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North Lowestoft Heritage Action Zone, Lowestoft, Suffolk: Landscape assessment

Magnus Alexander and Helen Winton
with Matthew Bristow, Sarah Newsome and Lawrence Rees

Discovery, Innovation and Science in the Historic Environment



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LANDSCAPE ASSESSMENT**

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SUMMARY

This is the fourth in a suite of research reports underpinning the Lowestoft Heritage Action Zone (HAZ) initiative, and focusses on the landscape of the HAZ, principally the public parks, North Denes, and surrounding areas where relevant. It is based upon ground survey of the public parks, a review of aerial photographs and supporting research.

The research has provided a higher level of resolution to the known history of the area than previously, both spatially and chronologically. It highlights the early use of Bellevue Park for defence and recreation, primarily as a result of its prominent position resulting in stunning sea views, and notes the largely unchanged layout of this park. Sparrow's Nest has had a more complex history, primarily as it was the home of HMS *Europa* during the Second World War and several buildings survive from this period. It was also one of the main entertainment venues in Lowestoft for most of the 20th century though little evidence of this survives. The extensive space of the Denes has had a wide range of uses, many being contemporary with one another, including common grazing, settlement (The Beach Village or Grit), industry (fishing and fish processing), and military as well as a wide range of leisure pursuits over the years.

This work supports the wider HAZ by providing an assessment of the heritage within the area, an evidence base for planning and design decisions, and a starting point for education, and engagement.

CONTRIBUTORS

This report was written by Magnus Alexander and Helen Winton and reviewed by Wayne Cocroft and Dave Went. Analytical Earthwork Survey was supported by Sarah Newsome and Matthew Bristow with assistance from Lawrence Rees (CIfA training placement). Much of the background historical research was undertaken by Matthew Bristow (for RRS 57-2019). Sharon Soutar, of the Public Engagement Group, produced the introductory graphics. The report was desktop published by Rachel Forbes.

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ARCHIVE LOCATION

Historic England Archive, The Engine House, Firefly Avenue, Swindon, SN2 2EH

DATE OF RESEARCH

Field survey was undertaken from November 2018 to February 2019 with follow up work continuing through to the summer of 2019. The review of aerial photographs, lidar and selected documentary sources was undertaken over the summer of 2019.

FRONT COVER

Lowestoft from the north with the parks and the southern part of North Denes visible in the foreground (Damian Grady © Historic England DP33765/042)

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INTRODUCTION

This report was prepared as part the North Lowestoft Heritage Action Zone (HAZ), a joint initiative between Historic England, Lowestoft Town Council, Waveney District Council and Suffolk County Council, with local amenity and business groups, which aims to utilise the historic environment to drive economic growth and improve quality of life. The HAZ is focussed on the Lowestoft North Conservation Area (and adjacent areas), which is currently felt to be in need of economic regeneration and reintegration with the rest of the town.

The Lowestoft HAZ is made up of 12 strands. This report forms a significant part of the second of these, *Lowestoft, deepening our understanding*, and is intended to inform the other projects within the HAZ. This report is the fourth (and final) in a suite of Historic England research reports developing this understanding. The others have covered a rare surviving example of an early chemist's shop (Morrison 2018), an assessment of the shop fronts on High Street (Carmichael 2019) and an examination of the surviving fishing industry buildings on Whapload Road (Bristow 2019).

The research in this report presents a narrative history of the landscape of the HAZ, principally the public parks and North Denes, but also including surrounding areas where relevant. This is based upon a topographic survey of the public parks within the HAZ, with some elements of analytical earthwork survey, and a review of the aerial photographic evidence, with supporting historical research. Although the broad historical development of the area is well known, the results of this research add detail and provide a higher degree of chronological and spatial resolution. The work outlined here serves to underpin the wider HAZ objectives by providing a baseline assessment of the heritage within the area, evidence upon which to base planning and design decisions, and information to act as a starting point for education, outreach and community engagement.

Location and extent

Lowestoft has the distinction of being Britain's most easterly town, overlooking Ness Point, the easternmost point of the British Isles, with the North Sea beyond (Figure 1). It is Suffolk's second largest town, after the county town, Ipswich, which lies 63km to its south-west. It is closer to Norwich, Norfolk's county town, 44km to the north-west, and Lowestoft's historic rival, Great Yarmouth, lies 17km to the north.

The HAZ area (Figure 2) comprises three distinct character zones (Scott Wilson Ltd 2007). Firstly, the historic core of the town around the High Street, the parish church, and the Scores, which includes the main concentration of Lowestoft's historic and listed buildings. Second, the post-1870s northward expansion of Lowestoft which incorporated the existing lighthouse (rebuilt in 1873), Bellevue, Sparrow's Nest and Arnold's Bequest public parks, and housing to the north. Finally, the Denes, the historic beach area with surviving net drying racks (to be developed to form a new East of England Park), the site of the lost beach village to the south of this, and the former fishing industry buildings of Whapload Road.

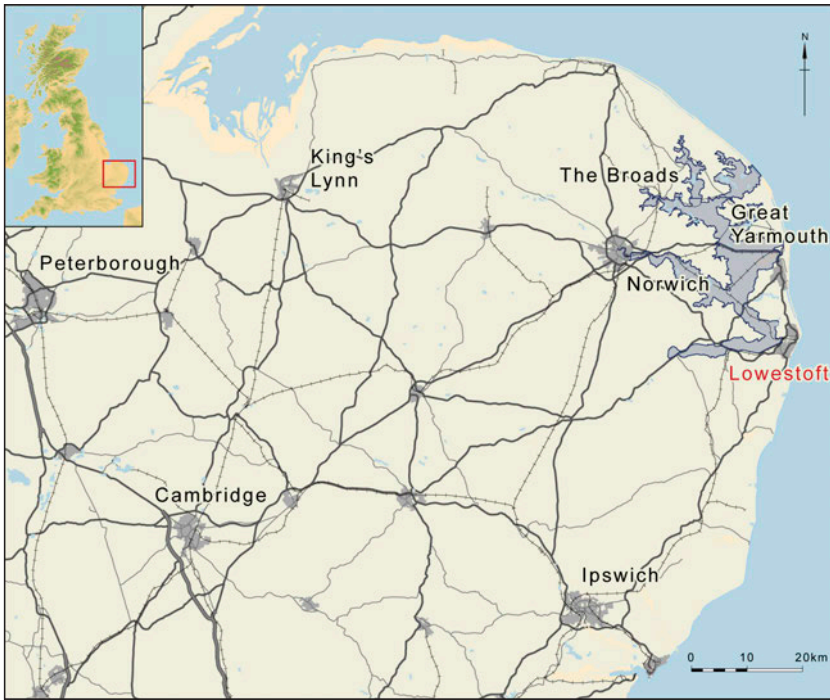


Figure 1 – The location of Lowestoft (Sharon Soutar; contains OS data © Crown copyright and database right 2019)



Figure 2 – The study areas and local topography; HAZ extent in orange, area for the aerial photography and lidar study in yellow (Sharon Soutar; contains OS data © Crown copyright and database right 2019 Ordnance Survey Licence number: 100019088)

Topography and geology

Lowestoft sits at the south end of what was historically a large island, defined by the North Sea to the east, the River Yare and Breydon Water to the north, the River Waveney to the west and Oulton Broad and Lake Lothing to the south (Figure 3 shows the south of this island, see also Figure 5). This broad picture is complicated by varying patterns of coastal erosion and deposition which have at times both blocked off and opened up the coastal inlets, particularly Lake Lothing. Historic and more recent land reclamation, peat cutting, and development have further obscured the topographic relationships with the sea and rivers.



Figure 3 – North Lowestoft and surrounding areas (Sharon Soutar; contains OS data © Crown copyright and database right 2019)

The historic core of Lowestoft is a compact strip focussed on High Street which runs north/south, on a slightly sinuous line that appears to have been determined by the top of ‘The Cliff’ which it parallels (Figure 2). High Street rises steadily from about 10m above sea level (or Ordnance Datum; OD) at its southern end to almost 25m OD at its northern end where it becomes Yarmouth Road and turns away from The Cliff to run along the western side of Bellevue Park maintaining the same general level. To the west, the ground level rises as High Street does, but to the east the ground falls away steeply, forming The Cliff. From the south The Cliff runs slightly east of north then curves more to the NNW continuing on a straight line for several kilometres, well beyond the study area. To the north of Bellevue Park is The Ravine, a pronounced gully cutting back westwards from The Cliff. Beneath the steepest part

of The Cliff the ground continues to fall more gently from about 7m OD to below 3m OD. Along most of its length, Whapload Road marks the limit of this gently falling ground. To the east of Whapload Road, level ground extends to the North Sea forming The Denes, the product of coastal deposition since The Cliff was eroded (BGS 2019). This low lying area (typically around 2m above OD) currently extends for about 200m from Whapload Road to the sea wall, but before this artificial defence was constructed the extent of the Denes had been reduced by coastal erosion over the last few centuries (below). The line of Whapload Road appears to mark a peak high water line, remaining accessible even in winter storms.

When describing Lowestoft's setting in 1848, the antiquarian Reverend Alfred Suckling wrote:

The face of the cliff on which it sits sinks abruptly towards the ocean ... is covered with gardens, trees and villas; displaying to the passing mariner a verdant prospect, unrivalled on the eastern coast ... At the bottom of these gardens is a long arrangement of Fish Houses which extend the whole length of the town, and are so numerous, that had they been placed in a more compact form, would have been sufficient of themselves to have formed a considerable town (Suckling 1848, 59)



Figure 4 - Aerial view of Lowestoft from the south. Ness point is the headland to the right, and Lake Lothing the waterway extending from the harbour out of the frame at bottom left. High street is the narrow sinuous road to the right of the central white tower block. The cliff is covered in woodland to the right of this and the Denes extend between the Cliff and the sea. (Damian Grady, © Historic England DP33765/035)

The gardens and terraces which once delighted Suckling are gone but the face of the cliff is still covered in greenery. Some of the historic buildings on the eastern side of the High Street have been lost, victims of a hit-and-run bombing raid in 1943. However, the relationship endures between the fishing buildings fronting the beach and the residences atop the cliff linked by the narrow plots and the 'Scores', the narrow, generally stepped alleys connecting the beach and the High Street. The historic grain of the landscape remains clearly visible.

The geology of the HAZ area is primarily of recent origin. The underlying bedrock, sedimentary sand, formed less than 5 million years and none is visible at the surface, being covered by layers of superficial deposits, and to the east, The Denes is formed of even more recent blown sands (BGS 2019). A key feature of this geology is that the superficial deposits, whilst mainly permeable sands and gravels, contain impermeable clay layers. This has given rise to a spring line towards the bottom of the cliff and provided a water source within the town above accessible by sinking wells (Butcher 2016, 85).

The Denes comprise sand dune soils which support typical vegetation and are not suitable for crops so were left as common. The higher ground to the west has mainly low fertility 'freely draining slightly acid loamy soils', typically supporting 'pastures and deciduous woodlands [and] bracken and gorse in the uplands'. (Cranfield University 2019) There seems no reason to think that in the past they were particularly difficult to work but must have required improvement so land at any distance from settlement would have been left for grazing.

Designations

Within the area of the parks, the High Lighthouse is listed grade II (NHLE no. 1209999). In Bellevue Park the Naval War Memorial and Jubilee Bridge are listed, both Grade II (NHLE nos 1385386 and 1292404). The Maritime Museum on within Sparrow's Nest Park is also listed Grade II (NHLE no. 1292407). The only other listed buildings in the area are Wedgwood Court at the top of The Ravine overlooking Bellevue Park and, some way to the north, Hillingdon overlooking the Denes, again both are Grade II (NHLE nos 1208953 and 1292510). Bellevue Park is a Registered Park and Garden (NHLE no. 1001621) but there are no other national designations in the area. A warehouse on Whapload Road (NHLE no. 1207049) is listed and is reported on in detail elsewhere (Bristow 2019). Most of the listed buildings in the HAZ fall outside the scope of this report lying as they do along High Street. Numbers 2, 3 and 4 High Street (number 1 has been demolished) are Grade II (NHLE 391290-92) and form an isolated block of properties overlooking the south of Arnold's Bequest, number 4 being Arnold House which takes its name from the same benefactor.

Previous research

Lowestoft is described in the Reverend Alfred Suckling's *The History and Antiquities of the County of Suffolk* (1848) which is a valuable resource for the town in the early modern period. There have been several more recent accounts and David Butcher in

particular has produced excellent accounts of the town including work on the fishing industry and the social history of the medieval and early modern periods (Butcher 1983, 1995, 2008, 2016). The background to military aspects of the town, and the Second World War in particular, is well documented, as is the role of Suffolk and Lowestoft during the conflict (Kent 1988, Osborne 2008, Liddiard and Sims 2014). Studies of the area using aerial photographs have demonstrated their value as a source for the often temporary and ephemeral Second World War remains (Hegarty and Newsome 2007, Ford et al 2015).

Research and archaeological work on the town is collated in the Suffolk Historic Environment Record (SHER) and in the National Record of the Historic Environment (NRHE). This information is available online by searching the Heritage Gateway (<https://www.heritagegateway.org.uk/gateway/>) or by viewing the Suffolk Heritage Explorer (<https://heritage.suffolk.gov.uk/simple-search>).

Some of the earliest archaeological evidence for activity in the area is indicated by the find of a Palaeolithic flint, apparently during gravel digging, in the vicinity of TM 550 940, somewhere near the north end of High Street (NRHE Monument UID 1231716). A Palaeolithic hand axe was found during an evaluation near the church about 900m to the west of the town (SHER MSF31405). Other prehistoric finds from the area include a Neolithic axe fragment from housing 100m west of High Street (SHER MSF1655); a scatter of Neolithic and Bronze Age flints from Water Lane (SHER MSF1663/MSF7530); and a broken Neolithic flint chisel found when building an extension to The Denes High School 500m to the north-west (SHER MSF1666). Cropmarks indicate the buried remains of two probable ring ditches, perhaps the site of Bronze Age burial mounds (SHER MSX27703), and to the west more cropmarks suggest buried remains of prehistoric or Roman enclosures, field boundaries and tracks (SHER MSX27584). A 4th century Roman coin was found about 900m to the west of these (SHER MSF1661; NGR: TM 541 943). A 2nd century Roman coin was also found less than 200m south-west of the main entrance to Bellevue Park (SHER MSF1720).

Archaeological evaluations in the town found evidence of medieval remains at 283 Whapload Road (NRHE Event UIDs 1515287-8). Another nine records related to evaluations in advance of development within the town. Most revealed isolated features such as pits, ditches and wall foundations of medieval or later date: (SHER MSF21139, 24136, 24361, 24271, 26654, 31444, 31488, 34074, 36041). Public excavations at the old John Wilde School also revealed sporadic medieval and later material (SHER MSF22179, 21866, 21715).

A post-medieval field boundary was found at Albany Road Car Park. 18th century and later remains were observed during an evaluation at The Shoals, Whapload Road, south of Sparrow's Nest and east of the lighthouse, which only recorded evidence of 18th century and later activity (NRHE Event UID 1348818).

Historical background

Medieval

The place-name Lowestoft has Old Scandinavian roots suggesting mid-9th to 10th century origins (Mills 2003, 310, xvi-xvii). It is likely though, that this was the renaming of an existing settlement rather than the foundation of a new one. The current historic core of Lowestoft bears all the hallmarks of a planned medieval town and is likely to be a new foundation of about 1300 (below), so the earlier settlement of Lowestoft probably lay elsewhere, perhaps a kilometre or so inland (Butcher 2016, 7).

At the time of Domesday Book, about 1086, Lowestoft lay within the administrative district known as the half hundred of Lothingland (Rumble 1986), which as noted above was historically an island defined by Lake Lothing (which gave it its name), the sea, and river valleys (Figure 5). Within the half hundred, Lowestoft was a low status holding described as an 'outlier' to Gorleston, the hundredal caput, part of the demesne of the lord of the hundred, held and farmed directly (see for example Butcher 2016, 12-13).

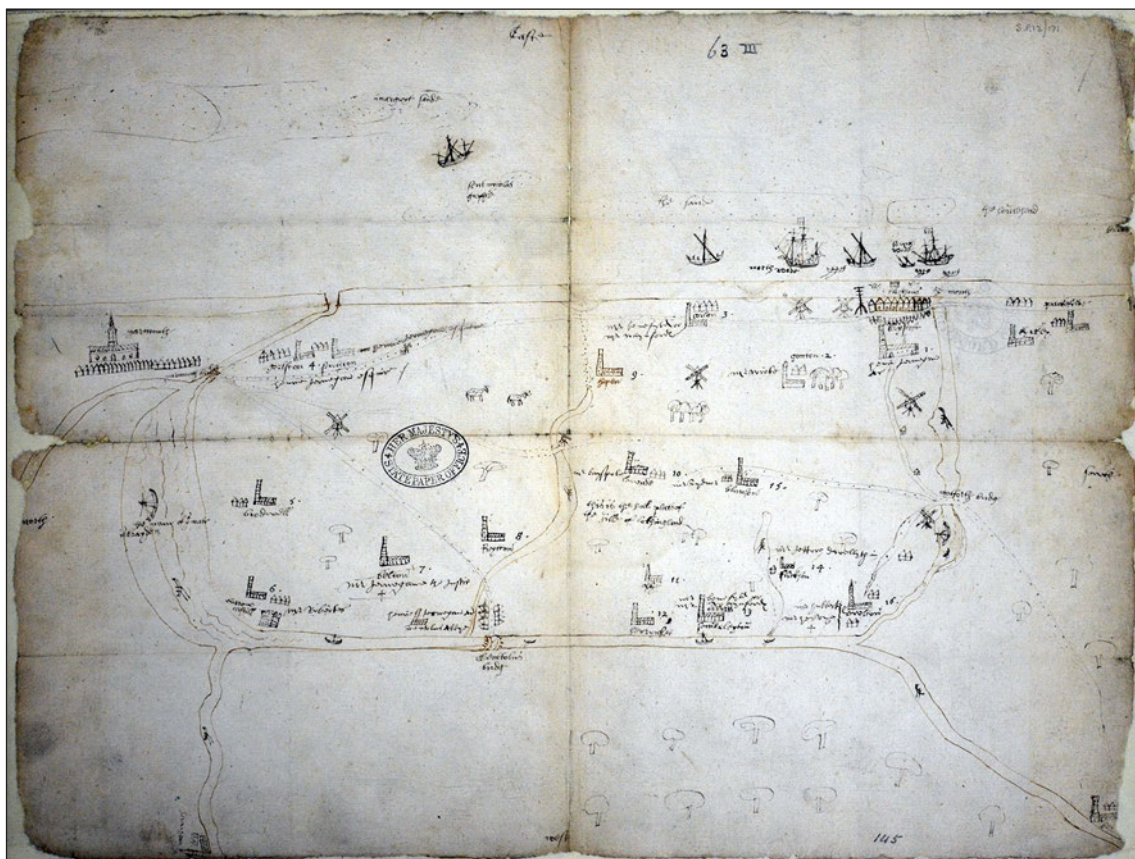


Figure 5 – A 1583 map of Lothingland, north to the left. The beacon mentioned below is visible as a vertical column with horizontal bars above a three legged base to the north (left) of the row of houses marking Lowestoft in the upper right quadrant. (With permission, TNA MPF 1/283)

By 1212, Beccles was listed in the Book of Fees as royal demesne belonging to the manor of Lowestoft (Butcher 2016, 54); not only had Lowestoft gained manorial status, it had some authority over another holding in the hundred. It had become a township comprising a single manor, in contrast to many across Suffolk, and never appears to have a resident lord, being managed instead by a bailiff. This may have given the tenants more freedom than in places with fragmented and/or direct lordly control (Butcher 2016, 55)

The 1274-5 Hundred Roll paints a detailed picture of Lowestoft as a thriving, largely self-contained, but still predominantly agricultural community. In addition to the arable there were mentions of meadow, marsh (providing summer grazing, reed beds and wildfowl), 'turbary' (peat cuttings), and 'herbage', all probably in the Waveney Valley. Mentions of 'wood', 'heath' and 'common', probably refer to higher ground, though the coastal strip was also a significant area of common grazing. Several of the personal names listed are interesting most notably Thomas of the Cliff, which provides support for the suggestion that the main settlement was elsewhere as his situation would have been unremarkable otherwise (Butcher 2016, 3).

