west of the Southgates Roundabout
5. South-west of the Southgates Roundabout – the old Gas Works site, between the Wisbech Road and Nar Ouse Way
6. South-east of the Southgates Roundabout – Kellard Place, between Nar Ouse Way and the Hardwick Road
7. North-east of the Southgates Roundabout - the Bus Garage site

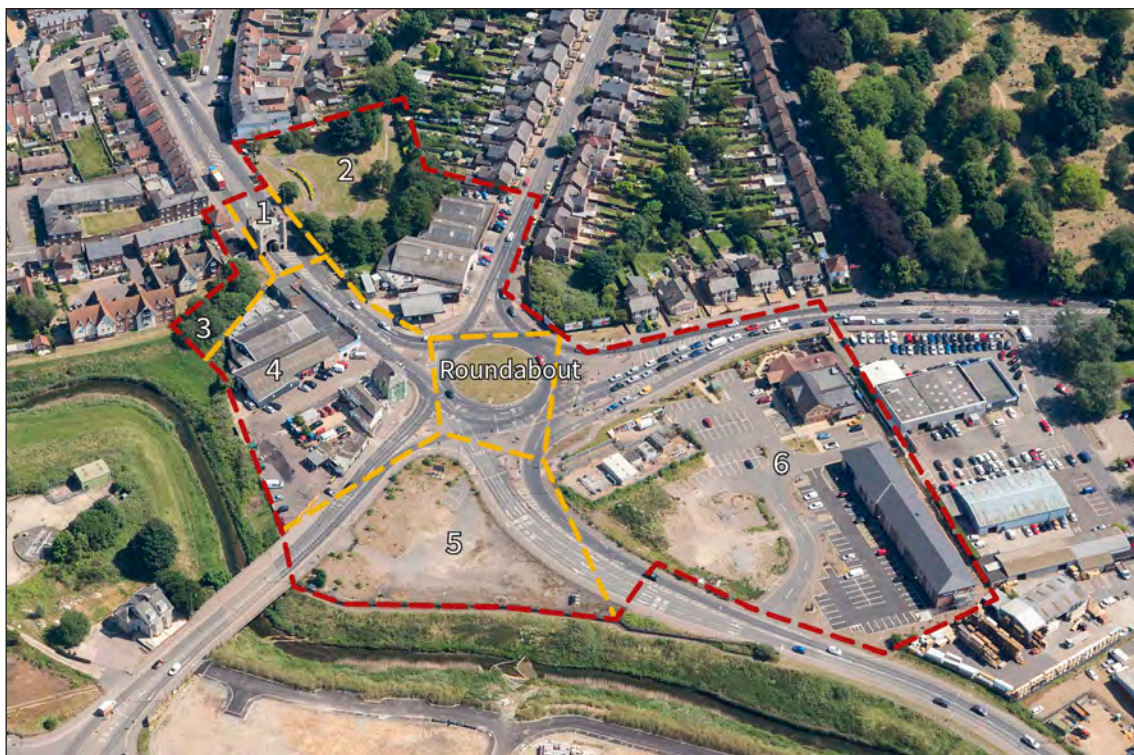


Fig 48 The areas used in this Historic Area Assessment shown superimposed on an aerial photograph of the whole HAA site. Detail of HEA 33197/004 Damian Grady 19-JUN-2017 © Historic England. Graphic Sharon Soutar

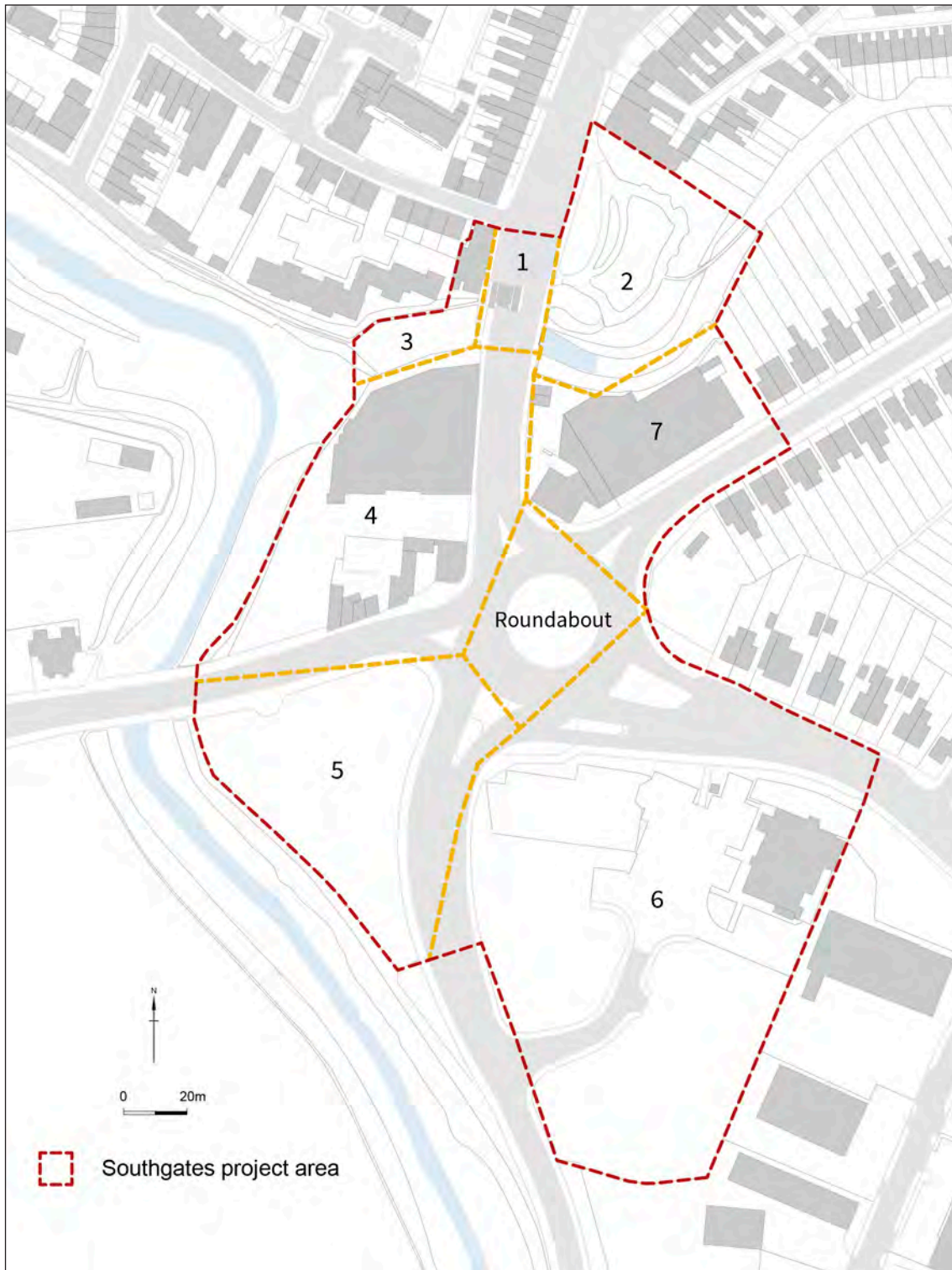


Fig 49 The areas used in this Historic Area assessment. Modern Ordnance Survey mapping: © Crown Copyright and database right 2017. All rights reserved. Ordnance Survey Licence number 100024900
 Graphic Sharon Soutar

3.1 The South Gate itself and Southgates Bridge

(Figs 50, 51 and 52)



Fig 50 A modern map covering area 1 and its surroundings. Modern Ordnance Survey mapping: © Crown Copyright and database right 2017. All rights reserved. Ordnance Survey Licence number 100024900

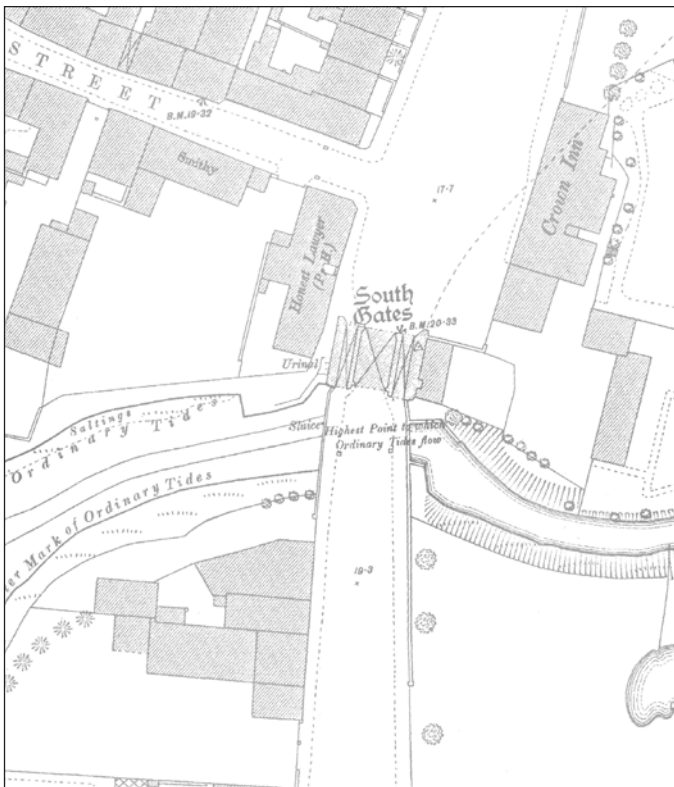


Fig 51 Area 1 and its surroundings shown on the 1883 Ordnance Survey map 125" to 1 mile OS map, surveyed 1883, published 1887, taken from the Historic England corporate GIS, NTS (Historic Ordnance Survey mapping © and database right Crown Copyright and Landmark Information Group Ltd (All rights reserved 2018). Licence number 000394 and TP 0024



Fig 52 An aerial view of area 1 from the south-west. HEA 33176/018 Damian Grady 19-JUN-2017
© Historic England

The present South Gate of Lynn (Figs 53, 54, 55 and 56) was built in 1437, principally by a London mason called Robert Hertanger, although it was completed by others after he got into financial difficulties. It replaced an earlier, slightly smaller gate, but seems to have used some of its foundations, which may account for the central arch being a little off-centre, towards the west. The structure is of brick, faced with limestone ashlar on the south, outward-facing front and with stone dressings on the other three sides (Fig 57). Smith has noted the great similarity of the bricks (Fig 58) to those used to build St George's Guildhall, also in Lynn. It is interesting that it was faced with stone, at least on the main show front, at a time when exposed brick was becoming fashionable;³⁸ it was not therefore avant-garde.³⁹



Fig 53 The south front of the South gate. Photograph Jonathan Kewley 16-JAN-2018 © Historic England



Fig 54 The north front of the South Gate. HEA DP219073 Patricia Payne 20-SEPT-2017 © Historic England



Fig 55 The west elevation of the South Gate. Photograph Jonathan Kewley 27-FEB-2017 © Historic England



Fig 56 The east elevation of the South Gate. Photograph Jonathan Kewley 5-APR-2018 © Historic England



Fig 57 The South Gate from the south-east, showing the stone south and brick east elevations. HEA DP219059 Patricia Payne 15-AUG-2017 © Historic England



Fig 58 Bricks on the west elevation of the South gate. Photograph Jonathan Kewley 27-FEB-2017 © Historic England

Originally there was only one (central) opening, fitted with gates and stone-vaulted above; on each side, on the north front, were foot doors leading to the interior of the building (Fig 59). There are two principal mullioned windows on each of the north and south fronts. On each corner of the south front are projecting octagonal turrets, with square turrets on the other two corners, each containing a spiral staircase originally accessed from doors in the north wall. On both the east and west fronts is what appears to be a stone buttress but is actually a garderobe chute. The east and west elevations each contain a small rectangular window at ground-floor level, with one at first-floor level on the east and two at first-floor level on the west; a door in the east wall was blocked up early in the 19th century. A small quatrefoil window lights the eastern stairway at both ground and first-floor level, whilst the western stairway is lit by a small square window at first-floor level. At second-floor level the eastern elevation contains a single arch-headed window with carved spandrels beneath a square head, whilst the western elevation contains a two-light round headed window with carved spandrels beneath a square head and hood. There are crenellations round the roof, which is not visible from ground level.



Fig 59 Detail of a drawing by James Sillett of the South Gate from the north c 1810, showing the two foot doors each side of the main arch. Norfolk Museums Service (Lynn Museum) KILLM 1991.741

There were ground- and first-floor rooms each side of the arch and then on the second floor what is now one room but was probably originally partitioned (Fig 60). Many of the rooms had fireplaces, one with an oven as well, suggesting occupation by a gatekeeper on a daily basis, as well as by soldiery in more troubled times.



Fig 60 The interior of the second floor of the South Gate, now one room. HEA DP217365 Patricia Payne 13-JUL-2017 © Historic England

Various alterations and adaptations have, not surprisingly, been made over the years. Two masons were contracted to do something in 1520 (it has been speculated this may have been to finish off the vault).⁴⁰ The gates themselves were taken away in 1795,⁴¹ but vehicles, mounted travellers and pedestrians all had to share the same carriageway through the central arch (Fig 61). In 1817 the General Committee for the Relief of the Poor offered to provide labour to form a way for foot passengers by the side of the main opening if the Corporation provided materials.⁴² There were two possibilities: to punch a footway through the east wing, or to create a footway on the outside of the east wing. The Corporation chose the former, with the proviso that there would be no injury to the building, and a passage was duly built, with at each end a doorway with a four-centred arch, which survive (Fig 62).⁴³

Then in 1836 one Weathered proposed a similar passage on the west side; he hoped it would be paid for jointly by the Corporation, the Paving Commissioners and the Turnpike Trustees.⁴⁴ A Corporation committee wanted to go further and build a bridge or platform to the east, possibly a vehicular one, but this would have needed the consent of the tenant of the Crown Inn whose outbuildings would be affected.⁴⁵



Fig 61 A watercolour by James Sillett c 1809 of the South Gate from the south, showing the shared carriageway. Norfolk Museums Service (Lynn Museum). Image: HEA DP219400



Fig 62 The southern entrances to the former pedestrian passages through the South Gate inserted to the east (right) in 1817 and the west (left) in 1841. The iron railings in the foreground probably date from 1841. Photograph Jonathan Kewley 27-FEB-2017 © Historic England

This did not proceed, but in 1841 the same committee resurrected the proposal to drive a passage through the gate at the west, with a pedestrian platform at the side of the bridge, which was done (Fig. 63), and seemingly also widening the main vehicular opening, of which there is no evidence.⁴⁶ The west passage remained in use until 1982, and the door surrounds again survive.⁴⁷

In 1844 the Paving Commissioners paved the road under the gate with granite,⁴⁸ but in the 1850s it was tarmacadamed.^{49 50} In 1859 the Paving Commissioners directed that buttress angles on both sides of the gates be splayed to prevent nuisances, by which they usually meant use as informal urinals, but there is no evidence that this was carried out.⁵¹

In 1861 there was work done on the sluice, which seems to have resulted in the water under the bridge being temporarily cut off. Some ratepayers suggested that the opportunity should be taken to widen the bridge on the east side so the road could be widened in the future. In fact, as mentioned above, this seems to have been thought of years before, as it is noteworthy that the Crown Inn had been rebuilt not on the line of the road through the gate but on the line of one much further east.⁵²

Plans were duly prepared by one Arthur Saunders, the engineer conducting works at the South Gate – for a road 24 ft. wide (footway 6 ft., carriageway 18 ft.), the cost would have been £398.16.1 (made up of lower works – concrete, brickwork, earthwork £256.14.7, upper works – paving, making road etc £142.1.6). The Paving Commissioners voted against doing it.⁵³ A similar scheme was rejected by the Corporation on grounds of cost in 1865.⁵⁴ However, in 1899-1900 a new road was finally built immediately east of the South Gate which carries southbound traffic, northbound vehicles continuing to pass under the arch (Figs 64 and 65).



Fig 63 An anonymous drawing of the South Gate from the south, dated 1854, showing its appearance in the period between the insertion of the pedestrian passages and the cutting-through of the new carriageway. Norfolk Library and Information Service (King's Lynn Library Archives)



Fig 64 The opening of the new road east of the South Gate in 1900. Norfolk Library and Information Service (King's Lynn Library Archives). Image: HEA DP219453



Fig 65 The South Gate from the south after the widening of the road in 1899-1900. Norfolk Museums Service (Lynn Museum) MB01086. Image: HEA DP219364

Little seems to have happened to the South Gate for some time thereafter, other than building a new roof above the existing one in 1966. In 1982-85 extensive works were carried out, including removing this new roof, the rebuilding of some upper parts of the Gate (the inner three faces of the north-west turret and the inner faces of the central battlements to the east and west), some stone cleaning and replacement, the replacement of some windows, removing the internal walls of the 19th century western passage, and replacing timber floors to the upper storeys.⁵⁵

An alternative to cutting the new carriageway east of the South Gate would have been to demolish it, and there seems to have been a proposal to do this in the late 19th century, a fate which had already befallen the East Gate.⁵⁶ However, the South Gate is one of the symbols of the town, the nearest thing Lynn has to a castle. It appeared on a pound note issued by Gurney's Bank, and on innumerable 19th- and 20th-century postcards. It was presumably for this reason that it survived. Its problem as a town icon is that since 1899 its setting has been compromised by being a traffic island. While there may be justified concerns at the risk of damage by traffic going through it, any attempt at change may need to learn from the general lack of success attendant on isolating gateways, as seen with the Marble Arch, London, and numerous town gates.

Southgates Bridge

There must always have been some sort of bridge immediately south of the South Gate, given that it was the main entrance to the town. Part of Hertanger's brief in 1437 was to build not just gates but also a bridge. The Chamberlain's Survey of 1557 includes Southgate Bridge under stone bridges repairable by the Corporation,⁵⁷ and the innermost arch, seen in old drawings and still visible on the east side, does indeed have an arch of stone although otherwise it seems to be brick. There is mention of a drawbridge being fitted in 1642, but if it was, the stone one must have been built again after the siege.⁵⁸

The medieval bridge is no wider than the carriageway through the gates. Its stone arch can be seen, with difficulty, on the east side (Fig 66). John Sell Cotman's drawing from this side in 1815 (Fig 67) seems to show the present stone arch with a brick arch immediately above. The western arch of the old bridge appears to have been brick since at least the beginning of the nineteenth century (see Taylor's etching (Fig 68), which confusingly seems to show the western infill as stone). At a later date the bridge was widened on the east, first to include the width of the pedestrian passageway (Fig 69), and second in 1900 to take the newly-widened road running east of the gate itself. At some time before 1815, the opening was reduced so that it took up only the southern half of the span of the bridge, and a sluice with a door was fitted.⁵⁹ On the west side, the bridge was not extended when the pedestrian passage was knocked through the gate in 1841; instead a passage to it was cantilevered out (Fig 70). It and what seem to be its original railings and bollards survive (Fig 71), although the passage through the gate has been closed since 1982, and indeed has been demolished internally as part of a 1980s 'restoration' of the South Gate. The bridge and sluice ceased to be visible on the west side when the Friars' Fleet was filled in in the 1980s, and it was difficult to see the arch of the bridge even before that, but the old arrangement can be seen in Cotman's drawing engraved in 1818, looking from the west (Fig 72).

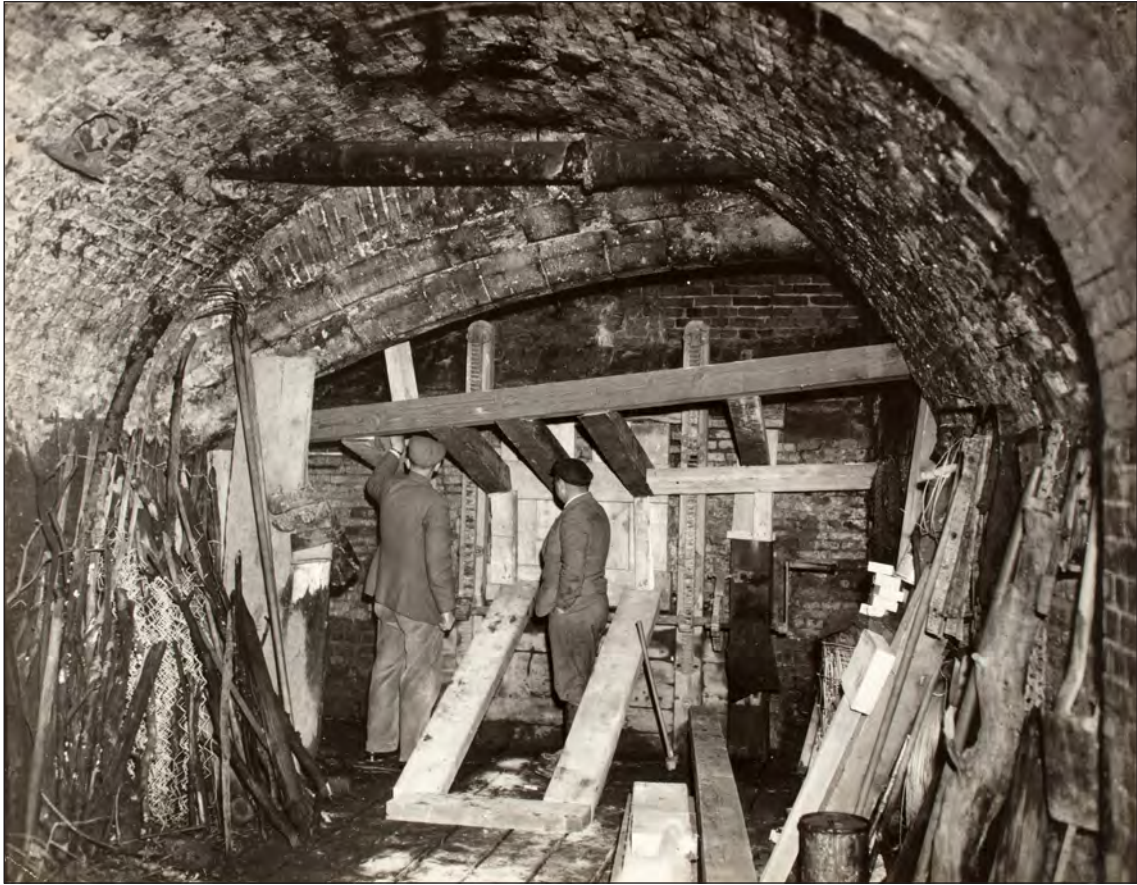


Fig 66 Underneath Southgates Bridge when the Middleton Stop Drain had temporarily been drained, probably in the 1950s. Note the stone arch immediately above the wooden beam. Norfolk Museums Service (Lynn Museum) MB03282. Image: HEA DP219363



Fig 67 (above left) Detail of 'Ye South Gate, Lynn' by John Sell Cotman, 1815, from the south-east, showing the whole stone arch (with a brick arch above) but with the north half blocked up. Norfolk Museums Service (Lynn Museum) 1951.235.621.B5.



Fig 68 (above right) Detail of 'South Gate, Lynn' by William Taylor, c 1840s, a view from the west showing a brick arch. Norfolk Museums Service (Lynn Museum) 1954.138.Todd18.Freebridge.127.



Fig 69 A pre-1899 photograph of the South Gate from the south-east, showing the eastward extension of the bridge constructed in 1817 to carry the new pedestrian footway. Norfolk Museums Service (Lynn Museum) MB05451. Image: HEA DP219374



Fig 70 Southgate Bridge from the west, 1891, showing the footway cantilevered out for the 1841 pedestrian passage. Norfolk Library and Information Service (King's Lynn Library Archives). Image: HEA DP219448



Fig 71 The railings and bollards leading to the former west passage through the South Gate, created in 1841. Photograph Jonathan Kewley 16-JAN-2018 © Historic England

The medieval bridge had side walls which tapered down southwards from almost the top of the arch (see Fig 72). These seem to have been pulled down when the side passages were created.

The east walkway was demolished when the road was widened in 1899. As part of the road-widening, the bridge, too, had to be widened, which was done by building a new bridge directly abutting the old, with no visible join at carriageway level. On the east, facing the Middleton Stop Drain (and now Southgates Park), the bridge was faced in brick with stone dressings and two small canted bastions each side of the arch (Fig 73). . The top of the wall was battlemented and carried on southwards for some distance; at the end is a datestone '1899' (Fig 74). The effect of all this is that while it looks quite impressive from the east (in 1899 the main angle of view must have been from the Hardwick Road to the south-east, especially in winter when the trees were bare), those travelling over it are not really conscious that it is a bridge, and it is unfortunate that the medieval bridge, which is still there, is now for practical purposes invisible. It might be hoped that if the road system here is ever altered it might be possible to reveal it again.



Fig 72 Southgate Bridge from the west by John Sell Cotman, 1818, showing the sluice in the blocked-up arch. Norfolk Museums Service (Lynn Museum NWHCM 1954.138.Todd18.Freebridge.145c.)



Fig 73 The view west from Southgate Park showing the battlemented wall created in 1899-1900 and combining an eastward extension of Southgate Bridge with a retaining wall to support the road running over it. Photograph Wayne Cocroft 8-FEB-2017 © Historic England



Fig 74 The datestone at the southern end of the battlemented wall on the east side of the carriageway by-passing the South Gate. Photograph Jonathan Kewley 27-FEB-2017 © Historic England

Sluices

Lynn's watercourses owed more to man than to nature, and the stream which under various names flowed under Southgates Bridge was no exception.⁶⁰ The town Chamberlain's Survey of 1557 lists under 'stone Sluses Clowes and flape dores' 'A slwsw clowe and ii flapp dores by the south gate and dam... thre flapp dores under sowth gate Bridge'.⁶¹

In 1814 the Corporation Land Committee directed the chamberlain to remove the existing double doors at the sluice under the arch and place in their stead a single door to be hung on the north side of the sluice.⁶² In 1861 the sill of the sluice and the bed of the Middleton Stop Drain were lowered.⁶³

There seems to have been a right of way down the east side of the South Gate to the Middleton Stop Drain for the purpose of obtaining water, and this may have been one reason why the water level needed to be maintained. The memoirist William Armes refers to this, and images show people with buckets descending the hill.⁶⁴ The space at the foot of the east wall of the South Gate is shown in 1815 as what looks like a fenced midden (see Fig 67).⁶⁵ Similarly there was access along the west side of the Gate to the anchorages on the north bank of the Friars' Fleet; both these paths were for access to the water only and neither ever communicated with the bridge.

3.2 North-east of the South Gates - Southgates Park and the 1899 road

(Figs 75, 76 and 77)



Fig 75 A modern map covering area 2 and its surroundings. Modern Ordnance Survey mapping: © Crown Copyright and database right 2017. All rights reserved. Ordnance Survey Licence number 100024900

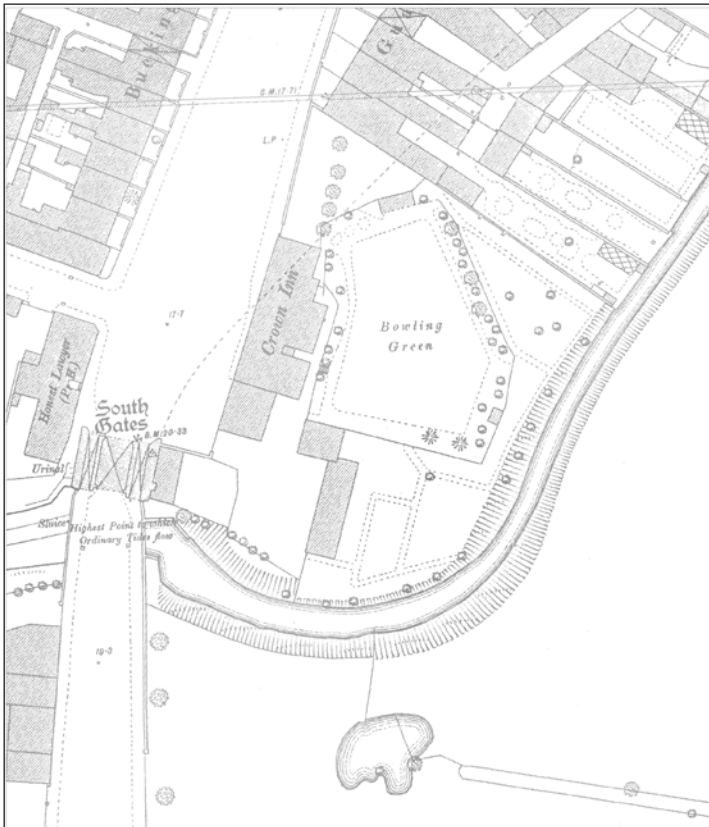


Fig 76 Area 2 and its surroundings shown on the 1883 Ordnance Survey map 125" to 1 mile OS map, surveyed 1883, published 1887, taken from the Historic England corporate GIS, NTS (Historic Ordnance Survey mapping © and database right Crown Copyright and Landmark Information Group Ltd (All rights reserved 2018). Licence number 000394 and TP 0024



Fig 77 An aerial view of area 2 from the north. Detail of HEA 33197/024 Damian Grady 19-JUN-2017
© Historic England

Before the beginning of the 19th century, travellers entering Lynn through the South Gate found to their immediate right an inn called the Crown, owned by the Corporation. The tenant under a 1766 lease was allowed 10 shillings a year for sweeping and cleaning the pavement under the South Gate.⁶⁶ No picture of the inn seems to survive, but an outline plan is shown on Newham's map of 1809 (Fig 78), by which time it had been demolished to widen the road. It was replaced by a new Crown, further back; in 1803 the site, except the portion taken for road-widening, was re-let for 55 years to the previous tenant who was required to spend at least £400 on a new building.⁶⁷

The painter James Sillett in 1809 gives a rather naïve view of the new Crown and exaggerates how far it was set back (Fig 79). A watercolour attributed to him a couple of years later gives a rather clearer impression (Fig 80). It was three bays wide and two and a half storeys tall, with a single-storey building attached on the near (south) side. It can also be glimpsed in a number of photographs of the South Gate (Fig 81).

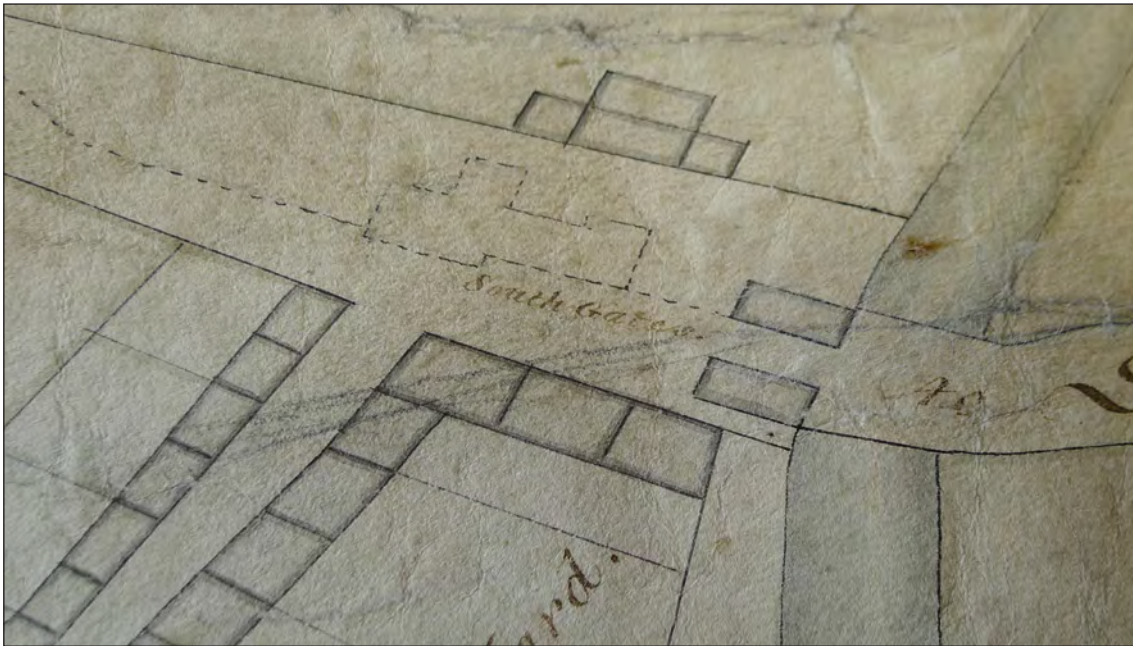


Fig 78 The outline of the demolished Crown Inn which had stood immediately inside the South Gate, on the right, from William Newham, *A Map of the Borough of King's Lynn ... with the Estate of the Mayor and Burgesses*, 1809. Norfolk County Record Office, Bradfer-Lawrence 5/4



Fig 79 The new Crown Inn from the south-west, detail of a watercolour by James Sillett 1809. It is not apparent from it that there was in fact a watercourse between the fence in the foreground and the inn. Norfolk Museums Service (Lynn Museum.) Image: HEA DP219400



Fig 80 Detail of another watercolour by James Sillett showing the new Crown Inn from the north-west. The clump of trees to the right is somewhere near the south end of Out South Gates. Norfolk Museums Service (Lynn Museum) KILLM 1991.741



Fig 81 Detail of a photograph, looking south towards Out South Gates, showing the Crown Inn on the left. The structure in the foreground appears to be (or being used as) some sort of advertising hoarding. Norfolk Museums Service (Lynn Museum) Image: HEA DP219373

The leases of the Crown included the land leading down to the Middleton Stop Drain, and both the old and new inns had outbuildings to the south, described in a 1766 lease as ‘one stable under part of the East Wing of the South Gate and another stable adjoining the east side of the South Gate’.⁶⁸ The tenant under a 1766 lease was required to rebuild the ‘decayed’ stable in brick (which suggests that the existing one might have been timber).⁶⁹ The land behind it was for part at least of the 19th century laid out as a bowling green.

As befitted its position just inside the Gate, the Crown was a coaching inn, with two coaches a week to London in 1830.⁷⁰ It therefore probably suffered after the arrival of the railway and seems to have been relatively disreputable by the end of the century. It ceased to be licensed in 1919 as a result of a decision of the Compensation Authority which, under the 1904 Licensing Act, was reducing the number of licensed premises.⁷¹

The new Crown was, for unknown reasons, demolished, probably in the 1920s, and for a while the site remained vacant. It was then laid out as a small park as a memorial to King George V; plans survive (Figs 82, 83 and 84), one of which is dated March 1937.⁷² The intention was to ‘level the site up’ and provide seats and shelters. Decorative iron railings and gates were installed on the London Road frontage. They survive (see Figs 92 and 93 below), as does the basic layout of the park. Like many parks inserted into existing settings, it lacks cohesion. The northern boundary is formed by the unwelcoming southern wall of the Guanock Hotel, blank because when built it faced the side of the Crown (Fig 85). The eastern side originally sloped down to the Middleton Stop Drain, but since that was largely drained, the focus of the park is on the damp track which has replaced it, carrying on east as a back lane between 19th-century housing (Fig 86).

As mentioned in the discussion of the town’s defences, it is probable that both medieval and Civil War earthen defences ran across this area. Excavations in Southgates Park in 2009 revealed several ditches and pits, all containing 13th- to 15th-century pottery, overlain by a sequence of dumped deposits which were suggested to represent the town defences (some also contained 13th- to 15th-century pottery). Within them was a late medieval mortar-walled and floored building, interpreted as a cellar or cistern; demolition deposits within it contained articles of 13th- to 16th-century date. Pits with clay pipes and pottery have been interpreted as associated with the refortification of the town in 1643. The excavation also found a brick cellar presumed to be part of the 19th-century Crown.⁷³

During the Second World War an air raid shelter was built towards the southern end of the Park, together with what appears to be another military structure. It was reported in 2017 that a local group was promoting a scheme to close the South Gate to traffic and build a new road through Southgates Park.⁷⁴

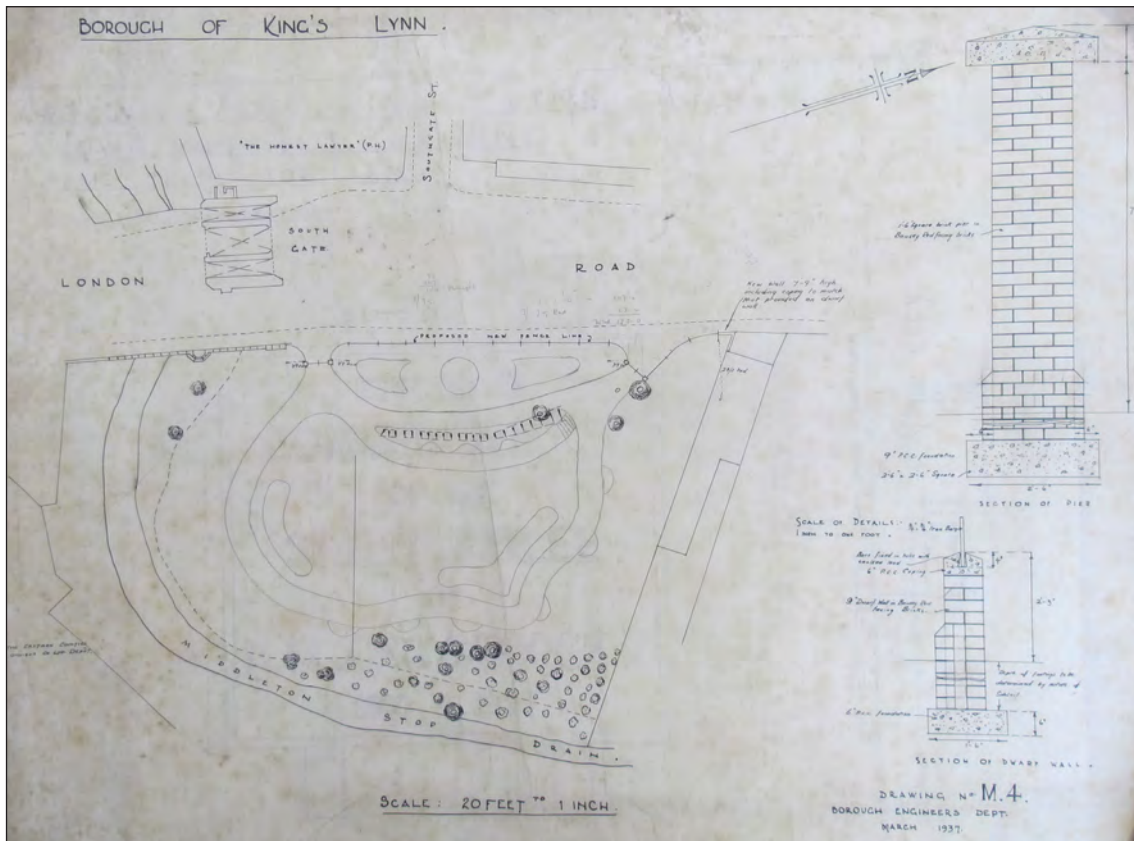


Fig 82 A plan (presumably a proposed layout) of Southgates Park by King's Lyn Borough Engineer's Department dated March 1937. On the right is a drawing of a gatepier. King's Lynn Borough Archives KL-SE1-PW4 (2)

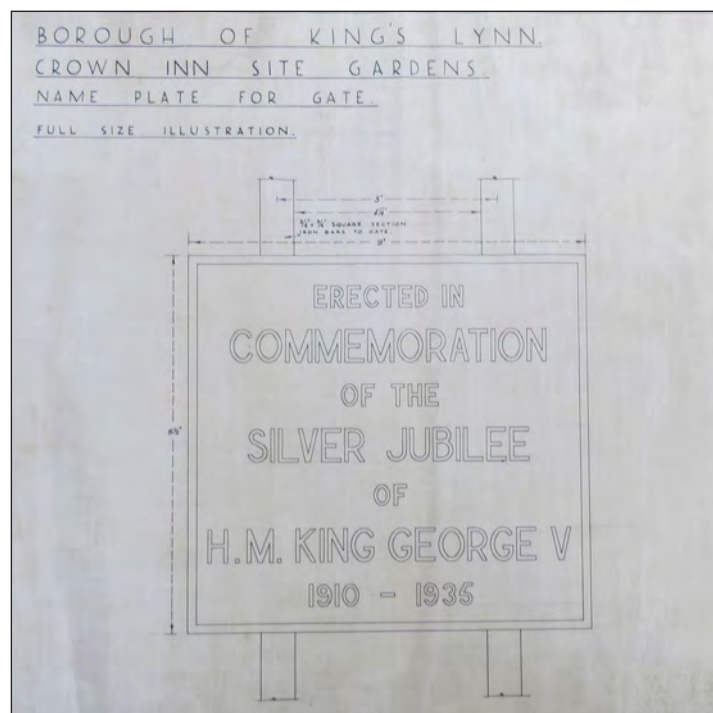


Fig 83 Drawing (clearly from the same source as Figs. 82 and 84) of proposed commemorative plaque for Southgates Park. King's Lynn Borough Archives KL-SE1-PW4 (2c)

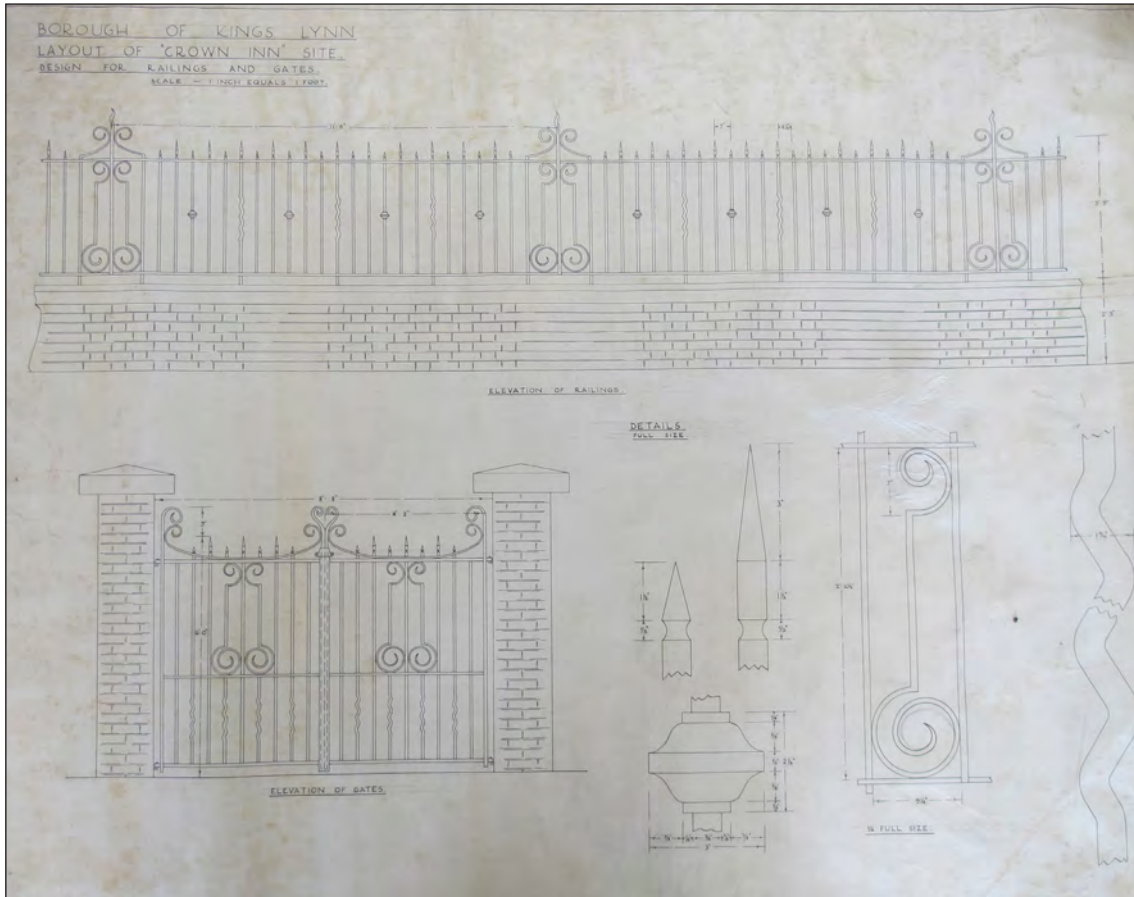


Fig 84 Drawings (clearly from the same source as Fig. 82) of walls, gates and railings for Southgates Park. King's Lynn Borough Archives KL-SE1-PW4 (1)



Fig 85 The Guanock Hotel (the most southerly building on Guanock Terrace) from Southgates Park. Photograph Jonathan Kewley 16-JAN-2018 © Historic England



Fig 86 The course of the now-dry Middleton Stop Drain, looking north-east just east of Southgates Park. The houses on the left are on William Street, an area of early 19th-century development. Photograph Jonathan Kewley 16-JAN-2018 © Historic England

Southgates Park Survey Description

by Sarah Newsome

(Numbers refer to those on the survey plan, Fig 87)

Overview of the Park

The park is located to the north-east of the South Gate on the eastern side of London Road. It comprises an area of 0.36 ha and is enclosed to the west by the road, to the north and east by houses and their gardens and to the south-west by the bus depot on Vancouver Avenue (see Fig 75). The site appears to slope gently towards the east but its topography has clearly been modified over the centuries by the different activities that have occurred in the area.

The Middleton Stop Drain

The most substantial feature in the park is the former course of the Middleton Stop Drain, which followed the earlier River Esk and may have formed part of the town defences in the medieval period and the Civil War. The watercourse was infilled sometime between 1983 and 1988 and now takes the form of a large flat-bottomed ditch with sloping sides which defines the southern and eastern boundaries of the park (1). The stretch of ditch located within the park is 95m in length (Fig 88). The ditch still contains water for a stretch of 21m from the eastern face of the modern bridge, the eastern limit of the water being marked by a low wall of modern red engineering brick 1.6m in length and 0.55m high (2), probably marking a sluice at the end of a storm drain (Fig 89). This section of the ditch measures between 21m and 17m in width across the top, narrowing towards the east, and around 8m in width across the watercourse, also narrowing towards the brick wall at its eastern end. It should be noted that subsequent activity to the immediate north and south of the ditch may have altered the ground level and profile of the ditch sides (see 'The Air Raid Shelter remains' below). These possible alterations may account for a ditch depth in this area which varies from 1.6 to 2.5m.

Beyond the modern brick wall, the infilled ditch has a consistent basal width of around 6-7m and is around 17-18m at the top, with an average depth of around 2m, though again activity to the north-east (see 'The Air Raid Shelter remains' below) and the south-west (such as the construction of the bus depot buildings) may have altered the ground level and ditch profile in these areas. The eastern side of the stretch of ditch in the north-eastern corner of the park was not surveyed as it falls within the residential properties that define the eastern park boundary. The ditch becomes much shallower in this area, around 1m in depth, possibly reflecting the natural topography.

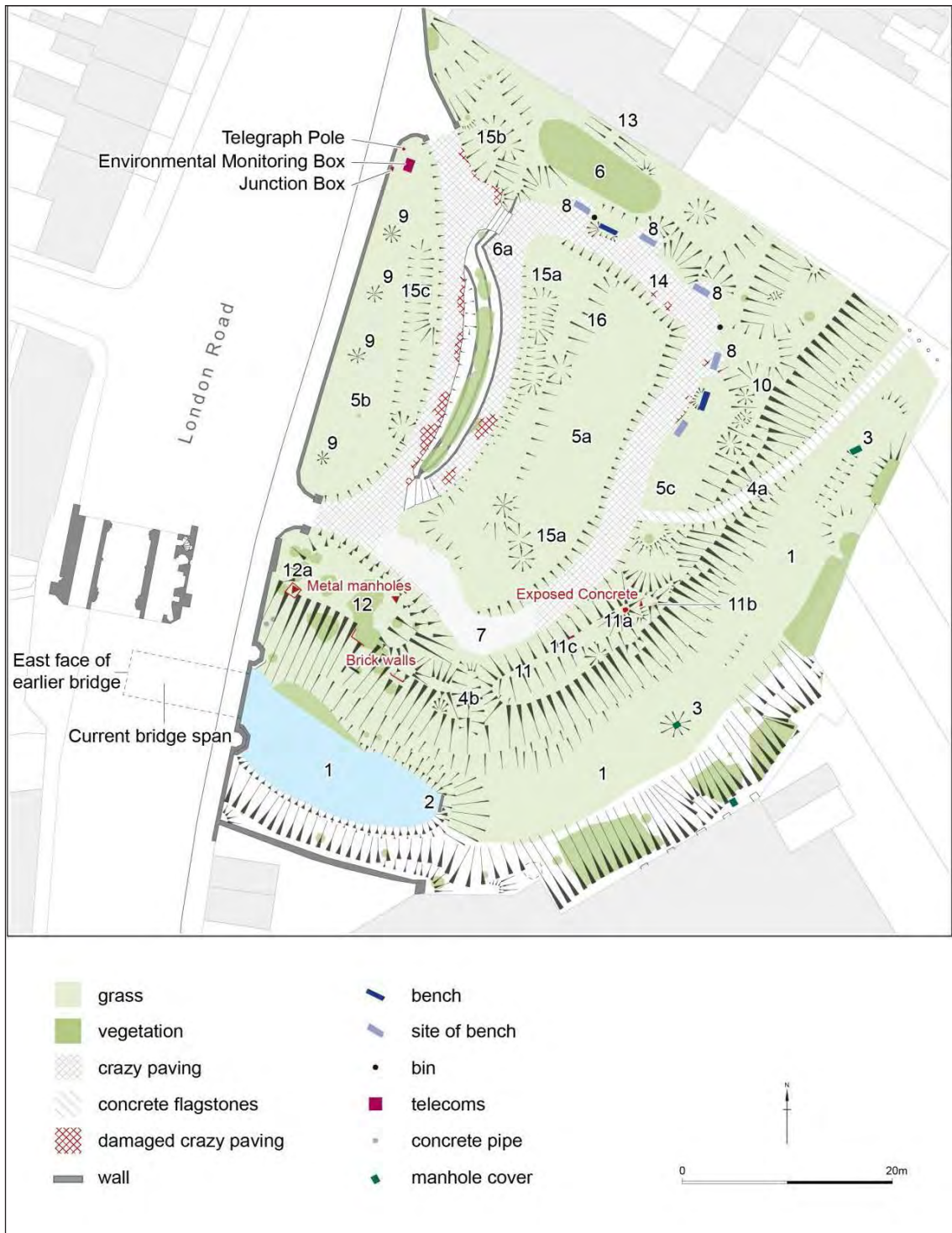


Fig. 87 Survey plan of Southgates Park 2017. 1:500 scale. NB The numbers refer to those written in bold in the survey description text. (Modern Ordnance Survey mapping: © Crown Copyright and database right 2017. All rights reserved. Ordnance Survey Licence number 100024900.) Illustration: Sharon Soutar



Fig 88 The former Middleton Stop Drain looking south-east (HEA DP219113 Patricia Payne 17-OCT-2017 © Historic England)



Fig 89 The water-filled western end of the Middleton Stop Drain as it disappears under the bridge. The brick wall in the foreground probably marks some form of sluice at the end of a storm drain (HEA DP219116 Patricia Payne 17-OCT-2017 © Historic England)

Very slight earthworks in the base of the ditch must have been created by the draining process undertaken at some point between 1983 and 1988, also the origin of the two manhole covers (3). The manhole cover to the north is located in the position of a large circular shuttered hole visible on a photograph taken in 1990, and again appears to be related to the infilling of the stop drain. The sloping sides of the ditch are relatively uniform, and the slight undulations recorded probably reflect relatively recent episodes of erosion, vegetation removal or the dumping of loose debris. Two cuts into the northern and eastern sides of the ditch appear to reflect relatively modern access routes into the ditch bottom (Fig 90); the one created by the construction of the concrete-flag path to the north (4a) after the ditch was drained post-1983, and the one to the south (4b) giving access from the western side of the park into the air raid shelter or shelters (see below).



Fig 90 An aerial photograph of the park in 1988 showing the drained watercourse and the newly constructed footpath (Detail from Historic England Archive OS88246/210 17-AUG-1988 © Crown copyright. Ordnance Survey)

Park features

The park was laid out to the north and west of the ditch presumably around 1937, when it is shown on the plans for new gates and railings. It remains largely as shown on these plans (see Figs 82 and 83), and many of the earthworks relate to the former positions of trees and shrubs and other ephemeral park activities. Aerial photographs from 1948 show that planting beds on the oval-shaped western lawn match the 1937 plan, whilst those on the main lawn differ slightly (Fig 91). By 1962 the beds on the main lawn had been removed.



Fig 91 The park layout in 1948. (Detail of RAF CPE/UK/2552 27-MAR-1948 Historic England. RAF Photography)

The gates, wall and railings which form the western boundary of the site appear to survive as drawn on the 1937 plan (see Fig 84). There are two iron gates, one towards the northern end of the boundary wall and one to the south (Fig 92). Both are located between large square red-brick piers (2.4m tall and 0.44m square), which sit on a chamfered brick plinth (0.55m square) and have a shallow square

cast concrete cap. The two gates are identical at 2.6m wide, and each have two leaves with symmetrical decorative details including a central ornamental panel with scrolls above and a wave pattern on alternate rails below. The decorative motifs are repeated on the railings which run in between the two gates and to the north and south of them (Fig 93). The railings are set into the cast concrete coping which sits on the low red brick walls, which curve outwards towards the road before straightening to form the park's boundary.



Fig 92. The gates at the northern end of the park's western boundary wall, looking north-west. (HEA DP219101 Patricia Payne 17-OCT-2017 © Historic England)

The park consists of three lawned areas – a central lawn which echoes the shape of the Crown Inn's bowling green (5a), an oval-shaped lawn to the west (5b) and the curving lawn to the north, east and south where the ditch is located (5c). The park is planted with one formal oval border to the north (6), an elongated terraced border to the east (6a) and a mixture of mature trees and smaller trees and shrubs spread across the site. The paths are formed of crazy paving, with the exception of one area of tarmac repair (7) and the modern concrete-flagged path running to the north-eastern corner of the park that must have been inserted after the watercourse was drained c.1983-88 (Fig 94).

The crazy-paving is coherent with the original design of the park and fits with its late 1930s date.



Fig 93: The railings on the park's western boundary wall, looking north-east. (HEA DP219103 Patricia Payne 17-OCT-2017 © Historic England)



Fig 94: An area of crazy paving in Southgates Park (HEA DP219105 Patricia Payne 17-OCT-2017 © Historic England)

On the northern and eastern sides of the path that surrounds the central lawn can be seen four of an original six lobes in the crazy paving where benches were originally located (8). The positions of five of the benches are marked by the remains of their 9cm square reinforced concrete legs which have been truncated at ground level when the benches were removed (Fig 95).



Fig 95: An example of the truncated concrete legs which mark the former locations of concrete benches (HEA DP219112 Patricia Payne 17-OCT-2017 © Historic England)

The benches had a footprint of around 1.6m by 0.6m. It appears that they were purposely positioned to take advantage of the best views of the South Gate from the park (Fig 96).

Two modern benches are also located in the same area.

Stone-built dwarf walls around 0.17m wide revet the edges of paths in some areas and the three terraces of the elongated central bed (6a) (Fig 97).

They vary in height as they are mainly positioned where the ground surface is sloping or steps have been constructed to bridge changes in level. Two sets of three and four steps are located to either side of the main elongated bed giving access to the central lawn area.

A series of hollows around 1.5m in diameter, running parallel to the road at the far western edge of the park (9), marks the former position of a row of trees shown on the 1965-67 OS 1:1250 map (1st Ed National Grid) and possibly just visible as saplings on aerial photographs from 1948.75 A group of slightly larger hollows just at the top of the ditch on the eastern side of the park also appears to mark the position of a clump of trees shown at this date (10). Both groups of trees survived until after 1990.76



Fig 96: A view of the South Gate from the position of an original and present-day bench, looking southwest (HEA DP219128 Patricia Payne 17-OCT-2017© Historic England)



Fig 97: Steps located at the northern end of the elongated terraced bed with dwarf walls, looking west (HEA DP219107 Patricia Payne 17-OCT-2017 © Historic England)

The Air Raid Shelter remains

Two areas of earthworks at the southern end of the park mark the position of a semi-sunken air raid shelter or a pair of shelters built during the Second World War. A photograph taken of the South Gate looking north to the Crown Inn in the late 19th century (Fig 98), does not show any banks in this position prior to the creation of the park and suggests that the shelters were not inserted into earlier features. The first earthwork consists of a substantial elongated mound or bank (11) that sits parallel to the north-western edge of the ditch as it turn northwards. The bank has an overall length of about 18m and is 5-6m wide and has a rounded profile with a slightly flattened top to the north-west. There is a higher area or a mound at the north-eastern end of the bank which surrounds a small patch of exposed concrete around 0.5m in diameter (11a).

Another concrete edge of a similar size is also exposed on its north-eastern side (11b). These may relate to features, possibly air vents, visible on top of the mound in aerial photographs from 1965 (Fig 100) and on generic plans of air raid shelters built in King's Lynn at this time (Fig 101).

Another small patch of concrete is exposed further to the south on the north-western face of the bank (11c). At the north-eastern end of the bank an east-west scarp cuts the end of the bank, possibly marking the position of a route down into the ditch bottom.



Fig 98 Detail of a pre-1899 photograph of the South Gate from the south-east, showing that there were no banks where the air raid shelter now is. Norfolk Museums Service (Lynn Museum) MB05451. Image: HEA DP219374



Fig 99: Exposed concrete on top of the northern end of the air raid shelter mound, looking south-west (HEA DP219125 Patricia Payne 17-OCT-2017 © Historic England)



Fig 100: The air raid shelter in 1965. The entrance can be seen at its southern end and the bright white square at its northern end probably marks the position of the air vent (HEA MAL 65048/009 15-MAY-1965 © Historic England)

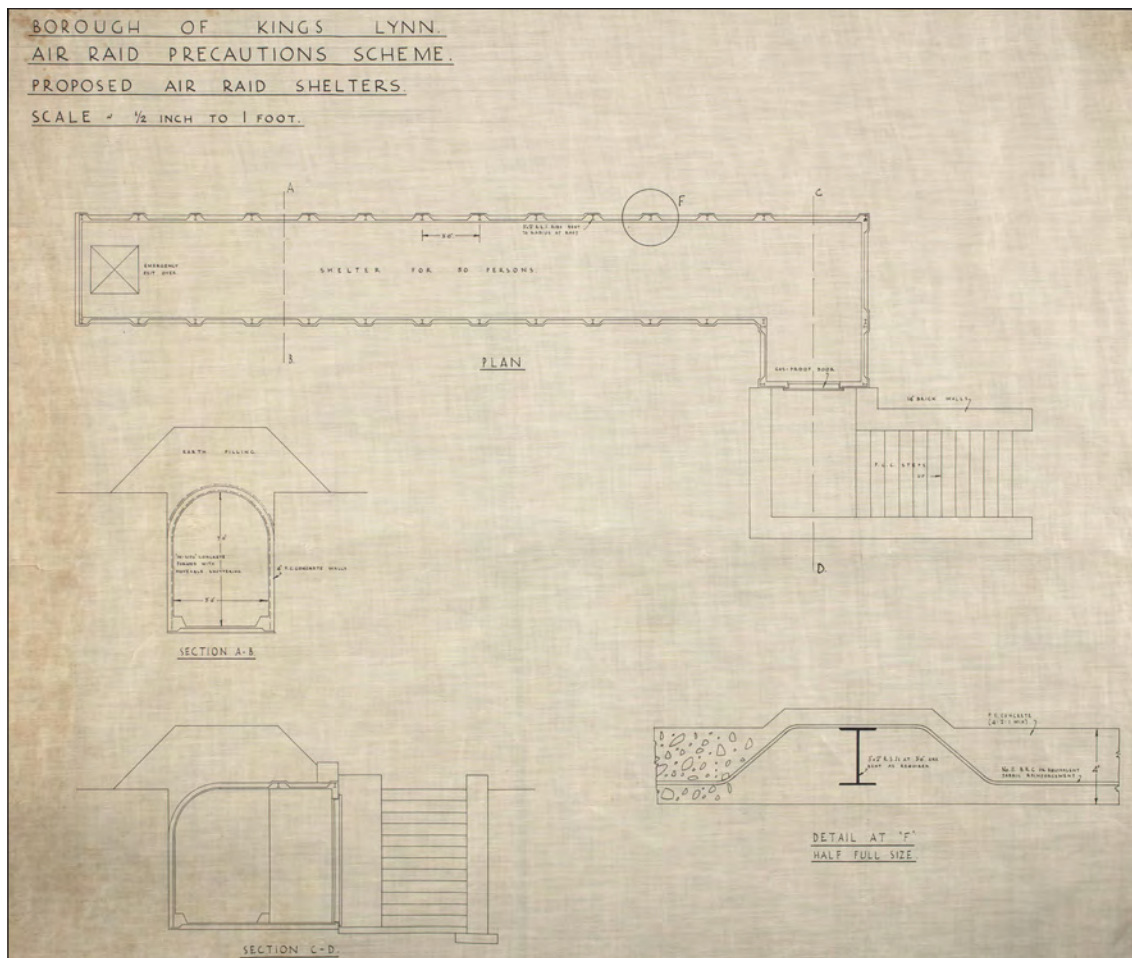


Fig 101: Proposed plan for a 50-person air raid shelter. King's Lynn Archives (KL/SE/13/20)

At the western end of the bank a shallow trench (4b) marks the former position of the entrance to the air raid shelter as shown in aerial photographs (see Fig. 91 and on a photograph published in the Eastern Evening News in 1968,⁷⁷ which consists of an L-shaped passageway revetted by brick walls. The aerial photograph also shows a narrow uneven bank along the top of the mound; this is hard to reconcile with the surviving earthworks but fits very well with the generic plans for air raid shelters built in King's Lynn at this date.

To the west of this bank, immediately north of the ditch, is another mound. This mound is also about 18m long, and wider than the other mound, with what appears to be a flatter top, though its southern edge merges with the northern face of the ditch and so has been hard to define (12). On top of the mound two of four vents or hatches (12a) (Fig 102) are visible as triangular metal manhole covers (sides 0.7m) set in concrete, whilst on the southern face of the mound the ditch cut between the two mounds gave access to a smaller entrance around 1.5m wide, now visible as a mostly buried concrete structure with a shallow pitched roof constructed of brick, its entrance covered with a steel plate (12b).

The eastern face of this entrance seems to be visible in a photograph published in the Eastern Evening News in 1968.⁷⁸ 4m to the north-west, the south-west corner

of a low structure built of yellow stock brick with a concrete capping protrudes from the mound for about 1.5m (12c).

The nature of these structures suggests a military origin for the mound but it does not fit the generic plans for air raid shelters. The two entrances appear to have been blocked and/or demolished when the Middleton Stop Drain was infilled.

Other earthworks

A very short stretch of spread bank 6m wide running north to south between the northern herbaceous border (6) and the boundary wall appears to line up with a boundary related to the bowling green shown on the 1888 1:500 Ordnance Survey plan (13) (see Fig 76). Another, more irregular scarp, to the north between the path and boundary wall (14), may also be related to the boundary of the bowling green.

The positions of three trenches excavated during an archaeological evaluation in 2009 are visible as slight earthworks. The first trench ran north to south on the main lawn area and can be seen as an irregular group of very slight mounds and hollows (15a). The other two trenches are more clearly defined, the second located in the far north-western corner of the park, measuring 5.1m by 2.7m (15b), the third, located on the western section of lawn, measuring around 17m by 2-3m (15c).

Other earthworks within the park cannot be easily interpreted. An east-facing scarp running roughly north-south for 21m across the main lawn, though in the vicinity of one of the archaeological trenches, may relate to a pre-park boundary (16). It is not clear to what period or periods of activity the series of east-facing scarps which run roughly north-south just to the south of the northern boundary of the site relate.



Fig 102: 1) Triangular manhole cover, 2) blocked brick-built entrance and 3) brick structure, all located on the western mound (HEA DP219124, DP219121, DP219120 Patricia Payne 17-OCT-2017 © Historic England)

3.3 North-west of the South Gate – the Honest Lawyer and the Friars’ Walk

(Figs 103, 104 and 105)



Fig 103 A modern map covering area 3 and its surroundings. Modern Ordnance Survey mapping: © Crown Copyright and database right 2017. All rights reserved. Ordnance Survey Licence number 100024900

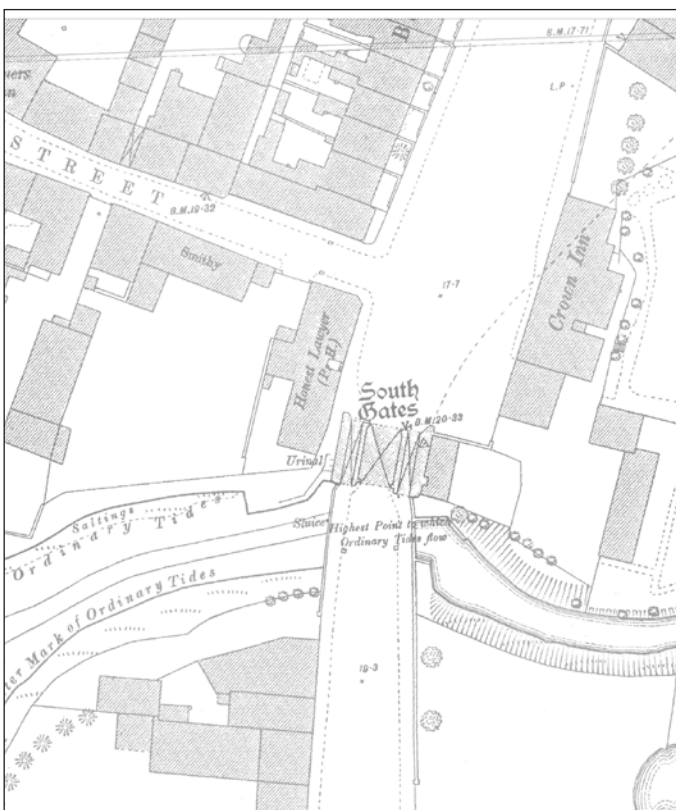


Fig 104 Area 3 and its surroundings shown on the 1883 Ordnance Survey map 125” to 1 mile OS map, surveyed 1883, published 1887, taken from the Historic England corporate GIS, NTS (Historic Ordnance Survey mapping © and database right Crown Copyright and Landmark Information Group Ltd (All rights reserved 2018). Licence number 000394 and TP 0024



Fig105 An aerial view of area 3 from the north-east. Detail of HEA 330187/016 Damian Grady 19-JUN-2017
© Historic England

The most north-westerly part of the assessment site is bounded on the south by the now-dry Friars' Fleet, on the north by Southgates Street, on the east by the London Road and on the west by the property boundary between 48 Southgates Street and 60A London Road.

It includes only one building, but that building is of 18th-century date, if not older, and so is, apart from the South Gate itself, the oldest structure in the HAA area, though it is unlisted (Fig. 106). From the mid-19th century until the 1990s it was a public house called the Honest Lawyer (the inn sign was the usual one of a man with his head under his arm – the only honest lawyer being a dead one). In 2000 planning permission was granted to convert it to a house in multiple occupation but in 2009 it became a hostel for the homeless for a year.⁷⁹



Fig 106 Detail of an oil, possibly by James Sillett, of Friars' Fleet Boatyard, King's Lynn, catalogued as c 1800-1820, showing the Mansard-roofed Honest Lawyer. Norfolk Museums Service (Lynn Museum) KILLM 2004.7

It consists of a main, three-storey building at the north of the site, with a single-storey roadside range running south as far as midway down the west wall of the South Gate (Figs 107 and 108).

The main part is roughly square with two windows on the first and second floors on the east front, one on each floor on the north and south, and none on the west. Until relatively recently they were sliding sashes of Victorian appearance (Fig 109) but these were replaced first in the 1950s or 1960s with plate-glass windows of that era and then in the early 21st century with modern wooden three-light casement windows.⁸⁰ A watercolour attributed to James Sillett c. 1810 (Fig 110) shows two windows on the ground floor of the west front, matching those above, but during its years as a pub the northerly one was replaced by what looks more like a shopfront running nearly halfway along the north and east walls from a corner door. Later views show plate glass but a previous version must have had multi-pane windows, as a man was convicted in 1864 of damaging more than twenty panes. No door is visible on the east front in the Sillett watercolour, suggesting that the entrance must have been on the north front, which is obscured. At some stage this shopfront was

taken away and the ground-floor openings altered so that the corner door remains with two windows on the north front and, on the east front, two windows and another door.



Fig 107 The former Honest Lawyer public house from the north-east. Photograph Jonathan Kewley 5-APR-2018 © Historic England



Fig 108 The Honest Lawyer from Southgate Street, looking south-east. Photograph Jonathan Kewley 16-JAN-2018 © Historic England



Fig 109 Detail of a photograph probably from the decade before the Great War showing the Honest Lawyer from the north-east. HEA © Historic England



Fig 110 (left) Detail of a watercolour by James Sillett c 1810 showing the Honest Lawyer from the north-north-east; Southgate Street runs between the gabled building in the foreground and the larger building behind (the Honest Lawyer). Norfolk Museums Service (Lynn Museum) KILLM 1991.741.

The most distinctive feature of the building is a hipped Mansard roof which comes to a central point. There was a large central brick chimney with four pots and a much smaller, single-pot brick chimney on the west wall. The central one has been removed. Old views show the building with exposed brick on the east front and render on the north (see Fig 109), but all except the west side is now rendered; it is painted a mustard colour but for a time from 1998 it was bright blue.⁸¹

The south range seems always to have been single-storey; it is so shown by Sillett, with a central door between two windows. In early 20th-century views, it appears to be a separate building from the main Honest Lawyer, with a foot gate between. Today it joins the main building without any variation in its roof, and has one door where the gate was and, to its south, two casement windows, one two-light and one four-light.

The roof of this range is confusing. Two other paintings attributed to Sillett from the first two decades of the 19th century (Figs 111 and 112) show a pantiled roof and a wooden gable level with about half way along the west front of the South Gate, with a higher gable behind; the latter appears to be half-timbered, suggesting an early date. A photograph of c.1870 shows what looks like this lower gable (the site of the higher is out of shot) (Fig 113). However, later 19th-century views show a brick building with a hipped pantiled roof, coming as far south as the midpoint in the west wall of the South Gate (see Fig 26). By the time of the road widening in 1899, the south range had a brick gable roughly level with the north of the South Gate, with to its south a separate outbuilding with a monopitch roof sloping north (to the south side of which was later attached a sign advertising the Honest Lawyer) (Fig 114).⁸² This arrangement survived well into the 20th century. At some stage the south range was reconfigured or rebuilt as a single structure with a gable at the south (coming again to midpoint on the west front of the South Gate), and a roof of ordinary tiles.

Immediately inside the South Gate, the Honest Lawyer has always been one of the most prominent sites in Lynn. Before the building of the London Road in 1806, it was even more prominent, as all traffic for the town centre went round the corner on which it is built and along Southgate Street. The area is shown as built up on Rastrick's very schematic map of 1725. On Faden's map of 1797 a building is shown on the site but with a gap between it and the South Gate. Newham's map of 1806 for the Paving Commissioners is again schematic but shows the whole corner built up. His much more detailed and accurately surveyed map of 1809 (Fig 115) shows an L-shaped building extending almost to the river but not far along Southgate Street. Wood's map of 1830, again partly schematic, shows a rectangular building running north-south with what looks like a yard to the west. The Ordnance Survey map of 1883 (see Fig 104) shows a T-shaped building with the westward-running stem much shorter than the top. This remains constant until modern mapping shows an extension at the south-west.



Fig 111 Detail of a watercolour by James Sillett 1809 showing the two gables of the south wing of the Honest Lawyer. Norfolk Museums Service (Lynn Museum). Image: HEA DP219400



Fig 112 Detail of Friars' Fleet Boatyard, King's Lynn, attributed to James Sillett and catalogued as c 1800-20, showing the two gables of the south wing of the Honest Lawyer. Norfolk Museums Service (Lynn Museum) KILLM 2004.7

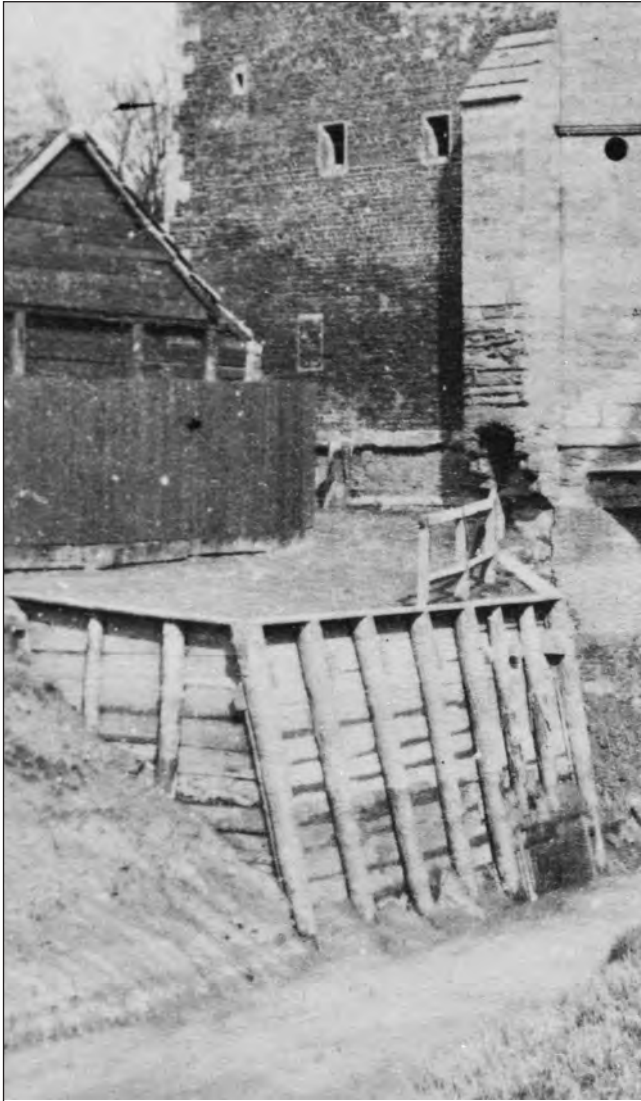


Fig 113 A photograph catalogued as c 1870 showing a timber gable with what looks like a pantiled roof to the southern end of the south wing of the Honest Lawyer. HEA bb88_07485

© Historic England



Fig 114 The south end of the Honest Lawyer in 1957 showing the brick gable behind and, in front, an outbuilding with a monopitch roof and a sign advertising the hostelry.

HEA aa98_10924 © Historic England



Fig 115 The Honest Lawyer (marked with the arrow) on William Newham's *A Map of the Borough of King's Lynn ... with the Estate of the Mayor and Burgesses* of 1809. Norfolk Record Office.

The earliest images of it seems to be the three paintings attributed to James Sillett in the first two decades of the 19th century (see Figs 110, 111 and 112). The building he shows is recognisably the one there today. The roofs are now all brown tiles but historic images show the lower part of the roof as plain tiles (the traditional Norfolk material) with pantiles (an innovation of the mid-18th century) on the top part of the main roof and the roof of the south range.⁸³ It should be noted that it does not appear in one view of the area attributed to the engraver James Basire (1739-1802), although its accuracy is uncertain.⁸⁴

The Honest Lawyer may be seen as less visually appealing since modern alterations, with the loss of the chimney, and the rendering of the whole structure. However its shape and presence remain, and its new windows are not unsympathetic to its character. It has not been inspected internally, and many questions about it remain unanswered. It does not appear new in Sillett's view of 1811 and so must be 18th-century if not older. Gambrel roofs were popular on the fronts of buildings infilling Lynn's courts in the early 19th century, but the Honest Lawyer is rather different, notably in having a proper Mansard roof going round all four sides. This might have been a response to its very prominent corner site. It would be interesting to know how the shape is manifested in the roof structure; the central chimney did not actually mark the centre of the roof, but was just east of the point (see Fig 109); one interpretation of that is that the roof structure was there first and the chimney added later. Little work seems to have been done on the use of the Mansard roof in vernacular buildings. There must also be a possibility that, like a number of older buildings in Lynn, it was originally jettied.

The Honest Lawyer is thus of importance in the character of the area as a pivot, both a survivor from the days before the London Road and as a point around which all

pre-19th-century traffic had to pass. Its surroundings, looking out from the HAA site, are mixed (Fig 116). The London Road is wide at this point, and so there is a sense of openness, but created, desired openness rather than the desolate openness south of the gate. Because of the way it nestles beside the South Gate, there is little sense from it that there is openness to the south. Instead the sense is of a wide, quite elegant Georgian space; due north runs the fine, brown-brick pediment-centred Buckingham Terrace of 1825 (Fig 117), and similar terraces can be see further away, up the London Road and along Guanock Place to the north-east. The gap in this Georgian uniformity is the park opposite, where the Crown Inn, which would have provided a Georgian enclosure to the east, was unfortunately demolished in the 1920s or 1930s.



Fig 116 Looking north from the South Gate up the London Road with on the left the Honest Lawyer and Buckingham Terrace beyond, and on the right Southgate Park and Guanock Terrace beyond. HEA 13-JUL-2017 Patricia Payne ©Historic England



Fig 117 Buckingham Terrace; on the left are the South Gate and the Honest Lawyer. Photograph Jonathan Kewley 16-JAN-2018 © Historic England

On the Honest Lawyer's other side the character is very different. The role of Southgate Street as the pre-19th-century entrance to the town centre has already been mentioned, and it contained a number of houses of some age with a picturesque aspect when seen from the south (Fig 118).⁸⁵ Its scale survives – narrow, with low buildings – but few are of any great age, and much of the character on the south side is a modern approximate re-creation (Fig 119). Excavations in the first decade of the 21st century behind what is now 32 Southgate Street (a few yards north of the HAA area boundary) produced

Evidence for possible medieval and certain post medieval occupation ... Two large channel-like features were partially defined, one of which may have been a ditch draining the interior of the town defences and the other a former course of the River Nar. The outfall of an impressive and well-preserved brick-built culvert or drain was also uncovered which was probably constructed in the late medieval or early post medieval period.

... Excavations revealed the probable remnants of a late medieval structure, a medieval pit and natural silting possibly formed within a disused channel associated with the River Nar.⁸⁶

... up to the middle of the 13th century the area south of Southgate Street was unaltered marine tidal foreshore.⁸⁷



Fig 118 Detail from 'A Southwest View of the South Gate', possibly by James Basire (1730-1812), showing buildings on Southgate Street running down to the Friars' Fleet. Note the boat being built in the centre, and the store of timber to the left. Norfolk Museums Service (Ancient House Museum of Thetford Life) THEHM DS.986



Fig 119 The south side of Southgate Street looking west, showing early 21st century houses in the foreground. Photograph Jonathan Kewley 16-JAN-2018 © Historic England

The area behind the houses on Southgate Street, running down to the Friars' Fleet, was historically a commercial and industrial one; Wood's map of 1830 shows the timberyard of E. Elsdon Esq. taking up almost all this riverbank land, which shared much of its character with the shipyards opposite (see under 'North-west of the Southgates Roundabout'). A photograph of about 1890 (Fig 120) shows several sheds in the area. At some stage between 1927 and 1967 the timberyard and roadside cottages were demolished and much of the area was used as Messrs John Grose's garage (at one time a Ford garage, not to be confused with the company's premises on Out South Gates) (Fig 121).⁸⁸

This in turn was redeveloped in the early 21st century with two-storey neo-19th-century houses on the street frontage (see Fig 119) and, behind and backing on to the dry Friars' Fleet, three-storey brick flats with neo-vernacular high-pitched roofs (see Fig 31). A public footpath along the north bank of the Friars' Fleet, called the Friars' Walk, runs behind these and then along the southern boundary of the Honest Lawyer before coming up to the South Gate, where it turns left to run between the south range of the Honest Lawyer and the west wall of the gate (Fig 122). The path is unpaved and at times muddy, with plantings of birches, and views over the Nar to the 'North-west of the Southgates Roundabout' and 'South of the Southgates Roundabout' sites (Fig 123).



Fig 120 The north bank of the Friars' Fleet, 1890, showing sheds at the south end of plots on Southgates Street. Norfolk Library and Information Service (King's Lynn Library Archives)



Fig 121 A mid 20th century view showing the Southgate Street premises of John Grose, motor dealers, looking north-west from Out South Gates. Norfolk Library and Information Service (King's Lynn Library Archives). Image: HEA DP219436



Fig 122 The passage between the South Gate on the left and the Honest Lawyer on the right. This now leads to Out South Gates but until the 1990s led only to the path along the north bank of the Friars' Fleet. Photograph Jonathan Kewley 16-JAN-2018 © Historic England



Fig 123 Looking west along the course of the Friars' Fleet, filled in in the late 20th century. Photograph Jonathan Kewley 16-JAN-2018 © Historic England

The modern buildings on the street fit in well with its historic character and neighbouring buildings. Those behind, backing on to the filled-in Friars' Fleet, are in a generic style presumably intended to evoke East Anglian quaysides. It is very much part of the historic character of the area that the course of the Friars' Fleet is open, and were it ever to be built on – and thus the north and south banks linked – it would be a substantial change to that character, and a by-passing of the South Gate.

In an apposite continuation of its pivotal role at the south end of Lynn, the Honest Lawyer stands between the two areas of different character to its west and north-east. To the London Road it appears neatly tucked in, almost behind the skirts of the great gate, for which it is now the only anchor in the stream of the north-south road, providing a transition between the 15th and 19th centuries. It is in scale much closer to Southgate Street, but a rather grander and showier building providing a full stop to the southern continuation of the historic town centre.