As noted above, the current historic core of the town, focussed on High Street, appears to be a planned medieval settlement based upon High Street. As such it is likely that it was laid out on open ground largely unencumbered by existing properties and boundaries. The date of, and reasons for, this new foundation are uncertain but various archaeological excavations around the town have failed to identify any pottery earlier than about 1300 and it may well be that the grant of a market and fair in 1308 played a part (Butcher 2016, 89, 81), either by endorsing the new settlement or providing the driver for its creation.

Throughout the medieval period, and well into 17th century, Lowestoft's prosperity was largely shaped by a bitter dispute with neighbouring Yarmouth over fishing rights. This had its origins in the early 13th century when Yarmouth was granted borough status, and Lothingland was granted a market charter giving it trading rights on the Suffolk side of the River Yar (Butcher 2016, 49). This brought the two into direct opposition and led to the burgesses of Yarmouth attempting to assert their dominance over the adjacent hundred. Following the 1308 grant of Lowestoft's market, Yarmouth further sought to control Lowestoft's maritime affairs (Butcher 1995, 15). The dispute flared up repeatedly, notably in the 1370s, leading to numerous petitions to parliament. Following this, the dispute appears to have calmed for many years, partly as Yarmouth's fishing industry was hampered by the regular silting up of its haven and its equally regular re-cutting and re-silting.

In 1376 Edward III granted the manor and hundred to John de Surrey. It passed to Michael de la Pole during the reign of Henry IV (1399-1413) and remained in his family for at least a century. In December 1445, Henry VI granted a market charter to William de la Pole, conferring on Lowestoft the rights to a weekly Wednesday market, two week long fairs centred on the feasts of SS Philip and James [1st May] and Michaelmas [29th September], and the privileges of a market town (HMSO 1927, 59). The right to hold the additional fair and the other benefits of market town status clearly brought further wealth to Lowestoft, attested by the rebuilding and

enlarging of the parish church of St Margaret in the latter years of the 15th century (NHLE no. 1292943), but it is unclear if there was also an increase in population.

16th and 17th centuries

In 1513 the hundred was forfeited to the crown following the execution for treason of Edmund de la Pole, Duke of Suffolk, and Henry VIII passed Lowestoft to Edmund Jernegan of Somerleyton Hall (see Figure 3). Over the next 200 years it passed, with the Somerleyton estate, through the Wentworth, Garneys, Allin and Anguish families (Suckling 1848, 60-1).

Over this period Lowestoft's wealth continued to grow. In 1524 it was the most highly taxed settlement in the hundred of Lothingland and Mutford (which lay to the south, the two half hundreds had been unified by this time) and by 1568 it was making contributions 4½ times the size of its nearest rival (Butcher 1995, 20). The wealth of the town continued to increase through the 17th century reflected in the increasing amount of poor-rate raised, from £56 in 1656-7 to £116 in 1695-6 (Butcher 2008, 230-2). Even though its wealth increased Lowestoft's population remained fairly stable at around 1,500 between 1561 and 1675 (Butcher 2008, 31), possibly hampered by the repeated return of the plague in 1547 and 1579, and 1585, perhaps 1588, 1603, and 1635 (Lewis 1848, Butcher 2008, 51).

In the late 16th century the dispute with Great Yarmouth flared up again following the construction of a new haven capable of accommodating ships of up to 250 tons. This allowed Yarmouth to again attempt to collect tolls from ships (Dean 1990, 42-43) and was again resisted by Lowestoft. In 1597, an Act of Parliament eased tensions for a time.

Suffolk supported Parliament in the civil wars of 1642-51:

‘A few cavaliers, however, endeavoured to secure the county for the King, but Cromwell surprised them at Lowestoft, which he entered in March 1643, at the head of one thousand cavalry, and, seizing several of the most active loyalists, sent them prisoners to Cambridge’ (Suckling 1846, viii).

It has been reported that Lowestoft suffered during Cromwell's action but there is little evidence for this. It also seems unlikely that the town was Royalist; most of those arrested were not from Lowestoft. What evidence there is suggests a rather pragmatic outlook by the townsfolk (Butcher 2008, 303-4).

Several fires also had an impact on the town, including a particularly devastating one in March 1645. This began in the fish houses beneath 1 High Street and moved southwards, decimating the fish houses and stores before jumping up the cliff to destroy several houses on High Street. A survey made to investigate the level of losses in the fire, found that 50 people had lost buildings, goods and merchandise amounting to well over £10,000, ranging from £2 to £1,071 3s (NRO PD 589/12, 70-71). As a result of the constant threat of fire, there was a push to

ensure that rebuilding was in brick and stone. This meant greater investment which delayed rebuilding, not helped by the economic impact of the on-going quarrel with Yarmouth.

This resurfaced in 1659 when Yarmouth again attempted to extend its liberties, with Lowestoft again vigorously opposing this. Lowestoft took its case to the Privy Council and eventually, in 1663, a House of Lords order ended the long running dispute (Murton 1897 (Gillingwater 1790), 105, 112).

Port status

Following the resolution of the dispute with Yarmouth, an enquiry:

found that the fishery at Lowestoft, and also at the adjoining towns, was greatly on the decline, occasioned partly by the disputes with Yarmouth, by the Civil War in the reign of Charles the 1st, the great fire in Lowestoft in 1644 [sic], and the war the nation was then engaged with the Dutch (Murton 1897 (Gillingwater 1790), 46).

As a result, the townspeople of Lowestoft petitioned the Treasury in 1678 for port status, claiming the duties imposed on their goods at Yarmouth were a burden on trade, as was having to transport them overland from Yarmouth (Butcher 2008, 189). In January 1679, the Lord Treasurer accepted the recommendation of the commissioners of the customs that the merchants of Lowestoft should have liberty to import salt for curing fish, and fishing gear (Murton 1897 (Gillingwater 1790), 50; Butcher 2008, 189). A few months later, in May, the Lord Treasurer also decided that the town should also be allowed to export grain, but not import it, and to import, but not export, coal (Butcher 2008, 189).

Following this, Lowestoft appears to have rapidly come into its own. Analysis of occupational data contained in parish registers, wills, inventories, and manorial records has shown a marked increase in the proportion of listed trades related to the fishing industry. In the 16th and 17th centuries it remained fairly constant at 33% to 34% of trades, but between 1700 and 1730 it almost doubled to 64% (Butcher 1995, 41). By the mid-18th century, Lowestoft had its own resident customs officers and was undeniably an established port (Butcher 1995, 41). Lowestoft's population climbed from about 1,500 in 1676 to about 1,650 by 1700, and by 1750 had reached almost 2,000 (Butcher 2008, 31).

In 1771, George II approved *An Act for the Encouragement of the White Herring Fishery* which completely deregulated the industry (Dyson 1977, 57), but the wars with France and others during the later 18th century meant the waters were not safe and the fishery at Lowestoft remained small scale, also restricted by the lack of a proper harbour. The fishing boats were small, only about 50ft in length, and landed their catches by beaching themselves off the Denes at high tide, offloading their catch into small rowing boats and re-floating on the next tide (Butcher 1983, 11). The number of boats was also low, about 33 from 1772-1781 (Hodgson 1957, 27),

with a limited annual catch (Suckling 1848, 68), though one that seems to have been particularly prized:

The superior quality of the Lowestoft Herrings, both in respect of colour and flavour, is evident from this circumstance – their bearing a better price at market than those from any other place (Murton 1897 (Gillingwater 1790), 53)

A second *Act for the further encouragement and better regulation of the British Herring Industry* in 1808 seems to have made little difference and it was the end of Napoleonic Wars, combined with a decline of the Dutch industry, that led to a dramatic increase in the size and prosperity of the east coast fleets in the earlier 19th century. The value of the catch on a single day in June 1821 amounted to over £5200 (Suckling 1848, 70). The town as a whole also grew in this period, from 2,332 in 1801, to 4,238 in 1831, and 4,647 in 1841 (GB Historical GIS/UoP).

The mid- to late 19th century: Samuel Morton Peto

Much of Lowestoft's later 19th and century prosperity can be attributed to the work of engineer, railway developer and politician, Samuel Morton Peto, whose association with Lowestoft began in August 1844 when he purchased Somerleyton Hall, and with it the manor of Lowestoft (Suckling 1848, 61).

Although Lake Lothing, through which the River Waveney joined the sea, formed a natural haven for boats, it was frequently blocked by sand and shingle. From 1814, plans were developed so that vessels could pass from the North Sea into Lake Lothing and then, via a canal, proceed to Norwich (Suckling 1848, 73-4). The bill for the scheme received royal assent in 1827 with the Lowestoft Norwich Navigation Company beginning work soon after and the harbour received its first shipping in 1831. By 1844 however, the company was bankrupt and the navigation a failure. At this point Peto stepped in and bought out the ruined company.

A year later Peto promoted the incorporation of the Lowestoft Railway and Harbour Company to complete the work on the harbour and build an 11 mile railway line to connect with the Yarmouth and Norwich Railway. These works were completed in 1847 and the increase in fishing led to the opening of the first fish market at Lowestoft in 1872, which was followed by the construction of Waveney Dock, and the herring and trawl markets which opened in 1883 (Butcher 1983, 16, 19). By 1892, the facilities built just a decade earlier were deemed inadequate and another new dock was created (Murton 1897 (Gillingwater 1790), 194).

From 1851 the population increased markedly, from 6,781 to 13,620 in 1871 (GB Historical GIS/UoP). Lowestoft was incorporated as a Borough in 1885 (Butcher 1995, 14), and by 1891 had a population of 19,150 (GB Historical GIS/UoP).

The early 20th Century

The first steam powered herring drifter had been constructed in 1897, and in 1913, there were 350 fishing for herring from Lowestoft (Butcher 1983, 23). The enlarging fleet required further expansion of the harbour and in 1902-3, the Hamilton Dock was added to the north of the Waveney Dock (Butcher 1983, 23).

The early 20th century also saw a further dramatic increase in Lowestoft's population from 23,385 in 1901 to 37,886 in 1911 (GB Historical GIS/UoP). During this time, the fortunes of many of Lowestoft's fishermen also rose as the industry prospered. Where previous generations of Lowestoft fishermen had lived in the humble beach village, in the years before The Great War, many were able to improve their situation and move to the spacious terraces adjacent to Gunton Cliff (Butcher 1983, 24).

This area, to the north of Bellevue Park, was initially developed from the late 19th century as a prosperous suburb, mainly by Howard Hollingsworth, a local philanthropist who was co-owner of a large department store on London's Oxford Street. Most of its expansion however coincided with the development of the Lowestoft and Yarmouth railway (opened 1903) and from 1908 until his death in 1938, Hillingsworth lived in a large house called Briar Clyffe that later became a school (NHRE UID 1475778). By the time of the 1927 OS 1:2500 map, the area included Lowestoft North Station and a network of streets with a mix of substantial terraced houses, semi-detached and detached villas (Figure 33). The railway line closed in 1970, the station was built over and the site and part of the line is covered by Beeching Drive. However, most of the late 19th/early 20th century housing remains and contributes to the character of the area.

The trend of growth in the population of Lowestoft changed in the inter-war period. Although it initially continued to rise, by 1921 it was 44,323, this trend stalled and the population dropped to 41,769 in 1931 (GB Historical GIS/UoP), presumably the result of outward migration. In September 1937, The Lowestoft Corporation Redevelopment Scheme started, which saw the demolition of the fishermen's cottages on Lighthouse Score, but there was no progress on a scheme to demolish The Beach Village and replace it with modern council housing (Rose and Parkin 1997, 2). The population only recovered slightly in the immediate post war period to reach 42,834 in 1951 and 45,730 by 1961 (GB Historical GIS/UoP).

THE STORY OF THE NORTH LOWESTOFT LANDSCAPE

As noted above, the north Lowestoft landscape is made up of three distinct character areas:

- The historic core - High Street, the parish church, the Scores, with the main concentration of Lowestoft's historic and listed buildings.
- The public parks - Bellevue, Sparrow's Nest and Arnold's Bequest, plus the north lighthouse, and housing to the immediate north.
- The Denes - the historic beach area below the cliff including the site of the lost beach village now occupied by the Birds Eye factory, the open area with surviving net drying racks (the location of the proposed East of England Park), the current caravan park, the sports grounds to the north and areas beyond.

The historic core

Although the development of this area clearly had an effect on surrounding areas, the main focus of this report is the open areas of the parks and The Denes and the historic core will only be reviewed in outline to provide context.

The historic core of Lowestoft is based on High Street which runs north-south for about 900 metres parallel to The Cliff. Regular land divisions run eastwards down the steep scarp and out onto the low ground as far as Whapload Road which runs parallel to High Street just above the probable extreme high water line. The narrow 'ladder' of plots down the cliff afforded easy access to the shore and were supplemented by the 'Scores', a distinctive feature of Lowestoft's landscape which probably originated as naturally eroded gullies. These semi-regularly spaced drainage channels gave easy access to the beach for fishing, and over time were consolidated through the addition of steps, walls and paving (Butcher 2016, 91). The original layout to the west of High Street is less certain though there was probably a rectangular marketplace with a small grid of streets adjacent and two blocks of properties to the north and south, though these could have been later (Butcher 2016, 87).

Despite the steepness of the cliff and the loose, sandy soil of which it is made, the property owners exploited the full extent of their plots, adding stability by constructing terraces housing outbuildings, yards and fine gardens (Butcher 1995, 23), as noted by Gillingwater in his 1790 history of the town:

The declivity of this cliff, which formerly was one continued slope of barren sand, is now converted by modern improvements into very beautiful hanging gardens, descending from the dwelling houses above to the fish houses below. (Murton 1897 (Gillingwater 1790), 26)

The plots on the east side of the High street extended beyond the foot of the cliff to the level land above the high water mark, approximately the line of what is now Whapload Road. This allowed the merchants resident in the High Street properties to exploit their property to its fullest through the construction of fish houses and net stores. The fish houses allowed the catch to be cured by salting and smoking to create Lowestoft's most famous export, Red Herring. Having the fish houses situated beneath the cliff made the conveyance of the herring, from boats on the beach, straightforward, and kept the smoke and smells associated with herring preparation, away from the town. It has also been suggested that the alignment of the fish houses along the narrow plots, punctuated by the Scores, created optimum air movement leading to a better smoke and a superior product (Murton 1897 (Gillingwater 1790), 51).

The narrow and regularly sized copyhold, or burgage plots indicate that, in common with many small market towns of the medieval period, Lowestoft was a planned settlement, probably originally comprising little more than a single street. Prior to the laying out of the new town, very probably in the first few years of the 14th century, the cliff top site was likely to have been under-exploited, but well drained coastal heathland. It was still referred to as 'waste from the Lord' in 18th century documents as the building plots were occupied on a copyhold basis which entitled the Lord of the Manor to a fine (payment) each time they changed hands (Butcher 1995, 23, Butcher 2016, 84).

It seems likely that the northern limit of medieval Lowestoft was much the same as the northern extent of building on High Street shown on 19th century maps. Although the planned 'ladder' of narrow land units running down the cliff between High Street and Whapload Road apparently ends with 2 and 3 High Street, it is probable that it continued slightly further north than is apparent today. A 14th century brick wall was discovered on the site of 1 High Street during excavations in 2011/13, which had traces of a spring for a vault (Butcher 2016, 107-8). The fish house on Whapload Road below (now lost, immediately north of no. 333) had the same owner as 1 High Street (Matthew Bristow, Historic England, pers comm). There is however no suggestion of any building development on High Street to the north of this; High Lighthouse was built in 1676 on an open site beyond the town to replace a light within the built up area, perhaps to reduce the fire risk (Butcher 2016, 199, Plate 19).

The public parks

The public parks occupy a discrete block of land running along The Cliff from 2 High Street and encompassing areas of the high level ground to the west (Bellevue) and the low ground falling moderately to Whapload Road to the east (some land below Arnold's Bequest and much of Sparrow's Nest). This block is defined by High Street and Yarmouth Road to the west, The Ravine to the north and Whapload Road to the east and traversed by Lighthouse Score and Cart Score (Figure 6). The High Lighthouse and the housing on Whapload Road are excluded, though the lighthouse affected the development of Sparrow's Nest and Arnold's Bequest and will be discussed where relevant.



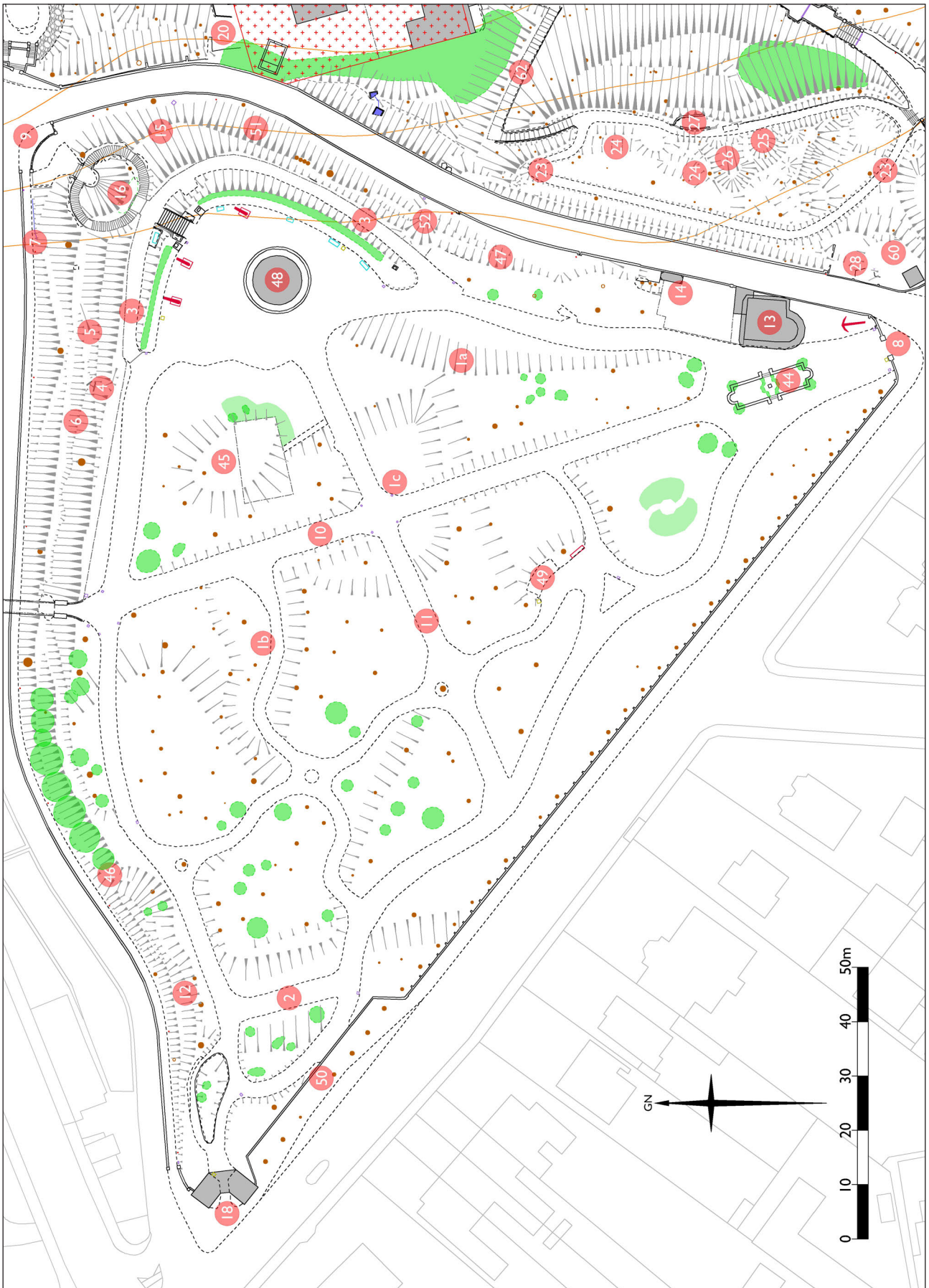
Figure 6 – The parks and surroundings in July 2019 seen from over the North Sea to the east. High Lighthouse can be seen in the centre of the image and the bottom of Lighthouse Score steps can just be made out below and left, where they meet the road running down to meet Whapload Road (running left/right). The isolated block of houses to the left of the lighthouse is 2-4 High Street and the wooded area between is Arnold's Bequest; the start of the curving modern path up to High Street can be seen running left and up from the car park below. Bellevue Park is on the high ground to the right and above the lighthouse and though heavily wooded the lodge and war memorial are visible. Sparrow's Nest can be seen below, but Cart Score and The Ravine are largely lost amongst trees. The Denes occupy the foreground with the Birds Eye factory visible to the left, the caravan park to the right and the tennis club just visible far right. (Damian Grady © Historic England DP 33764/004)

As noted above, the northern limit of the historic core appears to have changed very little from the medieval period through to at least the later 17th century and was largely open ground. The exceptions to this would appear to have been several buildings that utilised the prominence of the cliff over the years (the beacon, High Lighthouse and North Battery) and several enclosures and buildings at the base of the cliff on Whapload Road.