3.4 North-west of the Southgates Roundabout

(Figs 124, 125, 126 and 127)



Fig 124 A modern map covering area 4 and its surroundings. Modern Ordnance Survey mapping: © Crown Copyright and database right 2017. All rights reserved. Ordnance Survey Licence number 100024900



Fig 125 Area 4 and its surroundings shown on the 125" to 1 mile Ordnance Survey map, surveyed 1883, published 1887, taken from the Historic England corporate GIS, NTS (Historic Ordnance Survey mapping © and database right Crown Copyright and Landmark Information Group Ltd (All rights reserved 2018). Licence number 000394 and TP 0024



Fig126 An aerial view of area 4 from the south-east. Detail of HEA 33197/031 Damian Grady 19-JUN-2017 © Historic England



Fig127 An aerial view of area 4 from the north. Detail of HEA 33197/021 Damian Grady 19-JUN-2017
© Historic England

The area north-west of the Southgate Roundabout is the most complicated in the HAA area. It is bounded by Out South Gates on the east, the Wisbech Road on the south, the River Nar on the west and the now-dry Friars' Fleet on the north. These boundaries are all old ones, present since the 17th-seventeenth century at least; it is thus a well-established site.

It is first shown in any detail in Rastrick's map of 1725 (Fig 128). This shows two buildings attached to each other towards the south-east of the site, seemingly facing – but set back from – Out South Gates. Like all the buildings on Rastrick's map, they are just schematic squares and so little can be taken from it other than that some structures were on the site at the time. A map in the Norfolk Record Office (Fig 129), catalogued as 18th century (and having very strong similarities to Faden's map of 1797) shows a complex of buildings with a main range the shape of an inverted L, with something smaller attached at the south-west and a detached building on Out South Gates, half way down.⁸⁹ There is a west-east wall shown towards the south of the site, with one building on its south side; the area south of the wall is shown not fenced from the Wisbech Road. Newham's map of 1809 (Fig 130) shows something quite similar, although with the building on Out South Gates attached to the rest; the area south of the wall appears completely incorporated into the Wisbech Road.

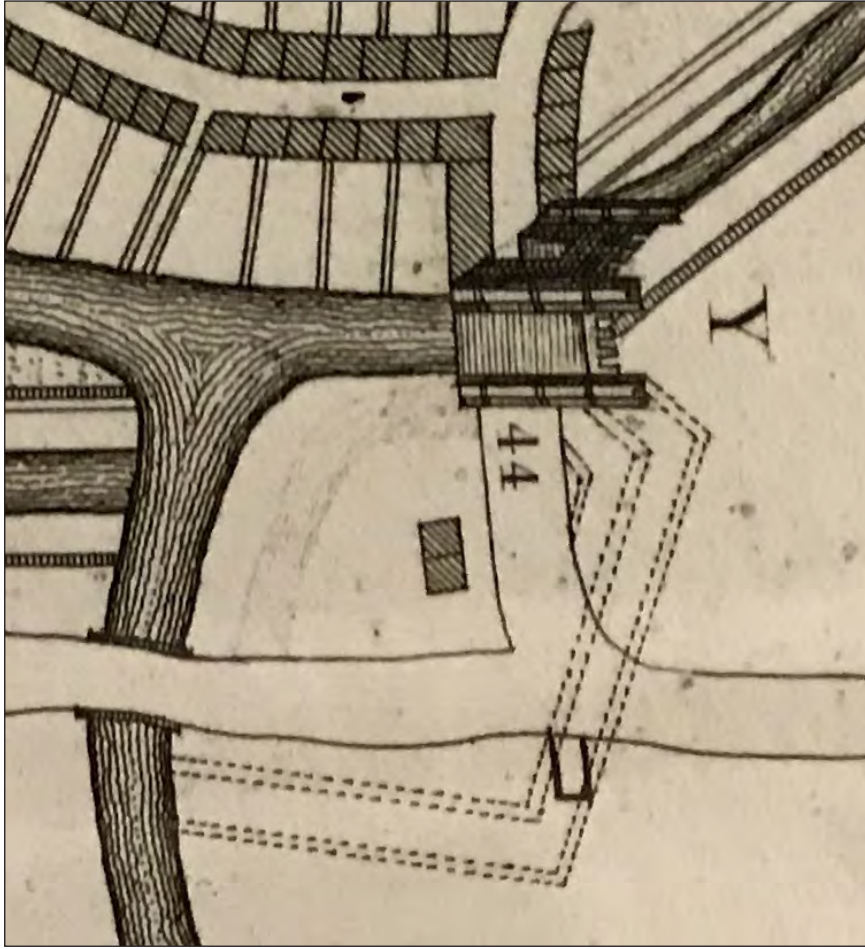


Fig 128 Detail from William Rastrick's *Ichnographia burgi perantiqui Lennae Regis* 1725 showing buildings on site 4. Norfolk Museums Service (Lynn Museum)



Fig 129 Detail from a map in Norfolk Record Office, catalogued as 18th century, showing site 4. Norfolk Record Office BL 4/5.



Fig 130 Detail from *A Map of the Borough of King's Lynn ... with the Estate of the Mayor and Burgesses*, Norfolk Museums Service (Lynn Museum)

A watercolour of about 1810 attributed to James Sillett, of the South Gate from the north (Fig 131), shows some buildings behind it which must be south of the Friars' Fleet. Whatever is through the arch is difficult to make out, but appears to be a small wooden structure on timber supports with a hoist in front, perhaps over the road. To the right (west) there appear two pantiled roofs running east-west, the lower open-fronted and single-storey, the higher, behind, having a chimney.



Fig 131 Detail from a watercolour by James Sillett, looking south through the South Gate. Norfolk Museums Service (Lynn Museum) KILLM 1991.741

A better view can be seen in the Rev. Edward Edwards's drawing 'The Old Gannock Gate' (Fig 132), which, according to his notes, shows that ruin in 1800. The gate was behind Guanock Terrace (which leads north-east off the London Road just north of the HAA site boundary), and the artist was looking south-west. On the right can be seen the South Gate, with shipping on the Friars' Fleet further right still. To the left of the gate (approximately where the Bus Garage is today) is a clump of trees on a mound, which seems the same as that seen in Fig. 38, and is what Edwards calls a 'bellasis' on Fig. 37. More important for our current purposes, however, is what is between the clump and the gate. It is a group of buildings which must be somewhere towards the front (east) of this site. There seem to be two single-storey buildings running east-west, the southern having a window in its east gable and probably a chimney behind, and then west of them a three-storey building with an east-facing gable containing one window at second- and two at first-floor levels. This is not necessarily a totally accurate representation (elsewhere on the drawing Edwards seems to miss out the Crown Inn which would have hidden the north arch of the South Gate), but it does seem to tie up with what is shown in plan form by Faden and Newham and visually by Sillett. A print (possibly after James Basire) (Fig 133) shows the area from the west, including a five-storey gabled building. Three of the storeys are within the height of the gable, and the building appears to be brick; it is difficult to interpret the material of the main roof. On the west, close to the Nar, is a single-storey lean-to extension with a pantiled roof. It is certainly possible to see that the buildings depicted by Edwards and Basire are one and the same. What it is is unclear. The building type it seems most closely to resemble is a mill, but that there is no evidence of that here.



Fig 132 Detail of The Old Gannock Gates and South Gate (LA19) by the Rev Edward Edwards, showing, in the centre, buildings south of the South Gate. Norfolk Museums Service (Lynn Museum)



Fig 133 Detail of a print, possibly after James Basire, showing on the right a building south of the South Gate; in the foreground is the River Nar. Norfolk Museums Service (Lynn Museum) THEHM DS.986

A clue to land use here is that in 1813 the Corporation's Land Committee ruled that 'erections being made by William Ayre next the fleet at the South Gate in South Lynn to the north of the estate in his occupation were an encroachment on the public fleet and should be taken down';⁹⁰ this must mean Ayre held land somewhere on the south bank of the Friars' Fleet.

The tithe map of 1844 (Fig 134) shows a similar position to Newham's map but with an extra building right on the south-east corner (probably the Prince of Wales public house), and the southernmost strip seemingly taken back again from the Wisbech Road; the plot is not numbered, but if it is plot 85 (which is the logical number for it), it appears in the tithe apportionment as a garden of 1 acre 2 roods owned and occupied by one Thomas Marshall.⁹¹ Evidence then becomes more elusive, as available maps become more schematic again. Wood's of 1830 (which in the town generally shows selected buildings in some detail but others just as squares) shows two buildings, one on the Wisbech Road running east-west and another running north-south just north of it. At the north of the site (so possibly not connected to these structures) is the legend 'Ship Yard/Mr Bottomley's'. The small-scale Ordnance

Survey of map 1832 is confusing but seems to show nothing on this site but three buildings east of Out South Gates.⁹²



Fig 134 Detail of the tithe apportionment plan for the Parish of South Lynn, showing buildings south of the South Gate; the road running north-south is Out South Gates, and the water on the left is the River Nar. Norfolk Record Office

Bottomley's shipyards are remembered by W. H. Armes, looking back in 1858

I well remember many vessels of large size having been built here by Mr Bottomley... In my youthful days there was always a large ship being built here ... On occasion of a launch ... a large part of the town turned out in the early morning ... all along the banks of the Nar, and when the great ship glided into the river, displacing the water to the extent of its bulk, it was forced up the banks, frequently breast high of the gaping and terrified spectators (Fig 135).⁹³

Burnet's map of 1846 (Fig 136) is clearly based on Wood's. On this site it shows what are evidently the two buildings Wood shows, together with three more, detached, running west along the Wisbech Road. The legend appears at the north of the site 'Mr Reynalds'; Francis Kirby Reynolds, born in Hull and later to move to London, is listed in directories and censuses from the late 1830s to early 1850s as both a coal merchant and a shipbuilder.⁹⁴ A photograph posted on kingslynnforums.co.uk and there said to be dated 1854 shows a pantiled building somewhere about here; it seems to show what was on the northern part of the site before the coal wharf buildings described below.

Burton's map of 1881 is not generally interested in anything except the frontages of buildings, which fade away as they run back from the building line. It shows structures this way at the north-east of the site (fronting onto Out South Gates just south of the gate itself) and along the Wisbech Road towards the east. It does, however, show a complex of buildings running back from the southern part of Out South Gates, which is not totally inconsistent with the buildings shown by Newham and the tithe map.⁹⁵



Fig 135 Oil of 'The launch of a ship at the Friars or Southgates shipyard', catalogued as c 1800, by an unknown artist. In the foreground is the Nar, and on the left rear views of houses in Southgate Stret. Norfolk Museums Service (Lynn Museum) KILLM 2008.515 DP219377



Fig 136 Site 4 on Burnet's plan of the town, 1846. Norfolk Museums Service (Lynn Museum)

The 1883 Ordnance Survey map (see Fig 125) shows a lot more detail, with four discrete blocks of buildings; the 1905 Ordnance Survey map is almost identical. Some of these buildings can be identified in photographs. Especially useful are one looking north from a high vantage point, over a tent at the junction and straight up Out South Gates ('the tent view'),⁹⁶ and one looking north much closer to the South Gate;⁹⁷ neither is dated but they must be before 1899 as the road at the South Gate has not been widened. Also useful are two photographs from 1928, one aerial⁹⁸ and one looking south from just north of the South Gate.⁹⁹

These buildings will be described, from north to south, with their subsequent histories so far as is known. At the end of this section there will follow a summary of the extant buildings and the general character of the area.

At the north of the site in 1883 (Fig 137) were four attached buildings fronting Out South Gates, some with structures behind. The northernmost (A) is a very odd polygonal shape. The next (B) is rectangular, running east-west with a yard and then an outbuilding behind. The one below, on the Out South Gates frontage (C), is square with a rectangular east-west building behind it and a square one due south. Extensive grounds appear to relate to this and include a row of trees along the riverside.

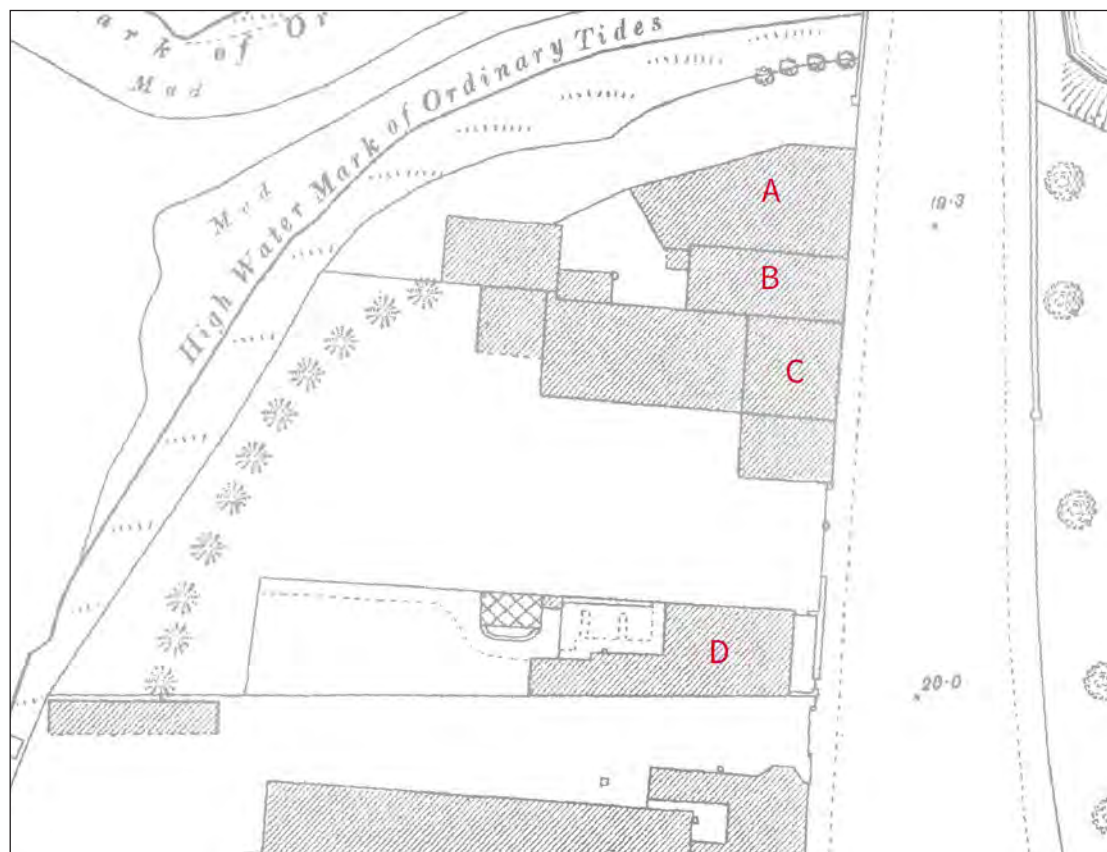


Fig 137 The northern half of site 4 in 1883. 125" to 1 mile OS map, surveyed 1883, published 1887, taken from the Historic England corporate GIS, NTS (Historic Ordnance Survey mapping © and database right Crown Copyright and Landmark Information Group Ltd (All rights reserved 2018). Licence number 000394 and TP 0024

This is the site of the shipyards. A Victorian drawing by Henry Baines in Lynn Museum (Fig 138) shows a ship being built 'at the South Gate'.¹⁰⁰ Timber palings shore up the riverbanks, as on most photographic views of the area. Many views show ships in the Friars' Fleet, presumably being repaired, as even at high tide it does not seem likely they could have passed each other to get to open water. In the background of Baines' drawing is a building which must be on the site of A (and perhaps represents an earlier incarnation of the later buildings there); it appears to have a fairly low-pitched roof aligned east-west with a tall detached chimney on the near (west) end and a single-storey lean-to.



Fig 138 Shipyard at the South Gates, drawing by Henry Baines Norfolk Museums Service (Lynn Museum) KILLM 1976.26.1

Shipbuilding had ceased by 1858.¹⁰¹ There seem to have been coalyards here by the 1830s, with Francis Reynolds listed as a coal merchant (he was also a shipbuilder) and John Stoakley as a coal dealer.¹⁰² It is possible the location was connected to the nearby the Gas Works. A cottage somewhere in this vicinity was occupied by a coal porter in 1841 and 1851.¹⁰³ In 1881 Thomas Barnes, a coal dealer, was living here (together with his blacksmith son, who may perhaps have had a forge on the premises).¹⁰⁴ By 1891 he had given way to another coal merchant, Joseph Henry Drew, who was still there in 1901. By 1911, he had been replaced by another coal dealer, William Henry Proctor, and in 1933 it was the premises of William Henry Proctor & Co, coal merchants;¹⁰⁵ the sign visible in one early 20th-century view (Fig 139) is slightly more explicit, saying 'coal wharf', and so presumably coal-laden boats must have come this far up the Friars' Fleet to unload.¹⁰⁶

Building A was single-storey and partly open at the front, on Out South Gates, with the fascia sign 'Coal Wharf' and a gated archway at the immediate southern end of the railings leading up to the west side of the South Gate.¹⁰⁷ Behind, views along the Friars' Fleet show an extraordinary structure of corrugated metal with a curved wall to the Middleton Stop Drain punctured by mullion and transom windows, and the hipped roof twisting round to come to a point (Fig 140). It is slightly reminiscent of Robert Matthew, Johnson Marshall and Partners' Commonwealth Institute of 1960-62 in Kensington. It covered the area behind the north half of building B.¹⁰⁸



Fig 139 Looking north up Out South Gates showing on the left the entrance to the coal wharf. Norfolk Museums Service (Lynn Museum)

In one late Victorian or Edwardian view (Fig 141) building B seems to be a pair of two-storey, two-bay buildings, one of which looks domestic but the other (the northern) of which seems to have been refronted and almost entirely glazed. In 1911 the residential part of it had six rooms. The aerial view of 1928 (Fig 142) suggests that the northern section was wider (north-south) than the southern, and that only the latter had chimneys. This is confirmed by an undated postcard (posted in 1906 on kingslynnforums.com), looking from the west, which shows a six-over-six sliding sash at the first-floor area and an open-fronted, corrugated-roofed lean-to behind.



Fig 140 A late 19th century view east along the Friars' Fleet, showing the coal merchants' premises. Norfolk Library and Information Service (King's Lynn Library Archives)



Fig 141 The buildings at the top of Out South Gates on the west, in a detail from a late 19th or early 20th century photograph. Norfolk Library and Information Service (King's Lynn Library Archives)



Fig 142 (above) An aerial view from 1928 showing the buildings at the top of Out South Gates, on the west. HEA (Aerofilms Collection) EPW021484



Fig 143 (right) Looking north up Out South Gates before 1899, showing on the left the premises of Collison and Sons, corn merchants. HEA bb37_01003

The Victorian buildings seem to have survived until W. H. King's roadside garage range was built in the 1950s (see below), although the curved structure probably disappeared fairly early on as no photographs of it seem to date from after the 1920s, and it was surely too much of an attraction to photographers not to have been captured.¹⁰⁹

In one pre-1899 view (Fig 143) only part of the site of building C can be seen, as a single-storey pantiled building (the roof running north-south) with a sliding door and a fascia sign '... ison and Sons'. This must be Henry Collison, corn merchant, who was here certainly between 1891 and 1911.¹¹⁰ A postcard posted in 1906, looking from the west to the back of the site, shows a large wooden shed running east-west with windows in the west gable and a single-storey lean-to shed behind.¹¹¹

Collison was the successor to John Palmer, corn dealer, who had been here in 1871.¹¹² By 1928 it had become John F. Davy's Garage, seen in the street-level view of that year (Fig 144), rebuilt as a shed with the gable facing the road; the aerial view (see Fig 141) and the 1927 Ordnance Survey map show that it stretched back almost

to the river. Davy is listed at 2 Out South Gates in a directory of 1933. While it has lost its east end to the unified roadside range (see below), otherwise this building appears to survive, and thus is the oldest part of the garage complex, with a date somewhere between 1905 and 1928 – stylistically 1920s would seem the most likely. Flat-roofed extensions of block with brick dressings run from it to the west boundary of the site (Fig 145).



Fig 144 Looking south past the South Gate in 1928, showing John F Davy's garage. Detail of HEA op35020



Fig 145 The former Ford garage from the north-west. Photograph Jonathan Kewley 27-FEB-2017
© Historic England

South of this on the 1883 Ordnance Survey map (see Fig 137) was a narrow building (D) with a garden containing a greenhouse. It is not easy to see on photographs but seems to have been a low, two-storey Victorian building of domestic appearance, at most two bays wide, set slightly back from the road, and numbered 3 Out South Gates; it can be glimpsed in the 1928 street level view (see Fig 144), behind the sign saying 'Fill here', and in the 1928 aerial view. It was still there in the 1927 Ordnance Survey map. but by 1967 the site had been merged into a large garage, behind a unified roadside front. It may have been the residence associated with building C, as no part of that looks domestic, and Palmer and Collison are shown living somewhere around here. In 1911 the latter's residence had six rooms.

On the 1965-67 Ordnance Survey map (Fig 146) the sites of buildings A, B, C and D appear as a single structure filling the whole footprint of their site except for a very shallow recess in the middle of the south front. This is what is still there today, with a roadside frontage taking the form of a long, low building of brown brick (Fig 147) showing the influence of the International Modern style. It is mainly single-storey with, to the south, a recessed shopfront with an angled entrance, and to its north large display windows. They originally had transoms in the upper lights of the windows (Fig 148), looking rather less 'Modern' than they do now after they have been replaced with plate glass. The very northernmost part is two-storey with, at the sides and largely hidden by the parapet, metal framed, concrete-lintelled windows. The front elevation of this section has no openings at first floor level but instead (it was built as a Ford garage) the word 'ford' (Fig 149) in a thin, sans-serif font, and a small fin of the sort found on cinema frontages. This latter has three projecting rings which presumably once held a flagpole or perhaps a light neon sign. The tail of the f of ford stretches down and along to become a dripmould over the ground-floor windows.

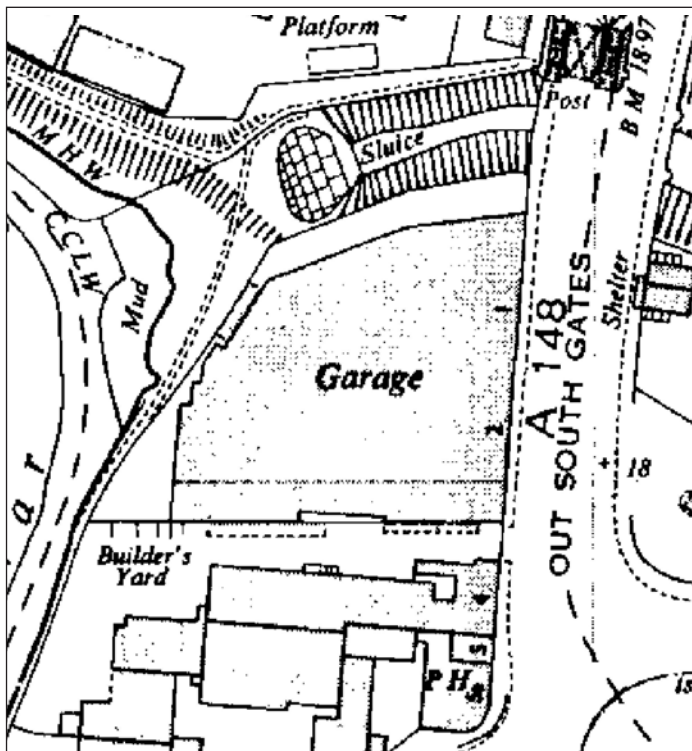


Fig 146 The 1965-67 Ordnance Survey map showing the Ford garage as one building; in fact it is made up of component parts of different dates. 25" to 1 mile OS map, surveyed 1965-67, published 1967, taken from the Historic England corporate GIS, NTS (Historic Ordnance Survey mapping © and database right Crown Copyright and Landmark Information Group Ltd (All rights reserved 2018). Licence number 000394 and TP 0024



Fig 147 The former Ford garage on Out South Gates from the north-east. Photograph Jonathan Kewley 16-JAN-2018 © Historic England



Fig 148 The former Ford garage from the north-east in 1996, showing the original windows. Norfolk Library and Information Service (King's Lynn Library Archives). Image: HEA DP219456



Fig 149 The 'ford' sign on the former garage. HEA DP219060 15-AUG-2017 Patricia Payne © Historic England

The dating of this front is not clear; Morrison and Minnis mention it but do not commit to any dating. It is not there in aerial photographs of 1948 but appears on a photograph of October 1960,¹¹³ and so is probably mid-1950s (wartime building restrictions were lifted in 1954). Plans approved for W. H. King in 1946 and 1948 for 'extension to garage' and 'extension to Ford Depot' and in 1954 for 'extension to office' may mean that it was built in stages (the builders were Charles D. Allflatt Ltd). However, some caution is needed as King also had premises across the Friars' Fleet on Southgate Street (for which in 1952 he received planning permission for 'reconstruction of repair shop'). It was anyway only a re-fronting, one room or so deep; from the air (see Figs 126 and 127) and from the back it can be seen that there are three separate sections which respect the old plot boundaries. The far north-west corner (behind the sites of buildings A and B, up to the edge of the plot) is now filled with a flat-roofed, single-storey structure which, from its brickwork, looks contemporary with the roadside range.

At some time either before, after or contemporaneous with the new frontage, building D (the southern part of the garage site) was replaced by a building for the garage. It is a long shed, aligned east-west, with a corrugated roof and gables, brick walls, and skylights in the roof. It has a wide, recessed entrance in the middle of the south front, probably added because customers coming by car would want an entrance near where they had parked off-road, not on Out South Gates. This front (Fig 150) has now been subdivided between various tenants. On the west front (Fig 151) is a high, wide opening, suitable for tall vehicles. It is probably the commercial vehicle repair shop illustrated in the *Motor Trader* in 1967.¹¹⁴



Fig 150 The south elevation of the former Ford garage. Photograph Jonathan Kewley 27-FEB-2017
© Historic England



Fig 151 The west elevation of the former Ford garage. Photograph Jonathan Kewley 16-JAN-2018
© Historic England

The garage was renamed the Lynford Motor Company, owned by the John Grose Group, which had premises both here and on Southgate Street.¹¹⁵ It moved to Hardwick Industrial Estate in 1996.¹¹⁶

South of where the garage is now, the 1883 Ordnance Survey map (Fig 152) shows a number of buildings occupying the south-east corner of the site and attached to each other; the northernmost (E) seems to have a north-facing canted bay and a long, rectangular building behind (F). South of this is a very small building (G) on Out South Gates with a narrow range running back towards the Nar. The next, on the corner, is marked as the Prince of Wales P.H.(H), and has a yard to its west. Beyond is what is identified as the Highland Laddie P.H. (I), which is attached at the back (north) to a long building running east-west. This in turn abuts on the north the south side of the back range of G.

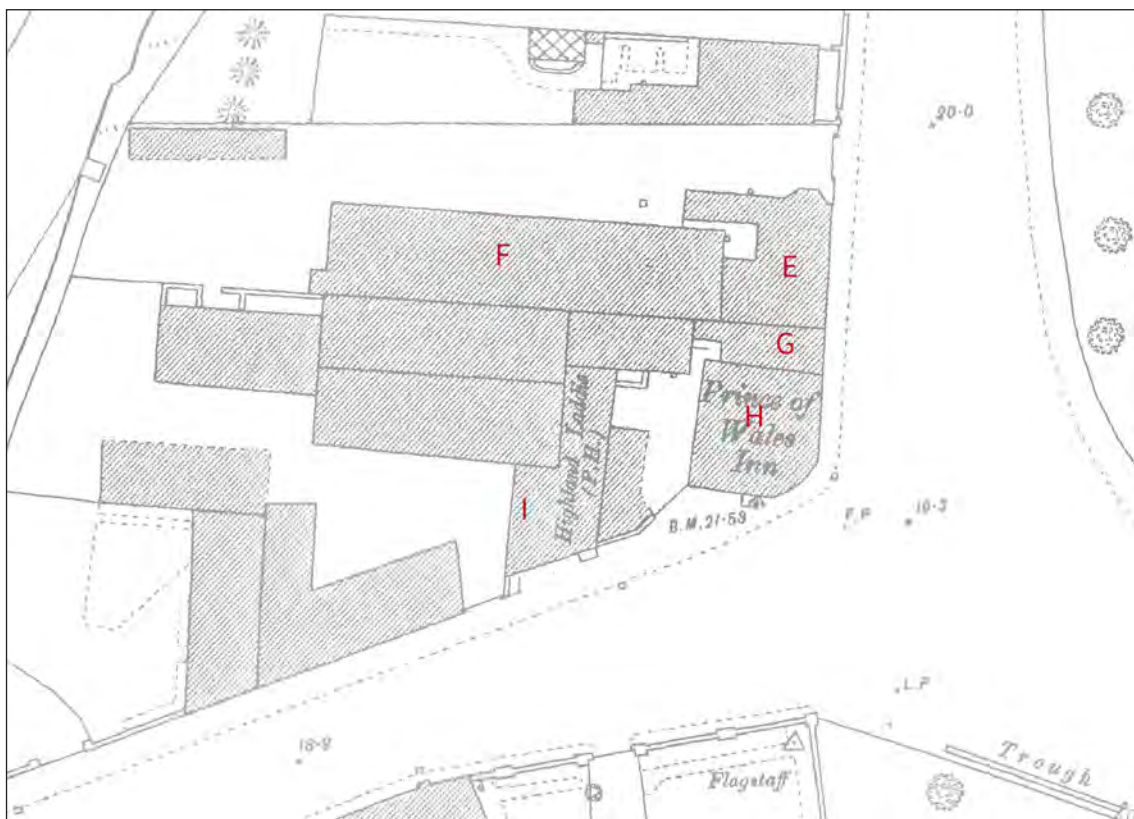


Fig 152 The southern part of site 4 on the 1883 Ordnance Survey. 125" to 1 mile OS map, surveyed 1883, published 1887, taken from the Historic England corporate GIS, NTS (Historic Ordnance Survey mapping © and database right Crown Copyright and Landmark Information Group Ltd (All rights reserved 2018). Licence number 000394 and TP 0024

Building E (Fig 153) was an attractive three-storey building of early to mid-19th century appearance, plain brick with a shallow slate roof, hipped to the north. It was of three bays, and with a window on each floor on the outer bays but on the central one just a door at ground level, with a simple doorcase. There was a rather larger six-over-six sliding sash on the first floor of the north wall. In 1911 it had seven rooms.

It may tentatively be identified as the house occupied in 1841 and 1851 by a Hull-born shipowner, Francis Kirby Reynolds, simply because it seems the only house of sufficient status and with a garden to occupy his gardener listed in the 1851 census. The same reasoning would allocate it in 1871 to George Preston, somewhat oddly described as a retired sailor although only 28, but with the means nonetheless to employ a nurse and a general servant.¹¹⁷ It seems to be the house occupied between at least 1891 and 1911 by one Thomas Allen, described variously as foreman carpenter, builder's foreman and builder.¹¹⁸ In 1933 it was occupied by Percy Proctor, possibly something to do with William Henry Proctor & Co. at no. 1. The building was still there on the 1965-67 O.S., where it is numbered 4 Out South Gates, and the back is labelled 'Builder's Yard'.

Building F (Fig 154) was a long building running back from building E, more than half way to the riverbank. In the 1928 aerial view it has at least eight very large windows on the top floor (all that is visible) so that there is more glass than wall, suggesting some industrial operations requiring light. In a 1948 aerial view it looks much the same but a ground floor with smaller windows can also be seen. In the 'tent' view referred to above (Fig 155) it appears to be pantiled, and possibly to have at least one very large barn-type door. It seems to have been accessed by tall gates from Out South Gates immediately north of building E. It is likely to be the premises of Robert Dye, builder (numbered 4 Out South Gates, the same as the house in front), and on the 1965-67 Ordnance Survey map it is shown as part of 4 Out South Gates (E).



Fig 153 Building E (in the centre) in 1928 with the Prince of Wales public house to the left. HEA detail of op35020

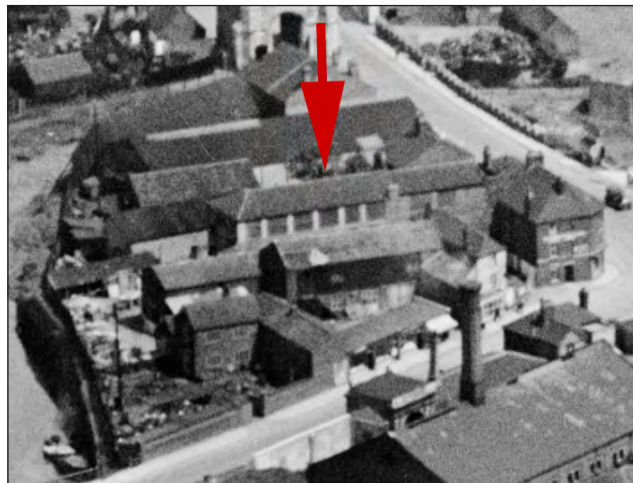


Fig 154 Building F (marked) in 1928. HEA (Aerofilms Collection) EPW021484 1928



Fig 155 Building F (marked) in a late Victorian or Edwardian view from opposite the bottom of Out South Gates. Norfolk Library and Information Service (King's Lynn Library Archives). Image: HEA DP219452

Building G (Fig 156)] is to the north of the former Prince of Wales public house, and from the outside it looks like a single-storey extension to it. It has a very simple shopfront with a door to the left and a window divided into four principal panes on the right; a high parapet conceals a monopitch roof sloping up to the south (Fig 157). In 1933 it was the premises of John David Laws, boot repairer.¹¹⁹ On the 1965-67 Ordnance Survey this is numbered 5 Out South Gates. Behind it (and shown structurally separate in the 1905 Ordnance Survey map) is another small, narrow structure which today looks as though it has been rebuilt or remodelled recently. It has a roof gabled to the south (where it is attached to the former Highland Laddie public house) but hipped to the north. The old maps show it was attached, to the west, to a wider building described below, which occupied what is now the car park for the Highland Laddie.

Building H is the former Prince of Wales public house (Fig 158) –a Victorian corner brick building of canted plan. The Wisbech Road (south) front is of two bays, with windows in the left bay on each floor, and on the right bay a door at ground level and blank windows above. The single-bay south-east-facing front has a window in each of the upper storeys, and on the ground floor a public house arrangement of double doors between plate-glass windows composed of two arch-headed lights, with a prominent raised panel below each; this treatment carries round to the left-hand bay of the east front. The right-hand bay has a window in the top two storeys and probably a door on the ground floor. It is now pebbledashed on the south and east fronts and painted green, but photographs show that it was originally of exposed brick, probably a dark brownish red (see Fig 156). It was painted (although not the present colour) by the 1960s.



Fig 156 The Prince of Wales public house and Building G (the single-storey building to the right) in a 1909 view. Norfolk Library and Information Service (King's Lynn Library Archives). Image: HEA DP219418



Fig 157 Building G, showing how it runs from the east part, with a monopitch roof, on the left, to the section with the shallow hipped roof to the right. All is now part of the former Prince of Wales. Photograph Jonathan Kewley 27-FEB-2017 © Historic England



Fig 158 The former Prince of Wales public house on Southgates Roundabout, currently the Royal Gourmet restaurant. Photograph Jonathan Kewley 16-JAN-2018 © Historic England

It was presumably purpose-built as a public house; the earliest record of its being licensed was in 1845, and it seems to be on the tithe plan of the previous year, although it looks later than this and may conceivably have been rebuilt or refronted. It was empty for two years from 1991 and then sold to the John Grose Garage, which in 1993 obtained permission to demolish it.¹²⁰ However, after a petition opposing demolition received 1,288 signatures, it survived, and in 1997 it was renamed O'Tools.¹²¹ By 2016 it was the Royal Gourmet restaurant.

To the west is a wall a storey high, running first south-west and then more west-south-west, to join the Highland Laddie. The tent view (see Fig 155) shows this as a yard for the Prince of Wales, with the eastern section having double gates into a yard with a single-storey structure along the west side. Today the gates have been replaced by a foot gate on the west and, further east, a replica of the other ground-floor windows. The whole yard seems to be a single-storey flat-roofed extension to the main building.

Building I (Figs 159 and 160) is the former Highland Laddie public house. On the 1883 Ordnance Survey map (see Fig 152) it is shown as a rectangular building running north-south, with the east half running further north than the west, and the southern boundary not straight but following the line of the Wisbech Road south-west to north-east. The Highland Laddie now consists of a main, three-storey range running north-south, with a shallow-pitched pantiled roof, although old pictures

show a slate roof (see Fig 155). The building is brick, painted, although rendered on the south façade. The bond is variable, suggesting different phases of construction; the lower parts of the west wall of the lean-to and the north wall of the main building are English bond, and the upper floors appear to be Monk bond.



Fig 159 The former Highland Laddie public house from the south. HEA detail of DP219065 15-AUG-2017 Patricia Payne © Historic England] [Fig 160 The former Highland Laddie from the west. Photograph Jonathan Kewley 16-JAN-2018 © Historic England



Fig 160 The former Highland Laddie from the west. Photograph Jonathan Kewley 16-JAN-2018 © Historic England

The main range is one bay wide with one window on each of the upper floors, now uPVC but previously sliding sashes. On the west side there is a two-storey, lean-to range, again one bay wide. There is now a window in the upper floor like the other replacements but before 1943 there was a barn door there and a photograph from 1962 shows a wooden casement of cottage appearance, with three lights, each one-over-one.

There is a door at the extreme eastern end of the south front. In front of the rest of the ground floor of the south front is a projecting shopfront (Fig 161). It looks from old maps as if this is infill prompted by the fact that the west wall of the building projected southwards, presumably having once related to a structure on the west side. It is now a continuous shopfront. In the 1962 image there is a continuous fascia board of early 20th-century appearance across the whole projecting part, with a 19th-century looking shopfront with four-over-four panes to the east (in front of the main building), and in front of the lean-to, to the west, is what looks as though it was originally a barn-type door. The plan on a 1945 planning application shows double barn-type doors here opening into a garage-like room taking up most of the ground floor of the lean-to, with a smaller room at the north end accessible only from the main building. The 1945 plan shows a very short drive with gates leading to the barn doors; this must presumably have been lost to road widening although it is not apparent from maps.



Fig 161 The Highland Laddie from the south-west, showing the projecting shopfront on the Wisbech Road. Photograph Jonathan Kewley 27-FEB-2017 © Historic England

These plans to alter the building in 1945 by heightening the leant-to show, above it on the west wall of the main range, what appears to be a small, probably wooden mullion window. The west front currently has only one window, a roughly-square picture window on the first floor, added in 1943. A photograph of 1962 shows a window with some sort of shutter on the ground floor as well; the planning application of 1943 shows a wide, short window half way along the ground floor and a small square window at the north end.

The ground floor of the east front is not visible. At upper levels, there is one window in the southern half, on the first floor, and one in the northern half, on the second floor. There is a vertical break in the brickwork on the second floor about halfway along (Fig 162). The bare part of the wall had an advertising hoarding against it in 1960. Only the top half of the north wall is visible, what appears to be a modern structure (attached to the former Prince of Wales) having been built in front of it. It has no openings in it.



Fig 162 The east wall of the Highland Laddie, showing the break in the brickwork. Photograph Jonathan Kewley 27-FEB-2017 © Historic England

In 1911 the building had nine rooms. It is first recorded as licensed in 1851.¹²² It ceased to be licensed in 1910 as a result of a decision of the Compensation Authority which, under the 1904 Licensing Act, was reducing the number of licensed premises.¹²³ By 1911 it was occupied by a cycle agent who carried on business there.¹²⁴ It was a café in 1962 but is now the premises of a security firm.

The question is as to its date. The very low-pitched, hipped roof suggests the early 19th century. Sufficiently detailed research has not been carried out to plot the complex of buildings seen in Newham and the tithe map, but there has to be a possibility that the Highland Laddie is, in some altered form, part of this and so likely to be of 18th-century date. It certainly makes more sense architecturally as a converted fragment of a larger whole rather than a purpose-built house or inn.

The 1928 aerial photograph (Fig 163) shows a wide, barn-like building running east-west from the north-west corner of the Highland Laddie, probably two-storey. It seems to have been part of, or owned by, the Highland Laddie, and if the join in the brickwork on the east wall of the Highland Laddie lines up with the south wall of this building, one could postulate the northern part as an earlier structure, related to this, with the oddly-shaped southern half being added on later to make up space to the road. The building was demolished sometime after 1965 and is now a car park for the Highland Laddie. However the low wall on the north side of this car park (Fig 164) seems to be the remains of its north wall. It is mainly of old-looking red brick but with some stone.¹²⁵ This, in Lynn, suggests a structure of some age, and archaeological investigation may be able to elucidate further information. The west wall of this building survives to just above head height. It is all brick and does not contain any stone. It has at least two bricked-up openings, and is thicker at the south than the north. A modern domestic garage has been built in the north-west corner of the site.

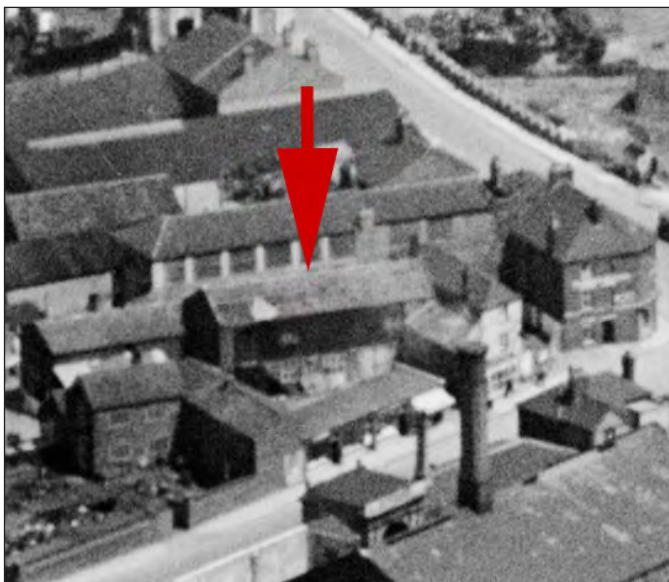


Fig 163 A building (marked) formerly attached to the north-west corner of the Highland Laddie but now demolished. HEA (Aerofilms Collection) EPW021484 1928



Fig 164 The wall at the back (north) of what is now the yard or car park for the former Highland Laddie, looking from the south. It appears to be the remains of an otherwise-demolished building (see Fig 163). Note the stone amongst the brickwork. Photograph Jonathan Kewley 16-JAN-2016 © Historic England

To its north in 1928 was a rather lower range, now subsumed into the car wash described below. To its north was the back part of building F, not visible in the aerial photographs.

West of the Highland Laddie on the 1883 Ordnance Survey map (Fig 165) was a building shaped like a set square (J), the longer side fronting directly onto the Wisbech Road, abutting to the west a building running north-south (K), which in turn abutted one running east-west (L).

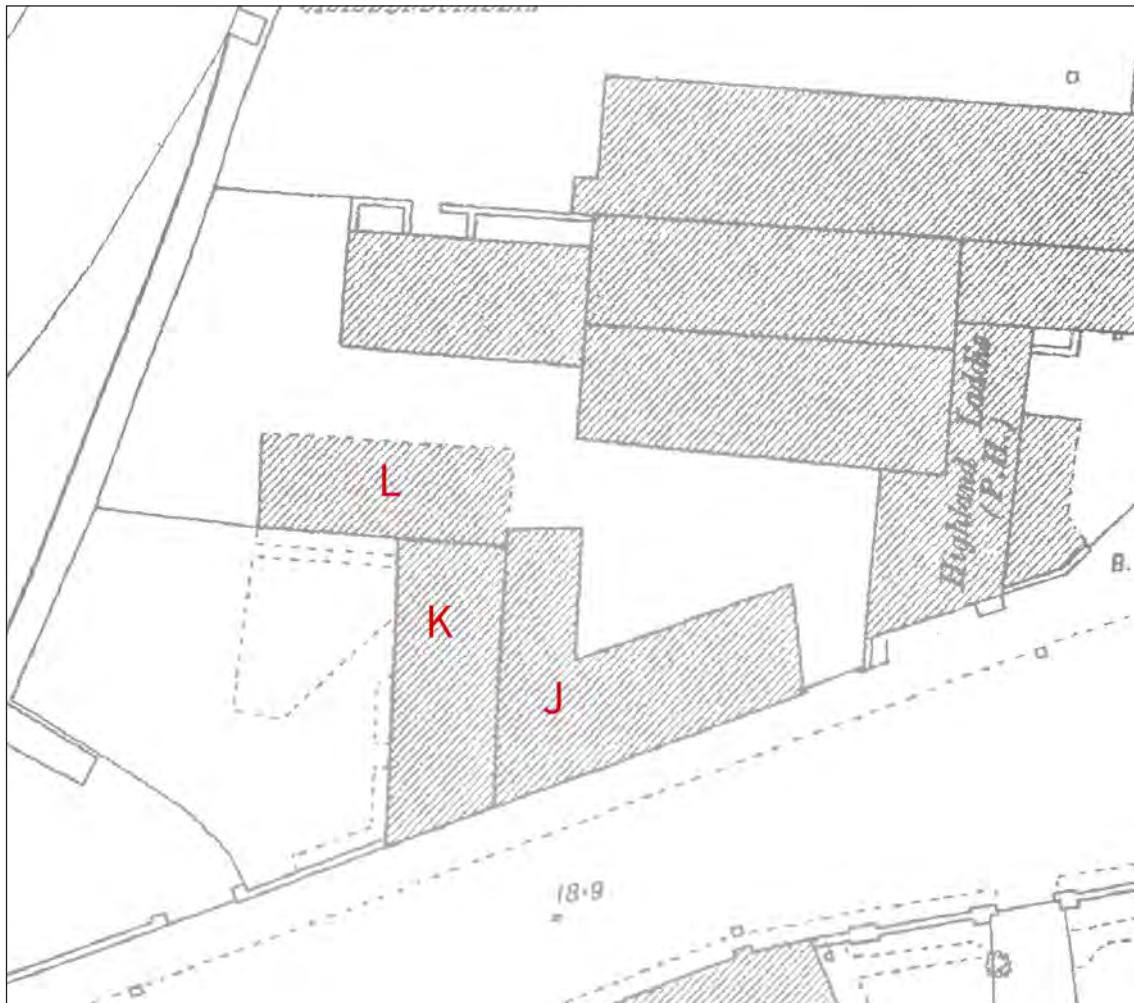


Fig 165 The south-west part of site 4 on the 1883 Ordnance Survey. 125" to 1 mile OS map, surveyed 1883, published 1887, taken from the Historic England corporate GIS, NTS (Historic Ordnance Survey mapping © and database right Crown Copyright and Landmark Information Group Ltd (All rights reserved 2018). Licence number 000394 and TP 0024

Building J (Fig 166) is an L-shaped structure with the longer arm running east-west on the Wisbech Road and a shorter arm running north at the west. On the 1883 and 1904 Ordnance Survey maps they are shown as one undivided building. In 1898 they are shown as being owned by the Gas Company, but without any use specified; it is possible that they were part of the adjacent smithy, or alternatively

gas showrooms, which were often found near gas company offices, as this building was.¹²⁶ By the time of the 1927 Ordnance Survey they are shown as four separate buildings. Two photographs of the 1960s (Figs 167 and 168) show them as shops (so far as the signs can be read, one was a hauliers and another sold ice cream and cigarettes). The building survives but with the shops boarded up. They are very rudimentary single-fronted shops, with entirely flat fronts, simple console brackets each side of the fascia boards and a monopitch roof sloping down slightly northwards (down eastwards for the north-south part). They are of brick, rendered on the blank east wall, in which there appears to be a blocked-up opening onto the yard which seems to be part of the site. There is another blocked opening in the east wall of the north-south part (Fig 169).

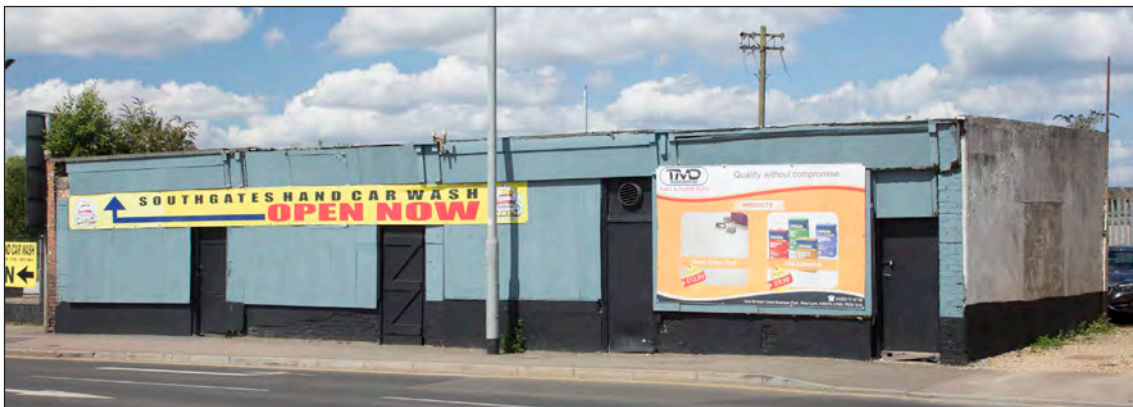


Fig 166 The short parade of shops on the Wisbech Road west of the Highland Laddie. HEA detail of DP219066 15-AUG-2017 Patricia Payne © Historic England



Fig 167 (left) The parade of shops in 1960, looking west along the Wisbech Road to the Long Bridge. Norfolk Library and Information Services (King's Lynn Library Archives). Image: detail of HEA DP219461

Fig 168 (below) The parade of shops in October 1960, looking west along the Wisbech Road from Southgates Roundabout. Norfolk Library and Information Services (King's Lynn Library Archives)





Fig 169 The parade of shops from the rear. Photograph Jonathan Kewley 27-FEB-2017 © Historic England

Building K was a two-storey structure running north from the Wisbech Road. In 1898 it was used by the fitters at the Gas Works across the road.¹²⁷ It was demolished sometime after 1965. Its east wall still partially survives (Fig 170), used as the support for a makeshift shelter for the car wash which now occupies the site.

Building L was a two-storey structure running west-east with a gabled roof (Fig 171). From the 1928 aerial view (Fig 172), it seems to have had mullioned windows, which (with caution) suggests a possibly pre-19th-century building; archaeological investigation might produce more information. In 1898 it was used as the smithy for the Gas Works across the road.¹²⁸ It was demolished sometime after 1965.



Fig 170 (left) The east (and only surviving) wall of the building west of the shops on the Wisbech Road which was used at one time by the fitters from the Gas Works. Photograph; Jonathan Kewley 16-Jan-2018 © Historic England

Fig 171 (below) Building L (marked) from the south-west in c 1960. Norfolk Library and Information Service (King's Lynn Library). Image: detail of HEA DP219465



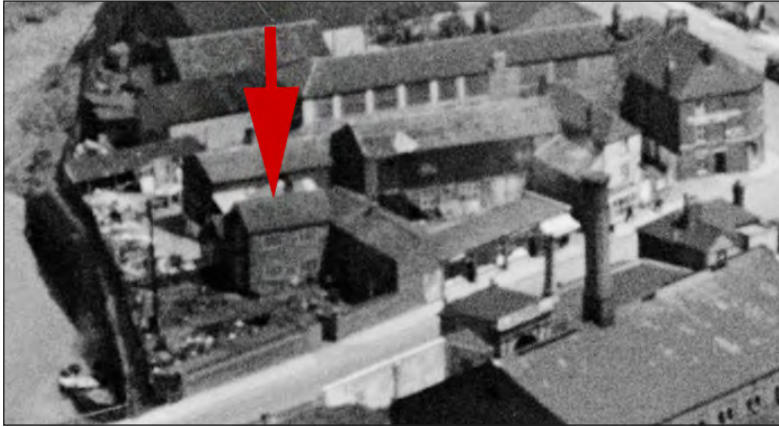


Fig 172 Building L (marked) in an aerial view from 1928. Detail of HEA (Aerofilms Collection) EPW021484

On the site of buildings E, F, K, L and part of G is now an L-shaped plot running from Out South Gates (between the former Ford Garage and the Prince of Wales) to the Wisbech Road west of the parade of shops. It provides access to and parking for the businesses which occupy the former Ford Garage. Planning permission was obtained in 2014 to use the site as a hand car wash,¹²⁹ and presumably shortly afterwards the present very simple lean-to shelter was built against the surviving fitters' shop wall. (Fig 173).



Fig 173 The hand car wash on the site of the demolished buildings west of the parade of shops on the Wisbech Road. Photograph Jonathan Kewley 27-FEB-2017 © Historic England

Therefore, apart from this shelter, four buildings, and the remains of two more, survive on the site north-west of the roundabout. They are:

- The former **Ford Garage** (see Fig 147), which has a unified 1950s frontage concealing a building of various dates from probably the 1920s onwards. It is respectful in height and material to the South Gate, with a turret of its own echoing the military nature of its neighbour (Fig 174). The word 'ford' on this turret is an attractive feature, as are the polished concrete bollards within the recessed shopfront. It is now subdivided between a tool-hire shop, a gym, a hairdresser's and a motor repair business. The historic, pre-20th-century character of its site was open and outward-looking, with timberyards, coal wharves or shipyards looking outwards north or west to the Friars' Fleet or the Nar. The 20th-century character was rather different, with the site built over and turning its back to the rivers.



Fig 174 The former Ford garage and the South Gate, the former echoing the form of the latter. HEA DP219058 15-AUG-2017 Patricia Payne © Historic England

- The former **Prince of Wales public house** (see Fig 158), on the corner of Out South Gates and the Wisbech Road, has marked the entrance to the town for a century and three-quarters. Throughout that period it has been a place of refreshment, either a public house or a restaurant. It now incorporates 5 Out South Gates. It is sympathetic in scale to the South Gate. Its brickwork has been covered over and painted, but much of its 19th-century character remains. It continues to play an important anchoring role on the roundabout.
- The former **Highland Laddie** public house (see Fig 159) is much less obvious from the road, but has an important role as a backdrop to the Prince of Wales, so the latter does not look too much like the lonely corner pub which is all redevelopment has left. The Highland Laddie has a reticent character, displaying only an end to the road. In materials it is more obviously 'Norfolk' than the Prince of Wales, although its pantiles are in fact modern replacements for slates. It is of possible historic interest as it may incorporate part of the pre-Victorian buildings on the site.
- The boarded-up **parade of shops** on the Wisbech Road (see Fig 166) lacks any real distinguishing feature other than extreme simplicity and presumably cheapness to build.
- The north-south wall immediately to the west of the shops (see Fig 170) is the only surviving part of what in 1897 was the **fitters' shop** for the Gas Works.
- The low wall north and west of the Highland Laddie's car park (see Fig 164) is constructed of a varied mix of brick and stone and seems likely to represent the remains of part of the **Georgian (or potentially earlier) buildings** on the site. It is clearly of historical importance, marking a possible focus for archaeological investigation.

The overall character of this site north-west of the roundabout is perhaps the most interesting of all the components of the HAA area. It retains some of its historic character: the Prince of Wales, as a restaurant now, still provides refreshment; car repair and car washes are part of a motor theme since the early 20th century; and the Highland Laddie still gives a vague sense of old Norfolk and the presumably agricultural buildings on the site in the 18th century. However, there is also a level of bleakness: there is no sense of engagement with the river (admittedly not helped

by the Friars' Fleet's having been filled in), and there are empty spaces and empty buildings. What is perhaps most important is that it retains a scale appropriate to its proximity to the South Gate.

3.5 South-west of the Southgates Roundabout – the old Gas Works site, between the Wisbech Road and Nar Ouse Way

(Figs 175, 176 and 177)



Fig 175 A modern map covering area 5 and its surroundings. Modern Ordnance Survey mapping: © Crown Copyright and database right 2017. All rights reserved. Ordnance Survey Licence number 100024900

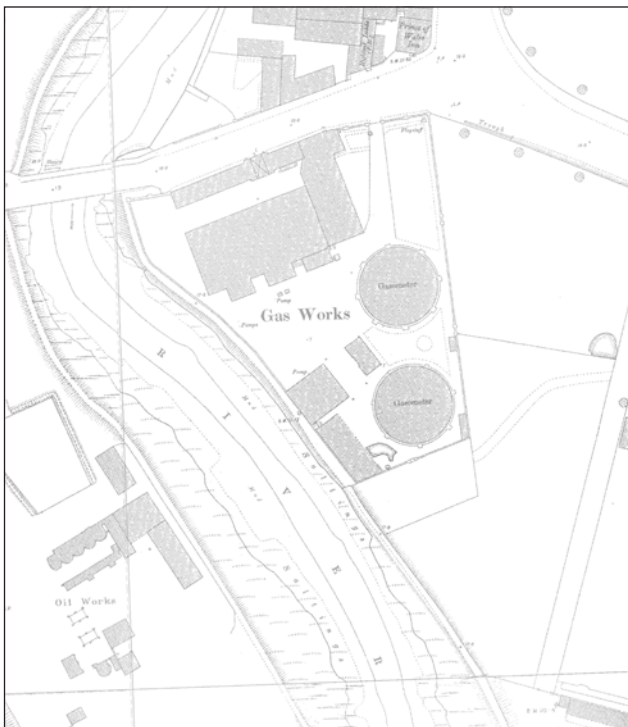


Fig 176 Area 5 and its surroundings shown on the 125" to 1 mile Ordnance Survey map, surveyed 1883, published 1887, taken from the Historic England corporate GIS, NTS (Historic Ordnance Survey mapping © and database right Crown Copyright and Landmark Information Group Ltd (All rights reserved 2018). Licence number 000394 and TP 0024



Fig177 An aerial view of area 5 from the south-east. Detail of HEA 33197/009 Damian Grady 19-JUN-2017 © Historic England

The area at the south end of Out South Gates, south of the junction with the Wisbech and Hardwick Roads, is now divided by the 21st-century Nar Ouse Way. This division reflects the different characters of the two parts from the early 19th century onwards, but historically it was all part of Stray or Estray Pasture, owned by King's Lynn Corporation.¹³⁰

It was, as the name suggests, pastureland in the 18th and 19th centuries; in 1762 the Corporation let to one Matthew Horsley a small part of it (1 acre 2 roods 21 perches) described as Stray Pasture and Lime Kiln Yard;¹³¹ presumably the lime kiln was on the Nar somewhere (it is not shown on Newham's map of 1809). A late 18th-century map (see Fig 129) shows a long narrow building running north-south to the west of the junction, and another small building further west. Newham's detailed survey map of 1809 (Fig 178) shows no buildings but gives field boundaries, which seem to be demarcated by ditches not hedges. The field which covered most of this site had an area of 2A 1R 0P and had a large pond in the middle. To the south was another field, 1A 3R 36P in area.

The story and character of the areas now south-west and south-east of the roundabout begin to diverge in 1825, when the Corporation granted a 99-year lease to the Paving Commissioners of part of the northern field, 192 ft. north-south by 134 ft. broad east west. This was on the basis that the Commissioners would then sub-let it to someone who would build 'a manufactory of gas' for street lights and other purposes.¹³² This was a civil engineer called John Malam (1792-1844) who had taken out various gas patents in 1823.¹³³ The cost of the works was £14,000 including seven miles of pipes.¹³⁴ Malam was declared insane in 1842¹³⁵ and the business was taken over by his son and namesake (Fig 179). There were complaints that the supply was expensive and insufficient in quality and quantity, as a result of which a group of Lynn men formed the King's Lynn Gas Company, which sought a private Act of Parliament allowing it either to compulsorily purchase and take over the existing Gas Works or to build and operate a separate manufactory next door. Malam junior objected but after negotiations the Act in its final form established

the King's Lynn Gas Company and authorised it compulsorily to purchase the undertaking (from Malam) and the site (from the Corporation).¹³⁶ After pressure from those who thought that gas works should be a municipal enterprise, power was included for either the Corporation or the Paving Commissioners to buy the company out, but it was never exercised; like all other companies, the King's Lynn Gas Company was nationalised in 1949.



Fig 178 A Map of the Borough of King's Lynn ... with the Estate of the Mayor and Burgesses, by William Newham (detail), showing site 5



Fig 179 A bill issued by John Malam junior in 1862. Norfolk Library and Information Service (King's Lynn Library)

The original Gas Works site and buildings are shown on both Wood's map of 1830 and the Tithe Plan of 1844 (Fig 180); ; in the former is a central T-shaped building with, to the north, roadside ranges flanking a central entrance, and to the south two circular structures. By the time of the tithe plan, north-south ranges had been added from the outside edges of the roadside ranges. A description in 1845 says, 'The entrance... is a handsome cemented lodge gateway surmounted by a circular

dome'. This appears in a few photographs (Figs 181 and 182); was indeed handsome, with a broad, arched gateway flanked by two Doric pilasters each side supporting an entablature above which was an attic with a urn at each end and a tablet with the word 'GAS WORKS' in raised letters; above it was a drum with tall, narrow windows (which look iron-framed) between Doric pilasters, and a shallow dome on top. It was, however, badly positioned as it would not have been visible from the distance necessary to show it off properly. No architect is recorded, and it was probably designed by Malam himself; one of his employees said that it was his practice to draw out the plans himself 'for the masonry and other parts' of any building he was constructing.¹³⁷ It seems to owe much to James Gandon's Four Courts of 1786-96 in Dublin (Fig 183).

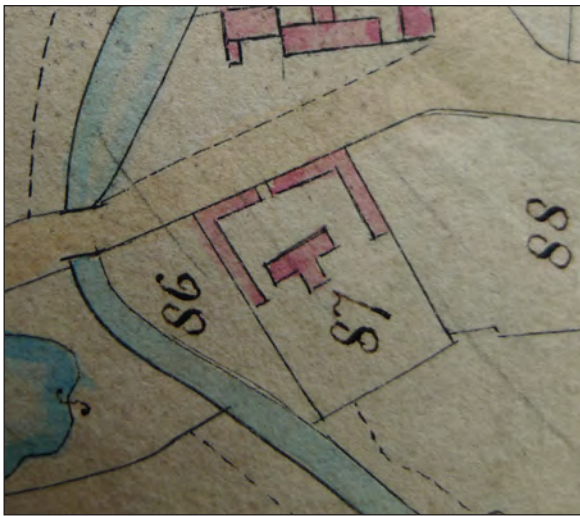


Fig 180 The Gas Works (marked 87) on the tithe apportionment map of 1844. Norfolk Record Office



Fig 181 The Gas Works at some time in the late 19th or very early 20th century. The view is from the north, with the Nar in the foreground. Between the wooden fence and the handsome entrance building runs the Wisbech Road. Norfolk Library and Information Service (King's Lynn Library); image: detail of HEA DP219451



Fig 182 (left) The entrance to the Gas Works, probably in the second half of the 19th century. Norfolk Library and Information Service (King's Lynn Library); image: detail of HEA DP219417



Fig 183 James Gandon's Four Courts, Dublin. Wikimedia Commons, Pastor Sam

The same 1845 description added, 'In the buildings behind are eighteen retorts and two gasometers, each capable of holding 16,000 cubic feet of gas...'138 By 1854 there were 25 retorts.139 In the mid-1850s areas to the east, west and south were added to the lease, and the western wing (the coke shed) extended westwards, with a new purifying house to their south (Figs 184 and 185).140



Fig 184 A plan of the Gas Works in 1856. In the centre, in white, is the original plot let by the Corporation to the Paving Commissioners and sublet by them to the Malams. To the left, in yellow, is an extra plot let by the Corporation directly to the Malams but not built on. In 1856 the main lease was varied to include the area in green but remove the tiny area in red. Note the reference to 'bottom of old bank', showing the embankment keeping the Nar from flooding. King's Lynn Borough Archives KL TC2 1-3 3. Image HEA DP219411

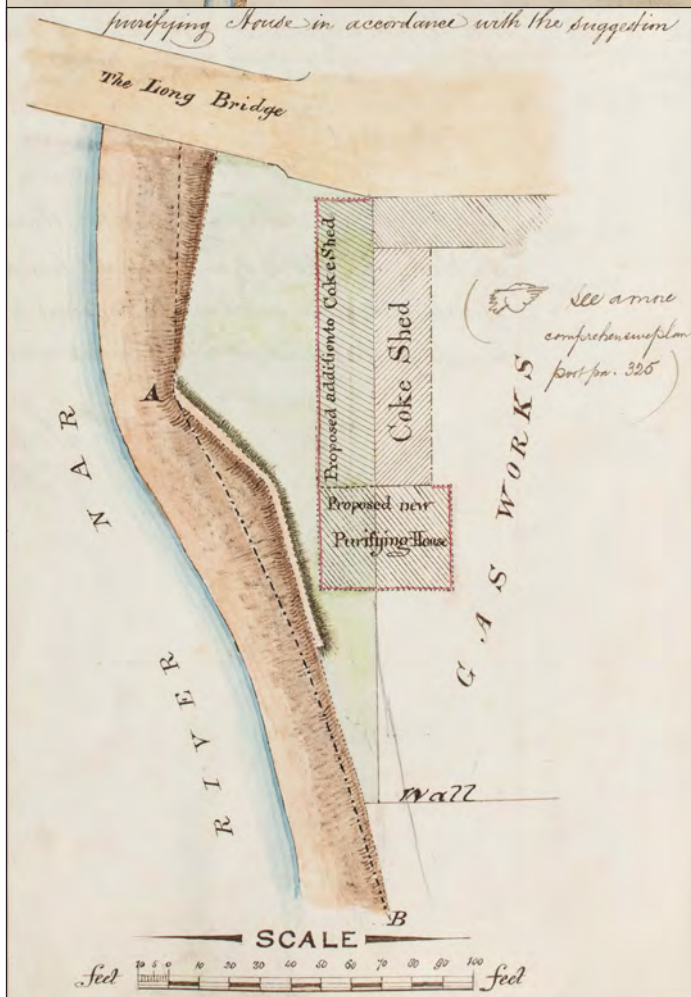


Fig 185 Another rplan of the Gas Works in 1856 showing the existing Coke Shed, a proposed addition to it on the west (left) and a proposed new purifying house to the south. King's Lynn Borough Archives KL TC2 1-3 1; image HEA DP219409

By the time of Burton's map of 1881 and the Ordnance Survey of 1883 (see Fig 176), there had been radical changes, which are also reflected in a plan of 1897, drawn up just before further changes (Fig 186).¹⁴¹ There was now a roadside range of offices with a central arched opening and a retort house behind (which can be seen in images [Fig 187, and see Fig 181] as brick-built, with round-headed windows and a steep, metal-crocketed slate roof of the distinct retort-house form, although later with a corrugated roof). The two structures were linked by a coal store to the east, beyond which, fronting on to the Wisbech Road, was a house, called the Gas Works Lodge (Fig 188), occupied by the foreman of the works from at least 1841 to 1911; in the latter year it had six rooms.¹⁴² East of it, on the area added to the original plot in 1857, was a gate providing what seems by then to have been the main entrance, leading to two 60ft gasometers and some other buildings at the south of the site. The company's land extended north of the Wisbech Road to include what are shown as a smithy and fitters' shop. The area west of them is shown on the 1897 plan as a walled yard, but in a photograph (see Fig 181) there is a narrow roofed structure just inside the roadside wall. It is possible that this area was where coal was delivered; we know there were wharves on the Nar at this point, but it is unclear whether they extended south of the Long Bridge by the main Gas Works.

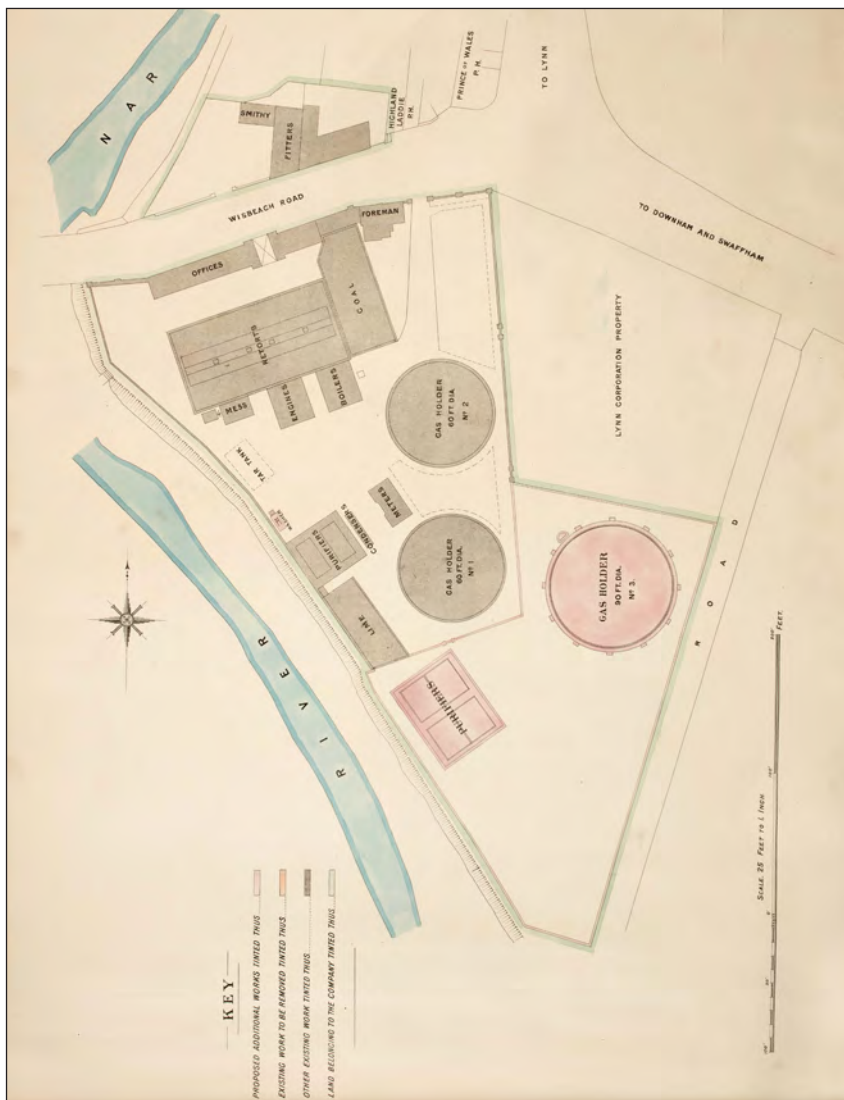


Fig 186 A plan of the Gas Works in 1897. What was then existing is shown in brown, with proposed new buildings in pink, and the boundary of the company's land in green. King's Lynn Borough Archives KL SE2 14; image: HEA DP219415



Fig 187 The Gas Works looking west along the Wisbech Road c 1960, showing the retort house on the right. Note that the domed entrance has been demolished. Norfolk Library and Information Service (King's Lynn Library); image detail of HEA DP219462



Fig 188 The Gas Works Lodge from Southgates Roundabout, 1960. Norfolk Library and Information Service (King's Lynn Library)

The works proposed (and presumably built) in 1897 were a new purifying house on the riverbank and a new, third, gasometer, 90ft across (Fig 189). By 1928 a large building of 20th-century appearance with a shallow-pitched roof can be seen in the north-east corner of the site (Fig 190); this provided a fitter's shop, a smithy and engineers' stores, replacing the old.



Fig 189 The new purifying house near the riverbank, and gasometer behind, both built in or shortly after 1897. Norfolk Library and Information Service (King's Lynn Library); image: HEA DP219439

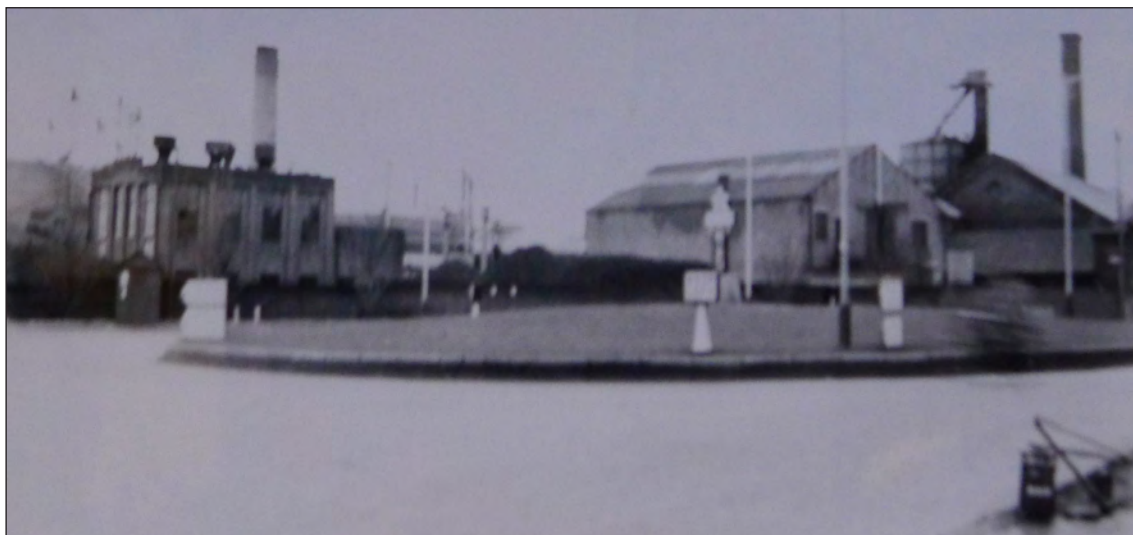


Fig 190 The Gas Works from the north-east in October 1960. On the right is the new pre-1928 building and on the left the later carburetted water gas plant. Norfolk Library and Information Service (King's Lynn Library)

The Victorian Gas Works occupied only the south-west quadrant of the area centred on the present roundabout. Not until 1939 did the company buy from the Corporation a further small plot (three roods) to the east, directly facing the South Gate. Perhaps because of this important sightline, the Corporation retained a small roadside strip which they were to lay out as a small public garden, backed by a new wall, which was carried on to the Gas Works gate.¹⁴³ A carburetted water gas plant was subsequently built on the site (Fig 191, and see also Fig 190).¹⁴⁴



Fig 191. The Gas Works in 1964 showing on the right the carburetted water gas plant. Norfolk Museums Service (Lynn Museum) 1992.217.49; image HEA DP219380

At some stage before the 1950s the domed gateway was demolished, perhaps when a weighbridge was installed in the opening. Images from about 1960 (Fig 192) show a plain gateway instead and, to the east, a six-bay single-storey range with multi-pane sash windows (the two end ones tripartite), which could as easily be early 20th-century as early 19th; by 1960, when a plan of the works (Fig 193) was drawn up, the front rooms of this range were offices and a small laboratory, and the shed behind was a coal store (no earlier views of this range seem to exist).

In 1952 one E. O. Rose of the Eastern Gas Board had rather ominously complained that 'King's Lynn, on account of the shallowness of the Wash, is not a satisfactory port, and there is no question of centralising manufacture there'.¹⁴⁵ The works closed in the early 1960s, and much of them were demolished in 1964.¹⁴⁶ The site was renamed the British Gas Eastern Depot, and the gasometers continued to be used to even out peaks in consumption. A new, largely single-storey office building was built on the Wisbech Road frontage in 1981,¹⁴⁷ but the two remaining gasometers were demolished in 1988.¹⁴⁸ The gas industry then vacated the main site, although



Fig 194 The entrance to the Gas Works site in 2017. Photograph Jonathan Kewley 27-FEB-2017
© Historic England



Fig 195 The Gas Works site from the south in 2018. Photograph Jonathan Kewley 16-JAN-2018
© Historic England,



Fig 196 The Gas Works site from the Wisbech Road, 2017, looking south-east. On the right is the pier which is the one surviving part of the main Gas Works site. HEA DP219071, 20-SEP-2017 Patricia Payne
© Historic England



Fig 197 (bottom) Looking north (downstream) along the River Nar. On the right of the riverside path is the Gas Works site. Photograph Jonathan Kewley 16-JAN-2018 © Historic England]

From this point there is a good view west. The nearest buildings on the west bank of the Nar are a pair of Edwardian-looking houses on the north side of the Wisbech Road, at the end of the Long Bridge, now called Harvest House. They betray some Arts and Crafts influence (much altered [Fig 198]) and look totally out of place. On the left of the Wisbech Road, on the west bank, was formerly a very large manure works which gave a strongly industrial character to the area, despite the presence of the river. In the 19th century there were timberyards on the west bank north of the bridge, and blubber houses beyond.



Fig 198 The building at the west end of the Long Bridge, north of the road, c 1960, now called Harvest House. Norfolk Library and Information Service (King's Lynn Library); image detail of HEA DP219465

The manure works have been demolished and the large site is gradually being redeveloped, in a way which has greatly altered the character of the formerly-industrial area. There is a mix of two- and three-storey houses (and seemingly some flats), all of mixed brick and painted render with steep roofs (see Fig 197). There is clearly an attempt to use East Anglian and maritime themes, and the influence of Poundbury is not entirely absent. There is a sense that this quarter of the town is expanding east.

3.6 South-east of the Southgates Roundabout – Kellard Place, between Nar Ouse Way and the Hardwick Road

(Figs 199, 200 and 201)



Fig 199 A modern map covering area 6 and its surroundings. Modern Ordnance Survey mapping: © Crown Copyright and database right 2017. All rights reserved. Ordnance Survey Licence number 100024900]

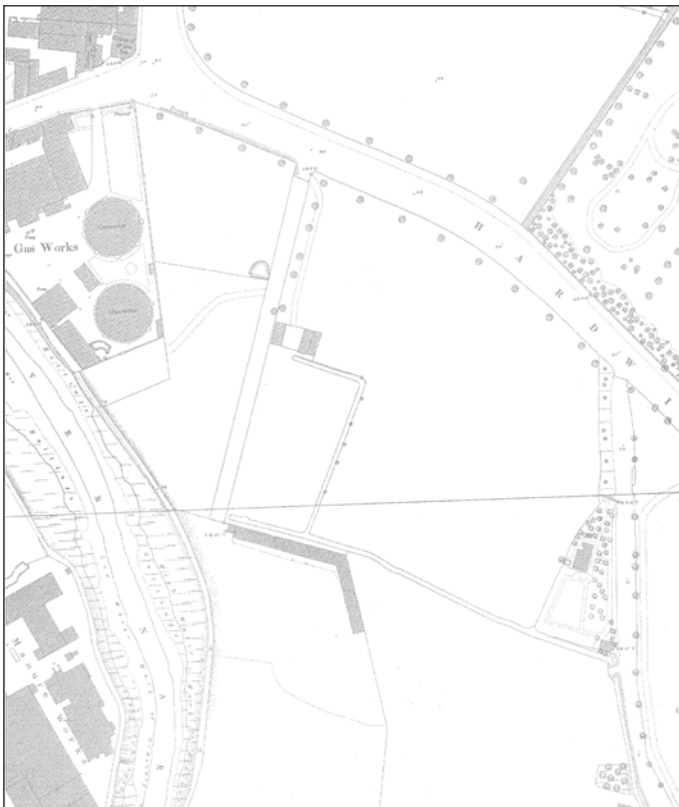


Fig 200 Area 6 and its surroundings shown on the 125" to 1 mile Ordnance Survey map, surveyed 1883, published 1887, taken from the Historic England corporate GIS, NTS (Historic Ordnance Survey mapping © and database right Crown Copyright and Landmark Information Group Ltd (All rights reserved 2018). Licence number 000394 and TP 0024



Fig 201 An aerial view of area 6 from the north-north-west. Detail of HEA 33197/025 Damian Grady 19-JUN-2017 © Historic England

As mentioned already, the whole area south of the present roundabout was of one character until the construction of the gas works in 1825, and it has been described in the previous section. The land along the Hardwick Road running east from the bottom of Out South Gates retained its earlier rural character, unlike the industrial area on the Wisbech Road (Fig 202); like entering an aircraft, when coming out of the South Gate the more salubrious option was to turn left. Most of it remained agricultural well into the 20th century, and indeed it still looks semi-rural today (Fig 203). On the north side of the road, just outside the HAA area, was the landscaped Town Cemetery, dating from 1849. It was taken over by the Corporation in 1855 and the present flint Gothic lodges and other buildings erected to the designs of Aickin and Capes of London.¹⁵⁰ The trees lining the road into town may have been planted as an attractive route to the cemetery. There is now a cemetery extension south of the road as well. The first break in the rural scene came with the building of ten houses on the north side, east of the junction, probably (from their appearance) at the same time Vancouver Avenue was built at the beginning of the 20th century (Fig 204). There is also a row of smaller houses, Beech Avenue, facing the west wall of the cemetery (Fig 205).