Bellevue

Numbers in square brackets refer to features shown on Figure 7 overleaf.

A reconstruction of the town, based on the manor roll of 1618 (Butcher 2008, Map 4, 17), shows the area that was to become Bellevue Park as an approximately triangular area defined by the Yarmouth Road (unnamed), The Ravine, which was then apparently known as Gunton Score, and Cart Score, then Gallows Score. The topography of the cliff and the ravine, which would have forced any road running north out of Lowestoft to the west, suggests that this area may have been



recognisable from an early date. It formed a part of North End Common which extended to the north and west but to the south funnelled in towards the north end of High Street, meeting it at Church Way (modern St Margaret's Road, approx. NGR TM 5510 9418), in a typical pattern associated with stock management.

Gallows Score (or Gibbet Score SA 1301/6/5/33) suggests a gallows was located on high ground nearby, presumably to maximise its prominence and deterrent effect. Lowestoft had a gallows, and presumably the right to execute criminals, by 1274 and possibly from when it was created a manor some time before 1212 (Butcher 2016, 58, 55), so this name may be of some antiquity. It is not known when the gallows was removed.

A similar reconstruction of the town in 1725 (butcher 2008, Map 5, 24) suggests that the area was much the same and there is no evidence for any significant development here prior to the 1780s and the construction of the battery.

North Battery

North or Cliff Battery was the result of a review of Lowestoft's defences undertaken in the autumn of 1781 in response to a threat of invasion. This found them to be seriously wanting, and three new forts were built, the others being South Battery adjacent to the harbour, and Beach Battery on the Ness. The other batteries were substantial works, but being on the cliff and set back from the shore, North Battery was not felt to need massive defences (Kent 1988, 161-2; Howlett 1863, para 6). According to Gillingwater:

On the 4th April this year (1782) they began to erect the fort at the north end of the town, about 100 yards to the north of the light-house. This battery consisted of a breast-work, having four angles, each of them about 30 feet wide. There was a guard house adjoining, about 20 feet long and 16 feet broad. Also a magazine, about six feet square, which was paled round. This battery mounted four 18 pounders, and was intended to act with another battery to be erected on the beach near the ness. (reported in Howlett 1863, para 4)

There is an undated plan of the battery at about this time (SA 193/2/1) which shows a fairly small four sided 'Breast work' enclosing four '18 pounders' with a narrow 'Terrace' in front, 'Pales' beyond this, and a 'Guardhouse' and 'Magazine' behind, all much as described by Gillingwater above. The scale and some shading suggest that the pales were on the edge of the cliff falling to the east and north with the breastwork set back from this. An *Inspectional Report* of July 1811 noted that the batteries were 'apparently in an efficient state' (Howlett 1863, para 5), but after the war ended in 1815, all three forts soon fell into disuse (Kent 1988, 164).

North Battery stood roughly where the Naval Patrol Service Memorial [48] now stands, its footprint closely reflecting the tarmacked area surrounding the memorial with the current hedges to north and east on the line of the outer defences. A low, but well defined, east facing scarp ran north from the vicinity of the south entrance towards the south of the bastion [1a] and it seems likely that this was eroded by traffic approaching the battery from the town. To the north it was more spread and curved to the north-east, which could be due to the location of a weather station here around 1900 (below). A shallow gully approaching the area of the battery from the west [1b] may also have been eroded by traffic approaching it from this direction though this is less certain due to the oblique gully [2]. Between the two was a sub-rectangular hollow [1c] which could have been a former yard, also associated with the bastion, though it is perhaps more likely that it related to the civilian use of the battery whilst it was rented out (below). All of these, and several other faint scarps across the centre of the park, could however have been related to general use of the area rather than the battery with foot traffic both blocked and concentrated by scrub.

The 1837 first edition 1-inch to one mile Ordnance Survey (OS) map is small scale and omits the battery but shows The Ravine and Cart Score (unnamed) largely surrounded by open ground. A 'Site of Cross' is also shown and though the location is uncertain at this scale, it would appear to have been in the vicinity of Bellevue Park.

On the 1842 tithe map (TN IR 30/33/278) the area of Bellevue Park was again identifiable as a single triangular enclosure much as today, bounded by Yarmouth Road to the west, The Ravine to the north and Cart Score to the east, though none are named. In the apportionment (293) it was described as warren though at this date this could mean a labyrinthine area, as might be expected on scrubby heathland, rather than one for rearing rabbits. Faint pecked lines suggest the fall into the Ravine and towards Cart Score. Pecked lines are also shown running across the north-west corner of the enclosure suggesting a gully, which reflects the survey [2]. It seems likely that this was a former track breaking up from the Ravine towards Lowestoft and that the current curve in the other direction at the top end of the ravine may be preserving a similar gully breaking north towards Gunton. The battery (292) was wholly contained within the larger enclosure and was owned by the Board of Ordnance and occupied by William Winson who had leased it since 1839 on a yearly basis for an annual rent of £5, though his name was given by Howlett (1863, para 7) as William Vincent.

In 1846 a Rev Dr Whewell wrote to the Board of Ordnance trying to acquire the battery (by purchase or rent) for a 'meteorological and magnetic observatory'. Rental was approved in principal provided he 'agree to abandon it whenever it may be required for military purposes' and he was given permission to fence it and clear trees as necessary (Howlett 1863, para 8-10). A plan in The National Archive (an outline plan of the battery and surroundings containing the inscription 'Cliff Battery Land freehold 36½ perches Let to Dr Whewell Rent £5.0.0 per annum. B.O. May 1847; TNA MFQ 1/830/67) suggests he may have taken up the rental, but later history suggests otherwise. A year later a Mr Beasley was also trying to acquire the battery but the Board declined to sell because 'as Lowestoft is an improving town,

this lot may eventually become more valuable than it is at present' (Howlett 1863, para 11). Dr Whewell did not give up on a purchase, writing again in October 1851, but was again rejected (Howlett 1863, para 12). At the time of Howlett's report (1863), William Vincent 'the postman' was still in occupation and had always paid

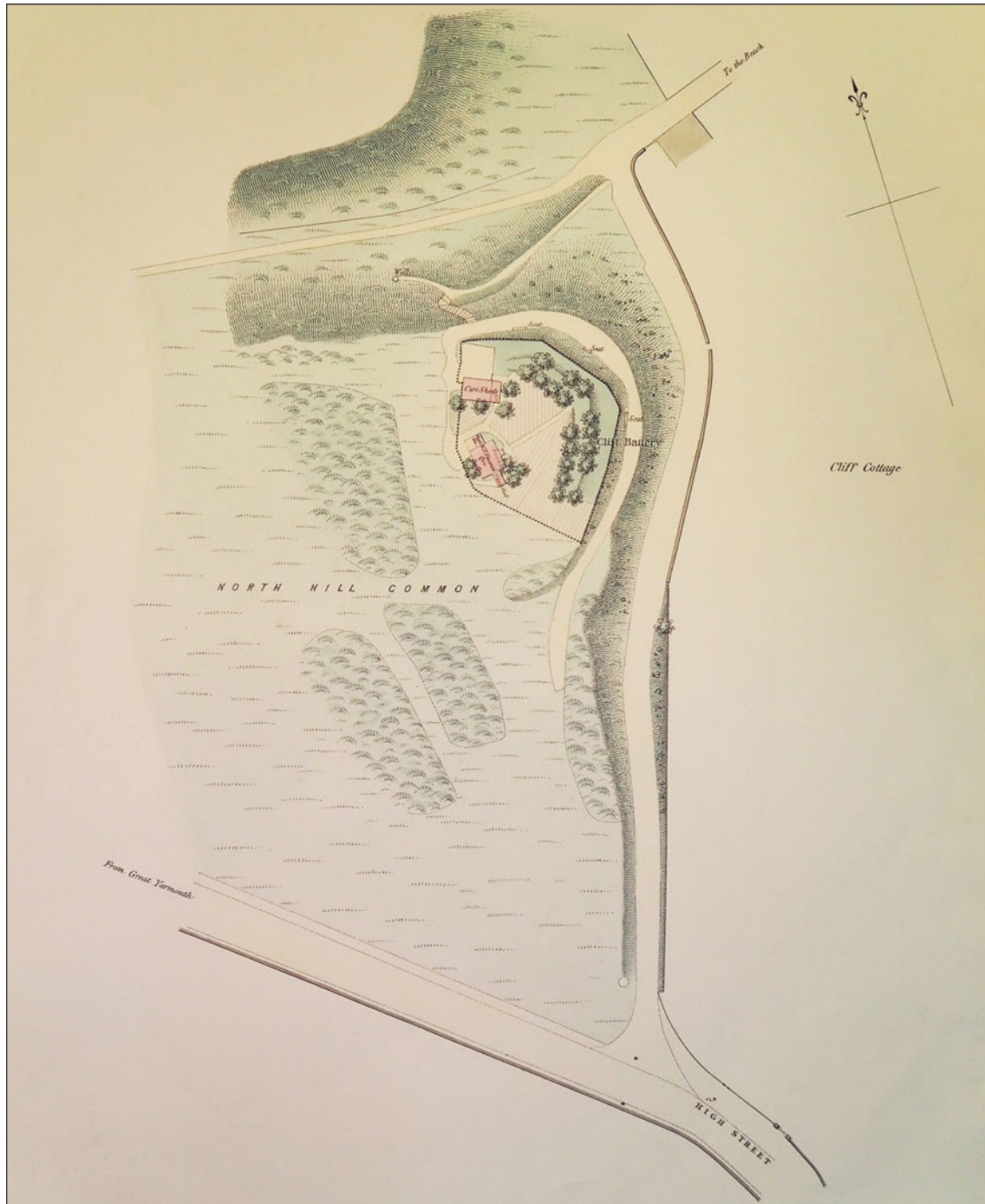


Figure 8 – A plan dated 1867 showing the battery a few years before it was levelled to create Bellevue Park. The two buildings are described as the 'tenant's quarters', with a wash house to the north and a coal store to the south, and 'Cart Sheds' to the north of this. Note also the small round feature to the south near High Street which appears to be the 'Cross base' labelled on OS maps which survives today as 'The Beacon Stones'. (TNA WORK/43/438 17, with permission)

his rent to 'the store keeper or barracks master' apart from once when he paid it to Dr Whewell due to a letter from the Board (perhaps associated with the map mentioned above), and although the Board was supportive of Dr Whewell's 'observations of a scientific character ... nothing of the kind was ever attempted' (Howlett 1863, 14-15). In fact, Howlett allows a note of cynicism to creep in, noting that 'Dr Whewell had a wish to obtain this valuable piece of land, being the most beautiful spot at Lowestoft, especially as it adjoins his marine residence there' (Howlett 1863, para 16), this was Cliff Cottage to the east, later Sparrow's Nest (PRO WORK 43/438 17).

During Howlett's inspection of the battery the tenant, William Vincent, reported that:

the town commissioners cut away the cliff or rather slope of the battery to make a path around the front of the battery, and placed three seats there, to enable persons to enjoy the remarkably fine sea view which this part of the cliff enjoys (Howlett 1863, para 17).

It seems that the first planned leisure use of the area preceded the park by some years. A plan from 1867 (Figure 8) shows this terrace and three benches as well as the remains of the inner breastwork, albeit rather obscured by vegetation, and two buildings to the west, one an expanded guardhouse apparently incorporating the former magazine, the other to the north being newer. An early photograph also shows the battery at about this date (Figure 9). The terrace survives, preserved by a tarmac path [3].



Figure 9 – A photograph of the battery at about the same date as the survey in Figure 8, looking south from the north side of the Ravine, with the ' path around the front of the battery' looking freshly cut and the seats occupied by several people in their 'Sunday best' (SA 1300/72/32/1)

In addition the 1867 plan shows some steps zig-zagging about halfway down into the ravine from the north-west corner of the battery where a path heads west to a well and ENE to the junction of Cart Score and The Ravine. Traces of the steps, or rather their successors, were surveyed [4], as was the start of the path leading down to the ENE [5], and a break of slope [6] hinted at the westward path towards the well. No sign of this well was seen, but a small spring was surveyed further down The Ravine perhaps originating from the same water source [7]. It is also possible that the same source was tapped for the fountains that appear to have been original features in the north-east of the park mentioned in Abbot's poem (below) and described as 'which by nature is supplied ... Pure water, filtered by the adjacent hills' indicating a spring fed source. Such works might explain the removal of all evidence for the earlier well.

North Battery had been sold off by 1870 and its remains were finally cleared away when the park was laid out (Kent 1988, 165-6).

Opening

The original proposal for a park came from the chairman of the Parks Committee, James Peto, in 1872. Two of its members, William Youngman and William Rix Seago, were responsible for turning the idea into a reality. The design was the result of a competition won by Mr W Clement Williams of Halifax (*The Builder*, 22/3/1873, 232). It was called both Arboretum Hill and Belle Vue or Bellevue Park but the latter soon gained favour. This report uses Bellevue as it is the name used on modern OS mapping and gazetteers.

The park was opened on the afternoon of Thursday, March 28th, 1874. Following this, a souvenir flyer was published by S F Abbott containing a report of the opening from the *Lowestoft Observer* and a poem in honour of the park.

The opening ceremony appears to have been lavish:

The weather was splendid. Streamers stretched across High Street from the Crown Hotel at intervals to the High Lighthouse. Over the park gates was a triple arch of evergreens and flowers, and suspended from the centre was "Pro Bono Publico." Similar arches spanned the openings of the several branch pathways diverging to the remotest portion of the grounds. Flags and banners were fluttering in the breeze at all points, and the Pagoda was pinnacled with the like ornamentation.

The Lowestoft Improvement Commissioners, attended by a large body of the citizens, and followed by the children of Wilde's and Annott's Schools, marched in procession to the grounds, headed by the band of the 1st Suffolk Artillery Volunteers; arrived at the gates, which had been kept closed during the day, Mrs Reeve, accompanied by the daughter of the Rev. J. F. Reeve, alighted from a carriage and received the Commissioners and public.

Mrs Reeve then went on to give a speech wherein she acknowledge the compliment of being asked to open the park and went on:

When I look round I can scarcely believe that in a few short months this lovely place, which I have known for so many years covered only with the unsightly contributions of the laundress, should now delight our eyes with the golden bloom of nature, interspersed with beautiful trees, shrubs, and plants.

She then thanked the Lowestoft Improvement Commissioners and declared the park open to the public.

The poem, presumably by S F Abbott himself (as the publisher it seem likely that he was a man), can hardly be described as great literature, but is informative. It begins by painting a picture of the landscape before the creation of the park (Figure 10):

The Common, was the name
Of this domain; where nature revell'd in
Her rich luxuriance. Here furze, fern, daisy,
And Taraxacum [dandelion] grew without molest.
Here the fair laundress plied her drying trade,
And children romp'd, and nursemaids scream'd, and donkeys
Bray'd, and ducklings quack'd, and the bold chanticleer [cockere]l
With his vast family - did swell the chorus.
On its east brow, a battery with guns
Of heavy calibre, did turn their angry



Figure 10 – An early photograph showing a view across the area that would become Bellevue Park from near the top of High Street, giving an impression of its open scrubby nature. Note the two substantial house blocks on North Parade (nos 1/2 and 3/4 today) which pre-date the park. (SA 1300/72/32/5)

Muzzles to the sea, and bade defiance
To the foe who should invade our isle. Down
On its northern side, along the deep ravine,
There flow'd a pure perennial stream of healing
Virtue; and wildness and beauty all around
Were seen.

Mr Abbott clearly had a more romantic view of the laundresses' work than Mrs Reeve. No sign of the stream was seen though perhaps the small spring (see [7] below), which appears to come from the same source that the earlier well tapped, flowed more freely in the past. He then goes on to describe the park itself, albeit rather briefly:

Now it is BELLE VUE PARK; small,
But imposing; laid out with winding paths,
Green swards, and deck'd with flowers and tender trees,
And indigenous plants...

After mention of picnics and the lighthouse shining overhead he goes on to describe the pagoda and the views from it:

A curious Pagoda
Crowns its head, in which a spiral staircase
Lands you on its look-out; where, sheltered from
The pelting rain, or scorching sun, a scene
Of unsurpassed grandeur meets the eye.
The Denes, where our brave volunteers perform
Their daring deeds; the verdant cliffs, where rabbits
Congregate; and the deep restless sea, bearing
Along its countless craft of every size
And nation: and northward, where the horizon
Meets the sea, you can discern our neighbour
Town Gt. Yarmouth, our rival, yet our friend.
Descending by a flight of granite steps -
A fountain, - which by nature is supplied -
Shoots out its circling sprays; here you may drink
Pure water, filtered by the adjacent hills.

The 'curious pagoda' had low pitched roofs with a deep ground floor veranda supported by rustic columns and would appear to have been a wood framed structure with cast iron balustrades (Figure 11, it can also be seen in Figure 24, a 1928 aerial photograph). The *Illustrated London News* depicted the 'brave volunteers' performing on the Denes in 1865 (Figure 36). The fountain supplied by nature with water filtered by the adjacent hills (Figure 12) may also have been making use of the same source mentioned above. Abbot then recounts a local legend:

On leaving Belle Vue Park, do not forget
The Old Mill Stone; 'tis near the gates by which
You make your exit; reposing in a bed
Of flowers, and carefully protected;



Figure 11 – A postcard, posted in 1904, showing the pagoda with deep ground floor veranda and open viewing platform above. Note the anemometer of the weather station which can be seen projecting above the shrubs to the left. (© Historic England)

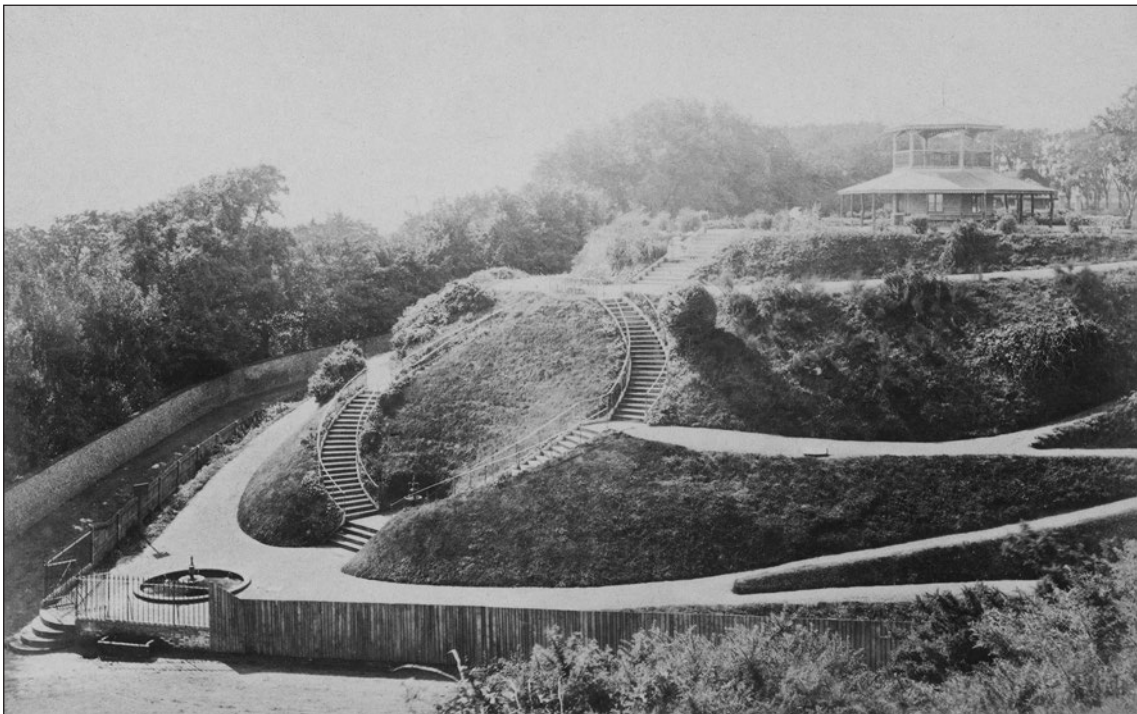


Figure 12 – An early photograph of the north-east corner of Bellevue Park from the north, soon after its completion, showing the steps down the cliff with the fountains at their foot. Compare this image with Figure 9 above. (SA 1300/72/32/7)

Few know its history; except the legends
Of our ancient town, which still declare,
“That every time it hears the clock strike twelve,
“It travels to the sea, and takes a bath.”