Fig 202 Looking west along the Hardwick Road from the Cemetery towards the site of Southgates Roundabout, probably towards the end of the 19th century. Norfolk Museums Service (Lynn Museum) 2008.734; image HEA DP219362



Fig 203 Looking west along the Hardwick Road from the Cemetery towards the Southgates Roundabout today. Photograph Jonathan Kewley 16-JAN-2018 © Historic England



Fig 204 Houses on the north side of the Hardwick Road just east of the roundabout. Photograph Jonathan Kewley 16-JAN-2018 © Historic England



Fig 205 Beech Road, looking north from the Hardwick Road; on the right is the Cemetery. Photograph Jonathan Kewley 16-JAN-2018 © Historic England

On what is now the eastern boundary of the HAA site, a straight road ran down almost to the Nar. A little to the west, another straight road (just about where the east side of the National Grid Station is now) ran right down to the river. Half way down on its east side, late 19th- and early-20th century maps and views show a collection of buildings which were probably agricultural in nature. By 1928 (Fig 206) the land between this road and the southern half of the cemetery had become allotments, although the south-west portion remained a field, perhaps associated with a long single-storey building with chimneys, probably a cottage; from this point the straight road seems to have become a riverside track. Later, until the early 21st century, the site was used as a lorry park. Between the allotments and the cemetery was the Fever Hospital, which seems much confused with an Isolation Hospital further north;¹⁵¹ there had been buildings on the site since at least 1844, when there was a tithe apportionment for a garden, which may have been attached to a farmhouse as the tenant, Charles Buchan, rented other adjoining lands as well.¹⁵² There was a drinking trough opposite the south end of Out South Gates, which the RSPCA was asked to move somewhere in 1939 when the Gas Works was extended; it must have been little-used by that date.



Fig 206 The area between the Hardwick Road and the Nar in 1928. The arrow points to some probably-agricultural buildings, half way down, since demolished. HEA (Aerofilms Collection) details of EPW021484

The area appeared increasingly derelict by the beginning of the 21st century, but in 2007, as part of the Nar Ouse Regeneration Area (NORA), planning permission was given for a large-scale 'mixed use development comprising housing, live/work units, employment office, business, light industry and warehouse uses, leisure,

retail, health, education and community facilities together with the provision of car parking, strategic landscaping, strategic highway and other associated infrastructure’.

The National Grid Gas Pressure Reduction Station and Depot (Fig 207) remained (and remains) in place at the north end of this area, immediately south of the roundabout; its site is the southern half of the plot bought by the Gas Company from the Corporation in 1939, the northern part being now part of the roundabout. The only buildings on it are three flat-roofed, windowless, tank-like metal structures, painted a pale grey, with some externally-visible pipework, and a small, flat-roofed brick structure. (Fig 208) The perimeter of the site is marked by modern metal railings, which dominate the external appearance. In the absence of landscaping it makes a very utilitarian visual statement in such a prominent position. There is an electricity substation east of it.



Fig 207 The National Grid Gas Pressure Reduction Station and Depot which lies between the Hardwick Road and Kellard Place; this view is from the north. Photograph Jonathan Kewley 27-FEB-2017 © Historic England

The rest of the site between the Hardwick Road and Nar Ouse Way is now in two parts. To the east (immediately outside the HAA area boundary) is the Borough Council’s Horsley Fields and Laen Court Industrial Estate (Fig 209), with some twenty-two units including a car dealership fronting the Hardwick Road. Further south, again immediately beyond the HAA boundary, this estate backs onto Nar Ouse Way, the northernmost unit being currently let to Timber Services Ltd (Fig 210). This is land which has been owned by the Council for centuries, and is named after the Matthew Horsley mentioned who rented some of it in the mid-18th century.



Fig 208 The National Grid Gas Pressure Reduction Station and Depot from the air. Detail of HEA 33197/025
Damian Grady 19-JUN-2017 © Historic England



Fig 209 Horsley Field Industrial Estate, looking south from the north side of Hardwick Road. Photograph
Jonathan Kewley 16-JAN-2018 © Historic England



Fig 210 The yard of Timber Services Ltd on Horsley Field Industrial Estate; this view is from Nar Ouse Way, immediately south of the HAA boundary. Photograph Jonathan Kewley 16-JAN-2018 © Historic England

West of the estate is a smaller area accessed by a cul-de-sac off Nar Ouse Way called Kellard Place (Fig 211) after Kellard House (Fig 212), a probably-1930s red brick neo-Georgian building with a hipped slate roof which was part of the Gas Works and was demolished in 2009.¹⁵³ There are three plots on Kellard Place. That to the west (Fig 213) (the site of the demolished Gas Holder No. 3 of 1897) remains vacant at the time of writing but has been advertised as the site of a 4,000 sq ft unit of A1, A2 or A3 (retail, professional or restaurant) use classes.¹⁵⁴ From it there is a good view west to the redeveloping manure works site, already mentioned, and south to the new footbridge and the Gaywood Internal Drainage Board Pierpoint Pumping Station of 1976 (Fig 214).



Fig 211 Kellard Place looking north-east from near its junction with Nar Ouse Way. Photograph Jonathan Kewley 16-JAN-2018 © Historic England



Fig 212 Kellard House from the air in 1961. Detail of HEA (Aerofilms Collection) MAL-61486-93416



Fig 213 The undeveloped plot between Nar Ouse Way and Kellard Place, looking north-east. Photograph Jonathan Kewley 16-JAN-2018 © Historic England



Fig 214 Looking south along Nar Ouse Way and the River Nar from just south of the HAA boundary. On the left is the Gaywood Internal Drainage Board Pierrepoint Pumping Station, on the right new housing on the former manure works site. Photograph Jonathan Kewley 16-JAN-2018 © Historic England

The north-east plot (Figs 215 and 216) is occupied by a public house called the Gatehouse, part of Greene King's Hungry Horse chain. It was built in 2013. It lies at right angles to the Hardwick Road, facing west. It is a mixture of red brick, dark engineering brick and varnished wooden cladding. It has a gabled roof with another front-facing gable above the main entrance. It is two-storey with a lower wing to the north which itself has a gabled glass-walled wing projecting forwards. There is a certain amount of faux Victorian detailing. There is exotic planting (*Phormium tenax* and the like) along the Hardwick Road side of the forecourt, where there was previously a vehicular entrance (Fig 217).



Fig 215 The south elevation of the Gatehouse ‘pub restaurant’ on Kellard Place. Photograph Jonathan Kewley 16-JAN-2018 © Historic England



Fig 216 The west front of the Gatehouse ‘pub restaurant’ from Kellard Place. Photograph Jonathan Kewley 16-JAN-2018 © Historic England

On the south-east plot on Kellard Place (Fig 218) is a motel, part of the Travelodge chain. Planning permission was granted in 2012 and it opened in 2016.¹⁵⁵ It is a long, low (two-storey) building in a contemporary style with a glazed entrance atrium at the north end, windows slightly wider than square with a central mullion, and walls clad mainly in timber but with some areas of red brick. It has sixty-eight bedrooms. The northern third projects forwards on both the west and east elevations, giving visual expression to the fact that this end contains the larger bedrooms. There is an elaborate metal fire escape at the south end (Fig 219). The architects were Cornish Architects of London (Michael LeDonne), adopting ‘Travelodge design standards’.¹⁵⁶



Fig 217 The south side of the Hardwick Road approaching Southgates Roundabout. On the left (outside the HAA boundary) is Walker's car dealership; in the centre is the Gatehouse 'pub restaurant'. The building on the far right is Harvest House on the Wisbech Road on the west bank of the Nar. Photograph Jonathan Kewley 16-JAN-2018 © Historic England



Fig 218 The King's Lynn Travelodge on Kellard Place from the north-west. Photograph Jonathan Kewley 16-JAN-2018 © Historic England



Fig 219 The King's Lynn Travelodge from the south-west. Photograph Jonathan Kewley 16-JAN-2018 © Historic England]

3.7. North-east of the Southgates Roundabout - the Bus Garage site

(Figs 220, 221 and 222)



Fig 220 A modern map covering area 7 and its surroundings. Modern Ordnance Survey mapping: © Crown Copyright and database right 2018. All rights reserved. Ordnance Survey Licence number 100024900

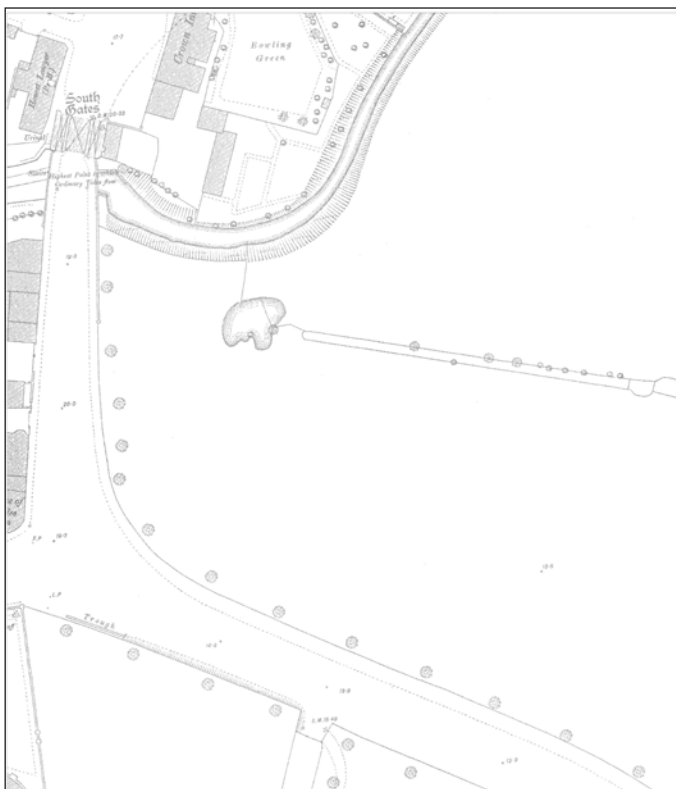


Fig 221 Area 7 and its surroundings shown on the 125" to 1 mile Ordnance Survey map, surveyed 1883, published 1887, taken from the Historic England corporate GIS, NTS (Historic Ordnance Survey mapping © and database right Crown Copyright and Landmark Information Group Ltd (All rights reserved 2018). Licence number 000394 and TP 0024



Fig 222 An aerial view of area 7 from the south-east. Detail of HEA 33197/030 Damian Grady 19-JUN-2017 © Historic England

Vancouver Avenue, the B1144, runs north-east from Southgates Roundabout, eventually becoming Tennyson Avenue and joining the A148 north of the railway tracks. The area at its southern end was open until the early 20th century, although Wood's map of 1830 shows one building halfway along Out South Gates. A late 19th-century photograph (see Fig 202) and the 1883 Ordnance Survey map (see Fig 221) both, before the laying-out of Vancouver Avenue, show trees planted at the roadside, possibly to join the town to the Victorian cemetery along the Hardwick Road.

At its southern end Vancouver Avenue is now principally residential (Fig 223). The houses look late Victorian or Edwardian; they are red-brick with slate roofs topped with metal cresting. They have plate-glass sash windows, many now replaced in uPVC, and ground-floor canted bays. All are semi-detached. They are not shown on the 1905 Ordnance Survey map, but were present by the time of an aerial photograph of 1928 (Fig 224); they probably therefore date from the decade before the Great War. The road is straight and wide; cars are parked on the broad pavements, presumably with official sanction, although many of the houses have demolished their front garden walls, no doubt to enable more parking. The overall effect is of an open suburb, without the sense of leafy enclosure some suburbs have.



Fig 223 Vancouver Avenue, looking north-east from near its junction with Southgates Roundabout. Photograph Jonathan Kewley 16-JAN-2018 © Historic England



Fig 224 A relatively-new Vancouver Avenue in 1928. HEA (Aerofilms Collection) detail of EPW021484

At the far western end of the north side, however, is an area devoted to vehicles, with a bus garage and a petrol station. They seem to have been built more or less contemporaneously; both appear in their original forms on the 1927 Ordnance Survey map (Fig 225). Perhaps because of the absence of front garden walls on the adjacent houses, the Bus Garage seems to merge quite seamlessly with the residential area beyond.

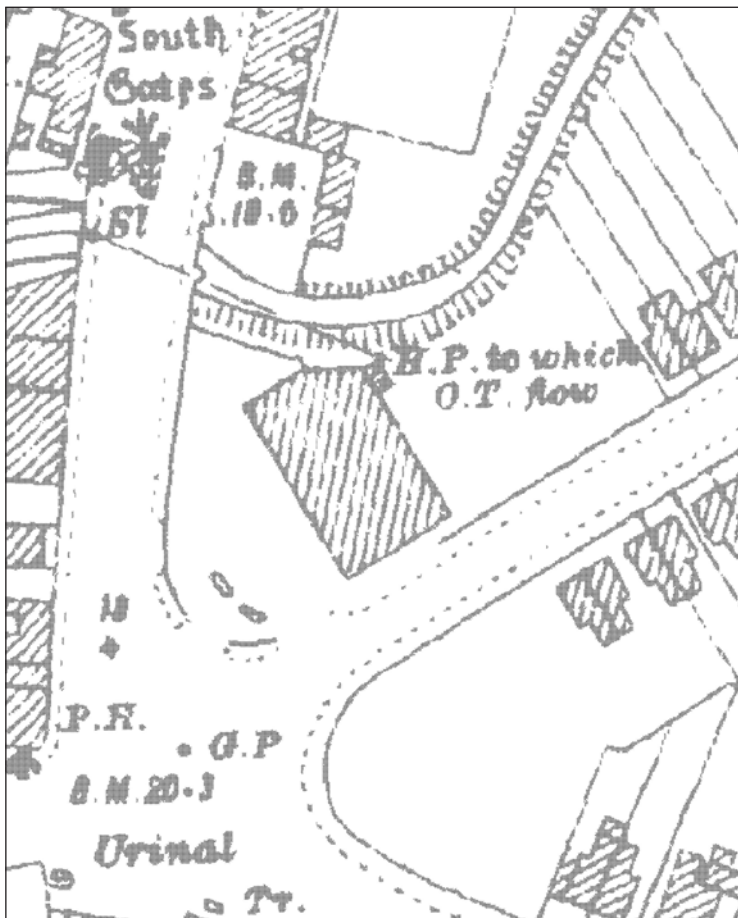


Fig 225 The east part of the Bus Garage shown on the Ordnance Survey map 25" to 1 mile OS map, surveyed 1927, published 1929, taken from the Historic England corporate GIS, NTS (Historic Ordnance Survey mapping © and database right Crown Copyright and Landmark Information Group Ltd (All rights reserved 2018). Licence number 000394 and TP 0024

Bus garages have been little studied. According to the principal source, a report by Calladine and Morrison, they usually had two principal elements, offices and a covered parking area, the latter usually with a refuelling point by the entrance. The structure was generally steel-framed, clad in brick, with a wide-span double-pitch roof with some form of top lighting. During the 1930s a new roof-form was introduced with a series of narrower-span pitched roofs, often without supporting stanchions.¹⁵⁷ The word depot is sometimes used instead of garage, it would appear interchangeably. What is important is that they were not bus stations – in other words passengers did not board or alight there.

The King's Lynn garage currently consists of two parts. The western, earlier section (Fig 226) is said to have been built in 1932,¹⁵⁸ but in fact appears in an aerial photograph of 1928 (see Fig 224) and a map surveyed in 1927 (see Fig. 225). It is approximately 21m wide and 26m long. It is constructed of red brick, which on the front (south) elevation is rendered and painted cream. The building is in effect a shed with a strictly symmetrical stripped classical facing. There are pilasters at each side with a cornice running between them, raised in the centre over a wide vehicular entrance, which has been widened and heightened since the 1928 photograph (presumably to accommodate taller buses). The front elevation of the shed, above the cornice, is treated as a pediment, with a metal-framed window, now blocked up. At each side of the doors are multi-paned metal windows. The west elevation is no longer visible as the filling station has been built against it, but the 1928 photograph (see Fig 224) shows it to have had regularly-spaced pilasters and a large central doorway, probably the main entrance. The rear elevation (Fig 227), to Southgates Park, drops the classical dress. The gable or pediment is of corrugated metal. Below it is an irregularly-shaped flat-roofed extension which goes up to the park boundary and then wraps round the north-west corner, behind the petrol station; the western wall is rendered, the northern bare brick and the south-western faced with brick to match the modern filling station. It has a central chimney.



Fig 226 The principal, south front of the earlier half of the Bus Garage. Detail of HEA DP219056 15-AUG-2017 Patricia Payne © Historic England



Fig 227 The rear (north) elevation of the earlier part of the Bus Garage, taken from Southgate Park. Photograph Jonathan Kewley 16-JAN-2018 © Historic England

To the east lies an extension of 1933 (Fig 228) in what Calladine and Morrison call a standard Tilling design, after the bus company of that name.¹⁵⁹ Approximately 26m wide by 22m long, it consists of a double roof with front-facing gables partially hidden behind a low continuous brick parapet, thus in the new style of that decade. There is a single vehicle entrance on the west, with a wider vehicle entrance in the centre (making three vehicular openings in all, including the original building, and allowing, as was the ideal, a separate entrance and exit). The east and north walls (Fig 229) are of corrugated metal, and the roof is also corrugated. The façade is red brick, laid in English bond. A brick lean-to extension on the east (Fig 230), with a corrugated roof, is probably that for which planning permission was granted in 1950.

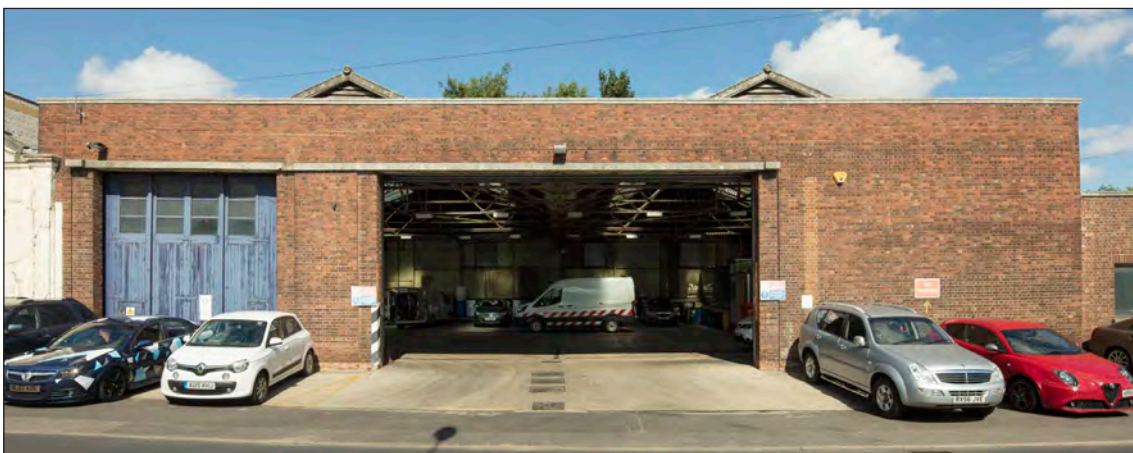


Fig 228 The south front of the 1933 extension to the Bus Garage. Detail of HEA DP219057 15-AUG-2017 Patricia Payne © Historic England



Fig 229 The rear (north) elevation of the 1933 extension to the Bus Garage, from Southgate Park; in the foreground is the now-dry course of the Middleton Stop Drain. Photograph Jonathan Kewley 27-FEB-2017 © Historic England



Fig 230 The small lean-to extension on the east of the Bus Garage, probably from 1950. Photograph Jonathan Kewley 16-JAN-2018 © Historic England

At the back (north) the ground slopes sharply to the Middleton Stop Drain, and the lower stages of the Garage are a brick retaining wall. Towards the west (Fig 231) this joins a more sharply north-west/south-east retaining wall of older brick, which probably relates to embanking works for the Middleton Stop Drain (see Fig 25); it does not match the brickwork of the 1899 battlemented bridge and is probably earlier, perhaps from when the east passageway was cut through the South Gate.



Fig 231 The north-west corner of the Bus Garage, showing its relationship to the older retaining wall on the right. Photograph Jonathan Kewley 27-FEB-2017 © Historic England

The interior of the 1920s and 1933 sections is all one space, although the rear extension to the west part is divided off. Light steel trusses are visible internally (Fig 232), and the interior is lit by long continuous roof lights in the eastern part. It appears that in the original 1920s building there may, contrary to the usual position as outlined by Calladine and Morrison, have been no offices, which were added only in the later extensions to the north-west.



Fig 232 The interior of the eastern section of the Bus Garage, looking from Vancouver Avenue. Photograph Jonathan Kewley 16-JAN-2018 © Historic England

In 1928 (see Fig 224) there were external petrol pumps (two sets of three) right at the south-west corner of the Bus Garage site, at the junction. There was no canopy over them. In 1938 planning approval was granted for a petrol pump enclosure. This was to the Eastern Counties Omnibus Company, so the site must then have been in one ownership with the Bus Garage and was perhaps used principally for fuelling buses, although in 1933 its proprietor is listed as one Leo C. Taylor, presumably a tenant. Images from 1959 and 1960 (Fig 233) show an attractive petrol station, then selling Regent petrol and called Southgate Services (King's Lynn) Ltd; some pumps were underneath a low hipped-roofed canopy with a kiosk in between. A screen wall backs the premises and hides the south-west side of the Bus Garage and what are possibly stores against it. The whole site is demarcated from the road and pavement by a post and chain fence. In contrast to what came afterwards, this filling station was attractively-designed, was of modest scale, and did not hide either the Bus Garage or the South Gate (Fig 234).



Fig 233 The filling station from the west c 1959-60, with the roof of the Bus Garage behind. Norfolk Library and Information Service (King's Lynn Library)



Fig 234 The filling station from the south-east in 1960. In the background are the Ford Garage and the South Gate. Norfolk Library and Information Service (King's Lynn Library)

In 1967 Regent was renamed Texaco.¹⁶⁰ In 1986 planning permission was granted for the rebuilding of the filling station, and the resulting building is what exists now (Fig 235).¹⁶¹ The canopy is irregularly shaped, consisting of a main square supported by four stanchions, and a smaller section connecting it to a single-storey brown-

brick, rectangular sales building which abuts the southern half of the south-west front of the Bus Garage. The canopy runs right up to the road and looks squashed on its site. At the time of research it was painted black which, with the darkish brick behind, made it also look dark. In 2008 a planning application to convert the premises into a hand car wash was refused.¹⁶² To its north (Fig 236) is a Portakabin-type building surrounded by modern metal railings, accessed from the forecourt. It is set back behind the dwarf wall which starts at this point and runs northwards as the eastern boundary of the eastern carriageway past the South Gate (Fig 237).



Fig 235 The filling station from the south-west in 2017. Detail of HEA DP219062] 15-AUG-2017 Patricia Payne © Historic England



Fig 236 Looking north from the filling station; left to right, the South Gate, a Portakabin-type structure and the back of the Bus Garage. Photograph Jonathan Kewley 16-JAN-2018 © Historic England



Fig 237 The battlemented dwarf wall which retains the carriageway added east of the South Gate in 1899-1900. Photograph Jonathan Kewley 27-FEB-2017 © Historic England

In the north-west corner of the site (Fig 238) a small plot was bought by the Corporation in 1938 for the construction of underground public lavatories, accessed by steps (separate flights for men and women) from Out South Gates immediately south of the bridge, breaking through the battlemented retaining wall (see Fig 73). There was a direction to erect an illuminated sign but this has not survived, and the lavatories appear to have been disused for a number of years.¹⁶³ Underground lavatories were a feature of public sanitary provision in the first half of the 20th century, but as here, most have now closed.



Fig 238 The underground former public lavatories on the east side of Out South Gates. Photograph Jonathan Kewley 16-JAN-2018 © Historic England

The plot on the corner of Vancouver Avenue and the Hardwick Road (Fig 239) appears never to have been built on. It is now covered in scrub, mainly hawthorn. There is a tall fence on the two roadside boundaries carrying advertising hoardings.



Fig 239 Advertisement hoardings surrounding what appear to be a vacant plot of land on the corner of Vancouver Avenue and the Hardwick Road. Photograph Jonathan Kewley 16-JAN-2018
© Historic England

The Bus Garage, still in use at the time of researching this assessment, is an attractive building with some presence when seen from the south (Fig 240). It is an interesting commentary on changing perceptions of style in the inter-war years – the earlier, 1920s part classical, and quite an imposing structure, the 1930s extension aiming at flat-roofed Modern (even if not hiding its gables very well). It is a public building (at the time of the Munich crisis the Corporation designated it as an auxiliary fire station) but it is important to remember it is and seems always to have been a bus garage or depot not a bus station – in other words buses were kept and maintained here, but passengers were not picked up or dropped off. It was therefore a building to be seen but not visited.



Fig 240 The Bus Garage from the south. Photograph Jonathan Kewley 16-JAN-2018 © Historic England

The character of this area has just changed quite markedly over the years. Before the 20th century there was an enclosed, leafy feeling to the area. The leafiness was in contrast to the industrial and commercial uses to the west and south-west of the present roundabout, but all these areas shared a sense of enclosure not openness. This changed when Vancouver Avenue was laid out, and the corner took on a much more open character, with sightlines opened up to the South Gate. A sense of enclosure returned in part with the new Texaco canopy after the 1960s.

4 ARCHAEOLOGICAL POTENTIAL

As there have been only two, very limited previous archaeological investigations within the HAA area (that within the South Gate described in section 3.1 and that in Southgates Park described in section 3.2), any suggestions of archaeological potential are based on what we know about the history and context of the site and on archaeological excavations elsewhere in Lynn.¹⁶⁴ It should be noted that comparisons to other archaeological sites reflect only the condition of archaeological deposits at the time they were excavated, and the nature of ground conditions may have changed.¹⁶⁵

Date

Based on documentary evidence and previous excavations in the historic core of the town, any archaeological deposits within the HAA area are likely to date from the 11th century onwards. Though there must have been pre-Conquest activity in Lynn, there is little archaeological evidence of ‘substantial activity or occupation’ in the town and ‘no clear material evidence for Roman or Saxon settlement has been identified in the vicinity of the present town centre’,¹⁶⁶ although the excavation on Southgate Street by Ames and Percival found one piece of pottery very tentatively given as 10th- to 11th-century Thetford ware.¹⁶⁷ Hutcheson suggests that this lack of early evidence is, at least in part, because of ‘few trenches reaching the base of the sequence and few within the areas likely to have fostered the oldest settlement locations’.¹⁶⁸ It is generally accepted that the earliest settlement in the area of the historic town was in what became the parish of All Saints’ South Lynn, into which the whole of the Southgates HAA area falls. Therefore any excavation has the potential to make a huge contribution to our understanding of pre-medieval Lynn, whilst clearly the medieval and post-medieval periods will remain the major focus. Even if there is no evidence for earlier occupation, deeper deposits have the potential to hold information about the environment and reclamation processes in this part of the town.

Documentary evidence shows that South Lynn (of which the HAA area is part) was in constant occupation from the 11th century to the present day, and that the area was an especially important one in two eras – the Civil War, when there were extensive defences, and the later Georgian and early Victorian period, when there was industrial activity in certain parts of the HAA area including shipbuilding and a gas works built by a leading engineer.

The excavations in Southgates Park (area 2) indicate that there was activity on that part of the HAA area from the 13th century onwards; it must be likely that the same would apply to the area north-west of the South Gate (area 3).

Extent

It is possible that archaeological remains extend throughout the HAA area.

- The area outside the town defences was in agricultural use from whenever it became dry enough to farm, right up to the late 19th century. As, unusually,

Lynn's defences surrounded an area substantially larger than the built-up area, there was also land in agricultural use north of the South Gate, although most was north-east of the HAA area. Investigation might therefore reveal evidence of medieval and early modern agricultural practice and field boundaries, and also of land drainage and reclamation. It is not impossible that there were medieval buildings outside the South Gate which were destroyed when the Civil War defences were built.¹⁶⁹

- A small part of it was intensively occupied by pre-19th century buildings - the South Gate itself [site 1], the site of the old Crown [site 2], the Honest Lawyer [site 3], and the complex of buildings in area 4. Evidence from the excavations in Southgates Park indicates a possible building on the site in the 13th to 16th centuries.¹⁷⁰
- A small stretch eastward from the South Gate was the site of defences from, it seems, the Middle Ages to the Second World War, but their exact extent and location has yet to be identified.
- Much of the area south of the South Gate is the site of the town's southern defences in the Civil War (see Fig. XX).
- There are long stretches of river bank (the Nar, the Friars' Fleet and the Middleton Stop Drain), of significance for trade, shipbuilding and evidence of land reclamation (as has been found elsewhere on the Nar)¹⁷¹; this relates not only to the present riverbanks (and the banks of the recently filled-in Friars' Fleet) but also to past courses (Ames and Percival believe the Nar once ran significantly further east).¹⁷²
- It is likely that in the 16th century the town's night soil was taken to muckhills which, while not necessarily within the HAA area, are likely to have been near the South Gate.
- Excavation may have the potential to clarify the theory that the Hardwick Road follows a causeway established on the line of a natural sandbank.

It is very difficult to comment of the vertical extent of any potential archaeological remains without excavations across the HAA area, and generalisation is difficult due the variations in topography between the higher ground and the fleets. Deposits in Southgates Park were excavated to a depth of roughly 5.5m OD (1.7m below the ground surface).¹⁷³ Borehole data for the area available from the British Geological Survey (BGS) was analysed for the project by Matt Canti (Historic England). Of the six cores in the vicinity (Fig 241), only two were located in the HAA area and it should be noted that none was taken for archaeological purposes. The ones within the HAA area were at the west end of the National Grid Gas Pressure Reduction Station and Depot (TF61NW8) and a few yards south of it (TF61NW245A, B & C). They revealed some differences: the former has 4.27m of clay immediately below the surface, followed by 0.61m of peat and the same amount of sandy silt, below which the clay resumed, while the latter has 0.36m of subsoil above 1.47m of loam and silt, below which is clay with some peat. The difference is presumably that the northern site has been scalped during the 21st-century works whereas the southern retains

a more natural topography; the latter site (currently vacant and awaiting building) may therefore have greater archaeological potential. Both cores contained peat which has the potential to preserve information about past environment. Two core sites on Horsley Fields (TF61NW369 and TF61NW335/TF61NW336), just east of the HAA area boundary, are fairly similar to each other, with nearest the surface up to 0.6m of 'made ground', then a sandwich of grey to brown silty clay down to at least 6m with a filling of dark brown peat.¹⁷⁴ The basal Kimmeridge clay was encountered below 7 to 8m. There are unfortunately no cores for any of the areas either side of Out South Gates. A programme of coring in the historic town of Great Yarmouth (<http://www.heritage.norfolk.gov.uk/gyam> accessed 29 Nov 2017) revealed that the BGS cores (taken for non-archaeological purposes) significantly underestimated the depth of archaeological deposits.¹⁷⁵



Fig 241 Boreholes in and around the HAA site. Modern Ordnance Survey mapping: © Crown Copyright and database right 2017. All rights reserved. Ordnance Survey Licence number 100024900

Type of Material and Waterlogging

Remains encountered are likely to be of two kinds – first, remains of buildings and defences (including two buried and presumably well-preserved Second World War shelters), and second evidence of trade and activities. The HAA area has the potential to contain a variety of buried archaeological material, including almost anything relating to medieval and post-medieval river trade, shipbuilding, defences, and industrial archaeology, as well as a limited amount of domestic occupation and the remains of timber and brick buildings. This could include the remains of Civil War earthworks, parts of ships and wharves, and dropped artefacts. It could include wood, leather, textiles and organic residues and also plant and animal remains which reveal information about the contemporary landscape.

In the 16th century the keeper of the South Gate was responsible for the town's 'muck hills', which must presumably have been located somewhere near but outside that gate – and therefore within the HAA area. They would, if found and excavated, be a potentially rich source of information on the daily lives of the town's inhabitants.

Though local variation is inevitable, previous archaeological excavations in King's Lynn suggest that any excavation in the historic core of the town has the potential to reveal well-preserved organic material due to waterlogging because of its topographic location. The 1960s excavations in the town revealed wooden quays and wharves, wattle fences, wooden posts, nails and spoons as well as bone, leather and textiles, with medieval leather being found 'on all excavated sites and on most building sites'.¹⁷⁶ Excavations undertaken on the site of All Saint's Vicarage, a little to the north of the HAA site, revealed that the site was heavily waterlogged 9.4ft OD.¹⁷⁷ Excavations at Southgate Street, immediately to the west of the HAA site, found the water table to be between 1.1 and 1.6 m below modern ground level (c 3.4 to 3.85m OD). They also found eighteen pieces of waste leather and one sample of wood, together with animal bones very dark brown animal bone, 'characteristic of faunal material that has lain in highly organic, waterlogged fills for sometime (*sic*)'.¹⁷⁸ There may well, therefore, be a parallel level of preservation in some parts of the HAA site, although equally it must be noted that the Southgates Park excavation did not suggest any waterlogging;¹⁷⁹ it is likely that the situation will vary over the area, possibly related to proximity or otherwise to the current or former courses of fleets.

The peats and fine-grained silts and clays on which King's Lynn stands may also preserve evidence of past activities and the wider environment, including climate change.¹⁸⁰

Complexity

The history of the Southgates HAA area is different from the historic core of the town where many areas have seen continuous domestic occupation from the C11th. Southgates is much more varied with some areas in agricultural use until the late 19th century.

On the site of the old Crown Inn, which was levelled in the first decade of the 19th century but never built on, there is the potential for an undisturbed sequence of medieval occupation deposits stretching back to the 12th or 13th centuries.¹⁸¹ It is reasonable to assume that the site contained one or more medieval timber-framed buildings (the area to its east, the site of the later Crown Inn, again not built on after it was pulled down, may contain evidence of the outbuildings and back yard of the old Crown, as well of course as of the coaching inn in the 19th century).¹⁸² Of significance as a parallel are the excavations at the junction of All Saints' Street and Bridge Street in South Lynn in 1966-67, where several different phases of building had survived later occupation.¹⁸³

The main concentration of buildings within the HAA area was on the site north-west of the roundabout (4), where a confusing array of connected structures existed certainly in the 18th and 19th centuries, and possibly earlier. Some may have gone through more than one iteration. Excavation, especially on the southern half of the site, has the potential to reveal at least 18th century footings and deposits, and perhaps older remains, given the stone found incorporated, as mentioned, in the yard of the Highland Laddie. These would untangle what the (presumably-commercial/ industrial) uses of the site and its complex of buildings was.

Finally any excavation in historic King's Lynn has the potential to reveal a great deal of information about past environments. The town is located on 10m of 'deeply stratified sequences of reclaimed estuarine and marine sediments...[and] comprise material relating to former tidal/intertidal environments such as sand and clays, peats and channel sequences, alongside several freshwater channels' with the marine sequences beginning 1-2m below the modern ground surface.¹⁸⁴ These types of tidal and intertidal deposits have the potential to preserve evidence of changes in the environment and climate over time as indicated by foraminifera, ostracods, plant remains, peat, charcoal, wood, shells, animal bones and insect remains.

Importance

- Riverside deposits are likely to reveal valuable information about the reclamation of the land on which the historic town was built, its role in the Middle Ages as one of England's principal ports, and its subsequent shipbuilding industry, as well as well-preserved waterlogged remains, too.
- The town's Civil War defences, well-known from maps but much less so from excavation, are of national importance given the low rates of survival elsewhere.¹⁸⁵ Excavation of buried remains on the Crown site might give useful information on travel and travellers to and from the town.
- Excavation of area 4 is likely to reveal useful information on the industrial archaeology of the town.

Impact of Later Development

Where later buildings have been constructed on the site of earlier predecessors, their foundations will have had an impact on earlier deposits. Examples include:

- The South Gate itself (area 1), which will have destroyed much of the evidence of its predecessor(s) (although some parts of an earlier structure were discovered by James).¹⁸⁶
- The Second World War subterranean structures (area 2) may have destroyed evidence of medieval defences.
- The Honest Lawyer (perhaps 17th century?) and its outbuildings (area 3), probably in their current form later, which may have had some impact on any medieval remains beneath.
- The Ford Garage (area 4), which is on the site of 19th-century and perhaps earlier structures, and of various industrial activities mentioned previously, although given its shed construction it is unlikely much of the site was excavated to any great depth, so any impact on earlier deposits is unclear.
- The old Gas Works (area 5) which may have impinged on some of the Civil War defences, although the northern roadside strip (which is where the defences seem most likely to have run) consisted mainly of offices (and indeed at the west just a roadside wall) and so may not have been excavated too deeply, the same probably applying to the 1980s offices.
- The underground public lavatories east of Out South Gates (area 7) which must have disturbed deposits at the southern end of Southgates Bridge.
- The Bus Garage (area 7) which may have damaged evidence of an earlier course of the Nar, although given its shed construction this may have been less complete than might at first sight.
- The filling station (area 7), the excavation of subterranean tanks for which must have destroyed evidence.
- The grading at various times of the Southgates roundabout junction will have compromised evidence for both Civil War defences and the arrangement of the road system.

However, a number of sites do not seem to have been heavily redeveloped, notably:

- The old Crown (site 2), which seems to have been simply taken down to ground level in the first decade of the 19th century; its foundations presumably still lie beneath the London Road immediately north of the South Gate.
- The banks of the (now largely dry) Middleton Stop Drain (site 2) which (subject to the effect of drainage works) might reveal evidence of how the Drain was used in the Middle Ages and the early modern period, notably in terms of shipping (was it navigable before the sluice was fitted under Southgates Bridge?), any defensive purpose, and its origins (how far it was natural and how far man-made).
- The infilled Friars' Fleet and its banks (site 3).

- The southern half of area 4, where ruins survive incorporating stone, suggesting age and a lack of disturbance. The way the stone is built into the brick wall suggests re-use rather than stone construction *de novo*.
- The east bank of the Nar west of site 4, where no modern development reaches the riverbank (although with a caveat as to the possibility of dredging and the alteration of the embankments)
- The east bank of the Nar south of the Long Bridge (site 5), possibly (subject again to a caveat as to the possibility of dredging and alteration of the embankments) undisturbed since the days of the Georgian and Victorian Gas Works.
- The overgrown area between Vancouver Avenue and the Hardwick Road (between sites 6 and 7) which has never been built on and is possibly on the lines of the Civil War defences (the same may also apply to the Bus Garage site [site 7], as shed construction means there is unlikely to have been much disturbance except where the exterior walls are).

See Historic England 2016 *Preserving Archaeological Remains: Decision-taking for Sites Under Development* (Swindon: Historic England) for further information on assessing the archaeological potential of sites.

5 CONCLUSION

What is most striking about the Southgates area is the continuity over the centuries. It remains the principal entrance to central Lynn as it has been since probably the 13th century, but there are other resonances too. The timber yards of Messrs Timber Services Ltd backing on to Nar Ouse Way echo those of Elsdon and others backing on to the Friars' Fleet in the 19th century. The National Grid Gas Pressure Reduction Station reminds us of the former coal wharf west of Southgates Bridge and of the Gas Works on the Wisbech Road. The Gatehouse public house and the Travelodge echo the Honest Lawyer, the Crown and the Highland Laddie as places for travellers to stay and refresh themselves, and what was the Prince of Wales survives as a restaurant today. Walker's car showroom on Horsley Fields and the hand car wash behind the shops on the Wisbech Road continue the motoring link established with the first early 20th-century garage on Out South Gates, and the wider travel theme of the Crown as a coaching inn.

ENDNOTES

- 1 <http://publications.naturalengland.org.uk/publication/6229624> (accessed 5 February 2018)
- 2 British Geological Survey Sheet 145
- 3 For a more detailed account of Lynn's position as a sea-port, see J D R Kewley *The Common Staithe, King's Lynn, Norfolk: an Architectural and Archaeological Assessment*. (Historic England Research Report 8/2018) Swindon: Historic England and the sources cited in it.
- 4 Reproduced in Richard Brown and Alan Hardy 2011 'Archaeology of the Newland: Excavations in King's Lynn, Norfolk', *East Anglian Archaeology* 140, as Table 1.1. p. 5
- 5 W A Dutt 1905 *King's Lynn (Norfolk) With Its Surroundings: A Handbook for Visitors and Residents* (The Homeland Handbooks No. 41). King's Lynn: Thew & Son/London: The Homeland Association, 26
- 6 W J Wren 1976 *Ports of the Eastern Counties: The development of harbours on the Coast of the Eastern Counties from Boston in Lincolnshire to Rochford in Essex*. Lavenham: Terence Dalton, 45
- 7 This is the explanation given for the Highland Laddie in St Faith's, Norwich (*Norfolk Chronicle* 4 November 1899).
- 8 W Lee 1853 *Report to the General Board of Health on a Preliminary Enquiry into the Sewerage, Drainage and Supply of Water and the sanitary condition of the inhabitants of the Borough of King's Lynn*
- 9 RAF-106G-UK-1427-3309
- 10 Minutes of King's Lynn Town Council 1959-60 (printed and bound, in King's Lynn Archive), Streets, Buildings and Markets Committee 4 June 1959
- 11 <http://www.kingslynn-forums.co.uk/viewtopic.php?f=14&t=9074> accessed 13 December 2017
- 12 Parker, A and Howling, B 2004 *King's Lynn: A history and celebration of the town*. Salisbury: Francis Frith Book Co
- 13 <http://www.eveningnews24.co.uk/news/restored-king-s-lynn-town-sign-set-to-go-on-show-at-main-gateway-to-the-town-1-949972> and <http://www.edp24.co.uk/news/king-s-lynn-s-town-sign-restored-1-4993446> both accessed 13 December 2017.
- 14 There have been suggestions that the local name in the 20th century was the Puny, derived from the 16th-century Peweneye (V Parker 1971 *The making of King's Lynn: secular buildings from the 11th to 17th centuries*. London: Phillimore 173-74), which was originally a tributary of the Middleton Fleet, now altered in course so as to run into the Nar south of the town.
- 15 In the 16th century the name White Friars' Fleet seems to have referred to the Nar (see the Chamberlain's Survey, c. 1557, transcribed by V Parker, 175).
- 16 J Ames and J W Percival 2006 'An Archaeological Evaluation of the Former John Grose Garage, Southgate Street, Kings Lynn, Norfolk' *NAU Archaeology Report No. 1015* (amended) 19
- 17 Ames and Percival 52 (Fig. 19).
- 18 Lee 60
- 19 It ceased to be tidal when a new sluiced outfall was built in 1987 (Ames and Percival 7)
- 20 P Cope-Faulkner 2009 'King's Lynn, Boal Street' in David Gurney and Richard Hoggett, 'Excavations and Surveys in Norfolk in 2009' *Norfolk Archaeology* XLVI:1 140
- 21 V Parker 173

- 22 Turner, H L 1971 *Town Defences in England and Wales*. London: John Baker. 129
- 23 Turner 129
- 24 J C Tingey 1914 'The grants of murage to Norwich, Yarmouth and Lynn', *Norfolk Archaeology* 18: 129-48 132
- 25 Smith, T P 1970 'The medieval town defences of King's Lynn', *Journal of the British Archaeological Association*, Vol. 33 (Third Series) (1970), p. 57-88 72
- 26 Smith 1970 74
- 27 Smith's thoughts west of the South Gate have been questioned by Ames and Percival (51)
- 28 E J Talbot 1988 'King's Lynn: the Civil War Re-draft', typescript of a talk given to the C.B.A. Conference on East Anglian Town Plans and Defences, King's Lynn 18 May 1968 1
- 29 H Clarke H and A Carter 1977 *Excavations in King's Lynn 1963-70*. London: Society for Medieval Archaeology; Ames and Percival 17.
- 30 Smith 1970 62
- 31 P Harrington 1987 'English Civil War Fortifications' *Fort* 15 39
- 32 P Kent 1988 *Fortifications of East Anglia*. Lavenham: Terence Dalton 229; Clarke and Carter 437
- 33 This is illustrated in Kent 230
- 34 Ames and Percival 5, citing E James 1987 'A Fresh Study of the South Gate at King's Lynn, in the light of recent restoration work' *Norfolk Archaeology* XL 55-72, 68; W Taylor 1844 *The Antiquities of King's Lynn*. Lynn 155; Ashwin, T 2000 *Nar-Ouse Regeneration Area, King's Lynn, An Archaeological Desk-Based Assessment*, NAU Report 517 (unpublished); and K Penn 2004 *A desk-based assessment of land at Southgate Street, South Lynn, King's Lynn*, NAU Report 961 (unpublished).
- 35 Lynn Museum, KILLM 1957.6.12 – The Lynn Association as review'd in the year 1782
- 36 Kent 232
- 37 Clarke and Carter 438
- 38 P Drury 2006 'The Use of Brick in East Anglia: Functional or Cultural', *NHBG Newsletter* No. 11 p. 3
- 39 This is the current (convincing) explanation of the dating and phasing of the South Gate, principally by James, 1987, *passim*, incorporating the insights of B. H. St J. O'Neil, *Castles and Cannons: A Study of Early Artillery Fortifications in England* (Oxford: Clarendon Press 1960) and Terence Paul Smith, 'The Date of the King's Lynn South Gate' (*Norfolk Archaeology* XXXVI 1976 224-232).
- 40 James 1987 58
- 41 J Lambert (revised K Hill) 2006 *The South Gate, King's Lynn* (guidebook) King's Lynn: Borough Council of King's Lynn and West Norfolk 3
- 42 King's Lynn Borough Archives KL/TC2/1/1 Committee reports 1793-1820 1 Feb 1817
- 43 King's Lynn Borough Archives KL/TC2/1/1 Committee reports 1793-1820 8 March 1817
- 44 King's Lynn Borough Archives KL/PC2/5 Paving Minutes 1830-44 22 Feb 1836
- 45 King's Lynn Borough Archives KL/TC2/1/3 Committee Reports 1835-51 30 May 1836; KL/TC2/1/3 Committee Reports 1835-51 16 Nov 1840

- 46 King's Lynn Borough Archives KL/TC2/1/3 Committee Reports 1835-51 10 June 1841
- 47 James 1987 55
- 48 King's Lynn Borough Archives KL/PC2/5 Paving Minutes 1830-44 10 Apr 1844
- 49 King's Lynn Borough Archives KL/PC2/7 Paving Minutes 1851-58 22 July 1852
- 50 King's Lynn Borough Archives KL/PC2/7 Paving Minutes 1851-58 6 March 1856
- 51 King's Lynn Borough Archives KL/PC2/8 Paving Minutes 1859-66 6 April 1859 [nuisance in context probably means urinating]
- 52 King's Lynn Borough Archives KL/PC2/8 Paving Minutes 1859-66 20 July 1861
- 53 King's Lynn Borough Archives KL/PC2/8 Paving Minutes 1859-66 7 Aug 1861
- 54 King's Lynn Borough Archives KL/TC2/1/6 General committee minutes 6 Oct 1865; KL/PC2/8 Paving Minutes 1859-66 6 Dec 1865; KL/TC2/1/6 General committee minutes 11 Dec 1865.
- 55 This is usefully summarised by Humphries (S Humphries 2017 *South Gate Conservation Management Plan Issue 3*, unpublished document supplied to King's Lynn and West Norfolk Council by Messrs Purcell), 48.
- 56 Dutt 25
- 57 V Parker 173
- 58 T A Bevis 1986 *Snippets from King's Lynn's Past*. March: Bevis 14
- 59 Cotman's drawing engraved in 1815, from the south-east, shows half the medieval arch filled up with soil.
- 60 The records of the Court of Sewers, which have not been explored for this report, may well contain useful information on Lynn's fleets and drains generally.
- 61 V Parker 173
- 62 King's Lynn Borough Archives KL/TC2/1/1 Committee reports 1793-1820 14 June 1813
- 63 King's Lynn Borough Archives KL/PC2/8 Paving Minutes 1859-66 7 Aug 1861
- 64 Armes
- 65 Drawing by Cotman. Norfolk Museums Service (Lynn Museum)
- 66 King's Lynn Borough Archives KL/C52:1-9, Corporation leases unexpired at Michaelmas 1775
- 67 King's Lynn Borough Archives KL/C52:1-9, Corporation leases unexpired at Michaelmas 1775 (*sic* – it actually carries on with new leases after that date)
- 68 King's Lynn Borough Archives KL/C48/11 Corporation Rental 1766
- 69 King's Lynn Borough Archives KL/C52/4 Corporation leases abstracted
- 70 www.norfolkpubs.co.uk, accessed 5 January 2018.
- 71 <http://discovery.nationalarchives.gov.uk/details/r/9e577790-1c5e-44c2-b7db-966fc0650378> accessed 22 December 2017.
- 72 See an undated newspaper cutting in King's Lynn Library, and King's Lynn Borough Archives KL/

SE1/PW4.

73 P Cope-Faulkner 2009 'King's Lynn, South Gates Park' in David Gurney and Richard Hoggett, 'Excavations and Surveys in Norfolk in 2009' *Norfolk Archaeology* XLVI:1 141

74 Hill

75 HEA RAF CPE/UK/2552 5056 27-MAR-1948

76 HEA TF6219/5 19-JUN-1990

77 26 April 1968. Norfolk Library and Information Service (King's Lynn Library Archives).

78 26 April 1968. Norfolk Library and Information Service (King's Lynn Library Archives).

79 *Lynn News* 14 August 2009; *Lynn News* 9 April 2010.

80 A picture of it before the 21st-century alterations appears in the *Eastern Daily Press*, 17 September 1999.

81 *Lynn News* 12 June 1998.

82 Confusion is caused by a postcard (LM M801100) which shows the widened road but the hipped pantiled roof; it can only be assumed that it is an old view manipulated to show the widened road.

83 N Pevsner and B Wilson 1992 *The Buildings of England: Norfolk 2: North-west and South*. London: Penguin.

p. 28

84 'A Southwest View of the South Gate', possibly by James Basire (1730-1812). Norfolk Museums Service (Ancient House Museum of Thetford Life) THEHM DS.986. See Fig 118.

85 Dutt 25.

86 Ames and Percival 1

87 Ames and Percival 14

88 Ames and Percival 7

89 Norfolk Record Office BL 4/5

90 King's Lynn Borough Archives KL/TC2/1/1 Committee reports 1793-1820 14 June 1813

91 South Lynn Tithe Plans plot 85 (Norfolk Record Office DN/TA 861)

92 <http://www.historic-maps.norfolk.gov.uk/mapimageviewer> accessed 18 December 2017

93 William Armes, 'Memories of Lynn', Papers read 1858 and printed in the *Lynn Advertiser* 1872. The Friends of King's Lynn Local History Society, 1990. 28

94 White, W. 1854 *History, Gazetteer and Directory of Norfolk...* Sheffield, and 1841 Census and 1851 Census; his residence is tentatively identified below.

95 More confusing is an undated photograph of what looks like a half-hipped barn with another structure behind and the riverbank in the foreground. There are what look like tall warehouses or mills in the background on the right, which create some doubt as to whether this is in fact where it is claimed to be.

96 Norfolk Museums Service (Lynn Museum) MBO 1066

- 97 HEA bb37_01003
- 98 HEA EPW 021484
- 99 HEA op 35020
- 100 South Lynn Tithe Plans plot 444 (Norfolk Record Office DN/TA 861)
- 101 Armes
- 102 White, W. 1839 *History, Gazetteer and Directory of Norfolk...* Sheffield.
- 103 Census, South Lynn
- 104 Census, South Lynn
- 105 Booth, R 2013 *King's Lynn: An Illustrated Street Directory 1933* (King's Lynn: Tricky Sam Publishing) 132
- 106 Image HEA op35019
- 107 See photograph on <http://www.kingslynn-forums.co.uk> (datable to 1881-99 as it says Drew on the sign but the road has not yet been widened) (accessed 14 March 2018).
- 108 See photograph on <http://www.kingslynn-forums.co.uk> (posted 1906) (accessed 14 March 2018).
- 109 See photograph on <http://www.kingslynn-forums.co.uk> (with 1924 on the back) (accessed 14 March 2018).
- 110 Census
- 111 kingslynnforums.com
- 112 Census
- 113 In the background to a photograph in King's Lynn Library of the filling station dated October 1960.
- 114 12July
- 115 *Lynn News* 7 Dec 1993
- 116 Unsourced note in files of Historic England Cars Project.
- 117 Census
- 118 Census
- 119 Booth 132 (although confusingly this is also the name of the licensee of the Prince of Wales).
- 120 *Eastern Daily Press* 28 July 1993; *Lynn News* 24 August 1993; *The Mercury* 2 September 1993; *Lynn News* 7 December 1993.
- 121 *Lynn News* 1 October 1993; *Lynn News* 8 April 1997
- 123 <http://discovery.nationalarchives.gov.uk/details/r/9e577790-1c5e-44c2-b7db-966fc0650378> accessed 22 December 2017.
- 124 Charles Alexander (Census).
- 125 Only the south face is visible; the north side is rendered.

- 126 I am indebted to my colleague Matthew Bristow for this insight.
- 127 King's Lynn Borough Archives KL-SE2-14
- 128 K King's Lynn Borough Archives L-SE2-14
- 129 Planning application 1400808
- 130 A Roman coin was found 'near the Gas Works' in 1976 (Norfolk HER 28660 MNF28660)
- 131 King's Lynn Borough Archives KL/C48/11 Corporation Rental 1766
- 132 King's Lynn Borough Archives KL/C52:1-9 KL/C52:1-9, Corporation leases unexpired at Michaelmas 1775 (*sic* – it actually carries on with new leases after that date...)
- 133 For a composition retort, a mode of heating retorts, a purifying apparatus and suspending gasometers (*Leeds Intelligencer* 6 November 1823)
- 134 White 1854 577
- 135 *Hull Packet* 1 April 1842.
- 136 *Norfolk Chronicle* 18 December 1869
- 137 *Hull Packet* 1 April 1842
- 138 *White, W. 1845 History, Gazeteer and Directory of Norfolk... Sheffield*, quoted in Tuck, W 1988 'Making Coal Gas in King's Lynn' *Journal of the Norfolk Industrial Archaeology Society* Vol. 4 no. 3 116-21, 118
- 139 White 1854 577
- 140 *Norwich Mercury* 5 July 1856
- 141 They were completed by 1899 (*Eastern Evening News* 18 February 1899)
- 142 Censuses
- 143 King's Lynn Borough Archives, Minutes of Property, Rights and Burial Board Committee 23 June 1938, 1 December 1938 and 24 July 1939.
- 144 Information from Professor Russell Thomas 6 February 2018.
- 145 Information from Professor Russell Thomas 6 February 2018.
- 146 *Lynn News and Advertiser* 31 March 1964
- 147 *Eastern Evening News* 18 June 1981.
- 148 Unidentified newspaper clipping in King's Lynn Library.
- 149 Planning application in King's Lynn Borough Archives
- 150 *A Short History of Hardwick Road Cemetery, King's Lynn* (on cemetery noticeboard).
- 151 For references see *Norwich Mercury* 8 February 1902; *Eastern Evening News* 8 October 1902; *Eastern Daily Press* 13 August 1903, 12 August 1909.
- 152 South Lynn Tithe Plans plot 91 (Norfolk Record Office DN/TA 861)
- 153 King's Lynn and West Norfolk planning application 10/01079/RM

- 154 <https://www.carterjonas.co.uk/commercial-property/to-rent/kings-lynn-norfolk/14111923/#popup?id=gallery-popup&theme=gallery&slide=1&screen=no-mobile> (accessed 6 February 2018)
- 155 *Lynn News* 11 January 2016; *Eastern Daily Press* 7 February 2012
- 156 Planning application 11/02022/FM (Borough Council of King's Lynn and West Norfolk)
- 157 T Calladine and K Morrison 1998 *Road Transport Buildings: A Report by RCHME for the English Heritage Post-1939 Listing Programme* (Cambridge: RCHME), 52.
- 158 According to the table of research notes for Calladine and Morrison, kindly provided by Kathryn Morrison; it states that the previous garage, in Estuary Road, closed on the opening of the new one.
- 159 Calladine and Morrison 186
- 160 https://www.gracesguide.co.uk/Regent_Oil_Co (accessed 19 December 2017)
- 161 08_02363 (the 'as existing' drawing).
- 162 08/02363/CU
- 163 King's Lynn Borough Archives, Minutes of the General Purposes committee of King's Lynn Council ,8 February 1938, 2 September 1938 and 5 July 1939, King's Lynn Archives KL/SE/TC1/36, KL/SE/TC1/37. The work was carried out by Universal Construction Ltd of Ilford which had submitted a tender for £786.7.11
- 164 I am greatly indebted to Sarah Newsome for her assistance with this section.
- 165 The methodology and headings in this section are from Historic England 2016, *Preserving Archaeological Remains: Decision-taking for Sites Under Development (Swindon: Historic England)*. Evidence of past archaeological investigation has been taken from the Norfolk HER.
- 166 Brown and Hardy 1-3
- 167 Ames and Percival 32
- 168 Hutcheson, A R J 2006 'The Origins of King's Lynn? Control of Wealth on the Wash Prior to the Norman Conquest' *Medieval Archaeology* 50 71-104, 100-01
- 169 This is known to have happened elsewhere, for instance at Castletown, Isle of Man.
- 170 Cope-Faulkner 'South Gates Park' 141
- 171 Ames and Percival 51-53; Cope-Faulkner 'Boal Street' 140
- 172 Ames and Percival 52 (Fig 19)
- 173 Cope-Faulkner 'South Gates Park' 141
- 174 TF61NW369, to the north, and TF61NW335/TF61NW336 to the south.
- 175 S Newsome 2018 *Chapel Street and St Nicholas Street, King's Lynn, Norfolk: The History and Archaeology of Chapel Street Car Park*. Historic England Research Report[] Swindon: Historic England, , citing Ken Hamilton, pers comm.
- 176 Clarke and Carter 349
- 177 Clarke and Carter 180
- 178 Ames and Percival 38
- 179 And one trench at Southgate Street did not have water in it in May (Ames and Perceval 10-11)..

- 180 British Geological Survey Sheet 145
- 181 See Cope-Faulkner 'South Gates Park' 141
- 182 Cope-Faulkner 'South Gates Park' 141
- 183 Clarke and Carter 112-61
- 184 M Lillie and R J Smith 2011 'Chapter 5. Environmental Monitoring' in Richard Brown and Alan Hardy 2011 'Archaeology of the Newland: Excavations in King's Lynn, Norfolk', *East Anglian Archaeology* 140
- 185 Harrington 41.
- 186 James 1985, 12
- 187 KL/C52:1-9, Corp'n leases unexpired at Michs 1775
- 188 KL/C52:1-9, Corp'n leases unexpired at Michs 1775 (*sic* – it actually carries on with new leases after that date)
- 189 KL/C48/11 Corporation Rental 1766
- 190 KL/C52/4 Corp'n leases abstracted
- 191 www.norfolkpubs.co.uk, accessed 5 January 2018.
- 192 <http://discovery.nationalarchives.gov.uk/details/r/9e577790-1c5e-44c2-b7db-966fc0650378> accessed 22 December 2017.
- 193 Cope-Faulkner 'South Gates Park' 141

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APPENDIX: GAZETTEER OF EXTANT BUILDINGS

This appendix is a gazetteer of all the buildings currently on the HAA area. It is included for ease of reference only and does not contain any information not in the main report. Those interested in any of the buildings are referred to the main report which contains more details and more illustrations.

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1.1 THE SOUTH GATE

KING'S LYNN HERITAGE ACTION ZONE: SOUTHGATES HISTORIC AREA ASSESSMENT

APPENDIX: GAZETTEER



The South Gate from the south-east, showing the stone south and brick east elevations. HEA DP219059 Patricia Payne 15-AUG-2017 © Historic England

Site Name The South Gate

Area number in HAA: 1.1

Status Listed Grade I; scheduled ancient monument; within The Friars Conservation Area

Local planning authority: Borough of King's Lynn and West Norfolk

County: Norfolk

Summary Town gate, with rooms above, on the main entrance to King's Lynn. Built in 1437 by the London mason Robert Hertanger, on the site of a previous gate. Pedestrian passageways cut through in the 19th century.

Area c. 91 sq metres

NGR TF 6219 1915

Parish: Non- Civil Parish (historically in the parish of All Saints', South Lynn)

NRHE/HER nos 56355

Location Straddling the northbound carriageway of the road which is Out South Gates south of it and the London Road north of it.

Street/House Number Out South Gates, The South Gate, PE30 5EU

Architects etc Mason Robert Hertanger 1437. Some work by local masons Nicholas and Thomas Harmer 1520.

Contact details – owned by the Borough Council of King's Lynn and West Norfolk.

Type/Period/Form Town Defences/Medieval/Extant Building

Listed asset description NHLE 1195304

Locally designated heritage assets and environmental designations In The Friars Conservation Area

Landscape and settlement context

The South Gate has been the main entrance to King's Lynn from the south since at least the 15th century and probably as far back as the 12th century. The area historically known as South Lynn (not to be confused with the modern suburb of the same name) was where the town first began to develop in the 11th century as a community of saltpanners on an island at the south-east of the Wash. Over the ensuing centuries the area of dry land increased through both natural causes and human assistance, and the town grew to the north. The new part remained administratively separate from South Lynn until the 16th century, but the town defences started in the 13th century encircled both parts. They were mainly earthen with only a few stretches of brick or stone, one of which was the South Gate,

although there was no other masonry work nearby and it is presumed earthworks joined it on either side.

Until the first decade of the 19th century all traffic from the south (the main direction of entrance and egress) entered the town through the South Gate. The local Paving Commissioners laid out a new, wider road (London Road) running more or less due north from the South Gate, and this took most of the traffic bound for the town centre; it was built up gradually. In 1899-1900 a second (southbound) carriageway was created east of the South Gate. The road remains the main entrance to central King's Lynn and the carriageway under the gate is used by all northbound traffic.

To the south of the South Gate until the late 20th century ran a watercourse called to the east (upstream) the Middleton Stop Drain, formerly the Middleton Fleet, and to the west the Friars' Fleet, which flowed into the River Nar. It was spanned by Southgate Bridge which is attached to the South Gate.

History of the site

The present South Gate of Lynn was built in 1437, principally by a London mason called Robert Hertanger, although it was completed by others after he got into financial difficulties. It replaced an earlier, slightly smaller gate, but seems to have used some of its foundations, which may account for the central arch being a little off-centre, towards the west. Lynn was first granted a murage licence in 1266, which may be the likely earliest date of any defensive works on the South Gate site; it may have taken the form of a wooden tower (a bretask) although that may have been further south.

Various alterations and adaptations have been made over the years. Two masons were contracted to do something in 1520 (it has been speculated this may have been to finish off the vault). The building was used as part of the town's defences during a siege in the Civil War. The gates themselves were taken away in 1795. Originally there was only one (central) opening, fitted with gates and stone-vaulted above; on each side, on the north front, were foot doors leading to the interior of the building, but pedestrian passages, complete with stone arches at each end, were cut through on the east side in 1817 and on the west in 1841. In 1899-1900 a new road was built immediately east of the South Gate to take southbound traffic, northbound vehicles continuing to pass under the arch. At some stage the interior was scraped back to bare stone. A 'restoration' took place between 1982 and 1985, and during it some limited archaeological excavations took place.

To the south, the South Gate joins Southgate Bridge (see entry 3.2 in this Appendix)

For further details and references, see the main Historic Area Assessment, to which this entry is an appendix, and the sources cited in it:

Katie Carmichael, Jonathan Kewley and Sarah Newsome 2018 *Southgates, King's Lynn, Norfolk: Historic Area Assessment* (Swindon: Historic England)

Description of the site

The structure is built of brick with stone dressings; the whole of the principal (south) front is faced with limestone ashlar. The roof is lead.

The gate is roughly rectangular with partially-projecting octagonal crenelated towers on the south façade, and a central carriageway orientated north-south. The latter is flanked by a chamber on either side on both the ground and first floors – those on the ground floor were converted to pedestrian passageways in the 19th century although the western was reinstated in the late-20th century; access to the interior is currently provided by a door in the north wall of the west chamber. The second floor now consists of a single room running the entire width of the building. There are two spiral staircases – the north-eastern stair is original, but the north-western (reinstated between the ground and second floor only) is a modern replacement which is largely freestanding. They continue up to the lead roof where they emerge in square crenelated turrets which match the height of the octagonal towers.

The south façade has a two-storey central pointed arch with mouldings which continues on this elevation as a string course. The projecting entrances to the former pedestrian passageway on either side of the arch are topped with crenelated parapets and contain blocked four-centred arches. Between these parapets and the string course are small roundel windows (originally gun ports). The second floor contains two three-light rounded headed windows with carved spandrels set beneath a square hood with carved head dripstones.

The north façade is a simpler version of the southern. The partially blocked four-centred archways of the former pedestrian passageways are set flush to the main elevation and are flanked by stone-dressed buttresses running to the second floor. The second floor windows are again of three lights with rounded heads set beneath a square hood with carved head dripstones, but only the eastern window has carved spandrels and the windows are set much closer together above the archway. The corner towers of the stairways are square where they emerge on to the roof and the eastern tower contains a small rectangular window. Both the western and eastern elevations incorporate a stone buttress to the south containing a chute for a garderobe/privy on the first floor. Each elevation contains some small windows.

The interior has been thoroughly scraped at some stage, and no plaster or joinery survives. There are fireplaces in both ground-floor rooms (together with a bread oven and basin in the western) and in the eastern first-floor one. The western first-floor chamber contains a garderobe in the buttress projecting from the west wall. There are two fireplaces in the second-floor room.

The south wall contains a large blind arch between the windows, designed to house a portcullis. Only one of the shallow-pitched roof trusses is original and the roof itself, accessed from the north-eastern stairway, was replaced and re-leaded in the 1980s.

Assessment within period/building type

The importance of the South Gate is recognised by its listing at Grade I.

Pictures

For further modern and historic images, see the Research Report

References to further sources of information

See the main Historic Area Assessment, to which this entry is an appendix, and the sources cited in it:

Katie Carmichael, Jonathan Kewley and Sarah Newsome 2018 *Southgates, King's Lynn, Norfolk: Historic Area Assessment* (Swindon: Historic England)

Site Visits

External and internal Attended By: Katie Carmichael; Patricia Payne **Date** August 2017

External only Attended by: Jonathan Kewley **Date** January 2018

Record Author: Katie Carmichael **Date:** 17 August 2017

Amended by: Jonathan Kewley **Date:** 7 March 2018

Further research required: No (already extensively researched)

Recommendations for specialist investigation: None

Record recommendation: Any reports should be made publicly available through the local HER and the HE Archive.

Condition: Heritage at Risk (HAR) Risk Assessment Level (08/01/2007): Vulnerable

1.2 SOUTHGATE BRIDGE

KING'S LYNN HERITAGE ACTION ZONE: SOUTHGATES HISTORIC AREA ASSESSMENT

APPENDIX: GAZETTEER



Underneath Southgates Bridge when the Middleton Stop Drain had temporarily been drained, probably in the 1950s. Note the stone arch immediately above the wooden beam. Norfolk Museums Service (Lynn Museum) MB03282. Image: HEA DP219363

Site Name Southgate Bridge

Area number in HAA: 1.2

Status Unlisted

Local planning authority: Borough of King's Lynn and West Norfolk

County: Norfolk

Summary Bridge attached to the South Gate and probably built with it (so possibly 1437). Alterations and substantial widening in the 19th century, including removal of parapet walls, but core of bridge seems to survive. Sluice underneath from at least 16th century.

Area c 60 sq metres

NGR 562197 319146

Parish: Non- Civil Parish (historically in the parish of All Saints', South Lynn)

NRHE/HER nos n/a

Location (descriptive) Part of Out South Gates at its northern end

Street/House Number PE30 5EU

Architects etc Not known

Contact details – Not known

Type/Period/Form Bridge/Medieval/Extant structure

Listed asset description

Abutting: NHLE 1195304 – South Gate, Grade I

Locally designated heritage assets and environmental designations Within the Friars Conservation Area

Landscape and settlement context

The site is immediately outside the South Gate which has been the main entrance to King's Lynn from the south since at least the 15th century and probably as far back as the 12th century. The area historically known as South Lynn (not to be confused with the modern suburb of the same name) was where the town first began to develop in the 11th century as a community of saltpanners on an island at the south-east of the Wash. Over the ensuing centuries the area of dry land increased through both natural causes and human assistance, and the town grew to the north. The new part remained administratively separate from South Lynn until the 16th century, but the town defences started in the 13th century encircled both parts.

Until the late 20th century a watercourse ran across the site, under the bridge. To the east (upstream) it was called the Middleton Stop Drain, formerly the Middleton Fleet; a very short stretch of this, to the immediate east of the bridge, still has some water in it. To the west it was tidal and was called the Friars' Fleet; it flowed into the River Nar. The Friars' Fleet was a centre for shipbuilding up until the mid-19th century, and its banks also contained timber yards and coal wharves. The course of these

various rivers has changed over the centuries, and it is possible that when first built, Southgate Bridge spanned the Nar .

Until the first decade of the 19th century all traffic from the south (the main direction of entrance and egress) entered the town through the South Gate. Most traffic, bound for the town centre, turned sharp left into what is now Southgate Street, but then the local Paving Commissioners laid out a new, wider road (London Road) running more or less due north from the South Gate, and this took most of the traffic bound for the town centre, as it still does today.

History of the site

There must always have been some sort of bridge immediately south of the South Gate, given that it was the main entrance to the town. Part of the brief given to the mason Robert Hertanger in 1437 was to build not just the present South Gate but also a bridge. The Chamberlain's Survey of 1557 includes Southgate Bridge under stone bridges repairable by the Corporation, and the innermost arch, seen in old drawings and still visible on the east side, does indeed have an arch of stone although otherwise it seems to be brick. There is mention of a drawbridge being fitted in 1642 during the Civil War, but if it was, the stone one must have been built again after the siege. At some time before 1815, the opening under the arch was reduced so that it took up only the southern half of the span of the bridge.

In the 19th century two parallel, abutting bridges were built on the east, first to include the width of the new pedestrian passageway cut through the east side of South Gate, and second in 1900 to take the newly-widened road running east of the gate itself. On the east, facing the Middleton Stop Drain (and now Southgates Park), this last bridge was faced in brick with stone dressings and two small canted bastions each side of the arch. The top of the wall was battlemented and carried on southwards for some distance; at the end is a datestone '1899'. On the west side, the bridge was not extended when the pedestrian passage was knocked through the gate in 1841; instead a passage to it was cantilevered out. It and what seem to be its original railings and bollards survive although the passage through the gate has been closed since 1982. The medieval bridge had side walls which tapered down southwards from almost the top of the arch. These seem to have been pulled down when the side passages were created. The bridge and sluice ceased to be visible on the west side when the Friars' Fleet was filled in in the 1980s.

Description of the site

The medieval bridge appears to be built of a mixture of stone and brick. The east side of the arch, still visible with difficulty, is stone with brick above. The west side (now filled in) appears in older images to be brick. The vault of the bridge is brick.

The medieval bridge is no wider than the carriageway through the gates. Unlike the new bridges, which start a little way south of the South Gate, the old bridge starts right at the South gate and thus has a much longer span.

Underneath the bridge is a sluice mechanism of unknown date, but presumably working at least up until the 1980s. It is principally timber. The filling-in around it is brick. The town Chamberlain's Survey of 1557 lists under 'stone Sluses Clowes and fflape dores' 'A slwsw clowe and ii flapp dores by the south gate and dam... thre fflapp dores under sowth gate Bridge'. In 1814 the Corporation Land Committee directed the chamberlain to remove the existing double doors at the sluice under the arch and place in their stead a single door to be hung on the north side of the sluice. In 1861 the sill of the sluice and the bed of the Middleton Stop Drain were lowered.

Assessment within period/building type

The bridge has been compromised by additions and alterations, but appears to be at least in part a medieval structure and thus worthy of further investigation.

Pictures

For further modern and historic images, see the Research Report

References to further sources of information

See the main Historic Area Assessment, to which this entry is an appendix, and the sources cited in it:

Katie Carmichael, Jonathan Kewley and Sarah Newsome 2018 *Southgates, King's Lynn, Norfolk: Historic Area Assessment* (Swindon: Historic England)

Site Visit

External only Attended By: Katie Carmichael; Jonathan Kewley **Date** May-August 2017

Record Author: Jonathan Kewley **Date:** 7th March 2018

Further research required: Detailed inspection under the east arch; limited excavation to view the west face; research via secondary sources into the history of sluice mechanisms; archival research into the bridge and sluice in King's Lynn Archives

Recommendations for specialist investigation: None

Record recommendation: Any reports should be made publicly available through the local HER and the HE Archive.

Condition: Impossible to say. Access on the east is impeded by uncertainty as to what debris is in the water.

2.1 SOUGHTGATE PARK

KING'S LYNN HERITAGE ACTION ZONE: SOUTHGATES HISTORIC AREA ASSESSMENT

APPENDIX: GAZETTEER



The railings on the park's western boundary wall, looking north-east. (HEA DP219103 Patricia Payne 17-OCT-2017 © Historic England)

Site Name Southgates Park

Area number in HAA: 2.1

Status Unlisted. Within The Friars Conservation Area.

Local planning authority: Borough of King's Lynn and West Norfolk

County: Norfolk

Summary Public park laid out in 1937 on the site of a late Georgian coaching inn and its grounds. Contains Second World War air raid shelters. May contain earthworks part of the medieval or Civil War defences of the town.

Area 0.368 hectares

NGR TF 6224 1916

Parish: Non- Civil Parish (historically in the parish of All Saints', South Lynn)

NRHE/HER nos 53095

Location (descriptive) At the very south of London Road, on the east side.

Street/House Number London Road/Southgates Park/PE30 5QJ

Architects etc Not known

Contact details Owned by the Borough Council of King's Lynn and West Norfolk

Type/Period/Form Park/Mid-20th century/Designed landscape (also Subterranean structure)

Listed asset description N/a

Abutting:

NHLE 1291266 – 1-11 Guanock Place (directly abutting 1 Guanock Place, now the Guanock Hotel), Grade II

Nearby:

NHLE 1195300 – Buckingham Terrace, Grade II

NHLE 1195304 – South Gate, Grade I

Locally designated heritage assets and environmental designations Within the Friars Conservation Area

Landscape and settlement context

The site is immediately inside the South Gate which has been the main entrance to King's Lynn from the south since at least the 15th century and probably as far back as the 12th century. The area historically known as South Lynn (not to be confused with the modern suburb of the same name) was where the town first began to develop in the 11th century as a community of saltpanners on an island at the south-east of the Wash. Over the ensuing centuries the area of dry land increased through both natural causes and human assistance, and the town grew to the north. The new part remained administratively separate from South Lynn until the 16th century, but the town defences started in the 13th century encircled both parts. They were mainly earthen, although with some stone or brick gates and other stretches. Further earthworks were constructed during the Civil War, during which Lynn was besieged.

Until the first decade of the 19th century all traffic from the south (the main direction of entrance and egress) entered the town through the South Gate. Most traffic, bound for the town centre, turned sharp left into what is now Southgate Street but the local Paving Commissioners laid out a new, wider road (London Road) running more or less due north from the South Gate, and this took most of the traffic bound for the town centre. It was built up gradually, with Buckingham Terrace immediately to the north of Southgate Street dating from 1825.

To the south of the South Gate until the late 20th century ran a watercourse spanned by Southgate Bridge which is attached to the South Gate. To the west (downstream) it was tidal and called the Friars' Fleet, flowing into the River Nar. To the east it was called the Middleton Stop Drain, formerly the Middleton Fleet, and ran through the southern edge of the present site.

History of the site

Before the beginning of the 19th century, travellers entering Lynn through the South Gate found to their immediate right an inn called the Crown, owned by the Corporation. The tenant under a 1766 lease was allowed 10 shillings a year for sweeping and cleaning the pavement under the South Gate. No picture of the inn seems to survive, but an outline plan does (see Fig. 78 of the Report). In about 1803 it was demolished to widen the road, and the site, except the portion taken for road-widening, was re-let for 55 years to the previous tenant who was required to spend at least £400 on a new building, which was also called the Crown. The leases of the Crown included all the land leading down to the Middleton Stop Drain (the area of the present Park), and both the old and new inns had outbuildings to the south, described in a 1766 lease as 'one stable under part of the East Wing of the South Gate and another stable adjoining the east side of the South Gate'. The tenant under a 1766 lease was required to rebuild the 'decayed' stable in brick (which suggests that the existing one might have been timber). The land behind it was for part at least of the 19th century laid out as a bowling green.

As befitted its position just inside the Gate, the Crown was a coaching inn, with two coaches a week to London in 1830. It therefore probably suffered after the arrival of the railway and seems to have been relatively disreputable by the end of the century. It ceased to be licensed in 1919 as a result of a decision of the Compensation Authority which, under the 1904 Licensing Act, was reducing the number of licensed premises. The new Crown was, for unknown reasons, demolished, probably in the 1920s, and for a while the site remained vacant. It was then laid out as a small park as a memorial to King George V; plans survive one of which is dated March 1937. The intention was to 'level the site up' and provide seats and shelters. Decorative iron railings and gates were installed on the London Road frontage.

It is probable that both medieval and Civil War earthen defences ran across this area. Excavations in Southgates Park in 2009 revealed several ditches and pits, all containing 13th- to 15th-century pottery, overlain by a sequence of dumped deposits which were suggested to represent the town defences (some also contained 13th- to 15th-century pottery). Within them was a late medieval mortar-walled and floored building, interpreted as a cellar or cistern; demolition deposits within it contained

articles of 13th- to 16th-century date. Pits with clay pipes and pottery have been interpreted as associated with the refortification of the town in 1643. The excavation also found a brick cellar presumed to be part of the 19th-century Crown.

During the Second World War the site was re-used. Two subterranean structures were built, one definitely an air raid shelter, the other possibly so but almost certainly defensive in some way.

Description of the site

There are two subterranean structures towards the south of the site.

The first earthwork consists of a substantial elongated mound or bank that sits parallel to the north-western edge of the ditch as it turn northwards. The bank has an overall length of about 18m and is 5-6m wide and has a rounded profile with a slightly flattened top to the north-west. There is a higher area or a mound at the north-eastern end of the bank which surrounds a small patch of exposed concrete around 0.5m in diameter.

To the west of this bank, immediately north of the ditch, is another mound. This mound is also about 18m long, and wider than the other mound, with what appears to be a flatter top, though its southern edge merges with the northern face of the ditch and so has been hard to define. On top of the mound two of four vents or hatches are visible as triangular metal manhole covers (sides 0.7m) set in concrete, whilst on the southern face of the mound the ditch cut between the two mounds gave access to a smaller entrance around 1.5m wide, now visible as a mostly buried concrete structure with a shallow pitched roof constructed of brick, its entrance covered with a steel plate. Four metres to the north-west, the south-west corner of a low structure built of yellow stock brick with a concrete capping protrudes from the mound for about 1.5m.

There are no other buildings surviving on the site.

On the west the site borders Out South Gates and the London Road. The southern half of that boundary is a battlemented retaining wall incorporating canted bastions each side of an eastward extension of the medieval Southgates Bridge (q.v.). The western boundary to the London Road further north (where the park and road are at the same level) is a brick wall with iron railings and gates, all as shown on the 1937 drawings. The northern boundary is formed by the blank southern wall of the Guanock Hotel and its garden (which ends in what must formerly have been a balcony-like terrace overlooking the Middleton Stop Drain. To the east there is an unfenced opening to the course of the Middleton Stop Drain. To the south-east and south the boundary is formed by the rear fences and hedges of houses on Vancouver Avenue and then by the rear wall of the Bus Garage building. To the south-west is a short stretch of what appears to be an old, pre-1900 retaining wall.

The park is laid out mainly to grass with winding paths of crazy paving with steps and low retaining walls, and some trees and flower-beds. The southern and eastern

sides slope down to the Middleton Stop Drain. A small section at the extreme south-west still has water in it, but the rest was drained in the 1980s and has become a grassy ditch within the park, carrying on to the east as a damp track acting as a back lane between 19th-century housing.

There are various surface irregularities as well as the two Second World War mounds mentioned.

Assessment within period/building type

Without excavation, a detailed assessment of the Second World War structures is not possible. The site has archaeological potential, as set out in the Research Report, especially in relation to the foundations of a medieval building, medieval defences, Civil War defences, and the riverbank.

Pictures

See Research Report for further images; it also contains a detailed survey plan.

References to further sources of information

See the main Historic Area Assessment, to which this entry is an appendix, and the sources cited in it:

Katie Carmichael, Jonathan Kewley and Sarah Newsome 2018 *Southgates, King's Lynn, Norfolk: Historic Area Assessment* (Swindon: Historic England)

Site Visits

External only Attended By: Sarah Newsome, Katie Carmichael, Magnus Alexander
Date August 2017

Date January 2018 **Attended by:** Jonathan Kewley

Record Author: Katie Carmichael **Date:** 17 August 2017

Amended by: Jonathan Kewley **Date:** 8 March 2018

Further research required: None, unless development likely, in which case archaeological investigation of defensive features desirable (medieval/Civil War/WWII)

Recommendations for specialist investigation: None

Record recommendation: Any reports should be made publicly available through the local HER and the HE Archive.

Condition: Appears fair

3.1 THE FORMER HONEST LAWYER PUBLIC HOUSE

KING'S LYNN HERITAGE ACTION ZONE: SOUTHGATES HISTORIC AREA ASSESSMENT

APPENDIX: GAZETTEER



The former Honest Lawyer public house from the north-east. Photograph Jonathan Kewley 05-APR-2018
© Historic England

Site Name Former Honest Lawyer public house

Area number in HAA: 3.1

Status Unlisted; within The Friars Conservation Area

Local planning authority: Borough of King's Lynn and West Norfolk

County: Norfolk

Summary A building of unknown date, the first images c 1800 and so at least 18th century. The main part more or less square with a hipped Mansard roof coming to a central point; formerly a chimney there, but off-centre, suggesting a later addition. A single-storey range running south either rebuilt or much altered in the 20th century.

A public house in the 19th and 20th centuries. In a key position just inside the main entrance to the town.