Before finally making a plea:

Another change. is wanting -it is a Bridge -
To span the ravine, and bring the neighbouring
Hills in closer fellowship.

The original layout

When it was first laid out Bellevue Park was on the very northern edge of Lowestoft. Although there was some development immediately to the west, on Yarmouth Road, this was limited and fields extended westward. Similarly, to the north, there were only two large semidetached blocks (now 1-2 and 3-4 North Parade), which as Figure 10 makes clear, pre-dated the park, surrounded by rough ground.

Having been set out quite rapidly in 1873/4, the park depicted on the 1st edition 25-inch to the mile OS map of 1886 (dates given here and elsewhere are publication dates, see ‘OS mapping’ below for sheet numbers and details of survey/revision dates) must be close to the original, and was not markedly different to today. The park was triangular with a formal entrance in the south [8]. The south gate consisted of four piers defining a wide inner (vehicular?) gate flanked by outer (pedestrian?) gates, which were topped by cast iron lamps on posts on the inner piers and large decorative stone features, perhaps urns, on the outer (Figure 13, see also Figure 8



Figure 13 – A postcard (sent but the stamp and thus postmark lost) showing the lodge with a circular bed in front of it (first depicted on the 1905 OS map) and the park gates beyond (© Historic England)

and Figure 31). This reflects the reference to a triple arch of evergreens in Abbot's poem so was probably the original form.

There was probably a second in the north east corner [9]; though none was shown on the map one is visible in Figure 12. It seems unlikely that there was an entrance in the north-west corner at this date as no paths ran to this point. A straight walk [10] ran NNW from the south entrance dividing the park into two approximately equal parts. This appears to have had planted beds to either side. A straight cross walk ran WSW/ENE [11] and there were sinuous walks around the edge of the park and in the western 'quadrants'. A looping path just within the Ravine in the north-west of the park was partially recorded during survey as a break in slope [12]. Park Lodge [13] was depicted as simple structure with no attached buildings, though there seems to be a small structure to the NNE adjacent to Cart Score [14] and a narrow enclosure ran along the side of the score between this and the lodge. This small building would appear to be the oldest structure surviving unmodified within the park. Cart Score itself was walled on both sides with paths and scarping [15] shown within the park along all of its western side. The steps down from the north-east corner of the park [16] also appear to have been original features with landscaping of the cliffs and paths to the west and south. A fountain ('Fn') was shown within the niche at the bottom of the steps and a circular feature to the immediate north-east also appears to have been a fountain; both can be seen in early images (such as Figure 12).

There were clearly differences however. The central area of the park appears not to have been planted, being shown as rough ground. As Abbot laments, there was no footbridge over The Ravine, the fall into which was shown as rough ground with some of the later paths absent, mainly to the west. In the north west of the park was an oval feature with north/south planting to the sides, and what may be two parallel walls to the north perhaps with a hachured scarp to the immediate north. This feature would appear to be taking advantage of gully [2] noted above, to create a small garden within the wider park. The 'Pagoda' in the north-east of park was shown as a hexagonal structure on the approximate site of the later war memorial. Whilst there was a boundary along the south side of the road down The Ravine, there was none to the north and the northern slope above was undeveloped apart from some steps to the east.

Near the south entrance 'Cross (remains of)' was noted though the location is vague, if less so than on the earlier 1-inch to the mile map (above). The Suffolk HER records this feature as 'Cross (remains of) - a small heap of flint stones centred at 0535', referencing a 1950 entry on an OS record map (SHER LWT031/ MSF13863). The grid reference 0535 makes little sense unless the meaning is (TM 55)05 (94)35 which is near the top of Cart Score, though this seems a particularly awkward way of giving a grid reference. It is initially difficult to see how a small heap of stones could be interpreted as a cross base but this survives just to the east of the south entrance. It is in fact a sub-circular block of mortared flints currently used to support the head of an anchor (Figure 14). This could very well have been the rubble core of a base that may originally have been faced within dressed stones. Later OS editions locate the base by a dot on this spot, the post war editions more clearly so. A plaque



Figure 14 – ‘The Beacon Stones’ (right), perhaps more likely to be a cross base as recorded by the OS (Magnus Alexander © Historic England)

suggests that these were ‘The Beacon Stones’ and originally formed the base of the beacon built here in 1550. It seems more likely that the beacon was on the site of the lighthouse (below) and it is hard to see how a relatively small feature such as this could have supported a beacon which would have had a large central timber shaft more akin to that of a post mill. A cross base seems the most likely explanation, there are even hints of steps surviving, but it could perhaps be related to the gibbet mentioned above.

Early images of the park (such as SA 1300/72/32/4, dated 1877) show that most of the planting was initially quite low with only the occasional small specimen tree, leaving the area open in appearance. It is not certain if this was the original intention but later images make it clear that by about 1900 the planting had grown out and many areas had a much more enclosed character.

Within a few years the park was being used for a range of social events such as those advertised below:

LOWESTOFT HORTICULTURAL SOCIETY.
The first SHOW for this SEASON
WILL BE HELD
On THURSDAY. July 5th,
AT
BELLE VUE PARK, NORTH LOWESTOFT.
Silver Cup and Special Prizes for Roses.
T. L. CLEMENCK. Hon. Sec.
(The Ipswich Journal, 23/6/1877, p7 c3)

THURSDAY, August 25TH
BELLE VUE PARK
LOWESTOFT
Grand Illuminated Fete
and Promenade Concerts
AFTERNOON AND EVENING.
By kind permission of the Officers of the Regiment,
The BANDS of the 8th HUSSARS
(J. Carroll bandmaster) and the
4th BATTALION NORFOLK REGIMENT
(A. Cummings, Bandmaster) will perform.
ADMISSION—Afternoon, 1d. Evening, 3d.
(*Eastern Daily Press*, 23/8/1892, p4 c1)

An 1893 photograph (SA 1300/72/32/16) suggests the tennis courts north of Bellevue Park, behind North Parade, were established at about this time. Although partly obscured by bushes, it is possible to make out the words ‘Tennis [Gro]unds’ on the fence between the two large semi-detached houses, numbers 1-2 and 3-4 North Parade. The courts were in the area behind the houses on North Parade and Lyndhurst road and this green space is still there. The courts are not marked on



Figure 15 – Tennis courts established in the late 19th century behind the houses on North Parade and Lyndhurst Road. This 1945 aerial photograph shows they were still in use at the end of the Second World War. The mounds of earth at the far right of the courts are air raid shelters (RAF 106GUK927 6010 16-OCT-1945 Historic England (RAF Photography))

Ordnance Survey maps until 1950 but the area was laid out with courts on aerial photographs taken in May 1928 (EPW021244). Aerial photographs suggest that the courts were maintained through the Second World War and in September 1945, the wear on the grass suggests they were in use (Figure 15). Through the war, the eastern end of the tennis grounds was taken up with two large earth covered air raid shelters – see below for more information.

The earlier 1900s

At the time of the second edition OS maps of 1905, the park layout had changed little. Ravine or Jubilee Bridge was shown crossing The Ravine between Bellevue Park and North Parade (Figure 16). The plaques on the piers record that the bridge was opened in August 1887 on the second anniversary of the town's incorporation as a borough and commemorating Queen Victoria's golden jubilee. The Ravine within the park had also been developed further with some remodelling of existing paths and several new paths along the south side (Figure 17). These, and the paths along Cart Score, were also depicted more clearly.

The NNW path from the south entrance, now leading to Jubilee Bridge, was shown without beds to either side, though this could be due to changes in depiction standards. There appears to have been further tree planting, particularly in the central area, but there also seem to have been more conifers across the rest of park. Some of the earlier boundaries were shown as hard (solid lines) rather than soft

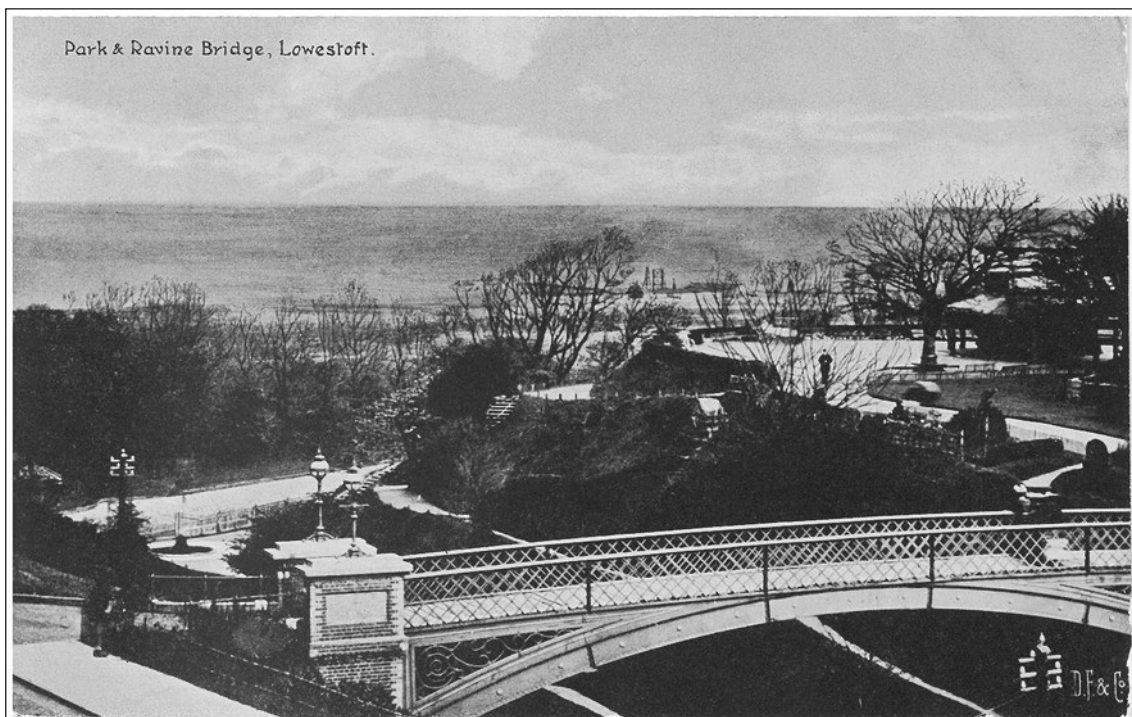


Figure 16 – A postcard of 'Park and Ravine Bridge, Lowestoft', posted in 1905, taken from an elevated position to the north-west of the bridge. There is little planting around the bridge and its aspect is quite open with views out to sea. It also shows the layout of the area around the pagoda and the paths within the western part of the ravine but details are difficult to make out. (© Historic England)



Figure 17 – A slightly later hand-coloured post card of ‘Ravine Bridge, Lowestoft’, posted in 1910, looking towards it from a viewpoint north of the west end of the Ravine showing the paths within its western part and its undeveloped northern slopes. It shows the boundary of the park as what appears to be close boarded fencing with a relatively rough path within the ravine running beneath the bridge, and a higher path with a bench above. (© Historic England)



Figure 18 – An undated postcard, probably from about 1914, of people gathered around the pagoda/ bandstand. The meteorological station is visible in the background. (© Historic England, HEA pc08275, Nigel Temple collection)

(dashed) suggesting some formalisation, particularly to the east around the Pagoda which was now labelled 'Band Stand' and shown as circular, again probably due to depiction. Park lodge was shown more clearly as a small building with deep eaves, the small building adjacent to Cart Score was also depicted more clearly and the narrow enclosure to its south was more obvious. The oval feature in the north-west of park had been removed or simplified, though a wall was shown to the east, recorded during survey as a low ridge [17], as well as a slightly curvilinear wall shown to the north with a straight wall (or path edge) to the immediate south (confirming the suggestion above).

There was a rectangular feature shown to south-west of the Band Stand with a small circular feature to the immediate east labelled 'S.D.' probably a sundial. It is visible, or partially so, in some postcards (such as Figure 11 and Figure 18), and a photograph in the Suffolk Archives (SA 1300/72/32/58) labelled 'Meteorological Station, Park, Lowestoft' shows the enclosure in detail, it can also be seen in Figure 24, a 1928 aerial photograph.

Beyond the park, there was some development of the north side of The Ravine with buildings on the narrow strip of ground to the west and formalisation of the south side of North Parade. At the foot of the Ravine was a new building, the western part of which was labelled 'Golf Club' presumably the club house for a links course on the Denes. This was a later extension; some early photographs (such as SA 1300/72/32/21) show the main building without this structure. There had been further development on North Parade and to the immediate north but further development here was patchy with only occasional houses on Gunton Cliff and Corton Road. To the west, High Street and Yarmouth Road were shown to contain tramlines. There had also been some infill development on Yarmouth Road.

On the 3rd edition maps of 1927, the park was largely as depicted in 1905 with no major changes other than a new entrance at the north-west corner through a 'C' shaped building with two distinct wings, one incorporating a lavatory, which remains today [18]. There was also some further infill development along the south-west side of Yarmouth Road (and adjoining avenues), and north of the park.

Sparrow's Nest

Figures in square brackets relate to features shown on Figure 19 overleaf.

The reconstruction of the town in 1618 (Butcher 2008, Map 4, 17) shows the cliff within Sparrow's Nest as Whitebank. There were several large rectangular enclosures between the base of the cliff and Whapload Road perhaps extending to the immediate north of the bottom of Cart Score/The Ravine. Several contained buildings many of which were probably related to maritime industries but the town's two largest tanneries stood in this area, making use of springs at the base of the cliff for water (Butcher 2008, 28). One spring was recorded within the ravine ([7] above) and two others were seen within Arnold's Bequest ([43] and see [36] below) and it seems possible that the pond to the east of the house may once have been spring fed. Butcher's 1725 reconstruction (2008, Map 5, 24) shows that the enclosures

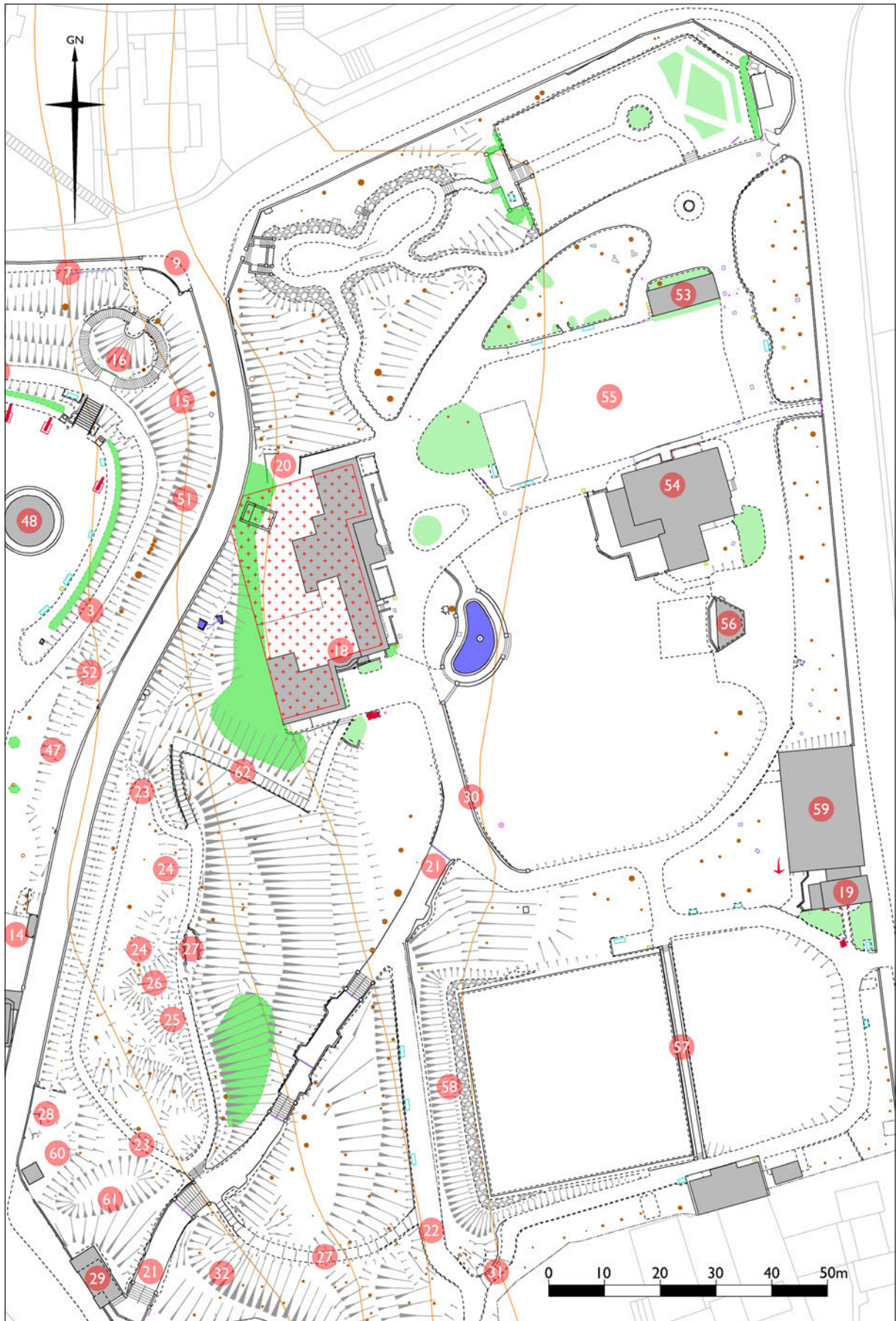


Figure 19 (opposite) - Survey of Sparrow's Nest Park, 1:1000 at A4 (for key see Figure 68)

on Whapload Road had seen some subdivision and the construction of additional buildings and had perhaps extended up the cliff to Cart Score. As such, they defined the outline of Sparrow's Nest as seen today, though internally divided.

The 1837 1-inch to the mile OS map suggests that the outline of Sparrow's Nest was in place by this date but at this scale it is hard to be sure. By the 1842 tithe map (TN IR 30/33/278) and apportionment the basic elements of Sparrow's Nest were more certainly in place. A rectangular building is depicted on the site of the later house numbered with the higher ground to its south and west. There was a triangular enclosure to the north of the house, and a large, open area to the east that had an oval track or path around its edge. All three were owned by the Right Honorable Archibold, Earl of Gosford and Turner Dawson and occupied by Lieutenant Colonel William Jones, with the first (287) described as 'House, offices, pleasure grounds and plantation', the second (288) as 'Garden' and finally 'The Lawn' (289). The main entrance to these enclosures was to the north-east from Whapload Road, on the site of the current entrance.

The house was not depicted on either of Butcher's reconstructions but is suggested on the 1837 OS map and certainly appears on the 1842 tithe map. It is shown in later photographs (Figure 21) to have been a large, attractive building in the cottage orné style popular in the early 19th century, with substantial chimneys, thatched roofs,



Figure 20 – Sparrow's Nest from the air, looking south-west, July 2019. The relationships with High Lighthouse (top) and Belleveue (right) can be seen. (Damian Grady © Historic England DP 33765/005)



Figure 21 – Postcard, sent in 1908, showing Sparrow's Nest House from the south; the marquee to the right may be related to one of the early public concerts in the park (© Historic England).