Area 208 sq metres

NGR TF6219119169

Parish: Non- Civil Parish (historically in the parish of All Saints', South Lynn)

NRHE/HER nos n/a

Location On the south-west corner of London Road and Southgate Street, backing on to the Friars' Fleet footpath

Street/House Number London Road/60a/ PE30 5EU

Architects etc not known

Contact details – not known

Type/Period/Form Commercial/Post-medieval/Roofed building

Listed asset description N/a

Nearby:

NHLE 1195304 – South Gate, Grade I

NHLE 1195300 – Buckingham Terrace, Grade II

Locally designated heritage assets and environmental designations Within the Friars Conservation Area

Landscape and settlement context

The site is immediately inside the South Gate which has been the main entrance to King's Lynn from the south since at least the 15th century and probably as far back as the 12th century. The area historically known as South Lynn (not to be confused with the modern suburb of the same name) was where the town first began to develop in the 11th century as a community of saltpanners on an island at the south-east of the Wash. Over the ensuing centuries the area of dry land increased through both natural causes and human assistance, and the town grew to the north. The new part remained administratively separate from South Lynn until the 16th century, but the town defences started in the 13th century encircled both parts.

Until the first decade of the 19th century all traffic from the south (the main direction of entrance and egress) entered the town through the South gate. Most traffic, bound for the town centre, turned sharp left into what is now Southgate Street. The Honest

Lawyer lay on this very prominent corner. In the first decade of the 19th century the local Paving Commissioners laid out a new, wider road (London Road) running more or less due north from the South Gate, and this took most of the traffic bound for the town centre. It was built up gradually, with Buckingham Terrace immediately to the north of Southgate Street dating from 1825. The inn immediately opposite the Honest Lawyer (the Crown) was demolished and rebuilt further back, thus creating a small piazza north of the South Gate, the Honest Lawyer forming, with Buckingham Terrace, the west side of this.

The plot extends southwards as far as the tidal waterway (now filled in) known as the Fishers' Fleet, occupied in the 19th century by timberyards and shipyards.

History of the site

It is likely that the site was built up from a very early date, probably at least from when the original South Gate was built (probably in the late 13th century), but without further research nothing is known of its early history. The area is shown as built up on Rastrick's very schematic map of 1725. Newham's map of 1809 shows an L-shaped building extending almost to the river but not far along Southgate Street. This is essentially the footprint today. The earliest images of it seem to be three paintings attributed to James Sillett in the first two decades of the 19th century. The building he shows is recognisably the one there today. Old images show a substantial chimney just west of the point of the hipped Mansard roof; that it was not actually at the point may suggest that it was a later addition.

The single-storey south wing is more confusing. One of Sillett's views shows it having a pantiled roof and a wooden gable level with about half way along the west front of the South Gate, with a higher gable behind; the latter appears to be half-timbered, suggesting an early date. However, later 19th-century views show a brick building with a hipped pantiled roof, coming as far south as the midpoint in the west wall of the South Gate. By 1899, the south range had a brick gable roughly level with the north of the South Gate, with to its south a separate outbuilding with a monopitch roof sloping. This arrangement survived well into the 20th century. At some stage the south range was reconfigured or rebuilt as a single structure with a gable at the south (coming again to midpoint on the west front of the South Gate), and a roof of ordinary tiles

From at least the mid-19th century until the 1990s the whole building was a public house called the Honest Lawyer (the inn sign was the usual one of a man with his head under his arm – the only honest lawyer being a dead one). The north-east corner was given large shopfront-type windows in the 19th century. In the mid-20th century the other windows were widened (replacing two-over-two sliding sashes which must themselves have been replacements for earlier sashes or casements). In 2000 planning permission was granted to convert it to a house in multiple occupation (and probably at this time the pub windows were filled in) but in 2009 it became a hostel for the homeless for a year.

Description of the site

The building appears to be built entirely of brick, with the north and east fronts now rendered, but the possibility cannot be excluded that the brick could hide timber-framing. The main roof is now all brown clay tile, but in historic images the upper roof was pantiled. The south range has a roof of modern tiles.

The building is roughly square in plan, with the rectangular south range running lengthways parallel to the London Road. Nothing is known of the internal arrangements, although there was formerly a central chimney (in fact slightly off-centre, to the west).

It is of three storeys (including the Mansard). The main entrance is currently at the north-east corner which is slightly cut off. The north front (onto Southgate Street) has two windows on the ground floor and one on each of the upper two (set towards the west end). The east front (onto the London Road) has two windows on each floor together with a door at the south end on the ground floor. The south front has one window on each of the first and second floors (towards the west side); it was not possible to see the ground floor. There are no openings on the west front so far as can be seen from outside the property. It has a hipped Mansard roof on all four elevations, coming to a central point.

The south range is single-storey, with two windows between two doors on the east front (the only one visible).

All windows are modern two or three light casements.

Assessment within period/building type

Without an internal inspection or archival research, a proper assessment of the Honest Lawyer is not possible. It is clearly, however, a building of unusual and intriguing pavilion-like form.

The wider site has archaeological potential, as set out in the Research Report, especially in relation to medieval defences, Civil War defences, and the riverbank.

Pictures

See Research Report for further images

References to further sources of information

See the main Historic Area Assessment, to which this entry is an appendix, and the sources cited in it:

Katie Carmichael, Jonathan Kewley and Sarah Newsome 2018 *Southgates, King's Lynn, Norfolk: Historic Area Assessment* (Swindon: Historic England)

Site Visit

External only Attended By: Jonathan Kewley **Date** January 2018

Record Author: Jonathan Kewley **Date:** 8 March 2018

Further research required: Internal inspection; archival research into building ownership and history

Recommendations for specialist investigation: (Depending on outcome of research above)

Record recommendation: Any reports should be made publicly available through the local HER and the HE Archive.

Condition: Appears fair

4.1 THE FORMER FORD GARAGE

KING'S LYNN HERITAGE ACTION ZONE: SOUTHGATES HISTORIC AREA ASSESSMENT

APPENDIX: GAZETTEER



The former Ford garage on Out South Gates from the north-east. Photograph Jonathan Kewley 16-JAN-2018 © Historic England

Site Name Former Ford Garage

Area number in HAA: 4.1

Status Unlisted

Local planning authority: Borough of King's Lynn and West Norfolk

County: Norfolk

Summary A 1950s brick frontage in a style derived from the International Modern style, uniting a shed probably of the 1920s and another larger post-War shed with west and south entrances. A garage until the early 21st century; now divide up into several different units.

Area 2,400 sq metres

NGR TF6217119113

Parish: Non- Civil Parish (historically in the parish of All Saints', South Lynn)

NRHE/HER nos n/a

Location (descriptive) On the west side of Out South Gates, at the northern end

Street/House Number Out South Gates/1 /PE 30 5SX

Architects etc Not known

Contact details Believed to be owned by the Borough Council of King's Lynn and West Norfolk

Type/Period/Form Garage/mid 20th century/extant building

Listed asset description n/a

Nearby: NHLE 1195304 – South Gate, Grade I

Locally designated heritage assets and environmental designations Adjoins the Friars Conservation Area

Landscape and settlement context

The site is just outside the South Gate which has been the main entrance to King's Lynn from the south since at least the 15th century and probably as far back as the 12th century. The area historically known as South Lynn (not to be confused with the modern suburb of the same name) was where the town first began to develop in the 11th century as a community of saltpanners on an island at the south-east of the Wash. Over the ensuing centuries the area of dry land increased through both natural causes and human assistance, and the town grew to the north. The new part remained administratively separate from South Lynn until the 16th century, but the town defences started in the 13th century encircled both parts.

A watercourse called the Friars' Fleet formerly lay between this site and the South Gate. It was tidal and ran westwards to join the River Nar (of which it may represent an earlier course). It was filled in in the 1980s. Until the mid-19th century there were shipyards on the banks of the Nar and Friars' Fleet, and then and later timberyards and wharves.

History of the site

The history of the site between Out South Gates and the River Nar before the middle of the 19th century is currently unclear. For the first half of the 19th century a large complex of buildings stood in the middle of it, perhaps with some industrial or agricultural processing function. By the end of that century the northernmost part of the Ford Garage site was being used as a coal wharf (perhaps not unconnected to the Gas Works a few hundred yards to the south). The southern part of the Ford site contained the residence and warehouse of successive corn merchants.

By the 1920s the corn merchants had given way to a motor garage run by John Davy and, probably in the 1920s, he built a shed which survives as part of the present structure. At some time in the mid-20th century the garage was taken over by W H King, who built both the present frontage to Out South Gates, the offices behind to the north, and the large shed to the south which seems to have been a motor repair shop. The business (which had further premises in Southgate Street) bought up the whole site as far as the Wisbech Road in the early 20th century with a view to expanding, but in the end moved out altogether. The building is now occupied by a tool-hire shop, a gym, a hairdresser's and a motor repair business.

Description of the site

The roadside building, which extends to the north-west part of the site, is of greyish-brown brick. It has a flat roof. The two sheds built of brick; the south elevation of the southern is partly rendered and partly clad in rustic clapboarding; they are clad with corrugated metal and (on the south elevation) painted brick; their roofs are corrugated.

No plans have been seen or interior inspection carried out, but the roadside wing appears to consist of what were originally offices and a showroom. At the north-east corner the building is two-storey but otherwise single-storey. The two sheds seem originally to have been undivided, but are presumably now divided between the various tenants.

The roadside building is long and low. Almost all the ground floor is taken up with plate-glass shop windows (originally, however, with multi-pane upper sections). Towards the south end there is one section recessed back, presumably as shelter; it has a row of polished concrete bollards. The southern two-thirds of the elevation has a parapet above the shop windows. At the north end the building is two-storey with a windowless front elevation to the upper floor bearing the word 'ford' in a thin, sans-serif font, and a small fin of the sort found on cinema frontages. This latter has three projecting rings which presumably once held a flagpole or perhaps a light neon sign. The tail of the f of ford stretches down and along to become a dripmould over the ground-floor windows. On its north side, not readily visible from the road, there are metal-framed concrete-lintelled windows which are also found on the single-storey range behind.

Behind this range are two sheds with gabled roofs running east-west. They abut the roadside range and each other, and thus have no north or east elevations, and the northern has no southern elevation. The west elevation of the northern shed is clad in modern corrugated metal. Between it and the river bank is a flat-roofed extension built of concrete block with some brick quoins. The larger, southern shed is rectangular except that the east and west thirds of the south elevation project slightly, leaving a recessed centre. There are two doorways, between which is a window with an area of timber cladding (presumably to differentiate the unit behind). On the west front of the southern shed is a tall vehicular opening, probably for commercial vehicles.

Assessment within period/building type

Without an internal inspection or archival research, a proper assessment is not possible. The tower section at the north-east corner works well in the townscape with the South Gate.

The site has archaeological potential, as set out in the Research Report, especially in relation to Civil War defences, industrial archaeology and the riverbank.

Pictures

See Research Report for further images

References to further sources of information

See the main Historic Area Assessment, to which this entry is an appendix, and the sources cited in it:

Katie Carmichael, Jonathan Kewley and Sarah Newsome 2018 *Southgates, King's Lynn, Norfolk: Historic Area Assessment* (Swindon: Historic England)

Site Visit

External only Attended By: Katie Carmichael; Jonathan Kewley **Date** May-August 2017

Attended by: Jonathan Kewley **Date:** January 2018

Record Author: Jonathan Kewley **Date:** 8 March 2018

Further research required: None unless any redevelopment is likely, in which case investigation and/or a watching brief should be undertaken, given the archaeological potential of the site as set out in the Research Report

Recommendations for specialist investigation: None

Record recommendation: Any reports should be made publicly available through the local HER and the HE Archive.

Condition: Appears fair

4.2 THE FORMER PRINCE OF WALES PUBLIC HOUSE

KING'S LYNN HERITAGE ACTION ZONE: SOUTHGATES HISTORIC AREA ASSESSMENT

APPENDIX: GAZETTEER



The former Prince of Wales public house on Southgates Roundabout, currently the Royal Gourmet restaurant. Photograph Jonathan Kewley 16-JAN-2018 © Historic England

Site Name Former Prince of Wales public house

Area number in HAA: 4.2

Status Unlisted

Local planning authority: Borough of King's Lynn and West Norfolk

County: Norfolk

Summary An early-Victorian brick corner public house on a prominent site.

Area 236 sq metres

NGR TF6218219073

Parish: Non- Civil Parish (historically in the parish of All Saints', South Lynn)

NRHE/HER nos n/a

Location On Southgates Rounabout between Out South Gates and the Wisbech Road

Street/House Number Out South Gates/5/PE30 5JH

Architects etc Not known

Contact details Not known

Type/Period/Form Public House/Victorian/extant building

Listed asset description N/a

Locally designated heritage assets and environmental designations N/a

Landscape and settlement context

The site is just south of the South Gate which has been the main entrance to King's Lynn from the south since at least the 15th century and probably as far back as the 12th century. The area historically known as South Lynn (not to be confused with the modern suburb of the same name) was where the town first began to develop in the 11th century as a community of saltpanners on an island at the south-east of the Wash. Over the ensuing centuries the area of dry land increased through both natural causes and human assistance, and the town grew to the north. The new part remained administratively separate from South Lynn until the 16th century, but the town defences started in the 13th century encircled both parts.

The site is at the point, now represented by Southgates Roundabout, where historically the road coming out of the South Gate, Out South Gates, divided, with the Hardwick Road going south-east (and eventually to London) and the Wisbech Road south-west. This became an even more important route with the opening of the Free Bridge in 1824, bringing traffic from the west as well.

History of the site

The history of the site between Out South Gates and the River Nar before the middle of the 19th century is currently unclear. For the first half of the 19th century a large complex of buildings stood in the middle of it, perhaps with some industrial or agricultural processing function. The Prince of Wales was first licensed in 1845, but is shown on a tithe apportionment map a year earlier, when it was presumably newly-built. Images from the late 19th century show a building much the same as

today except that the brickwork (which looks dark) was not painted. For a time it was residential, offering 'accommodation for motorists'.

In 1993 it was bought by the proprietors of the Ford Garage to the north who obtained permission to demolish it, but this did not go ahead. For a while it was a public house called O'Tools but is now the Royal Gourmet Restaurant.

The lean-to building to the north (its roof hidden by a parapet) was until the mid-20th century a separate property, for a time a boot repairer's. Its plot appears to have run back quite some way and includes the pavilion-like structure now part of the Royal Gourmet.

Description of the site

It is built of brick, now painted (and covered with pebbledash on the south and east elevations). The roof is of slates.

The ground-floor is currently open-plan. The original arrangement is not known.

The building is roughly square with the south-east corner cut off and very slightly curved. There is a high-pitched roof, hipped at the corner and the south side, and gabled to north. It is of three storeys. On the upper floors there are two-over-two sash windows, taller on the first floor than the second; the right-hand openings on the south elevation are blank. At ground level there are shop-type windows, each section double-arched within a rectangular frame. These are on either side of the site of the original door at the corner (now converted to a window). A doorway north of it is blocked up. To north and south ordinary windows have been replaced by approximate copies of the windows at the corner.

The northern bay on the west elevation, the former 5 Out South Gates, is single-storey with a door and shop window on the roadside front. Above, a parapet hides a monopitch slate roof. This extends back only half the depth of the gable of the Prince of Wales, and from outside all that can be seen to the west is a blank wall; presumably there is a covered passage behind. There is then a lower stretch of wall with metal doors, to the west of which is a square single-storey structure with a uPVC half-glazed door and side panels below a very low-pitched hipped roof of artificial slate. At the south this abuts upon the former Highland Laddie (q.v.).

To the west of the Prince of Wales a screen wall with a door and another copy of the corner windows hides what appears to be a flat-roofed extension into the former yard. There are iron railings above the wall.

Assessment within period/building type

Without an internal inspection or archival research, a proper assessment is not possible.

The site has archaeological potential, as set out in the Research Report, especially in relation to Civil War defences, industrial archaeology and the riverbank.

Pictures

See Research Report for further images.

References to further sources of information

See the main Historic Area Assessment, to which this entry is an appendix, and the sources cited in it:

Katie Carmichael, Jonathan Kewley and Sarah Newsome 2018 *Southgates, King's Lynn, Norfolk: Historic Area Assessment* (Swindon: Historic England)

Site Visit

External only Attended By: Katie Carmichael; Jonathan Kewley **Date** May-August 2017

Date January 2018 **Attended By:** Jonathan Kewley

Record Author: Jonathan Kewley **Date:** 8 March 2018

Further research required: None unless any redevelopment is likely, in which case investigation and/or a watching brief should be undertaken, given the archaeological potential of the site as set out in the Research Report

Recommendations for specialist investigation: None

Record recommendation: Any reports should be made publicly available through the local HER and the HE Archive.

Condition: Appears fair

4.3 THE FORMER HIGHLAND LADDIE PUBLIC HOUSE AND CAR PARK

KING'S LYNN HERITAGE ACTION ZONE: SOUTHGATES HISTORIC AREA ASSESSMENT

APPENDIX: GAZETTEER



The former Highland Laddie public house from the south. HEA detail of DP219065 15-AUG-2017 Patricia Payne © Historic England] [Fig 160 The former Highland Laddie from the west. Photograph Jonathan Kewley 16-JAN-2018 © Historic England

Site Name Former Highland Laddie public house and car park

Area number in HAA: 4.3

Status Unlisted

Local planning authority: Borough of King's Lynn and West Norfolk

County: Norfolk

Summary An oddly-shaped and fenestrated building, used as a public house during the second half of the 19th century but perhaps originally part of something larger. Shop-front projecting outwards to the pavement. Alterations in the 1940s to the western lean-to. Surviving low walls from a demolished building formerly attached to it on the west include stone.

Area c 350 sq metre

NGR TF 6216619067

Parish: Non- Civil Parish (historically in the parish of All Saints', South Lynn)

NRHE/HER nos n/a

Location On the north side of the Wisbech Road, just west of Southgates Roundabout

Street/House Number Wisbech Road/ ? /PE30 5JH

Architects etc Not known

Contact details – Not known

Type/Period/Form Public house/late Georgian/extant building

Listed asset description n/a

Locally designated heritage assets and environmental designations n/a

Landscape and settlement context

The site is just south of the South Gate which has been the main entrance to King's Lynn from the south since at least the 15th century and probably as far back as the 12th century. The area historically known as South Lynn (not to be confused with the modern suburb of the same name) was where the town first began to develop in the 11th century as a community of saltpanners on an island at the south-east of the Wash. Over the ensuing centuries the area of dry land increased through both natural causes and human assistance, and the town grew to the north. The new part remained administratively separate from South Lynn until the 16th century, but the town defences started in the 13th century encircled both parts.

The site is at the point, now represented by Southgates Roundabout, where historically the road coming out of the South Gate, Out South Gates, divided, with the Hardwick Road going south-east (and eventually to London) and the Wisbech Road south-west. This became an even more important route with the opening of the Free Bridge in 1824, bringing traffic from the west as well.

History of the site

The history of the site between Out South Gates and the River Nar before the middle of the 19th century is currently unclear. For the first half of the 19th century a large complex of buildings stood in the middle of it, perhaps with some industrial or agricultural processing function.

It is possible that the Highland Laddie is part of this, subsequently converted, as it looks more like a conversion than a purpose-built public house. On the 1883 Ordnance Survey map it is shown as a rectangular building running north-south, with the east half running further north than the west, and the southern boundary not straight but following the line of the Wisbech Road south-west to north-east. The western, lean-to part was until 1943, when it was converted to residential accommodation, a store or stable of some sort, with a single barn door on the upper floor, and double barn doors on the ground floor.

The Highland Laddie is first recorded as licensed in 1851; its name may relate to Scottish cattle drovers who would have passed it on their way to Norwich. It ceased to be licensed in 1910, and by 1911 it was occupied by a cycle agent who carried on business there. It was a café in 1962 but is now the premises of a security firm.

Old images show a wide, barn-like building running east-west from the north-west corner of the Highland Laddie, probably two-storey. It seems to have been part of, or owned by, the Highland Laddie, and if the join in the brickwork on the east wall of the Highland Laddie lines up with the south wall of this building, one could postulate the northern part as an earlier structure, related to this, with the oddly-shaped southern half being added on later to make up space to the road. The A building was demolished sometime after 1965 and is now a car park for the Highland Laddie. However the low wall on the north side of this car park seems to be the remains of its north wall.

Description of the site

The building is brick, painted, although rendered on the south façade. The bond is variable, suggesting different phases of construction; the lower parts of the west wall of the lean-to and the north wall of the main building are English bond, and the upper floors appear to be Monk bond. The shallow-pitched roof is covered with pantiles, although old pictures show a slate roof.

The internal plan is not known; in 1911 the building had nine rooms.

There is a main, three-storey range running north-south, one bay wide. On the west side there is a two-storey, lean-to range, again one bay wide. The main range has one window on each of the upper floors of the south elevation, now uPVC but previously sliding sashes, and also on the upper floor of the south elevation of the lean-to. There is a door at the extreme eastern end of the south front. In front of the rest of the ground floor of the south front is a projecting shopfront. It looks from old maps as if this is infill prompted by the fact that the west wall of the building projected

southwards, presumably having once related to a structure on the west side. It is now a continuous shopfront. The west front currently has only one window, a roughly-square picture window on the first floor, added in 1943. A photograph of 1962 shows a window with some sort of shutter on the ground floor as well; the planning application of 1943 shows a wide, short window half way along the ground floor and a small square window at the north end.

The ground floor of the east front is not visible. At upper levels, there is one window in the southern half, on the first floor, and one in the northern half, on the second floor. There is a vertical break in the brickwork on the second floor about halfway along. The bare part of the wall had an advertising hoarding against it in 1960. Only the top half of the north wall is visible, what appears to be a modern structure (attached to the former Prince of Wales, q.v.) having been built in front of it. It has no openings in it.

The low north wall of the car park is all that survives of a building formerly attached to the north-west corner of the Highland Laddie. It is mainly of old-looking red brick but with some stone. The west wall of this building survives to just above head height. It is all brick and does not contain any stone. It has at least two bricked-up openings, and is thicker at the south than the north. A modern domestic garage has been built in the north-west corner of the site.

Assessment within period/building type

Without an internal inspection or archival research, a full assessment is not possible.

The initial question is as to its date. The very low-pitched, hipped roof (originally slated) suggests the early 19th century. Sufficiently detailed research has not been carried out to plot the complex of buildings seen in Newham and the tithe map, but there has to be a possibility that the Highland Laddie is, in some altered form, part of this and so likely to be of 18th-century date. It certainly makes more sense architecturally as a converted fragment of a larger whole rather than a purpose-built house or inn.

That the north wall of the demolished building now forming the car park for the premises has some stone in it suggests, in Lynn, a structure of some age, and archaeological investigation may be able to elucidate further information.

The unbuilt-on parts of the site have archaeological potential, as set out in the Research Report, especially in relation to Civil War defences, industrial archaeology and the riverbank.

Pictures

See Research Report for further images.

References to further sources of information

See the main Historic Area Assessment, to which this entry is an appendix, and the sources cited in it:

Katie Carmichael, Jonathan Kewley and Sarah Newsome 2018 *Southgates, King's Lynn, Norfolk: Historic Area Assessment* (Swindon: Historic England)

Site Visit

External only Attended By: Jonathan Kewley Date January 2018

Record Author: Jonathan Kewley Date: 12th March 2018

Further research required: Internal inspection; archival research into building ownership and history. If any redevelopment is likely, investigation and/or a watching brief should be undertaken, given the archaeological potential of the site as set out in the Research Report

Recommendations for specialist investigation: (Depending on outcome of research above)

Record recommendation: Any reports should be made publicly available through the local HER and the HE Archive.

Condition: Appears fair

4.4 PARADE OF SHOPS, WISHBECH ROAD

KING'S LYNN HERITAGE ACTION ZONE: SOUTHGATES HISTORIC AREA ASSESSMENT

APPENDIX: GAZETTEER



The short parade of shops on the Wisbech Road west of the Highland Laddie. HEA detail of DP219066 15-AUG-2017 Patricia Payne © Historic England

Site Name Parade of shops, Wisbech Road

Area number in HAA: 4.4

Status Unlisted

Local planning authority: Borough of King's Lynn and West Norfolk

County: Norfolk

Summary A parade of four single-storey, flat-roofed shops, dating from before 1897 and at that date in the ownership of the Gas Works opposite.

Area 257 sq metres

NGR TF 6215019058

Parish: Non- Civil Parish (historically in the parish of All Saints', South Lynn)

NRHE/HER nos n/a

Location On the north side of the Wisbech Road, just west of Southgates Roundabout

Street/House Number Wisbech Road/ ?? /PE30 5JH

Architects etc Not known

Contact details – Not known

Type/Period/Form Shopping Parade/Victorian/extant building

Listed asset description n/a

Locally designated heritage assets and environmental designations n/a

Landscape and settlement context

The site is just south of the South Gate which has been the main entrance to King's Lynn from the south since at least the 15th century and probably as far back as the 12th century. The area historically known as South Lynn (not to be confused with the modern suburb of the same name) was where the town first began to develop in the 11th century as a community of saltpanners on an island at the south-east of the Wash. Over the ensuing centuries the area of dry land increased through both natural causes and human assistance, and the town grew to the north. The new part remained administratively separate from South Lynn until the 16th century, but the town defences started in the 13th century encircled both parts.

The site is at the point, now represented by Southgates Roundabout, where historically the road coming out of the South Gate, Out South Gates, divided, with the Hardwick Road going south-east (and eventually to London) and the Wisbech Road south-west. This became an even more important route with the opening of the Free Bridge in 1824, bringing traffic from the west as well.

History of the site

The history of the site between Out South Gates and the River Nar before the middle of the 19th century is currently unclear. For the first half of the 19th century a large complex of buildings stood in the middle of it, perhaps with some industrial or agricultural processing function. In 1825 a gas works was built south of the Wisbech Road, immediately opposite the site of the shops. The buildings immediately to their west were used (probably repurposed) by the Gas Company as a smithy and fitters' shop.

The parade appears on the 1883 and 1904 Ordnance Survey maps as one undivided building. On a plan in 1897 they are shown as being in the ownership of the Gas Company but without any use specified. It is possible that they were used as gas showrooms (these were often near gas works). By the time of the 1927 Ordnance Survey they are shown as four separate buildings. Two photographs of the 1960s show them as shops (so far as the signs can be read, one was a haulier's and another sold ice cream and cigarettes).

The shops are currently boarded up.

Description of the site

The building is brick, rendered on the east wall of the east wing.

It is an L-shaped structure with the longer arm running east-west on the Wisbech Road and a shorter arm running north at the west. It is presumably divided into four lock-up shops, although the westernmost must be considerably bigger to include the north wing.

The shopfronts are on the south elevation only. They are very rudimentary single-fronted shops, with entirely flat fronts, simple console brackets each side of the fascia boards and a monopitch roof sloping down slightly northwards (down eastwards for the north-south part). The west, north and east walls are all entirely blank except for blocked-up door openings in the east wall of the north wing and the east wall of the main part.

The interior could not be inspected.

Assessment within period/building type

Without an internal inspection or archival research, a proper assessment is not possible. However, the parade appears very plain and basic, although if shown to have been gas works showrooms, it would be an addition to the number of that building type known to have survived.

The site has archaeological potential, as set out in the Research Report, especially in relation to Civil War defences, industrial archaeology and the riverbank.

Pictures

See Research Report for more images

References to further sources of information

See the main Historic Area Assessment, to which this entry is an appendix, and the sources cited in it:

Katie Carmichael, Jonathan Kewley and Sarah Newsome 2018 *Southgates, King's Lynn, Norfolk: Historic Area Assessment* (Swindon: Historic England)

Site Visit

External only Attended By: Jonathan Kewley Date January 2018

Record Author: Jonathan Kewley Date: 12th March 2018

Further research required: If it is desired to pursue the gas connection, internal inspection, and archival research into building ownership and history. If

redevelopment is likely, investigation and/or a watching brief should be undertaken, given the archaeological potential of the site as set out in the Research Report.

Recommendations for specialist investigation: (Depending on outcome of research above)

Record recommendation: Any reports should be made publicly available through the local HER and the HE Archive.

Condition: The shopfronts are boarded up.

4.5 HAND CAR WASH, WISBECH ROAD

KING'S LYNN HERITAGE ACTION ZONE: SOUTHGATES HISTORIC AREA ASSESSMENT

APPENDIX: GAZETTEER



The hand car wash on the site of the demolished buildings west of the parade of shops on the Wisbech Road. Photograph Jonathan Kewley 27-FEB-2017 © Historic England

Site Name Hand Car Wash, Wisbech Road

Area number in HAA: 4.5

Status Unlisted

Local planning authority: Borough of King's Lynn and West Norfolk

County: Norfolk

Summary An open lean-to shed attached to the one surviving wall of the fitters' shop for the Gas Works, also incorporating the former north yard of the Gas Works.

Area 819 sq metres

NGR TF 6213819059

Parish: Non- Civil Parish (historically in the parish of All Saints', South Lynn)

NRHE/HER nos n/a

Location On the north side of the Wisbech Road, immediately east of the bridge over the River Nar

Street/House Number Wisbech Road/ ?? /PE30 5JH

Architects etc n/a

Contact details – Not known

Type/Period/Form Transport/21st century/extant structure

Listed asset description n/a

Locally designated heritage assets and environmental designations n/a

Landscape and settlement context

The site is defined by two facts of geography. It is just south of the South Gate which has been the main entrance to King's Lynn from the south since at least the 15th century and probably as far back as the 12th century, and it is on the bank of the River Nar, a tributary of the Great Ouse. The area historically known as South Lynn (not to be confused with the modern suburb of the same name) was where the town first began to develop in the 11th century as a community of saltpanners on an island at the south-east of the Wash. Over the ensuing centuries the area of dry land increased through both natural causes and human assistance, and the town grew to the north. The new part remained administratively separate from South Lynn until the 16th century, but the town defences started in the 13th century encircled both parts.

The site is just west of the point, now represented by Southgates Roundabout, where historically the road coming out of the South Gate, Out South Gates, divided, with the Hardwick Road going south-east (and eventually to London) and the Wisbech Road south-west. This became an even more important route with the opening of the Free Bridge in 1824, bringing traffic from the west as well.

History of the site

The history of the site between Out South Gates and the River Nar before the middle of the 19th century is currently unclear. For the first half of the 19th century a large complex of buildings stood in the middle of it, perhaps with some industrial or agricultural processing function. In 1825 a gas works was built south of the Wisbech Road, immediately opposite the site of the shops. At some stage before 1899 land to the north of the Wisbech Road, including much of the car wash site, was acquired by the King's Lynn Gas Company. Two buildings on the car wash site are shown in a plan in 1897 as being used as a smithy and a fitters' shop; they may have been repurposed. There was also a yard area, to the west with a wooden fence to the riverbank and with a long, narrow structure of unknown function against the roadside wall.

The smithy and fitters' shop were demolished in the 1960s except for the east wall of the fitter's shop, which survives. Planning permission was obtained in 2014 to use the site as a car wash, and presumably shortly afterwards the present very simple lean-to shelter was built against it.

The car wash site is open to the north to the car park of the former Ford Garage (q.v.), and appears to be in one ownership with it. The northernmost area used for car washing purposes was never part of the Gas Works and up to the 1960s belonged to two different sites with their own histories – to the north, that referred to in section 3.4 of the Research Report as Buildings E and F, and to the south, due west of the car park of the Highland Laddie, what was either the furthest west extension of Building G (5 Out South Gates – see under the former Prince of Wales public house) or conceivably a detached part of Building F.

Description of the site

The site has no masonry structure on it except one brick wall running north-south on the eastern boundary. To this is attached a wooden structure consisting of four uprights and a roof connecting it to the wall. There are five portable metal container-type buildings on the site. The western boundary of the site is a low concrete wall, possibly a flood defence measure, with a concrete-post and wire fence above it, which continues along part of the southern, roadside boundary. The northern boundary is undefined.

Assessment within period/building type

None unless any redevelopment is likely, in which case investigation and/or a watching brief should be undertaken, given the archaeological potential of the site as set out in the Research Report, especially in relation to Civil War defences, industrial archaeology and the riverbank.

Pictures

See Research Report for further images

References to further sources of information

See the main Historic Area Assessment, to which this entry is an appendix, and the sources cited in it:

Katie Carmichael, Jonathan Kewley and Sarah Newsome 2018 *Southgates, King's Lynn, Norfolk: Historic Area Assessment* (Swindon: Historic England)

Site Visit

External only Attended By: Jonathan Kewley Date January 2018

Record Author: Jonathan Kewley **Date:** 12th March 2018

Further research required: None unless any redevelopment is likely, in which case investigation and/or a watching brief should be undertaken, given the archaeological potential of the site as set out in the Research Report

Recommendations for specialist investigation: (Depending on outcome of research above)

Record recommendation: Any reports should be made publicly available through the local HER and the HE Archive.

Condition: n/a

5.1 SITE OF FORMER GAS WORKS

KING'S LYNN HERITAGE ACTION ZONE: SOUTHGATES HISTORIC AREA ASSESSMENT

APPENDIX: GAZETTEER



The Gas Works site from the south in 2018. Photograph Jonathan Kewley 16-JAN-2018 © Historic England

Site Name Site of former Gas Works

Area number in HAA: 5.1

Status Unlisted

Local planning authority: Borough of King's Lynn and West Norfolk

County: Norfolk

Summary The site of King's Lynn's Georgian gas works of 1825, much extended and rebuilt, and then completely demolished in stages from the early 1960s to the first decade of the 21st century.

Area 0.36 hectares (this is the area of the current vacant site, discussed in section 3.5 of the Research Report. The Gas Works at various times extended over further land to the north and east)

NGR TF 6216 1897

Parish: Non- Civil Parish (historically in the parish of All Saints', South Lynn)

NRHE/HER nos n/a

Location On the corner of the Wisbech Road and Nar Ouse Way

Street/House Number Wisbech Road/ ?? / PE50 5BJ

Architects etc John Malam senior

Contact details – not known

Type/Period/Form Gas Works/Georgian/Demolished building

Listed asset description n/a

Locally designated heritage assets and environmental designations n/a

Landscape and settlement context

The site lies south-west of the South Gate of Lynn, the principal land entrance to the town from at least the 15th century and probably as far back as the 12th century. The area historically known as South Lynn (not to be confused with the modern suburb of the same name) was where the town first began to develop in the 11th century as a community of saltpanners on an island at the south-east of the Wash. Over the ensuing centuries the area of dry land increased through both natural causes and human assistance, and the town grew to the north. The new part remained administratively separate from South Lynn until the 16th century, but the town defences started in the 13th century encircled both parts. The present site lies south-west of the point where Out South Gates (the road from the South Gate) divided with the Hardwick Road going south-east and the Wisbech Road south-west, a junction now represented by Southgates Roundabout; the Wisbech Road forms its northern boundary. On the west it abuts the east bank of the River Nar, which flows north to join the Great Ouse. The area was for centuries in the ownership of King's Lynn Corporation and used as (sometimes marshy) pasture

History of the site

In 1825 King's Lynn Corporation granted a 99-year lease to the local Paving Commissioners of part of the current site, on the basis they would then sub-let it to someone to build 'a manufactory of gas' for street lights and other purposes. This was the civil engineer John Malam (1792-1844). The works were compulsorily purchased in 1869 by the King's Lynn Gas Company, which was nationalised in 1949. Originally there was a central T-shaped building with, to the north, roadside ranges flanking a central entrance, and to the south two gasometers. The entrance was through a cemented lodge gateway flanked by Doric pilasters; above it was a drum with a shallow dome on top. In the mid-1850s areas to the east, west and south were added to the lease. By 1883 there was a new brick-built retort house, with round-headed windows and a steep, metal-crocketed slate roof of the distinct retort-house form. To the east, beyond which, fronting on to the Wisbech Road, was a house, called the Gas Works Lodge occupied by the foreman of the works.

Further east, on the area added to the original plot in 1857, was a gate providing what seems by then to have been the main entrance, leading to two 60ft gasometers

and some other buildings at the south of the site. A new, third, gasometer, 90ft across, was built in 1897. By 1928 a large building of 20th-century appearance with a shallow-pitched roof can be seen in the north-east corner of the site; this provided a fitter's shop, a smithy and engineers' stores, replacing the old smithy and fitters' shop which had been on the north side of the Wisbech Road, immediately west of the surviving parade of shops. In 1939 further land was acquired to the east (see under National Grid Gas Pressure Reduction Station and Depot). At some stage before the 1950s the domed gateway was demolished, perhaps when a weighbridge was installed in the opening. Images from about 1960 show a plain gateway instead and, to the east, a six-bay single-storey range with multi-pane sash windows (the two end ones tripartite), which could as easily be early 20th-century as early 19th; by 1960 the front rooms of this range were offices and a small laboratory, and the shed behind was a coal store.

The works closed in the early 1960s, and much was demolished in 1964. The site was renamed the British Gas Eastern Depot, and the gasometers continued to be used to even out peaks in consumption. A new, largely single-storey office building was built on the Wisbech Road frontage in 1981, but the two remaining gasometers were demolished in 1988. The gas industry then vacated the main site, although retaining a plot of land further east as a National Grid Gas Pressure Reduction Station and Depot (q.v.). There was a proposal in 2005 to convert the new offices into a community centre, and for a time they were used as offices by the Nar Ouse Regeneration Authority (NORA), but in the end they, too, were demolished, and the site is now vacant.

Description of the site

The site is currently open waste land awaiting redevelopment. It is fenced with modern metal fencing. One pier of the boundary wall of the Georgian gas works survives at the far north-west corner.

Assessment within period/building type

Vacant site. The site has archaeological potential, as set out in the Research Report, especially in relation to Civil War defences, industrial archaeology and the riverbank.

Pictures

See Research Report for further images

References to further sources of information

See the main Historic Area Assessment, to which this entry is an appendix, and the sources cited in it:

Katie Carmichael, Jonathan Kewley and Sarah Newsome 2018 *Southgates, King's Lynn, Norfolk: Historic Area Assessment* (Swindon: Historic England)

Site Visit

External only Attended By: Katie Carmichael; Jonathan Kewley **Date** May-August 2017

Record Author: Katie Carmichael **Date:** 17 August 2017

Amended by: Jonathan Kewley **Date:** 27 February 2018

Further research required: None unless any redevelopment is likely, in which case investigation and/or a watching brief should be undertaken, given the archaeological potential of the site as set out in the Research Report

Recommendations for specialist investigation: (Depending on outcome of research above)

Record recommendation: Any reports should be made publicly available through the local HER and the HE Archive.

Condition: n/a

6.1 NATIONAL GRID GAS PRESSURE REDUCTION STATION AND DEPOT

KING'S LYNN HERITAGE ACTION ZONE: SOUTHGATES HISTORIC AREA ASSESSMENT

APPENDIX: GAZETTEER



The National Grid Gas Pressure Reduction Station and Depot from the air. Detail of HEA 33197/025
Damian Grady 19-JUN-2017 © Historic England

Site Name National Grid Gas Pressure Reduction Station and Depot

Area number in HAA: 6.1

Status Unlisted

Local planning authority: Borough of King's Lynn and West Norfolk

County: Norfolk

Summary Modern machinery regulating gas pressure, within a metal fence.

Area 1,037 sq metres

NGR TF 6221818997

Parish: Non- Civil Parish (historically in the parish of All Saints', South Lynn)

NRHE/HER nos n/a

Location On the south side of Southgates Roundabout, between Nar Ouse Way and the Hardwick Road

Street/House Number Kellard Place/ ?? /PE30 5DD

Architects etc Not known

Contact details – Not known

Type/Period/Form Gas Depot/late 20th to early 21st centuries/extant structure

Listed asset description n/a

Visible: NHLE 1195304 – South Gate, Grade I

Locally designated heritage assets and environmental designations n/a

Landscape and settlement context

The site lies south-west of the South Gate of Lynn, the principal land entrance to the town from at least the 15th century and probably as far back as the 12th century. The area historically known as South Lynn (not to be confused with the modern suburb of the same name) was where the town first began to develop in the 11th century as a community of saltpanners on an island at the south-east of the Wash. Over the ensuing centuries the area of dry land increased through both natural causes and human assistance, and the town grew to the north. The new part remained administratively separate from South Lynn until the 16th century, but the town defences started in the 13th century encircled both parts. The present site lies at the point where Out South Gates (the road from the South Gate) divided, with the Hardwick Road going south-east and the Wisbech Road south-west, a junction now represented by Southgates Roundabout. The area was for centuries in the ownership of King's Lynn Corporation and used as (sometimes marshy) pasture

History of the site

In 1825 King's Lynn's first gas works (q.v.) was built a little to the west of this site. Not until 1939 did the company buy from the Corporation a further small plot (three roods) to the east, directly facing the South Gate. Perhaps because of this important sightline, the Corporation retained a small roadside strip which they were to lay out as a small public garden, backed by a new wall, which was carried on to the Gas Works gate. A carburetted water gas plant was subsequently built on the site.