Figure 22 – Photograph from the steps entering the Naval Museum looking south, showing the surviving gothic doorway and window above with remnants of other features to the right, preserved in the wall of the Second World War extension (Magnus Alexander, © Historic England)

gothic windows, a first floor balcony, and French doors onto a low terrace. The 1867 plan (Figure 8) makes it clear that this was 'Cliffe Cottage' occupied by (and probably owned by, given his attempts to purchase the battery above) Rev Dr Whewell from at least 1846. Of this building, only a bay with a gate below (formerly French windows) and gothic fenestration above survives [17], now forming the entrance to the Naval Museum, though it is possible that other fabric has been incorporated into surviving structures (see Figure 22). To the west the route of the modern path running around the open area, including the open air stage, Giardino's restaurant and the film club hut, reflects the broad outline of the path in place by 1842. To the north it is likely that several of the building scars recorded on the north wall of the park also mark buildings depicted at this date.

There were several buildings and probable service yards to the north (290), but these were held separately; owned by Robert Cubitt, occupied by Thomas Gamble and described as 'House, yard and garden'. Gamble also occupied a diamond shaped enclosure to the north ('Cliffe Piece', listed as arable) the whole suggesting a small but coherent agricultural holding, perhaps making use of the adjacent Denes for pasture. Other buildings in the north-east corner would appear to be associated with Cliff House.

To the south, the area that would become the bowling green (967) was shown with a building in the north-east corner and was also in separate ownership, that of 'James Wildes Charity, surviving trustees Edward Norton, William Cleveland', occupied by Robert Cone and described as 'Cottage and garden'. The cottage [19], now the Maritime Museum, bears a plaque reading 'Rebuilt 1828, Richd Lockwood Vicar, John Elph Wm Cleveland, Church Warden[s].'

The 1st edition OS 25-inch to the mile map of 1886 shows that the basic layout depicted on the tithe map remained, though the picture given by the OS is more detailed. Cliff House, named as such, appears to occupy the same footprint as earlier but with a greenhouse on the south-west corner that is depicted in several images and also had gothic detailing but may be later than the main house (Figure 21). The main entrance to the grounds still appears to be that in the north-east and it is clearer that the buildings there are probably service buildings associated with Cliff House. To the north-west were some smaller buildings/enclosures and some of the rather scrappy wall remnants surveyed [20] may relate to these. South of this the remains of one of these buildings (an ice house according to the staff of the naval museum) survived in dense undergrowth where it could not be surveyed. It measured approximately 3m NNE-SSW by 4.5m WNW-ESE with an entrance in the ESE side, facing the house. Its walls were very thick for its size and it was sunk into the ground so the interpretation may be correct but the location is not particularly dry nor is the source of the ice apparent so it may be more likely to be a simple cellar. To the north the triangular enclosure remained identifiable as such, and was shown containing a few small buildings and paths. The open Lawn to the east was largely unchanged. To the north and south the buildings and enclosures also seem largely unchanged though within the north-east enclosure some buildings appear to have been removed and within the enclosure to the south-east much more detail of paths and outbuildings is depicted (though this could be more to do with

the approach of the OS) and these suggest that this area could have been levelled somewhat by this date.

The area to the south and south-west of Cliff House, which was blank on the tithe map, is shown in much more detail on the OS map. A path [21] ran from the south-west part of the path encircling the lawn, south west on a fairly straight line up the steep, largely natural fall, to meet High Street immediately to the north of High Lighthouse (though the actual junction is obscured by text). Apart from at its south-west end this ran on the same line as the broad stepped walk seen today though it was narrower and without steps (see Figure 23). Early pictures also show that it was unpaved though it was fenced in places. Towards the bottom of this path a second path ran almost due south on approximately the same line as the modern path above the bowling green [22], for perhaps 60m, but ended rather abruptly. Towards the top of [21] another path turned off to the north running up on to level ground where it ran in an irregular loop on the same line as that seen today [23]. Within this loop was a zigzag path, traces of which were recorded as faint earthwork gullies [24]. A circular hollow containing a small feature was also depicted in this area [25], and a 1928 aerial photograph (Figure 24) shows this to have been a small hexagonal building of some sort. A much larger hollow to the north [26] was omitted from the map and photograph, but this may have been a large tree throw from a later period, possibly enlarged by bikes running through it to head off down the slope to the east. East of this a slightly curving feature projected a little from the main fall [27], perhaps a viewpoint.



Figure 23 – A postcard of about 1910 showing the path running south-west up the Cliff towards High Street (© Historic England)

The public park

The name Sparrow's Nest apparently derives from Robert Sparrow of Worlingham Hall, founder of the Lowestoft Lifeboat Society, who built the house in about 1830 (NRHE no. 1489458), but most 19th century sources refer to it as Cliff Cottage. It seems that both names were in use; when reporting the purchase by the Lowestoft Corporation the house was referred to as 'The Sparrow's Nest, or Cliff Cottage' (*Evening Star*, 8th July 1897, p3; BNA). Various postcards show that the house was in use as a tearoom by the early 20th century.

The majority of Sparrow's Nest was bought by Lowestoft Town Council in July 1897, apart from the enclosure to the south-east which initially remained in separate ownership. This was bought in June 1904, also by the Town council, presumably with the intention of incorporating it into the park (TN AIR 58/51757, Lowestoft 5513/4, Lowestoft 5516).

The 1905 OS map is therefore the first to show the public park. The basic layout remained the same as in the later 19th century with the house, greenhouse to the south-west and the detached building and yards to north-west, and The Lawn to the east as before. The triangular garden to the north of the house had been incorporated into the wider grounds, and the pond to the east of the house was shown for the first



Figure 24 – An aerial view of part of Sparrow's Nest and Bellevue in 1928 (EPW021244 May 1928 ©Historic England (Aerofilms Collection))

time. The north-east enclosure remained but there was a new greenhouse along the wall with The Ravine, and some other buildings had been removed so it may have become a service area for the park. There was also a small building on the south of the Lawns not shown on any other maps or known images and for which no evidence was seen during survey. The paths south and south-west of the house were largely as depicted before, though the path that ran south [22] had been extended to Lighthouse Score. A curving path had also been created running from near the top of the diagonal path to approximately the point where the south path had previously ended [27]. There was also a new lavatory shown next to the top of Cart Score [28], perhaps that mentioned above. This has now been demolished (since 1992) but traces of the north walls survive showing glazed bricks and an original entrance within the park, and a level area to the south showed other traces of this building. In general, several of the path edges were shown as solid lines rather than dashed; presumably they had been formalised with edging or walling, much as seen in Bellevue Park (above).

In 1910 (TNA IR 58/51757, Lowestoft 5513/4) the property was summarised as:

Brick + thatched House conts:- Hall, Conservatory, 2 Sit., 2 Kits:
 Scul.y, 8 Bed: & 6 attic beds.
 Kit. Garden with 3 glass houses, potting shed and wood built aviary
 B+T Cottage, 3 rooms up 2 down
 B+T Stables – 3 loose boxes and 2 stalls



Figure 25 – A postcard, sent in 1939, showing the kidney shaped pond to the east of the house in a more developed form than previously with low walling and encircling paths, as well as some sort of pergola and central feature though apparently not a fountain. Note that the Pavilion Theatre, visible in the background, has been extended to the east (contrast with above). Once again deck chairs for a concert on the bandstand, out of frame to the right, are also visible. (© Historic England)

B+T Tool House & range of mens lavatories & urinals
Large pleasure grounds with wood built small pavilion comprising
stage & 4 dressing rooms
Tennis Courts & Bowling green with 2 small pavilions
& Refreshment House & B+T Gardener's Cottage of 3
rooms up 3 down

-
The whole is enclosed by a brick wall
-

A new concert pavilion has been erected since 30/4/'09

At the time of the 1927 OS map the basic layout was very similar to that of 1905 though within this there were some significant developments. The house remained much as it had since the 1880s though there was a square enclosure to its south and the area to the east was slightly more formal. The pond was depicted as before but was soon to be improved (Figure 24, Figure 25). Although the north-east enclosure remained there had been extensive developments with several new greenhouses including a large square one within the park to north of the house (also visible in Figure 24), perhaps more clearly suggestive of a role in the management of the park than in 1905; a newspaper report from 1940 (below) mentions the earlier use of these greenhouses for raising 'gigantic blooms'. To the east of the house the large rectangular concert pavilion and a smaller bandstand to its south were depicted for the first time (see below).



Figure 26 – A postcard, sent in 1938/9 (the last digit of the postmark is partial), showing the lower part of the diagonal path to the upper entrance from a very similar position to Figure 23 above (© Historic England).

To the south-west of the house the diagonal walk [21] had been significantly enhanced; it had been doubled in width, walled on both sides, presumably terracing to support the increased width, with three of the four steps seen today in place and a central handrail along its full length (Figure 26), the scars of which are still visible in places today. The fourth set of stairs (the third from the bottom) are visible on 1928 aerial photographs (Figure 24), as are a second set of steps up to the north-west in the same place, the latter looking recently built. The unmapped niches for benches are clearly present by 1938/9 (Figure 26) and maybe by 1928 (Figure 24) though they are rather obscured by trees. At the top the path turned sharply to the north by 1927, rather than continuing south-west, where it passed through a surviving rectangular building [29], which seems to have had a substantial porch projecting out onto Yarmouth Road, now lost. At the bottom of this path (to the north-east) a retaining wall had also been built along the south-west side of The Lawn, again perhaps to retain a wider path here and if not that seen today, on the same footprint [30]. The looping walk [23 etc] and lavatory [22] remained much as before however.



Figure 27 – A postcard of about 1910 showing ‘The New Bowling Green and Tennis Court Lowestoft’, which actually shows the pavilion far more clearly than anything else (© Historic England HEA PC06805)



Figure 28 – a postcard, also of about 1910, showing 'Bowling Green, Lowestoft' with the tennis courts visible in the background in front of the ivy covered cottage that would become the Maritime Museum (© Historic England)

In the south-east, the bowling green area was still enclosed separately, but it appears to be incorporated into grounds as there were several connecting paths, including paths into the lawns to the north and the path curving up from the south-east corner [31]. There was an entrance to the area from Whapload Road, probably an enlargement of an existing gateway, though none had been depicted prior to this. The central area was labelled 'Bowling Green', though it appears to have covered the whole of the central area of the former enclosure (inaccurately, below), and was depicted with hachures around its immediate western end, east of the major landscaping seen today. Council accounts for 1906 (in SA 1325/179) record the expenditure of £32 3s 8d on 'Bowling green and tennis courts – bowling and tennis requisites' so it seems likely that they had been established by this date. Although no courts are shown on maps (and there were courts on the Denes to the north that some sources describe as part of Sparrow's Nest, for example SA 1300/72/33/14) they can be seen in Figure 27. A building to the south was a sports pavilion related to the green (Figure 28).

Entertainment in the park

As with Bellevue, entertainments began almost immediately after the park opened:

THE SEASON AT LOWESTOFT.

On Monday afternoon Mr. Frank Stebbings' concerts at Sparrows' Nest, Lowestoft, commenced for the season. There was a large attendance, the audiences including several members the Corporation. At the interval the Mayor ascended the platform, and said that on behalf of the Corporation he appeared to welcome the

visitors to Sparrows' Nest. He predicted a prosperous season and successful one to the caterer, and hoped he would be patronised liberally as he deserved to be. Mr. F. Stebbings, in reply, said he would endeavour to provide entertainments both refined and amusing, and promised to do his best to deserve that success which had been wished him by the members of the Corporation. The Beach concerts also commenced on Monday evening. (*Norwich Mercury*, 8/7/1899, p7 c3)

It is unlikely that there was a permanent pavilion or bandstand at this time as the 1905 OS maps show no likely buildings and a 1906 report refers to an awning and what sounds like a temporary stage:

FETE AT SPARROW'S NEST. LOWESTOFT.

By permission, of the Lowestoft Town Council, a fete and fancy fair was held in the Sparrow's Nest, Lowestoft, Thursday ... The Nest, one the prettiest spots in the town, now in its summer glory, was made additionally attractive by many decorative devices, and was visited by considerable numbers, as the afternoon was fortunately fine and warm. From three to four there was a concert under the awning ... when a varied programme was contributed to by well-known local artists ... Afternoon teas were served under the trees from 4 till 6, during which the Lowestoft Orchestral Society played selections. At 5.15, in a specially prepared and appropriately decorated stage (supposed to represent a wood near Athens) in the lower part the grounds, scenes from the "Midsummer Night's Dream" were presented ... This was to be repeated in the evening. The evening programme opened with Glover's well-known chorus, "The Gipsies", which was splendidly done; Mr. Haylett caused much laughter with "It suited her just as well" and Mr. Charles Tree gave a finished rendering of "The Little Irish Girl", which was loudly applauded. Most of the songs had orchestral accompaniments. The long programme of amusements concluded with another concert and children's tableaux at 9 o'clock (*Evening Star*, 22/6/1906, p3)

A substantial concert pavilion, and south of this a small bandstand, first appear on 1927 OS maps, and the first postcard to show the concert pavilion is of about the same date (Figure 29, see also Figure 24), but their origins are unclear. The first reference to any permanent building is the mention in the town council capital accounts of the construction of a 'new pavilion' for a cost of £204 16s during the year to 30th September 1906 (in SA 1325/179), and there is a record of the opening concert taking place in June 1907 almost exactly a year after the concert report above. It is unclear if this was the smaller original bandstand or a precursor to the large concert pavilion, £200 might be reasonable for the former and almost certainly too little for the latter. In 1910 there was a record that 'A new concert pavilion has been erected since 30/4/'09' (TNA IR 58/51757, Lowestoft 5513/4), which could have been additional to that of 1906-7. In January 1913 plans for another 'new pavilion' were agreed at an estimated cost of £1300 (quoted in SA 1325/179), a cost which might reflect the building shown on Figure 29, but it is not clear if these plans were executed.



Figure 29 – A postcard, sent in 1926, of the concert pavilion (presumably that constructed in 1913), apparently in its original form, with the kidney shaped pond and a pergola to the left and deckchairs facing the bandstand, out of frame to the right (© Historic England)

Three bandstands have existed on approximately the same site. Early photographs show the first bandstand to have been a traditional cast iron octagonal structure with a low pitched roof supported by columns with balustrades between and a raised central area. It was deemed unsuitable and replaced in 1936 (*Lowestoft Journal* 9/5/1936 quoted in SA 1325/179) by a new outdoor stage similar to the modern structure though a little smaller and on a site slightly to the ESE (Figure 63).

High Lighthouse and surroundings

Figures in square brackets relate to features shown on Figure 30 overleaf (and Figure 19 above).

The southernmost corner of Sparrow's Nest feels rather isolated from the rest of the park and is dominated by High Lighthouse above. Although not specifically studied as a part of this project the lighthouse clearly had an impact on its immediate surroundings. The first lighthouse was built in 1676, probably the first substantial building to the north of 1 High Street. Various illustrations (such as in SA 193/2/1) depict a simple three storey cylindrical tower, entered by an external stair at first floor level, with a flat roof surrounded by a railing and a large lantern. It was largely re-built in 1853, and completely so in 1873, resulting in the building seen today (NHLE entry, no. 1209999, Figure 31). Abbot mentions the lighthouse briefly in his 1876 poem: 'the New Lighthouse, with her; Queer revolving lamps, will shine above [Bellevue Park].'

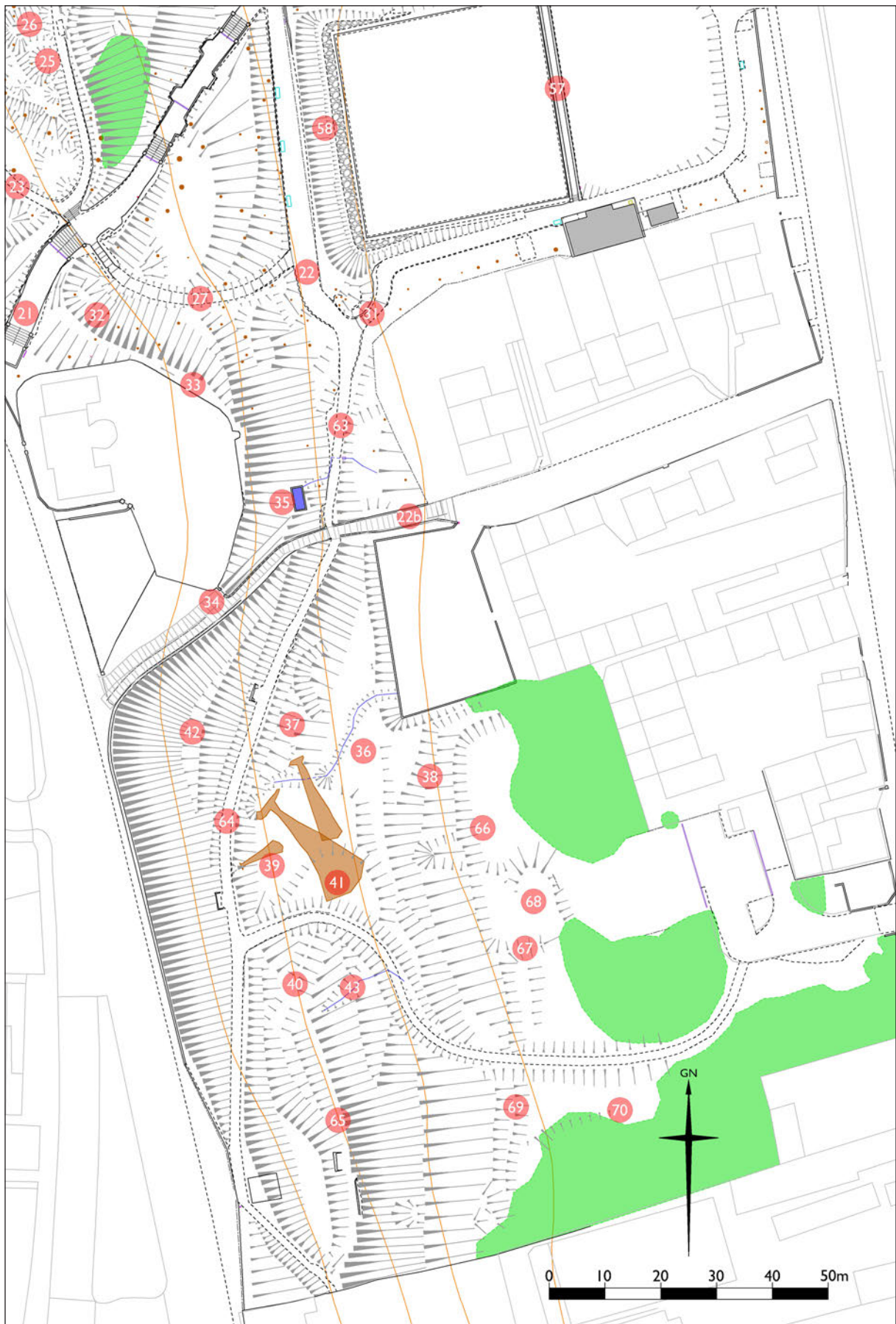


Figure 30 (opposite) - Survey of Arnold's Bequest including the south of Sparrow's Nest Park and High Lighthouse (for key see Figure 68)

The first high lighthouse may have had a precursor. The reconstruction of the town in 1618 (Butcher 2008, Map 4, 17) records Beacon Hill in the eastern part of Bellevue, above Cart Score. This must have taken its name from a beacon erected in 1550 to warn of coastal attack, and depicted on a 1584 map of Lothingland (Figure 5). A view of the town from about 1580 shows the beacon to the immediate north of the town (Butcher 2008, Plate 7, 27); it appears to be adjacent to a score, possibly a precursor to Lighthouse Score (below), and to the east of the main road, so it is possible that the beacon was on the same site as the lighthouse, and that Butcher has shown Beacon Hill too far to the north.