The works closed in the early 1960s, and much was demolished in 1964. The whole site was renamed the British Gas Eastern Depot, but after the two remaining

gasometers were demolished in 1988, the gas industry then vacated the main site, although retaining the current site as a National Grid Gas Pressure Reduction Station and Depot.

Description of the site

The only buildings are three flat-roofed, windowless, tank-like metal structures, painted a pale grey, with some externally-visible pipework, and a small, flat-roofed brick structure. The perimeter of the site is marked by modern metal railings, which dominate the external appearance.

Assessment within period/building type

The site has archaeological potential, as set out in the Research Report, especially in relation to Civil War defences and industrial archaeology.

Pictures

For further images of the site, see Research Report

References to further sources of information

See the main Historic Area Assessment, to which this entry is an appendix, and the sources cited in it:

Katie Carmichael, Jonathan Kewley and Sarah Newsome 2018 *Southgates, King's Lynn, Norfolk: Historic Area Assessment* (Swindon: Historic England)

Site Visit

External only **Attended By:** Katie Carmichael; Jonathan Kewley **Date** May-August 2017

Record Author: Katie Carmichael **Date:** 17 August 2017

Amended by: Jonathan Kewley **Date:** 12 March 2018

Further research required: None unless any redevelopment is likely, in which case investigation and/or a watching brief should be undertaken, given the archaeological potential of the site as set out in the Research Report

Recommendations for specialist investigation: (Depending on outcome of research above)

Record recommendation: Any reports should be made publicly available through the local HER and the HE Archive.

Condition: Presumably meeting gas industry standards

6.2 KING'S LYNN TRAVELODGE

KING'S LYNN HERITAGE ACTION ZONE: SOUTHGATES HISTORIC AREA ASSESSMENT

APPENDIX: GAZETTEER



The King's Lynn Travelodge from the south-west. Photograph Jonathan Kewley 16-JAN-2018 © Historic England

Site Name King's Lynn Travelodge

Area number in HAA: 6.2

Status Unlisted

Local planning authority: Borough of King's Lynn and West Norfolk

County: Norfolk

Summary A chain motel built in 2016 and designed in the company's usual style

Area 0.36 hectares

NGR TF 6225 1891

Parish: Non- Civil Parish (historically in the parish of All Saints', South Lynn)

NRHE/HER nos n/a

Location On the east side of Kellard Place, just north-east of its junction with Nar Ouse Way

Street/House Number Kellard Place/ ?? / PE30 5DD or 5DG

Architects etc Cornish Architects (Michael LeDonne) for Travelodge

Contact details – not known

Type/Period/Form Hotel/21st century/extant building

Listed asset description n/a

Locally designated heritage assets and environmental designations n/a

Landscape and settlement context

The site lies south of the South Gate of Lynn, the principal land entrance to the town from at least the 15th century and probably as far back as the 12th century. The area historically known as South Lynn (not to be confused with the modern suburb of the same name) was where the town first began to develop in the 11th century as a community of saltpanners on an island at the south-east of the Wash. Over the ensuing centuries the area of dry land increased through both natural causes and human assistance, and the town grew to the north. The new part remained administratively separate from South Lynn until the 16th century, but the town defences started in the 13th century encircled both parts. On the west the site is close to the east bank of the River Nar, which flows north to join the Great Ouse (although its course in the Middle Ages seems to have been further east, possibly flowing northwards more or less where the Travelodge now stands).

History of the site

The present site lies south of the point where Out South Gates (the road from the South Gate) divided, with the Hardwick Road going south-east and the Wisbech Road south-west, a junction now represented by Southgates Roundabout. The area was for centuries in the ownership of King's Lynn Corporation and used as (sometimes marshy) pasture. Most of it remained agricultural into the 20th century. During the 20th century the site was used as allotments, although the south-west portion (roughly the Travelodge site) remained a field, perhaps associated with a long single-storey building with chimneys, probably a cottage.

After the Second World War some, including the present site, was used as a lorry park for the Gas Works to the west. The area appeared increasingly derelict by the beginning of the 21st century, but in 2007, as part of the Nar Ouse Regeneration Area (NORA), planning permission was given for a large-scale 'mixed use development comprising housing, live/work units, employment office, business, light industry and warehouse uses, leisure, retail, health, education and community facilities together with the provision of car parking, strategic landscaping, strategic highway and other associated infrastructure'.

In 2009, as part of the regeneration, a new main road called Nar Ouse way was cut through just to the west of the current site. The land to the east of it (including the Travelodge site) had a cul-de-sac called Kellard Place built on it, divided into three plots: the Travelodge site; the site of the Gatehouse public house; and another plot, currently vacant but with planning permission for retail use. The road was named after Kellard House, a part of the Gas Works demolished in 2009. To the east of the site is an industrial estate called Horsley's Field.

Planning permission was granted in 2012 for a motel, part of the Travelodge chain, called the King's Lynn Travelodge; it opened in 2016. The architects were Cornish Architects of London (Michael LeDonne), adopting 'Travelodge design standards'. The Travelodge site adjoins the Gatehouse 'pub restaurant', which provides a convenient eating option for residents, in the symbiotic way which is usual for motels and restaurants in the United States.

Description of the site

The Travelodge is faced in a mixture of clad in a mixture of red brick and unpainted weatherboarding. The roof is of slate (probably artificial).

The plan has the main entrance into an atrium-like reception area at the north end with central spine corridors on each floor with bedrooms each side (sixty-eight in all). The walls (but not the oversailing roof) are set back at the north-west corner. The northern third or so of the building is slightly wider (west-east) than the rest.

The roof is shallow-pitched and hipped, with the unusual feature of what one might call a reverse hip (a gully) on the south side of the northern, wider third. The principal, west front has a double-height glazed wall at the north end, with a prominent blue border and a central door (the main entrance). The west front is in two sections; the northern third, which projects slightly (giving visual expression to the fact that this end contains the larger bedrooms), is clad in unpainted weatherboarding, while the southern two-thirds has its faced divided vertically into panels of red brick and unpainted weatherboarding. Both sections contain fairly small windows, a little broader than square and divided vertically into two lights.

The south elevation is plain red brick except for a door leading to an elaborate unpainted metal fire escape. The north elevation is clad in unpainted weatherboarding; the only openings are two service doors. The east elevation (not readily visible) is, like the west, in two parts, with the same windows. The northern third is clad in unpainted weatherboarding, the southern two-thirds in red brick.

The interior was not inspected.

Outside there is a car park with parking (according to the approved planning application) for sixty-one cars.

Assessment within period/building type

It is an example of chain motel architecture of the 21st century. The type does not appear to have been fully studied, but this would appear to be a typical example of the lower kind.

Pictures

See Research Report for further images

References to further sources of information

See the main Historic Area Assessment, to which this entry is an appendix, and the sources cited in it:

Katie Carmichael, Jonathan Kewley and Sarah Newsome 2018 *Southgates, King's Lynn, Norfolk: Historic Area Assessment* (Swindon: Historic England)

Site Visit

External only **Attended By:** Katie Carmichael; Jonathan Kewley **Date** May-August 2017

Record Author: Katie Carmichael **Date:** 17 August 2017

Amended by: Jonathan Kewley **Date:** 27 February 2018

Further research required: None unless any redevelopment is ever likely, in which case investigation and/or a watching brief should be undertaken, given the archaeological potential of the site as set out in the Research Report, especially in relation to the possible early course of the River Nar.

Recommendations for specialist investigation: (Depending on outcome of research above)

Record recommendation: Any reports should be made publicly available through the local HER and the HE Archive.

Condition: Appears good

6.3 THE GATEHOUSE PUB RESTAURANT

KING'S LYNN HERITAGE ACTION ZONE: SOUTHGATES HISTORIC AREA ASSESSMENT

APPENDIX: GAZETTEER



The west front of the Gatehouse 'pub restaurant' from Kellard Place. Photograph Jonathan Kewley 16-JAN-2018 © Historic England

Site Name The Gatehouse Pub Restaurant

Area number in HAA: 6.3

Status Unlisted

Local planning authority: Borough of King's Lynn and West Norfolk

County: Norfolk

Summary A 'pub restaurant' built in 2013 as part of the Greene King Brewery's Hungry Horse chain of 'pub restaurants' and designed by their in-house architect.

Area c 2,528 sq metres

NGR TF 6228 1899

Parish: Non- Civil Parish (historically in the parish of All Saints', South Lynn)

NRHE/HER nos n/a

Location On the east side of Kellard Place, at the north end.

Street/House Number Kellard Place/ ?? /PE30 5DD

Architects etc Not known – built for Greene King

Contact details – not known

Type/Period/Form Inn/21st century/extant building

Listed asset description

Nearby:

NHLE 1391461 Fife Fishing Disaster Monument, Hardwick Cemetery, Grade II

NHLE 1195304 – South Gate, Grade I

Locally designated heritage assets and environmental designations n/a

Landscape and settlement context

The site lies south of the South Gate of Lynn, the principal land entrance to the town from at least the 15th century and probably as far back as the 12th century. The area historically known as South Lynn (not to be confused with the modern suburb of the same name) was where the town first began to develop in the 11th century as a community of saltpanners on an island at the south-east of the Wash. Over the ensuing centuries the area of dry land increased through both natural causes and human assistance, and the town grew to the north. The new part remained administratively separate from South Lynn until the 16th century, but the town defences started in the 13th century encircled both parts. On the west the site is close to the east bank of the River Nar, which flows north to join the Great Ouse (although its course in the Middle Ages seems to have been further east, possibly flowing northwards more or less where the Gatehouse now stands).

History of the site

The present site lies just south-east of the point where Out South Gates (the road from the South Gate) divided, with the Hardwick Road going south-east and the Wisbech Road south-west, a junction now represented by Southgates Roundabout. The south-east part of the town's Civil War defences ran somewhere over or very near the present site. The whole area was for centuries in the ownership of King's Lynn Corporation and used as (sometimes marshy) pasture. Most of it remained agricultural into the 20th century. During the 20th century the site was used as allotments.

After the Second World War some, including the present site, was used as a lorry park for the Gas Works to the west. The area appeared increasingly derelict by the beginning of the 21st century, but in 2007, as part of the Nar Ouse Regeneration Area (NORA), planning permission was given for a large-scale 'mixed use development

comprising housing, live/work units, employment office, business, light industry and warehouse uses, leisure, retail, health, education and community facilities together with the provision of car parking, strategic landscaping, strategic highway and other associated infrastructure’.

In 2009, as part of the regeneration, a new main road called Nar Ouse way was cut through just to the west of the current site. The land to the east of it (including the Gatehouse site) had a cul-de-sac called Kellard Place built on it, divided into three plots: the Gatehouse site; the site of the Travelodge; and another plot, currently vacant but with planning permission for retail use. The road was named after Kellard House, a part of the Gas Works demolished in 2009. To the east of the site is an industrial estate called Horsley’s Field. To the north, but with no vehicular access onto it, is the Hardwick Road.

The Gatehouse was built in 2013 for Messrs Greene King, brewers, and is described as ‘pub restaurant’. It adjoins the Travelodge motel, for residents of which it provides a convenient eating option, in the symbiotic way which is usual for motels and restaurants in the United States.

Description of the site

The Gatehouse is clad in a mixture of unpainted weatherboarding, red brick and dark engineering brick. The roof of the main part of the building is slate (presumably artificial) and that of the north wing of red tiles.

There is a main, two-storey block facing west with a single-storey wing to the north. The former has a gabled roof running north-south with a slightly-projecting gable in the west front. There is a small central porch with faux-Victorian detailing. The south front consists, to the west, of the wide gable of the main range, and on the east a projecting wing with a gabled roof running east-west. On the ground floor of its south side is a projecting roof, probably a smokers’ shelter.

The north wing also has a gabled roof running north-south. It has a large gabled projection on the west side which, apart from the roof, is almost entirely glazed, and a brick-faced wing running east, parallel to the road (it in turn has a short, glazed, north-running projection). The space between the two eastward-running wings contains a balcony at first-floor level.

The interior was not inspected.

Assessment within period/building type

A typical building for an early-21st century mass-market chain. It perhaps suffers in comparison with the Travelodge.

Pictures

See Research Report for further images.

References to further sources of information

See the main Historic Area Assessment, to which this entry is an appendix, and the sources cited in it:

Katie Carmichael, Jonathan Kewley and Sarah Newsome 2018 *Southgates, King's Lynn, Norfolk: Historic Area Assessment* (Swindon: Historic England)

Site Visit

External only **Attended By:** Katie Carmichael; Jonathan Kewley **Date** May-August 2017

Record Author: Katie Carmichael **Date:** 17 August 2017

Amended by: Jonathan Kewley **Date:** 27 February 2018

Further research required: None unless any redevelopment is likely, in which case investigation and/or a watching brief should be undertaken, given the archaeological potential of the site as set out in the Research Report, especially in relation to any former course of the River Nar and to Civil War earthworks.

Recommendations for specialist investigation: (Depending on outcome of research above)

Record recommendation: Any reports should be made publicly available through the local HER and the HE Archive.

Condition: Appears good

7.1 KING'S LYNN BUS GARAGE

KING'S LYNN HERITAGE ACTION ZONE: SOUTHGATES HISTORIC AREA ASSESSMENT

APPENDIX: GAZETTEER



The principal, south front of the earlier half of the Bus Garage. Detail of HEA DP219056 15-AUG-2017
Patricia Payne © Historic England

Site Name King's Lynn Bus Garage

Area number in HAA: 7.1

Status Unlisted

Local planning authority: Borough of King's Lynn and West Norfolk

County: Norfolk

Summary Bus garage in two main parts – the older, in classical style, built in or before 1928, the newer, a double-gabled shed with brick screen wall, added in 1933.

Area c 2,000 sq metres

NGR TF 6224 1911

Parish: Non- Civil Parish (historically in the parish of All Saints', South Lynn)

NRHE/HER nos n/a

Location On the north side of Vancouver Avenue, at the west end

Street/House Number Vancouver Avenue/25/PE30 5RD

Architects etc Not known. Built for the Eastern Counties Omnibus Co Ltd, part of the Tilling group

Contact details – not known

Type/Period/Form Transport/Early 20th Century/Extant Building

Listed asset description n/a

Nearby: NHLE 1195304 – South Gate, Grade I

Locally designated heritage assets and environmental designations Borders the Friars Conservation Area

Landscape and settlement context

The site lies to the east of Out South Gates, the short stretch of road leading up to the South Gate of Lynn, the principal land entrance to the town from at least the 15th century and probably as far back as the 12th century. The area historically known as South Lynn (not to be confused with the modern suburb of the same name) was where the town first began to develop in the 11th century as a community of saltpanners on an island at the south-east of the Wash. Over the ensuing centuries the area of dry land increased through both natural causes and human assistance, and the town grew to the north. The new part remained administratively separate from South Lynn until the 16th century, but the town defences started in the 13th century encircled both parts.

The northern boundary of the present site was the watercourse known latterly as the Middleton Stop Drain (formerly the Middleton Fleet) which was largely drained in the late 20th century. To its south was the Hardwick Road, the main route to wards London. It is uncertain what was on this site in the Middle Ages and whether there was any settlement outside the South Gate. In 1643 and 1645 extensive defensive earthworks were built south of the South Gate, and map evidence suggests some ran across this site. It was in agricultural use until Vancouver Avenue was laid out some time between 1905 and 1928. Most of the new road was built up with semi-detached houses, but this site (and the filling station to its south-west) were used for transport purposes.

History of the site

Bus garages have been little studied. According to the principal source, a report by Calladine and Morrison, they usually had two principal elements, offices and a covered parking area, the latter usually with a refuelling point by the entrance. The structure was generally steel-framed, clad in brick, with a wide-span double-

pitch roof with some form of top lighting. During the 1930s a new roof-form was introduced with a series of narrower-span pitched roofs, often without supporting stanchions. The word depot is sometimes used instead of garage, it would appear interchangeably. What is important is that they were not bus stations – in other words passengers did not board or alight there.

The King's Lynn garage currently consists of two parts. The western, earlier section is said to have been built in 1932, but in fact appears in an aerial photograph of 1928. It is in effect a shed with a strictly symmetrical stripped classical facing. The central opening has been widened and heightened since the 1928 photograph (presumably to accommodate taller buses). The west elevation is no longer visible as the filling station has been built against it, but the 1928 photograph shows it to have had regularly-spaced pilasters and a large central doorway, probably the main entrance.

To the east lies an extension of 1933 in what Calladine and Morrison call a standard Tilling design, after the bus company of that name., it consists of a double roof with front-facing gables partially hidden behind a low continuous brick parapet, thus in the new style of that decade. (making three vehicular openings in all, including the original building, and allowing, as was the ideal, a separate entrance and exit).. A brick lean-to extension on the east, with a corrugated roof, is probably that for which planning permission was granted in 1950.

At the back (north) the ground slopes sharply to the Middleton Stop Drain, and the lower stages of the Garage are a brick retaining wall. Towards the west this joins a more sharply north-west/south-east retaining wall of older brick, which probably relates to embanking works for the Middleton Stop Drain; it does not match the brickwork of the 1899 battlemented bridge and is probably earlier, perhaps from when the east passageway was cut through the South Gate.

It appears that in the original 1920s building there may, contrary to the usual position as outlined by Calladine and Morrison, have been no offices, which were added only in the later extensions to the north-west.

Description of the site

The building is principally of brick, the west half rendered and painted. The rear elevation is partly clad in corrugated metal. The roof structure is of steel.

The western half (approximately 21m wide and 26m long) is a rectangular structure, with the longer sides aligned north-west/south-east. The eastern part is also rectangular (approximately 26m wide by 22m long), with the longer side aligned south-west/north-east. There appear to be no internal partitions. The two halves join, with a wide opening allowing the interiors of both to be treated as one space. There is a rectangular extension to the east and a more irregularly-shaped one (following the site boundary) to the north.

The south front of the western half has a large, central vehicular opening. There are pilasters at each side with a cornice running between them, raised in the centre over

the wide vehicular entrance. The front elevation, above the cornice, is treated as a pediment, with a metal-framed window, now blocked up, in the middle. At each side of the doors are multi-paned metal windows. The rear elevation, to Southgates Park, has a gable or pediment is of corrugated metal. Below it is an irregularly-shaped flat-roofed extension which goes up to the park boundary and then wraps round the north-west corner, behind the petrol station; the western wall is rendered, the northern bare brick and the south-western faced with brick to match the modern filling station. It has a central chimney. The north elevation has three multi-pane metal windows.

The eastern half consists of a double roof with two front-facing gables partially hidden behind a low continuous brick parapet. There is a single vehicle entrance towards the west, with a wider vehicle entrance in the centre. There are very simple astylar brick pilasters at each side of both openings, and what is probably a cement facing for metal lintels is carried across from one to the other. On the north elevation the two gables are visible, clad in corrugated metal, with a corrugated-roofed lean-to, again clad in corrugated metal and with three blocked-up windows. The east elevation is clad in corrugated metal. The eastern extension is brick with on its south elevation, which has a single window, a false wall with parapet hiding the roof from the front; its east wall has two windows and a door.

The interior of the 1920s and 1933 sections is all one space, although the rear extension to the west part is divided off. Light steel trusses are visible internally, and the interior is lit by long continuous roof lights in the eastern part.

Assessment within period/building type

The Bus Garage, still in use at the time of researching this assessment, is an attractive building with some presence when seen from the south. It is an interesting commentary on changing perceptions of style in the inter-war years – the earlier, 1920s part classical, and quite an imposing structure, the 1930s extension aiming at flat-roofed Modern (even if not hiding its gables very well). It is a public building (at the time of the Munich crisis the Corporation designated it as an auxiliary fire station) but it is important to remember it is and seems always to have been a bus garage or depot not a bus station – in other words buses were kept and maintained here, but passengers were not picked up or dropped off. It was therefore a building to be seen but not visited. It is unclear, in the absence of national research, quite how rare or otherwise it is.

Pictures

See Research Report for further images.

References to further sources of information

See the main Historic Area Assessment, to which this entry is an appendix, and the sources cited in it:

Katie Carmichael, Jonathan Kewley and Sarah Newsome 2018 *Southgates, King's Lynn, Norfolk: Historic Area Assessment* (Swindon: Historic England)

Site Visit

External only **Attended By:** Katie Carmichael; Jonathan Kewley **Date** May-August 2017

Record Author: Katie Carmichael **Date:** 17 August 2017

Amended by: Jonathan Kewley **Date:** 27 February 2018

Further research required: Internal inspection; archival research into building ownership and history. If any redevelopment is likely, investigation and/or a watching brief should be undertaken, given the archaeological potential of the site as set out in the Research Report, especially in relation to Civil War earthwork and any former course of the River Nar

Recommendations for specialist investigation: (Depending on outcome of research above)

Record recommendation: Any reports should be made publicly available through the local HER and the HE Archive.

Condition: Appears good

7.2 FORMER FILLING STATION, OUT SOUTH GATES

KING'S LYNN HERITAGE ACTION ZONE: SOUTHGATES HISTORIC AREA ASSESSMENT

APPENDIX: GAZETTEER



The filling station from the south-west in 2017. Detail of HEA DP219062] 15-AUG-2017 Patricia Payne
© Historic England

Site Name Former Filling Station, Out South Gates (latterly The Heart of Cars)

Area number in HAA: 7.2

Status Unlisted

Local planning authority: Borough of King's Lynn and West Norfolk

County: Norfolk

Summary A 1980s filling station on the site of one from the 1920s

Area c 700 sq metres

NGR TF 6221 1909

Parish: Non- Civil Parish (historically in the parish of All Saints', South Lynn)

NRHE/HER nos n/a

Location Located on the corner of Out South Gates and Vancouver Avenue

Street/House Number Vancouver Avenue/ ?? / PE30 5QZ

Architects etc Built for Texaco Ltd to designs by Gilmore Hankey Kirke Partners of London

Contact details – not known

Type/Period/Form Petrol Station/Late 20th Century/Extant Building

Listed asset description n/a

Nearby: NHLE 1195304 – South Gate, Grade I

Locally designated heritage assets and environmental designations Borders the Friars Conservation Area

Landscape and settlement context

The site lies south-east of the South Gate of Lynn, the principal land entrance to the town from at least the 15th century and probably as far back as the 12th century. The area historically known as South Lynn (not to be confused with the modern suburb of the same name) was where the town first began to develop in the 11th century as a community of saltpanners on an island at the south-east of the Wash. Over the ensuing centuries the area of dry land increased through both natural causes and human assistance, and the town grew to the north. The new part remained administratively separate from South Lynn until the 16th century, but the town defences started in the 13th century encircled both parts.

History of the site

The northern boundary of the present site was the watercourse known latterly as the Middleton Stop Drain (formerly the Middleton Fleet) which was largely drained in the late 20th century. To its south was the Hardwick Road, the main route to wards London. It is uncertain what was on this site in the Middle Ages and whether there was any settlement outside the South Gate. In 1643 and 1645 extensive defensive earthworks were built south of the South Gate, and map evidence suggests some ran across this site. It was in agricultural use until Vancouver Avenue was laid out some time between 1905 and 1928. Most of the new road was built up with semi-detached houses, but this site (and Bus Garage to its north-east) were used for transport purposes.

Research has not so far revealed the date of the first establishment of a filling station on the site, but it was probably whenever the Bus Garage was first built. In 1928 there were external petrol pumps (two sets of three) with no canopy over them. In 1938 planning approval was granted for a petrol pump enclosure. This was to the Eastern Counties Omnibus Company, so the site must then have been in one ownership with the Bus Garage and was perhaps used principally for fuelling buses, although in 1933 its proprietor is listed as one Leo C. Taylor, presumably a tenant. Images from 1959 and 1960 show an attractive petrol station, then selling Regent petrol and called Southgate Services (King's Lynn) Ltd; some pumps were

underneath a low hipped-roofed canopy with a kiosk in between. A screen wall backs the premises and hides the south-west side of the Bus Garage and what are possibly stores against it. The whole site is demarcated from the road and pavement by a post and chain fence. In contrast to what came afterwards, this filling station was attractively-designed, was of modest scale, and did not hide either the Bus Garage or the South Gate.

In 1967 Regent was renamed Texaco. In 1986 planning permission was granted for the rebuilding of the filling station, and the resulting building is what exists now. In 2008 a planning application to convert the premises into a hand car wash was refused. They were used as a second-hand car dealership for a while but at the time of writing are empty.

Description of the site

The most prominent feature is a flat canopy over where the petrol pumps were. It is irregularly shaped, consisting of a main square supported by four stanchions, and a smaller section connecting it to the building. It runs right up to the road. At the time of research it was painted black.

The building is a single-storey brown-brick, rectangular structure one long side of which abuts the southern half of the south-west front of the Bus Garage.

The interior was not inspected.

To its north is a Portakabin-type building surrounded by modern metal railings, accessed from the forecourt. It is set back behind the dwarf wall which starts at this point and runs northwards as the eastern boundary of the eastern carriageway past the South Gate

Assessment within period/building type

Without an internal inspection or archival research, a proper assessment is not possible.

Pictures

See Research Report for further images

References to further sources of information

See the main Historic Area Assessment, to which this entry is an appendix, and the sources cited in it:

Katie Carmichael, Jonathan Kewley and Sarah Newsome 2018 *Southgates, King's Lynn, Norfolk: Historic Area Assessment* (Swindon: Historic England)

Site Visit

External only **Attended By:** Katie Carmichael; Jonathan Kewley **Date** May-August 2017

Record Author: Katie Carmichael **Date:** 17 August 2017

Amended by: Jonathan Kewley **Date:** 13 March 2018

Further research required: None unless any redevelopment is likely, in which case investigation and/or a watching brief should be undertaken, given the archaeological potential of the site as set out in the Research Report, especially in relation to any remains of medieval structures which might have existed outside the South Gate until the Civil War, and to Civil War defences.

Recommendations for specialist investigation: (Depending on outcome of research above)

Record recommendation: Any reports should be made publicly available through the local HER and the HE Archive.

Condition: Appears fair

7.3 FORMER PUBLIC LAVATORIES, OUT SOUTH GATES

KING'S LYNN HERITAGE ACTION ZONE: SOUTHGATES HISTORIC AREA ASSESSMENT

APPENDIX: GAZETTEER



The underground former public lavatories on the east side of Out South Gates. Photograph Jonathan Kewley 16-JAN-2018 © Historic England

Site Name Former public lavatories, Out South Gates

Area number in HAA: 7.3

Status Unlisted

Local planning authority: Borough of King's Lynn and West Norfolk

County: Norfolk

Summary Underground public lavatories built by King's Lynn Corporation in 1938-39, but now closed

Area c 40 sq metres

NGR TF62211912

Parish: Non- Civil Parish (historically in the parish of All Saints', South Lynn)

NRHE/HER nos n/a

Location On the east side of Out South Gates at its northern end

Street/House Number Out South Gates/ ?? / PE30 5RD

Architects etc Not known, but probably the Borough Surveyor's office. Built by Universal Construction Ltd of Ilford

Contact details – not known

Type/Period/Form Public Convenience/Mid 20th Century/Extant Building

Listed asset description

Nearby: NHLE 1195304 – South Gate, Grade I

Locally designated heritage assets and environmental designations Almost abutting the Friars Conservation Area

Landscape and settlement context

The site lies to the east of Out South Gates, the short stretch of road leading up to the South Gate of Lynn, the principal land entrance to the town from at least the 15th century and probably as far back as the 12th century. The area historically known as South Lynn (not to be confused with the modern suburb of the same name) was where the town first began to develop in the 11th century as a community of saltpanners on an island at the south-east of the Wash. Over the ensuing centuries the area of dry land increased through both natural causes and human assistance, and the town grew to the north. The new part remained administratively separate from South Lynn until the 16th century, but the town defences started in the 13th century encircled both parts.

Just north of the present site was the watercourse known latterly as the Middleton Stop Drain (formerly the Middleton Fleet) which was largely drained in the late 20th century. It was crossed by Southgates Bridge which was attached to the South Gate.

History of the site

It is uncertain what was on this site in the Middle Ages and whether there was any settlement outside the South Gate; if there was, it would have been destroyed in 1643 and 1645, when extensive defensive earthworks were built south of the South Gate. It was in agricultural use until the early 20th century. A small amount of land was taken when in 1899-1900 an extra carriageway was built to the east side of the South Gate. A new crenelated red-brick wall was built as a retaining wall for this carriageway to the east side of Out South Gates; it forms the western boundary of this site.

Sometime, probably in the early to mid 1920s, a Bus Garage and filling station were constructed on the corner of Out South Gates and the new Vancouver Avenue; this site was part of their grounds. In 1938-39 King's Lynn Corporation built public

lavatories on this site. As was common at that time, they are underground, with separate flights of steps leading to the men's and women's facilities. In fact, because of the northward slope, they are not entirely subterranean, but this is not obvious. To give access to the steps, two breaches were made in the crenelated wall.

Description of the site

Red brick with a flat roof; the walls are capped by bricks on edge. The west wall is formed by the earlier red brick retaining wall on the east of Out South Gates where it bypasses the South Gate to become the London Road. Two flights of steps lead down through breaks in this wall, one at the north and the other at the south. There appear to have been six skylights, now boarded up, and five air bricks in the west wall. No signage appears to survive although there is a certain amount of vegetative overgrowth.

The interior was not inspected.

Assessment within period/building type

Without an internal inspection or archival research, a proper assessment is not possible.

Pictures

See Research Report for further images

References to further sources of information

See the main Historic Area Assessment, to which this entry is an appendix, and the sources cited in it:

Katie Carmichael, Jonathan Kewley and Sarah Newsome 2018 *Southgates, King's Lynn, Norfolk: Historic Area Assessment* (Swindon: Historic England)

Site Visit

External only **Attended By:** Katie Carmichael; Jonathan Kewley **Date** May-August 2017

Record Author: Katie Carmichael **Date:** 17 August 2017

Amended by: Jonathan Kewley **Date:** 27 February 2018

Further research required: None unless any redevelopment is likely, in which case investigation and/or a watching brief should be undertaken, given the archaeological potential of the site as set out in the Research Report, especially in relation to the course of the rivers, any medieval buildings outside the walls and Civil War defences.

Recommendations for specialist investigation: (Depending on outcome of research above)

Record recommendation: Any reports should be made publicly available through the local HER and the HE Archive.

Condition: Not possible to assess. Somewhat overgrown.

8.1 ROADS AROUND SOUTHGATES

KING'S LYNN HERITAGE ACTION ZONE: SOUTHGATES HISTORIC AREA ASSESSMENT

APPENDIX: GAZETTEER



Southgates Roundabout looking west in 2018. Photograph Jonathan Kewley 19-FEB-2018
© Historic England

Site Name Roads around Southgates

Area number in HAA: 8.1

Status n/a

Local planning authority: Borough of King's Lynn and West Norfolk

County: Norfolk

Summary Since the Middle Ages the main route out of King's Lynn to the south, and later the east and west as well. New roads added in the early 20th and early 21st centuries, and junction turned into a roundabout

Area c 1.3 hectares

NGR TF 62212 19054

Parish: Non- Civil Parish (historically in the parish of All Saints', South Lynn)

NRHE/HER nos n/a

Location Southgates Roundabout and the roads leading off it

Street/House Number PE30 5RD

Architects etc Not known

Contact details – Not known

Type/Period/Form Road/medieval to 21st century/surface deposit

Listed asset description

Abutting: NHLE 1195304 – South Gate, Grade I

Nearby:

NHLE 1195300 – Buckingham Terrace, Grade II

NHLE 1291266 – 1-11 Guanock Place, Grade II

Locally designated heritage assets and environmental designations Partly within the Friars Conservation Area

Landscape and settlement context

The road system emanates from the South Gate of Lynn, the principal land entrance to the town from at least the 15th century and probably as far back as the 12th century. The area historically known as South Lynn (not to be confused with the modern suburb of the same name) was where the town first began to develop in the 11th century as a community of saltpanners on an island at the south-east of the Wash. The road south-east ran along a winding causeway called Hardwick Dam over semi-tidal, marshy land, and probably dates to an early phase of the settlement of South Lynn. Over the ensuing centuries the area of dry land increased through both natural causes and human assistance, and the town grew to the north. The new part remained administratively separate from South Lynn until the 16th century, but the town defences started in the 13th century encircled both parts.

History of the site

Before the 19th century the road system around the Southgates area was H-shaped, with the South Gate bisecting the cross-bar of the H. North of the gate, there was a short stretch of straight road, and then a choice of routes: sharp left onto Southgate, leading to the town centre, or bearing right on a bridle road and following round inside the line of the walls past the Old Gannock Gates and thence circuitously towards the town centre. South of the gate, there was a rather longer straight stretch, then as now called Out South Gates. At what is now the north of the roundabout,

there was again a choice of two routes: left (south-east) towards London on the Hardwick Road, or right (south-west) on the Wisbech Road, which then as now shortly after crossed the River Nar by the Long Bridge. The first change to this came in 1804 but affected only the road system within the walls. It consisted of the demolition of buildings immediately inside the gates and the construction of a new road northwards, called London Road, leading straight to the town centre.

Equally significant for the traffic pattern outside the South Gate was the construction in 1821 of the first bridge across the Great Ouse at Lynn (previously all west-east traffic had crossed the river by ferry). The road east from it joined the Wisbech Road a little west of the bridge over the Nar. The result of this was that the South Gate became the point of entry for traffic not just from the south but from the west as well, including west-east traffic. The road system around Southgates then remained the same until the early 20th century. During the course of the 19th century the town began to expand to the south-west, so that the South Gate became the entrance to the old town rather than to the built-up area as a whole. In 1899-1900 the hub of the road system changed with the building of a new carriageway which bypassed the South Gate on its east side.

The junction at the south end of Out South Gates remained a three-way one until the early 20th century when a residential road, Vancouver Avenue, was constructed as part of the expansion of the town to the south, continuing the line of the Wisbech Road in a north-easterly direction through formerly open fields. It was at this time that the South Gate ceased to be the only entrance to King's Lynn proper; traffic bound for the station or the east and north-east of the town could now go up Vancouver Avenue instead.

Aerial photographs show that a roundabout was present at the junction by 1946, and it was extended to 100ft (c.30m) in diameter in 1959. In the 1970s the roundabout was removed in favour of an ordinary junction, but was restored, about the same size, in the 1990s; the alterations in the road layout in 2009, described below, mean that it is now slightly further south than before. The town sign, a feature of post-war Norfolk towns and villages, was erected in the middle of the roundabout in 1959; after various vicissitudes it was restored and put back in place in 2017.

In 2010 a new road was laid out called Nar Ouse Way, leading more or less due south from the roundabout and dissecting the former Gas Works site. It leads to a junction on the A17/A47, the modern main west-east route. Nar Ouse Way, Out South Gates and the London Road are now designated the A148. The Hardwick Road, from Southgates roundabout to Hardwick, is the A149. The Wisbech Road is now unclassified and a new bridge carrying the A17/A47 runs alongside the Free Bridge. The effect of all this is that east-west traffic for King's Lynn, on the arterial A17, is led off onto the A148 to the Southgates roundabout. Traffic from the south also comes to the roundabout by the A148 or A149. This means that Southgates is as much the principal entry point to Lynn as it has ever been.

Description of the site

Signage and street furniture is a major feature of the roundabout and its approaches, with traffic lights, tall lamp posts, metal railings and many metal road signs, together with lines and directions painted on the roads. The road surface is broken up by traffic islands/pedestrian refuges

Assessment within period/building type

n/a

Pictures

See Research Report for further images

References to further sources of information

See the main Historic Area Assessment, to which this entry is an appendix, and the sources cited in it:

Katie Carmichael, Jonathan Kewley and Sarah Newsome 2018 *Southgates, King's Lynn, Norfolk: Historic Area Assessment* (Swindon: Historic England)

Site Visit

External only **Attended By:** Katie Carmichael; Jonathan Kewley **Date** May-August 2017

Record Author: Katie Carmichael **Date:** 17 August 2017

Amended by: Jonathan Kewley **Date:** 13 March 2018

Further research required: None unless any works are likely, in which case investigation and/or a watching brief should be undertaken, given the archaeological potential of the site as set out in the Research Report, especially in relation to Civil War defences or foundations of medieval buildings.

Recommendations for specialist investigation: (Depending on outcome of research above)

Record recommendation: Any reports should be made publicly available through the local HER and the HE Archive.

Condition: n/a

8.2 WATERCOURSES AROUND SOUTHGATES

KING'S LYNN HERITAGE ACTION ZONE: SOUTHGATES HISTORIC AREA ASSESSMENT

APPENDIX: GAZETTEER



The former Middleton Stop Drain looking south-east (HEA DP219113 Patricia Payne 17-OCT-2017 © Historic England)

Site Name Watercourses around Southgates

Area number in HAA: 8.2

Status Unlisted

Local planning authority: Borough of King's Lynn and West Norfolk

County: Norfolk

Summary Two watercourses flowed through or around the HAA area – the Middleton Stop Drain/Middleton Fleet, becoming the Friars' Fleet downstream of the South Gate, and second the northward-flowing Nar, now the western boundary of the site but possibly originally with a more easterly course. The Friars' Fleet was filled in in the late 20th century, and the Middleton Stop Drain almost entirely drained.

Area 0.84 hectares (including banks and areas abutting, but outside, the HAA area)

NGR TF 62165 19141

Parish: Non- Civil Parish (historically in the parish of All Saints', South Lynn)

NRHE/HER nos n/a

Location The Nar runs north to south, passing under the Long Bridge on the Wisbech Road. The Middleton Stop Drain flowed under Southgates Bridge, becoming the Friars' Fleet on the other side of it.

Street/House Number n/a

Architects etc n/a

Contact details – n/a

Type/Period/Form n/a

Listed asset description

Nearby: NHLE 1195304 – South Gate, Grade I

Locally designated heritage assets and environmental designations Part in The Friars Conservation Area

Landscape and settlement context

The area historically known as South Lynn (not to be confused with the modern suburb of the same name) was where Lynn first began to develop in the 11th century as a community of saltpanners on an island at the south-east of the Wash. Over the ensuing centuries the area of dry land increased through both natural causes and human assistance, and the town grew to the north. The new part remained administratively separate from South Lynn until the 16th century, but the town defences started in the 13th century encircled both parts.

Lynn was defined by its relationship to the shifting waters of the Fens and the Wash. As land was reclaimed or dried out, there developed a network of fleets which combined the functions of drainage channels with, in the case of the larger ones, those of navigable waterways. The main river was the Great Ouse, much canalised over the centuries. Its principal tributary in the vicinity of Lynn was the northward-flowing Nar, which abuts the HAA area; its course may have changed over the years and archaeologists have suggested it may originally have flowed further east, just to the east of Out South Gates, perhaps.

History of the site

The Southgates area is bisected by the line of a watercourse which used to flow from east to west through it. The portion east of the South Gate is now known as the Middleton Stop Drain, formerly the Middleton Fleet, having carried water from the village of Middleton. It flowed under the bridge in front of the South Gate and then more or less due west for a stretch which was called the Friars' Fleet. It then joined the Nar. The waterway was tidal and navigable as far as Southgate Bridge into the 20th century; boats may have been able to go further upstream in the Middle Ages, before South Gates Bridge was partially infilled. This encouraged waterside uses for the land; there were shipyards and timberyards on the north and south banks of the Friars' Fleet. In the 16th century there had been six public quays along the Nar. Excavations further west have shown a substantial amount of reclamation by dumping, deliberate or otherwise. Because Southgates Bridge, at least in its 18th- and 19th-century form, was a bar to navigation, the character of the Friars' Fleet was essentially one of a watery cul-de-sac, an arm of the Nar which was used for landing coal or building ships.

There was from at least the 16th century a sluice underneath Southgates Bridge. During the 20th century most of the water was redirected by the drainage authorities, so that today the Friars' Fleet is entirely dry and only the westernmost part of the Middleton Stop Drain has any water in it.

Description of the site No wharves or other riverside structures survive. A sluice, much repaired, remains under Southgates Bridge.

Assessment within period/building type

n/a.

Pictures

See Research Report for further images

References to further sources of information

See the main Historic Area Assessment, to which this entry is an appendix, and the sources cited in it:

Katie Carmichael, Jonathan Kewley and Sarah Newsome 2018 *Southgates, King's Lynn, Norfolk: Historic Area Assessment* (Swindon: Historic England)

Site Visit

External only **Attended By:** Katie Carmichael; Jonathan Kewley **Date** May-August 2017

Record Author: Jonathan Kewley **Date:** 13 March 2018

Further research required: None unless any development is likely, in which case investigation and/or a watching brief should be undertaken, given the archaeological potential of the watercourse sites as set out in the Research Report.

Recommendations for specialist investigation: (Depending on outcome of research above)

Record recommendation: Any reports should be made publicly available through the local HER and the HE Archive.

Condition: n/a



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