Butcher (2008, Map 4, 17) also shows two unnamed scores descended the cliff obliquely in 1618, one running south-east from near the top of Gallows/Cart Score and one north-east from immediately north of 1 High Street, meeting at close to the bottom of the modern Lighthouse Score steps (around NGR TM 5515 9429). They seem to have survived until 1725 when they descended to the north and south of the first lighthouse (Butcher 2008, Map 5, 24). The southern of these two scores would have run through Arnold's Bequest (below) but by the 1842 tithe map (and perhaps the 1837 OS map) the only score to the south of the lighthouse ran on the line of the current Lighthouse Score, defining the southern extent of Sparrow's Nest. It seems



Figure 31 – An unused postcard of High Lighthouse from the south, note Bellevue Park gates and the upper entrance to Sparrow's Nest Park (with porch) in the background. This view must date to the later 1920s; other postcards indicate that the tank was not placed in this angled position until after 1925. The presence of the tank but the absence of the tramlines suggests that these were removed due to the adoption of buses rather than for the war effort (courtesy private collection © Historic England).

that by this time the area of Arnold's Bequest had been enclosed and was in private ownership, so it may have been necessary to create a new score. This must have taken place in the last years of the 18th century or early in the 19th.

The northern score would have cut through the south-west corner of Sparrow's Nest. A small track or pathway appears in some later sources such as the 1842 tithe map and a small sketch in a court baron document of 1857 (SA 194/AIC/97), though both show it as smaller and tighter to the lighthouse than suggested by Butcher. Due to later changes (such as the construction of the toilets and entrance at the top of Cart Score (above) and the excavation of the large hollow (below)) it is difficult to be certain of the original course of the score as depicted by Butcher. Nor was any obvious sign of the smaller score depicted in the mid-19th century seen though it would have approximately followed the top of the steep scarp to the north of the lighthouse [32] and the narrow flat area adjacent to the lighthouse wall [33] could be a remnant of it, which might explain why the scarp does not run tight to the wall, as seen to the south. No sign of it continuing to the south-east across the steep east facing fall from the lighthouse wall was seen, perhaps the result of the 1873 rebuilding. By the first edition OS 25" map (1886) the north score had gone and Cliff House's plantation ran right to the lighthouse wall.

Apart from some trees and a few areas of rough ground the area east of the lighthouse appears to be blank, path [22] that ran towards this area from the north did not extend into it. The second edition OS map (1905) shows this path to have been extended to the foot of Lighthouse Score on a line some way to the east of the modern path, but meeting it at approximately the same point as the earlier score [22b], perhaps making use of an existing gap/gate; no sign of this was seen during survey.

By the third edition OS map of 1927 there has been more significant changes in this area. The bowling green had been incorporated into the park and path [30] curved from the south-west of the bowling green to meet path [22]. A path ran south from their junction on a slightly different line to earlier path [22b] but did not connect directly to Lighthouse Score. Instead it turned sharply to the south-west where it met a second set of steps which had been added to the northern side of the existing score. By the first post war OS maps of 1951 the lower half of the steps had been lost but a slightly sinuous path ran on the general line of the former path and steps. Today, a short wall containing a wrought iron gate survives [34] separating the steps above from the park below and although not clear on maps it seems likely that this public/private distinction was original. The cast concrete cistern [35] north-west of the current junction between the score and the modern path first appears on the 1927 OS map. It is not shown on later maps, but survives and appears to be spring fed with a constantly flowing outfall and no obvious inlet.

Arnold's Bequest

Figures in square brackets relate to features shown on Figure 30.

The southern of the two scores mentioned above, which ran north-east from north of 1 High Street to the foot of current Lighthouse Score, is depicted as an oblique

boundary/fence running down the cliff in several sources, such as a 1773 prospect (http://www.lowestofthistory.com/pic/a0019_1773_b.jpg, accessed 7/8/2019) and two late 18th century views by Richard Powles (SA 193/2/1 1786 and 'A Perspective View of Lowestoft from the N.E. Battery', 1790, in Lowestoft Maritime Museum). This score must have gone out of use when Arnold's Bequest was taken into private ownership, leading to the creation of Lighthouse Score on its current line. 'Local sources' indicate that this took place in 1806 according to an interpretation panel which references John Holmes' *A Brief History of the Scores* and although this source could not be traced the date fits with other evidence.

The southern score is not only clearer in the historic sources than the northern score but also on the ground. The north of Arnold's Bequest has a broad level area [36] defined to the WNW by scarps rising to the modern path [37] but which may well pre-date this and to the ESE, to the south of the modern car park, some more moderate scarps falling away [38]. The ground was quite soft and a small stream ran through this area suggesting that a former gully may have silted up obscuring its original form. To the SSW the area was obscured by several large fallen trees, since removed, but it was clear that the ground rose steadily, becoming drier, and to the north-east of the modern path junction clearly formed a fairly well defined gully [39]. To the south of this the course of the score was unclear, probably obscured by the development of paths mapped in the 19th century (below) and the modern path, though it is possible that the score in part followed the line of these. To the south-east of the path junction was a low but well defined ridge [40] and it seems possible that this was on the line of the boundary thought to define the score and visible in later 18th century sources. A broad bulge to the north-east [41], which could not be fully surveyed due to the largest of the fallen trees noted above, could in part be relate to the score. It is also possible that the ridge continued here though it could not be seen.

The 1842 tithe map shows Lighthouse Score on its current line with no sign of the score to the south. Most of Arnold's Bequest was a featureless enclosure (960) extending as far as Whapload Road to the east, with 1 High Street and its yards/gardens (959) in the south-west corner. Both were owned and occupied by Thomas Preston with the former described as 'Garden and plantation' and the latter as 'House and cottage'. The extension to Whapload Road seems to be the same as today and probably allowed access from 1 High Street out towards the Denes, though no path was shown (on this or any later map). A separate enclosure in the north-east corner (964), which reflected the current car park though was slightly larger, was described as 'Gardens' owned and occupied by George Sead Gowing (perhaps associated with the ropewalk on the Denes (below)) who also held the buildings to the east on Whapload Road (963, listed as 'Fish office and yard'), as well as others to the south.

On the first edition OS map of 1886, the area appears much as in 1842 with a single large open area south of Lighthouse Score extending to Whapload Road, with 1 High Street in the south-west corner, and the garden enclosure in the north-east corner. Terraces were clearly shown to the east of 1 High Street but no sign of these was seen during survey, presumably due to later modifications (the creation of a path above) or natural slumping of the friable soils. There was no obvious connection between High Street and Whapload Road but a path ran south-west from Lighthouse Score

then curved to run slightly east of south straight as far as a short path immediately to the north of 1 High Street, running from the street to the gardens at the rear. The path from the score took a higher line than the modern path, and a terrace [42] was surveyed that probably preserved its course. If the tenorial arrangements were the same as recorded by the tithe apportionment it seems likely that these paths were private.

The only other features shown were a cistern ('Cis') at approx TM 55138 94209 and a circular enclosure a little east of this (centred on TM 55159 94207), apparently around a coniferous tree (the only one depicted in this area) and a small deciduous shrub. No evidence of the latter was seen but a small spring and gully [43] were in the area of the cistern suggesting it may have been spring fed.

The 1905 OS map shows the same basic layout as above but without paths in the main enclosure, the main path apparently replaced with a boundary of some form, and a few additional small enclosures around 1 High Street (and the hachures of garden terracing are no longer depicted). The main area had a scatter of trees across it, apparently slightly fewer than previously, with several apparently open areas. A small rectangular structure is shown at approx TM 55154 94208, which would appear to be the cistern mentioned above, though the location is different. If this location is correct then gully [43] noted above might have been supplying the cistern, rather than marking its former position. The circular enclosure to the south was no longer shown but to the north was a small oval enclosure centred on TM 55129 94252.

The 1927 OS map shows the main enclosure to have been largely open with a scatter of trees, noticeably fewer than in 1905. This is the first map to show hachuring of the substantial fall from High Street and the upper part of Lighthouse Score. It also shows a boundary at the base of this fall on a line that appears to be the same as that shown in 1904, reflecting the earlier path line. The oval enclosure in the north of area is still shown as is the small rectangular feature (the cistern?) to the south. Within the north-east enclosure, a small rectangular feature at about TM 55148 94281 was recorded as 'Spring'.

The North Denes

In 2019, the area which formerly comprised the North Denes, Lowestoft's beach area, is occupied in the south by the Birds Eye frozen food plant, which from its beginnings in 1949 as a small depot, has expanded across the site of the lost beach village and pickling plots into a major factory. North of this is an open area that features relict 20th century racks for drying fishing nets and to the north again is the North Denes Caravan Park, the Tennis Club and cricket ground with a scrubby open area beyond, perhaps closest to the original nature of the Denes.

Historically, the North Denes was one of Lowestoft's seven areas of common or waste as listed in the 1618 manor roll and formed a large expanse of beach area above the high water mark (Butcher 2016, 45). The width of the Denes protected the cliff from erosion by the tides, maintaining its stability, and was used for storage

of goods, net drying, and boat building and repair (Butcher 1995, 17).

The earliest description of the Denes is contained within a letter sent by the Duke of Norfolk to Henry VIII on the 12th May 1545. He wrote:

At Laystofte, for small ships of 10 or 12 foot draught, are two very good roads called the North Road and the South Road, in either of which a good number of mean ships may ride against all winds. Between the landing place and the town is at least 40 score "tailor's yards," and the landing place is more than half a mile in length (Gairdner and Brodie 1905, 370).

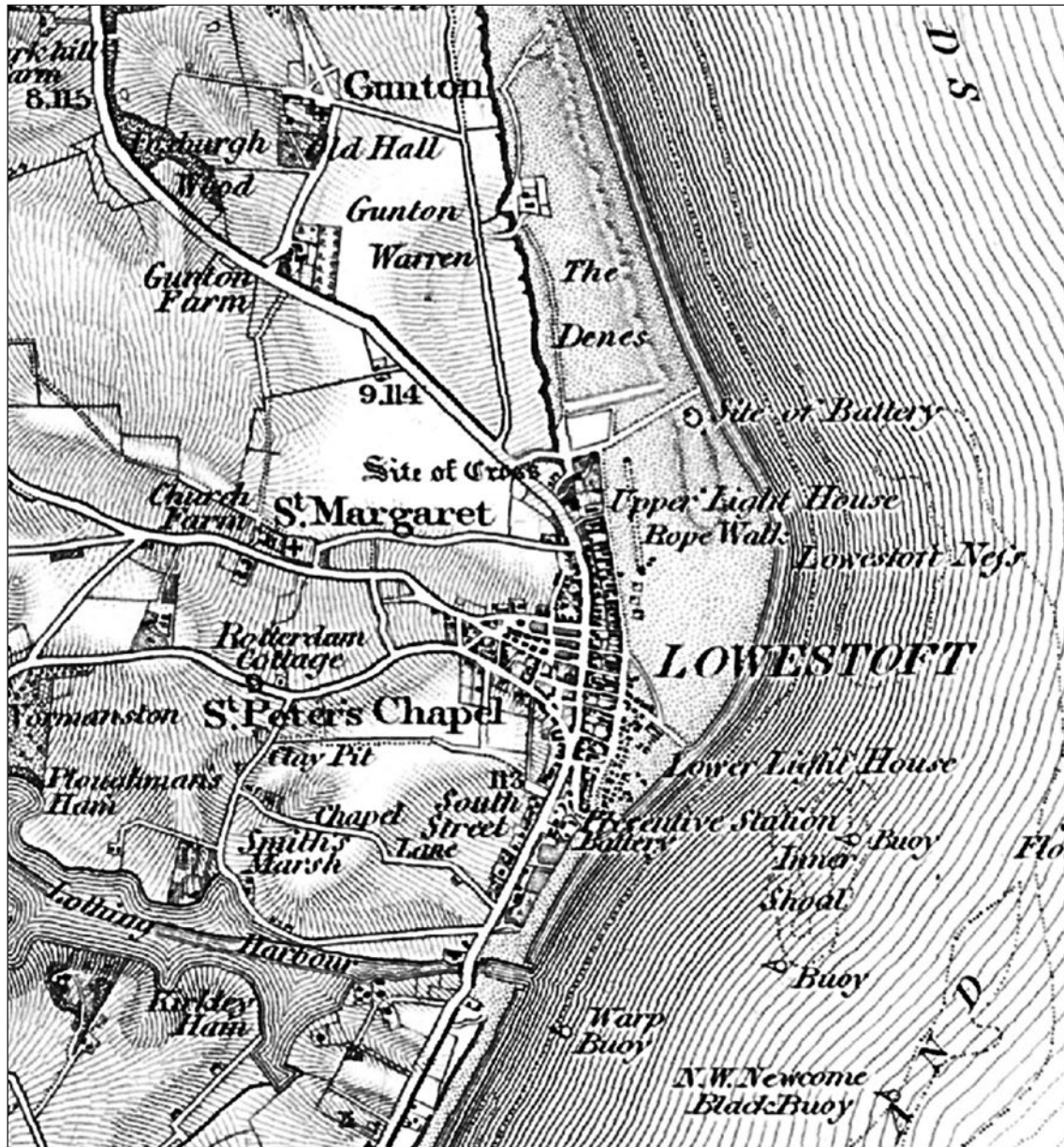


Figure 32 – Detail of the OS 1837/8 1-inch to the mile map of Lowestoft (not to scale) showing the Denes; the area to the west of the town from the Lower Light House up to Gunton Warren (Copyright and database right Crown Copyright and Landmark Information Group Ltd (All rights reserved) License numbers 000394 and TP0024)

In the Duke of Norfolk's estimate of the size of the beach area, it is unclear whether by 'the town' he means the High Street and is thus including the cliff, or whether he is describing the level area between the shore and the base of the cliff. If it were the latter, based on a 'tailor's yard' being 37 inches, he is describing an area which spanned 2,467 ft (752m) between the shore and the cliff, a considerably broader beach than exists today.



Figure 33 – Detail from the OS 6-inches to the mile map (not to scale) showing Lowestoft Denes and the north end of town in 1927; it gives a good idea of the landscape of the denes before the big post-war changes and shows the sea wall, recreation ground, tracks and buildings on the Denes (Reproduced under a Creative Commons Attribution-NonCommercial-ShareAlike 4.0 International (CC-BY-NC-SA) licence with the permission of the National Library of Scotland; <https://maps.nls.uk/index.html>)

The Denes (the name possibly derived from ‘dunes’) was used from the medieval period as common grazing and for fishing related activities (Butcher 2008, 3, 201, 256, Bristow 2019, 8-11). Through the 19th century, it was also used for military training, sporting and leisure activities. The character and mixed use of the Denes demonstrate how important the area was to the town, in particular for the fishing industry (Bristow 2019, 10). In contrast, Peto’s later 19th century resort to the south of the harbour had facilities specifically designed to attract visitors (Brodie and Winter 2007, 48-49).

Some industrial activity took place on the Denes in the 17th century including tanneries below the cliff near the High Lighthouse and there is evidence of cod liver oil production there into the mid-18th century (Butcher 2008, 28, 176, Bristow 2019, 10, 41). There were buildings, for smoking fish on the Denes, from the at least the 16th century, although many of these were consumed by fire, along with parts of the rest of the town, in 1645 (Bristow 2019, 17-19, Fig 12). After this and through the 18th century, Lowestoft recovered and developed as a fishing port with new buildings along Whapload Road (ibid, 19-20).

The beach village at the southern end of Denes was also known as the ‘The Town Below the Cliff’ or ‘The Grit’. It originated in the late 18th century to accommodate those working in the nearby fishing industry (Butcher 2008, 3, Bristow 2019, 8-11, 34-35). The first houses were built in 1791 with permission from the Lord of the Manor as the area was considered to be his waste (Rose and Parkin 1997, 15) and by 1806, 76 dwellings had been erected (Butcher 1983, 14). Most of the 19th century buildings on the southern Denes have been removed and replaced by mainly industrial structures. However, on Whapload road, there is a surviving block of late 17th and early 18th-century buildings associated with fishing industry (Bristow 2019).

19th century maps define the Lowestoft Denes as the area east of the cliffs from north of the harbour up to the edge of Gunton Denes at Links Road (Figure 32). Since then, the coast has receded significantly; the 1:500 OS town plan shows that in 1883 the Mean Low Water (MLW) was about 290m east of its current position. Therefore, a considerable area of land (about 40 hectares) has been lost to the sea since 1883 including much of Ness Point, the Lower Lighthouse and some other historical features that are noted below. Construction of the North Denes and Hamilton sea walls in the early 20th century fixed the shoreline, but at the time of the 1927 OS 1:2500 map, MLW was about 70m east of its current position (Figure 33).

Fishing related activities

The Denes were integral to the Lowestoft fishing industry prior to the construction of Lowestoft’s first harbour in 1827-30 and remained an important communal space until the cessation of herring fishing in the 1960s (Bristow 2019, 8-10). In addition to net drying and boat repair, the Denes also saw some fish processing. A long trench, aligned north-south and still discernible, once contained copper vats placed above open fires in which cod livers from the Icelandic voyages were boiled down to make oil for lamps, though this activity appears to have ceased by the mid-18th century (Murton 1897 (Gillingwater 1790), 56).

Newspaper advertisements from the mid-19th century through to the early 20th century announce sales to be held on the Denes, usually of boats (luggers) with equipment such as mackerel, herring or spring nets, bowls, ropes and other miscellaneous fishing property (for example the sale of the lugger 'Rapid' in the *Norfolk News*, 25th December 1869, p6; BNA). An earlier notice relates the sale of the wreck of the Albion including 'a great quantity of very capital English oak floors, futtocks, timbers, posts, breasthooks, knees etc'. The sale took place 'on the North Denes' and the account stated that the 'Shipwreck is of very superior quality, and lies convenient for carting, being quite near the Lighthouse score leading to the turnpike road' (*Norfolk Chronicle*, 4th January 1845, p3; BNA).

The rough scrub vegetation on the Denes were ideal for fishing nets to be spread out and kept off the ground in order for them to be cleaned and dried. There is documentary evidence that local residents had free use of the Denes for net drying



Figure 34 – Detail from the 1886 OS 25-inches to the mile map (not to scale) showing Gowing's Rope Walk extending north to south to the east of Whapload Road (Reproduced under a Creative Commons Attribution-NonCommercial-ShareAlike 4.0 International (CC-BY-NC-SA) licence with the permission of the National Library of Scotland; <https://maps.nls.uk/index.html>)

from at least the 17th century, although outsiders (both British and foreign) had to pay an annual levy (Butcher 2008, 27). The nets were valuable commodities and thorough drying, preserving and repairing were important activities that took place on the Denes and in the buildings there (Bristow 2019, 23-24). In 1891, in the context of the town corporation's possible plans for the Denes, concern was expressed by William Youngman (former mayor) that any scheme 'shall consider the best means of providing facilities for drying fishing nets on the Denes as at present' (*Lowestoft Journal*, 16th May 1891, p4; BNA). In contrast, the 23rd May edition 'On DIT' (hearsay) section remarks 'That people are asking by what right a large number of posts should be allowed to remain fixed on part of the Denes and so interfere with them as an open space, about which so much noise has been made of late' (*Lowestoft Journal*, 23rd May 1891, p4).

The dedicated area of racks, or 'spars', probably developed from the early 19th century when the first harbour was constructed and more space was presumably available on the beach to the north (Bristow 2019, 10, 24-25). These simple post and crossbar structures, were regularly refreshed throughout the 19th and early 20th centuries and the few that remain on the Denes in 2019 date from the final years of the Lowestoft herring fishery. The net racks were not marked on Ordnance Survey maps until 1951 but they are recorded on some early postcards and 1926 aerial photographs. The latter show a larger area than today but with a similar arrangement of rows of poles, with cross bars, with some nets hanging over them. The aerial photographs also record an east-west track extending between the poles from a point just south of Lighthouse Score towards the seawall. There was also a north-south track, roughly parallel to the cliff down the middle of the racks. This corresponds to the line of a former ropewalk linked to Gowing's Ropeworks established in 1790 (Rose and Parkin 1997, 113). This was marked on the 1837/8 Ordnance Survey one inch to the mile map and annotated as 'Gowing's Rope Walk' on the OS 25-inches to the mile (1:2500) maps of 1886 (Figure 34) and 1905 but not on the 3rd edition of 1927. This suggests it went out of use as late as the early 20th century. It is partly included in a general view of the Denes for a Rock and Company engraving dated 1872 (Bristow 2019, 11, Fig 5).

The ropewalk extended for about 400 yards (about 370m), roughly parallel to Whapload Road, from opposite the area that is now Sparrow's Nest Park to just north of the present boundary of the Bird's Eye Factory (TM 5524 9450 to TM 5532 9413). The ropery building faced Whapload Road and the gardens behind Arnold House and the Rectory on the High Street (Rose and Parkin 1997, 113). At the south end of the ropewalk, there was a broad area with opposing groups of buildings and a track led from these to Whapload Road. These buildings were probably a combination of accommodation and works, similar to the arrangements at Knight's or Robert's Buildings to the south that, like others in this area, were a mix of dwellings, fish houses and net stores (Huke's Directory 1892, 102; Bristow 2019, 66-7). The 1926 aerial photographs show the remains of the northernmost of the buildings associated with the rope works and these comprised an east-west range with a smaller north-south range appended to its east side (Figure 35). The buildings were gone by the date of the aerial photographs taken in July 1940 but their location is indicated by areas of disturbed ground.



Figure 35 – A 1926 aerial photograph looking north-west across the Denes showing the net drying racks and the line of Gowing’s rope walk extending through them, roughly parallel to Whapload Road. The surviving rope works buildings are bottom centre of frame (extract of EPW016551 26 August 1926 ©Historic England (Aerofilms Collection))

Defence and the militia

Lowestoft, alongside other coastal towns, has a long history of defensive structures and connections to the military. In 1539, Henry VIII ordered that two bulwarks be built at Lowestoft and three earthwork structures were built – one at the south end of the town, another at Ness Point, and the third further to the north (Kent 1988, 157). These were the subject of continued arguments between the town and the Crown and successive structures do not seem to have been well maintained or sufficiently armed through to the late 18th century (Kent 1988, 158-161). After the failure of the batteries in tests in 1781, three substantial batteries were constructed (Kent 1998, 161-4). The largest was at Battery Green, now partly behind the Waveney Dock and the site of a multi-storey car park. There was a slightly smaller battery at the Ness but this was sold after 1815, is not marked on the OS 1837/8 map and was presumably demolished by then. North Battery (see ‘Bellevue Park’ above) stood on the cliff to the north of the town (Kent 1988, 165-6). East of the site of the north battery, close to the shore, there is an oval marked as ‘Site of Battery’ on the OS 1837/8 map probably one of the earlier bulwarks and likely to be location from which Richard Powles painted ‘A Perspective View of Lowestoft from the N.E. Battery’, 1790, a copy of which can be seen in Lowestoft Maritime Museum.

From the mid-19th century, the Denes were used for military training and parades relating to artillery volunteers. This was part of a response to a perceived threat of invasion from the French navy in the late 1850s that led to construction of numerous forts, the so called ‘Palmerston Follies’, at coastal naval bases. A more widespread reaction came from the public with a desire to be trained in the use of rifles so they could ‘do their bit’ should an invasion come (Osborne 2006, 13-14). Earlier volunteer

corps existed, including the Militia and Yeomanry, but these were men who enlisted and were paid or semi-professional and that meant they were usually of a certain social status. In 1859, as a truly voluntary service, the Rifle Volunteer Corps were open to a much wider range of people (Carmichael 2015, 1). Many of the coastal volunteer groups, usually those associated with ports including Lowestoft, chose to train as gunners to resist the anticipated invasion. By the end of 1860, 120,000 volunteers had signed up for the Rifle Volunteer Corps (Osborne 2006, 13-14).

The 1st Suffolk volunteers were raised in Lowestoft in 1860 and an advertisement in July 1863 announced they would have shot and shell practice on Monday and Thursday evenings at 6pm from the Battery, North Denes (*Norfolk News*, 4th July 1863, p1; BNA). From early on the volunteer groups were regulated and the 1863 Volunteer Act specified inspections and drill standards (Osborne 2006, 13-14). The inspections seem to have been public spectacles and an 1865 illustration shows a review of the Suffolk Volunteer Corps watched by large crowds of people on the cliffs and the Denes (Figure 36). This depicts rows of hundreds of volunteers being inspected by men on horseback, beyond which are rows of bell tents and to the north several larger tents, including a large officers mess tent that 'was always open for hospitable entertainment' for 'the crowds of visitors, ladies and gentlemen, who came to see the camp' (*Illustrated London News*, 15 July, p46; BNA). This event had a great impact on the town as it was 'observed as a public festival... All the shops were closed. All the ships, streets, and houses were decorated with festive bunting, with evergreens and garlands of flowers surrounding inscriptions of welcome and encouragement to the volunteers' (ibid). Newspapers provide accounts of other inspections such as a camp for drill and inspection that took place on the North Denes from 16th to 23rd July 1870. It was also reported that the 1st Norfolk battalion challenged the 1st Suffolk to a shooting competition over 200, 500 and 600 yards to be held on 5th August (*Bury Free Press*, 23rd April 1870, p5; BNA). Even royalty came to these events; in 1891 the 4th Battalion Norfolk Regiment and the Norfolk artillery were paraded for inspection by the prince and General Buchanan (commanding district) on the North Denes (*Lowestoft Journal*, 23rd May 1891, p5; BNA). The prince was Albert Victor, Duke of Clarence and Avondale, the eldest son of the prince and princess of Wales (later Edward VII and Queen Alexandra) who died in 1892.

The 1883 and 1886 OS maps show the extent of the 800-yard (c750m) 'Volunteer Rifle Range' on the Denes (Figure 37). This stretched in a SW-NE direction from about 80m east of Martin's Score to the edge of the shore (TM 5537 9372 to TM 5566 9441). The 1886 1:500 scale town plan (Figure 38) depicts the layout of the two Marker's butts, targets and a flagstaff at the northern end. There were rectangular structures at 100-yard intervals along the central portion of the line of the range. It is possible these were shooting points or they could have been used as guides to help the volunteers line up their sights with the butt if they were firing the full length of the range. The 1883 map shows a little more detail and the northern most shooting point, at the halfway point of the range, comprises rectangular structures flanking the line. The southern end of the range is now under the Bird's Eye factory and the northern half and butts have been lost to the sea.

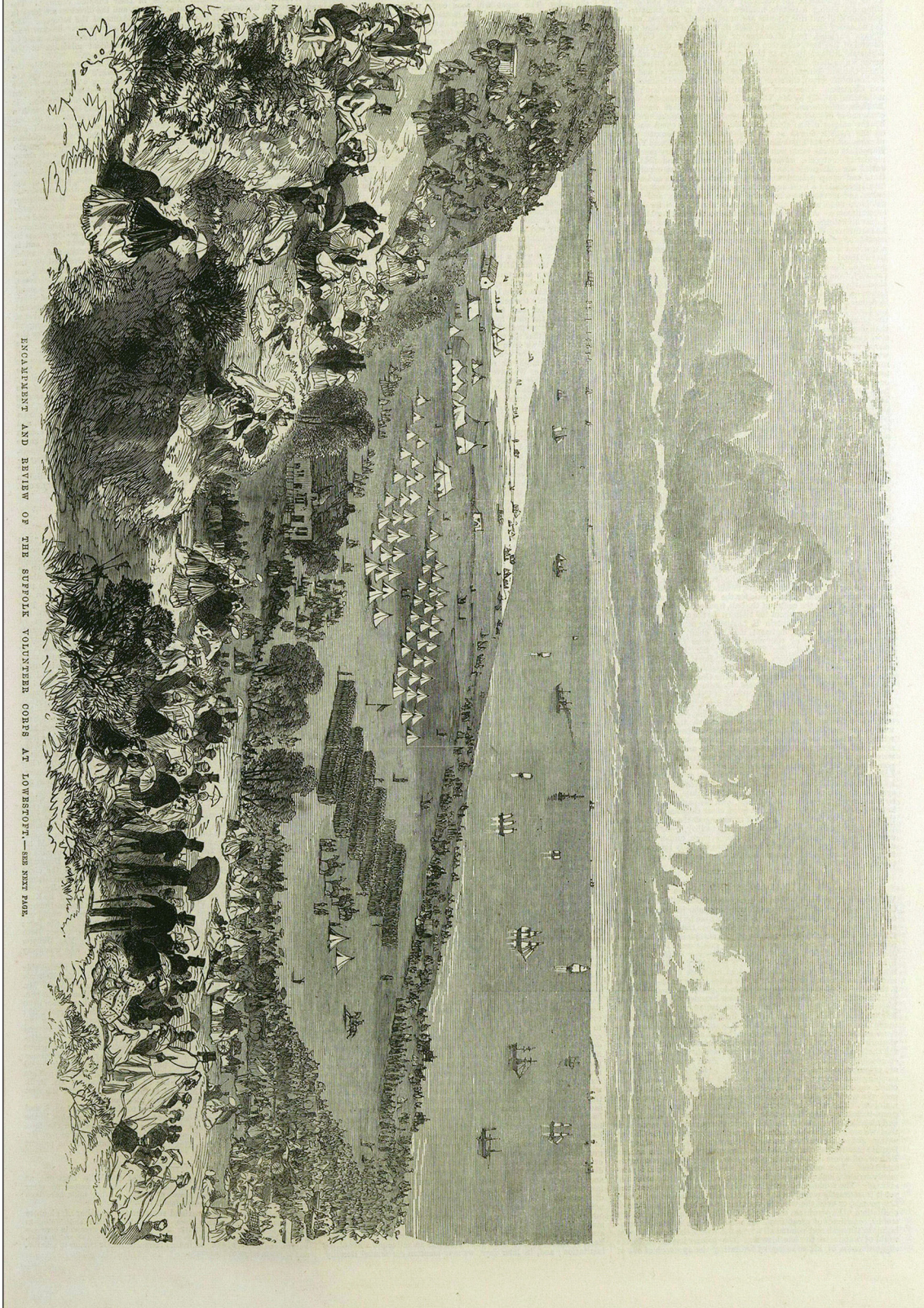


Figure 36 – Page 45 of the Illustrated London News, July 15th 1865, showing crowds of people viewing the Suffolk Volunteer Corps on the Denes (© Illustrated London News Ltd/Mary Evans Picture Library)

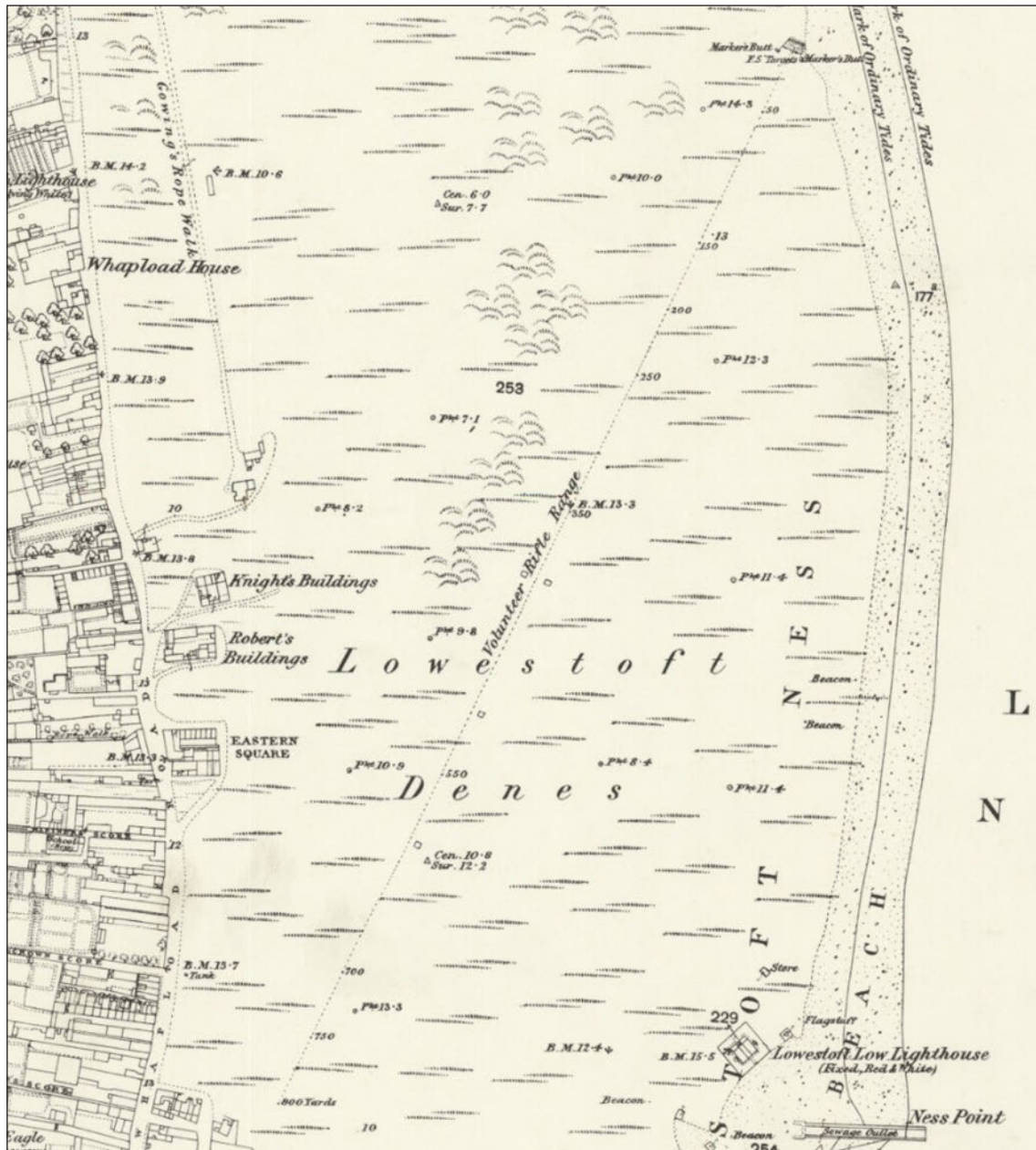


Figure 37 – Detail from the OS 25-inches to the mile map (not to scale) showing the volunteer rifle range (Reproduced under a Creative Commons Attribution-NonCommercial-ShareAlike 4.0 International (CC-BY-NC-SA) licence with the permission of the National Library of Scotland; <https://maps.nls.uk/index.html>)

There was another Artillery Volunteer Range at the north end of the Denes marked on the OS 1:2500 scale map of 1886 (the 1:500 town plan does not go this far). This extended for 600 yards south-west to north-east from just north of what is now the site of the Denes recreation ground to a target and flagstaff near the shore (TM 5525 9472 to TM 5529 9527). About a third (c190m) has been lost to the sea.

The Suffolk Volunteers also built a drill hall in 1871 and this still stands on Arnold Street in the town (Osborne 2008, 194). The rear of the building and its plot were truncated by construction of 'Artillery Way' in the early 1990s as part of the Eastern

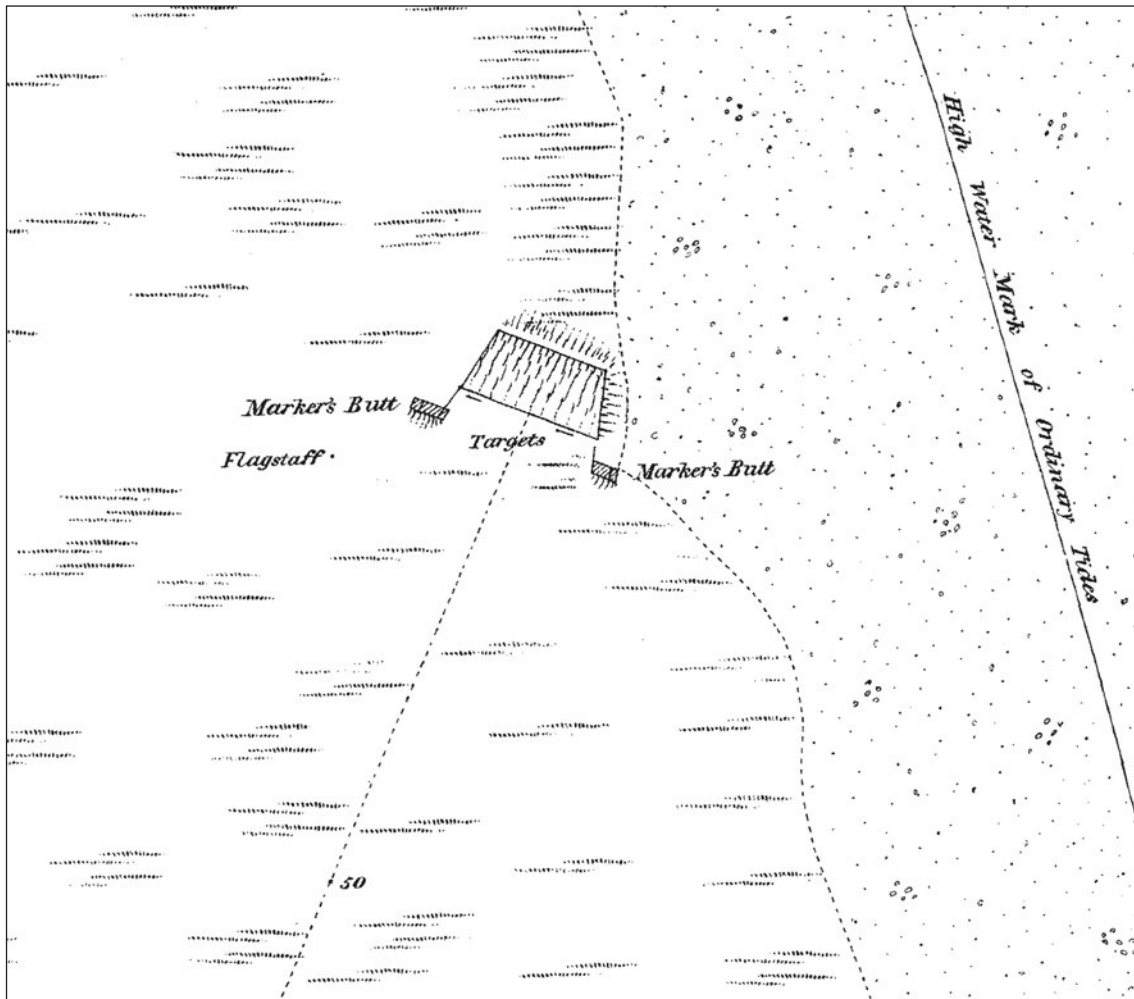


Figure 38 – The layout of the north end of the volunteer firing range on the Denes as depicted on the OS 1883 1:500 town plan, which also shows one of the 50-yard marks (Copyright and database right Crown Copyright and Landmark Information Group Ltd (All rights reserved) License numbers 000394 and TP0024)

Relief Road in the centre of the town. OS maps suggest that the drill hall was used as an engineering works in the 1950s, a warehouse in the 1970s and more recently as a garage. It is not clear to what extent the interior has been altered but the front elevation appears mostly complete (Figure 39). This comprises a central portion with a (probably modified) large entrance and circular window above, flanked by lower wings with paired windows. The central portion has a pediment flanked by capitals each topped with a pile of cannon balls. Below these are pilasters topped by capitals each with carved reliefs of a crown and canon. The fenestration of the circular window above the entrance is in the form of a ships wheel. The drill hall fits into a category of early types (1859-1880) which were often small and could be ‘somewhat eclectic in design and style’ (Carmichael 2015, 2).

Plans were drawn up for another drill hall in St Peter’s Street about 1911 (Suffolk Record Office 98/3549, Osborne 2008, 194). This was still marked on OS maps as a Territorial Army centre in 1971 but by the time of the 1986 map had been demolished and the Cross Keys Flats built on the site. The Suffolk Record Office have



Figure 39 – The Suffolk Volunteers’ drill hall (built 1871) on Arnold Street (Magnus Alexander, © Historic England)

a 1968 photograph of the drill hall showing a building with a similar layout to the Arnold street site (central building with large entrance flanked by lower wings) but substantially bigger (SRO 1176/1/12/8/12/5). The Home Guard used this drill hall during the Second World War but they used a firing range at Pakefield because the Denes was covered in defensive structures (Osborne 2008, 46).

It was not just the local volunteer group who used the beach for training. A newspaper article related that the Northampton Boys Brigade (400 strong) camped on the Denes in August 1914 (Northampton Mercury, Friday 7th August 1914, p4), and the Norfolk branch of Dr Barnardo’s is mentioned camping on the Denes in the context of the Naval staff at the Watts Naval Training School being called for active service (*Diss Express*, Friday 14th August 1914, p4).

Leisure and sports

The Denes has long associations with leisure and sports. A 1784 illustration shows bathing machines on the beach alongside fishing boats near the Low Lighthouse at Ness Point, and the beach was used by visitors into the early 19th century (Butcher 2008, 28, Plate 8; Brodie and Winter 2007, 49). An illustration dated 1872 and used by Rock and Company suggests a mixed use of the area. It shows the frames for the ropewalk and the laying out of fishing nets but also strolling couples and children (Bristow 2019, 11, Fig 5).

It is likely that Peto's development of the resort to the south of the town drew many visitors away from the Denes from the later 19th century onwards, but newspaper accounts demonstrate that locals continued to use the area for sports. For example football: 'Lowestoft Town v Yarmouth St Pauls. – Played on the North Denes, Lowestoft, a well contested and fairly even game resulting in a win for the homesters' (*East Anglian Daily Times*, 26th February 1894, p3; BNA); and cricket: a match was 'played on the North Denes, Lowestoft' between St Margaret's, Lowestoft and St Peter, Mancroft that resulted in 'the visitors winning by nine wickets' (*Norfolk Chronicle*, 6th September 1905, p8; BNA).

The current tennis courts at Denes Recreation Ground are on the site of former allotment gardens (Parkin 2001, 33). These were within an enclosed area of ground just to the northeast of Sparrow's Nest. This is shown as plot 177 on the OS 1886 25-inches to a mile map and is depicted as improved ground amongst the scrub on the Denes. The allotments are marked on the 1905 Ordnance Survey 25 inches to the mile scale map between the golf club and the model yacht pond. A postcard of about 1910 (Figure 41) and a 1921 photograph (*Francis Frith*, image ref 71707) taken from the park looking towards the Denes past Cliff House shows this area arranged in long plots interspersed with sheds.

There was a model yacht pond just beyond (to the east) of these allotments and this is illustrated on a postcard of about 1913 (Figure 40). In debates about the fortunes of the Denes (see below) Mr Youngman (ex-mayor of Lowestoft) described the economic benefits other seaside resorts had achieved and suggested that Bellevue

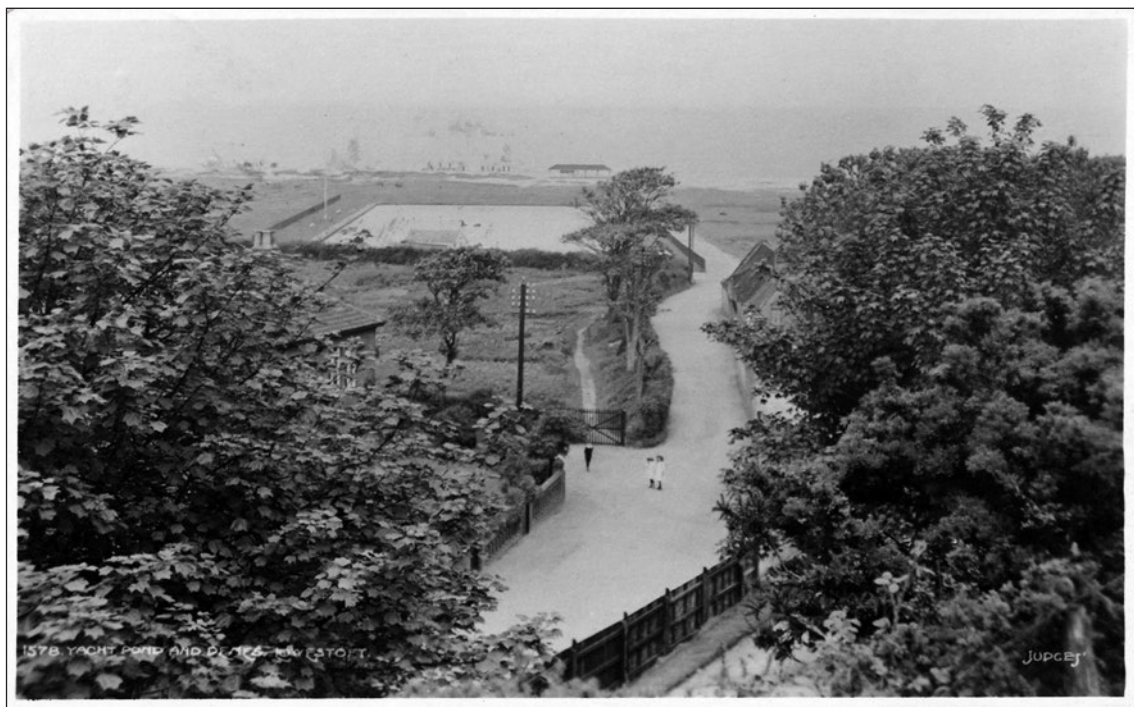


Figure 40 – A postcard, sent in 1913, showing the Denes and the model yacht pond, taken from within the north-east corner of Bellevue Park (© Historic England)

Park and the Model Yacht Pond showed that improvements at Lowestoft could also have great benefits (*Lowestoft Journal*, 16th May 1891 p4; BNA).

A golf club was founded in 1887, *The Evening Star* reporting:

In Lowestoft a Golf Club has been started with Sir Thomas Lucas, Bart., as its president. Commander E Chichester, of H.M.S. Hearty, and Mr Morse have been appointed captain and secretary. The East of England Tavern will be the Club's headquarters (17th July 1887, p1; BNA)

It is unclear where the course was but in 1897, the *Evening Star* again mentioned Lowestoft Golf Links in the context of the purchase by the Lowestoft Corporation of 'The Sparrow's Nest, or Cliff Cottage', all described as 'within a few minutes' walk across the Denes from the sea shore' (8th July 1897, p3; BNA). A photograph of about 1900 (SA 1300/72/32/20) and a slightly later postcard (Figure 41) show a sign marked 'Lowestoft Golf Club' above the door of Cliff House on The Ravine near the north-east entrance to Bellevue Park suggesting the club headquarters had moved from the tavern by this time. In 1906, it was reported that there was a:

New Golf Course at Lowestoft [for] 'members of the Lowestoft Golf Club, which has hitherto played on the Denes' and a syndicate 'had secured a new green at Kirkley, forming part of the Whitehouse Farm. The Club-house would be within two minutes of the tram terminus (*Evening Star*, 16 August 1906, p1; BNA)



Figure 41 – An unused postcard of about 1910 showing Cliff House (left) with a sign reading 'Lowestoft Golf Club' above the door, with the allotments and the Denes beyond (© Historic England)

A brief newspaper note 1925 mentions 'A £10,000 nine-hole golf course is being laid out on the North Denes, Lowestoft.' (*Leeds Mercury*, 24th January 1925 p9; BNA). However, it is not clear where this was or if it was actually completed as there are no obvious remains visible on the late 1920s aerial photographs.

Late 19th and early 20th century debates on the use of the Denes

The Denes remained important to Lowestoft throughout the 19th century as the herring fishery expanded and the Corporation bought the manorial rights to the Denes in 1889. This importance was emphasised in 1897, when a proposal for a railway from Yarmouth to Lowestoft entering the town across the Denes, was rejected following widespread public opposition as it was felt that it would both take fishing away from Lowestoft to Yarmouth, but also that it would ruin the Denes and destroy the prospects of North Lowestoft (Murton 1897 (Gillingwater 1790), 196).

A series of reports in the *Lowestoft Journal* during May 1891 shows there had already been disagreements over the best use of the area. An often-repeated concern was that the area might be closed off to the people of the town. There were also suggestions that it should be developed to provide sporting facilities. For example, the Young Men's Christian Association chairman, Colonel Seppings, said that the young men of Lowestoft had:

unfortunately not been so well provided for as formerly in respect to a cricket ground, but as the Corporation had acquired the Denes he hoped that before long they would have a good athletic ground, with facilities for cricket and other games, like they had years ago (*Lowestoft Journal*, 2nd May 1891 p5; BNA)

At the Roads Committee:

the matter of the shooting ranges on the Denes was further considered ... [the Town Clerk] stated that as the council had purchased the Denes as a public walk or pleasure ground ... they were not, in his opinion, legally entitled to allow the use of any part of the land as a Rifle Range and that his opinion was confirmed by the solicitors to the Municipal Corporation Association (*Lowestoft Journal*, 16th May 1891 p4; BNA)

However, the rifle range was still marked on the OS 1:2500 map for 1905 though it had gone by the 1927 edition.

The Local Notes for the Council Meeting relate that:

One subject on the agenda paper we had singled out for a somewhat acrimonious debate, and we were not at all wrong in our estimate – we refer to the motion respecting the laying out of the Denes as a public pleasure ground – a matter which is generally provocative of considerable feeling. Happily, however, the debate terminated fairly amicably, much to the satisfaction of some who had grave doubts about it (*Lowestoft Journal*, 16th May 1891 p4; BNA)

It was also reported that Mr Youngman (ex-mayor of Lowestoft) suggested to the council that:

a special committee be appointed to devise a scheme for the laying out and management of the Denes as a public pleasure ground; that such committee in preparing the scheme shall consider the best means of providing facilities for drying fishing nets on the Denes as at present ... whatever might be their private opinions, they must all agree that if Lowestoft was going to prosper it must be made attractive (*Lowestoft Journal*, 16th May 1891 p4; BNA)

Various replies included a Mr Capps who thought that Youngman's proposal meant that:

If land was set out for lawn tennis and other recreative games it must necessarily be enclosed, and by doing would take away the rights of depasture, cartage, and commonage, and the right of the public to use the place which would prove injurious ... that when the public enquiry was held they were promised that no enclosure should be allowed (*Lowestoft Journal*, 16th May 1891 p4; BNA)

However, another councillor felt there was enough room for all. The 'On DIT.' section of the same paper remarked:

That persons are beginning to think they are having quite enough of the Denes question, and that for the sake of certain parties it may be quite well it should be allowed to rest (*Lowestoft Journal*, 16th May 1891 p5; BNA)

And a little over a week later 'On DIT.' referred to the area for drying nets and noted:

That people are asking by what right a large number of posts should be allowed to remain fixed on part of the Denes and so interfere with them as an open space, about which so much noise has been made of late (*Lowestoft Journal*, 23rd May 1891 p4; BNA)

The North Denes was even considered for the location of a children's home (*Lowestoft Journal*, 23rd May 1891 p6; BNA).

Although there was much discussion in the 1890s there seems to have been no major development of the Denes until the early 1920s when a newspaper reported that 'The old model yacht pond on the North Denes at Lowestoft has been converted into tennis courts and an open air swimming pool ... They were opened by the Mayor of Lowestoft who took the first plunge from the water chute into the new pool' (*Daily Herald*, 21st July 1921, p7; BNA). This formed part of the the Denes Recreation Ground which included a cricket pitch and pavilion and a smaller replacement pond for model yachts. The whole site was laid out at an angle to the shore as it followed the line of the former boundaries around the allotment gardens. A postcard sent in 1926 (Figure 42) and aerial photographs taken in 1928 (Figure 43) illustrate the layout. The tennis courts, cricket ground and pavilion survive but the swimming pool and boating pond are now occupied by the Denes caravan park.

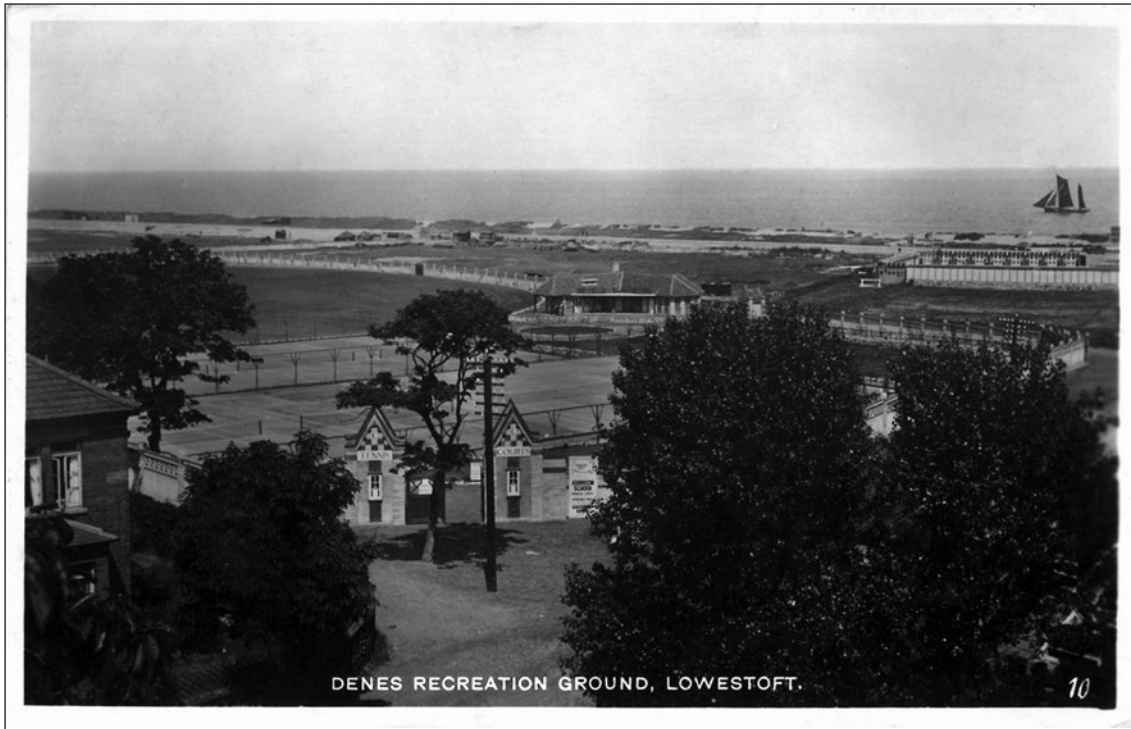


Figure 42 – Postcard of 1926 showing the tennis courts and cricket ground with the swimming pool (top right) in the background (© Historic England)



Figure 43 – An aerial view of Denes Recreation Ground in 1928 (EPW021241 May 1928 (©Historic England (Aerofilms Collection))

The First World War

The idea of being on an alternative 'front line', especially on the coast and in the cities, was established in Britain during the First World War. This concept of the 'home front', whereby the civilian population were directly affected by conflicts that were largely fought abroad, took the form of direct threats such as bombardment from the air or sea but also mass mobilisation of people and local resources to protect the country and support the war effort abroad.

The threat of invasion from the sea had always been a real possibility for Britain. The navy was considered the first line of defence followed by coastal fortifications (Kent 1988, 1). The response to this was seen at Lowestoft in the development of coastal batteries from the 16th century onwards (above, Kent 1988, 157-166). During the Great War, some protection was offered to Lowestoft by two warships, HMS Havelock and HMS Glowworm, moored in Hamilton Dock (Osborne 2008, 12). At Lowestoft, it was shelling by a squadron of battle cruisers in April 1916 that caused the greatest damage and fear in the town (Kent 1988, 166-7). Much of the damage was photographed and sold as commemorative postcards (see for example <http://www.oldlowestoft.co.uk/?WW1>).

When the First World War broke out, most of the steam drifters of the Lowestoft fleet were requisitioned by the Admiralty for minesweeping and maritime patrol work. Although a number of small sailing smacks continued to fish, many were lost to German U-boats (Butcher 1983, 27). Although herring fishing restarted after the end of the First World War, the returns were less lucrative, largely as a result of the of the herring spawning grounds destruction by trawling (Butcher 1995, 12). The 'Golden Age' of the British fishing industry was over and the decline of the east coast fishery, begun by the over-exploitation of the herring stocks, would be further accelerated by the return of war.

The development of powered aircraft in the early 20th century meant that a new form of defence was required and during the First World War, the effects of aerial warfare were first felt on home territory. The psychological damage was perhaps far greater than the physical impact however. For example, airships did relatively little damage to towns and cities and though there were some civilian casualties it was the looming presence of the Zeppelins that caused panic (Hegarty and Newsome 2007, 25).

At this time, it was felt that other aircraft were the best defence against aerial raids and few fixed anti-aircraft guns were installed. In Suffolk, these were focussed around Harwich Haven. Coastal defence was taken seriously and the beaches of Suffolk, especially between Lowestoft and Aldeburgh were felt to be likely targets for invasion (Hegarty and Newsome 2007, 25). This stretch of coastline had some of the earliest anti-infantry machine gun emplacements, more commonly known as 'pillboxes'. However, it was felt that substantial coastal defences would only be necessary in the event of an approaching invasion. Although never mobilised, 300,000 men were allocated for this purpose (ibid 23). Few defensive structures

survive from the First World War, but there are some examples in Suffolk, such as pillboxes at Kessingland and Bawdsey to the south (Osborne 2008, 13, Figures 3-4).

The Second World War

The Second World War had a major, if relatively brief, impact on the town and surrounding countryside and much of the physical remains are recorded on wartime and later aerial photographs. Most of the remains have been removed but there is a 'pillbox trail' around Gunton Denes (Liddiard and Sims 2014, 48-51).

The background to the Second World War is well documented, as is the role of Suffolk and Lowestoft during the conflict (for example Kent 1988, Osborne 2008, Liddiard and Sims 2014). Studies of the area using aerial photographs have demonstrated their value as a source for the often temporary and ephemeral Second World War remains (Hegarty and Newsome 2007, Ford et al 2015).

From the start of the war, the east and south coasts of England were felt to be vulnerable to attack, especially where beaches and low-lying topography provided easier routes for any invading forces. The relatively light touch approach to coastal defences during the Great War was in marked contrast to the infrastructure developed during the Second World War. This was very much the case at Lowestoft and substantial and complex arrangements of defences were established along the Denes. Defences around key ports and anchorages were also strengthened and anti-aircraft artillery and coastal batteries were installed at Lowestoft (Newsome and Hegarty 2007, 35, 53). Attack from inland was also a strong possibility as the German invasion of Holland had demonstrated the effectiveness of paratroopers and troop carrying aircraft (Liddiard and Sims 2014, 4). Therefore, a ring of defensive structures was created around the west and north of Lowestoft (ibid, Ford et al 2015, 65, Fig 6.1). Lowestoft was also the location of several key naval bases including HMS *Europa* at Sparrow's Nest adding a substantial military presence to the civilian population.

During the Second World War Lowestoft had the unenviable distinction of being the most heavily bombed place in Britain relative to its size, suffering proportionally greater damage and casualties than anywhere else (Jenkins 1948, 6). The air raid siren sounded in Lowestoft on 2047 days out of a total of 2075 days of war. As the nearest British town to Germany, and only 90 miles from occupied Holland, it was used as a training run for enemy crews who would run in over the sea, drop their bombs and head home (Jenkins 1948, 9). One of the most destructive raids of the war took place on the 3rd May 1941 when a parachute mine damaged 450 houses (Rose and Parkin 1997, 3). Arguably the worst raid of the war took place on 13th January 1942, when a single bomber dropped four bombs on the main shopping area just before dusk, killing 70 people. As anti-aircraft defences improved, Lowestoft was subjected to low level raids by FW190 fighters armed with 500lb bombs, which were almost impossible to warn against due to their low altitude and high speed (Jenkins 1948, 9). In May 1943 the houses south of Arnold House as far as the Old Rectory were destroyed by one of these raids and the Rectory itself had to be pulled down (Jenkins 1948, 34), leaving a gap that remains today.

There was practically no fishing from Lowestoft as the boats of the home fleet were again requisitioned by the Admiralty to perform naval patrol duties (Butcher 1995, 12). As there was little work and The Beach Village lay in the front line many families were evacuated. Parts of the village became uninhabited and the army used the deserted streets for training in house-to-house combat (Rose and Parkin 1997, 2).

HMS *Europa* and Sparrow's Nest

HMS *Europa*, based at Sparrow's Nest, was the Royal Naval Patrol Service (RNPS) headquarters and was one of five naval establishments in the town (Ford et al 2015, 69-70). The naval bases were all linked to sea defence of one kind or another and included HMS Martello (local Auxiliary Patrol and Mine sweeping), HMS Minos (Port of Lowestoft, harbour defence and other craft) and later HMS Mantis (Coastal Forces Motor Gun Boats and Motor Torpedo Boats) and HMS Myloden (Landing Craft Training for Royal Marine Commandos and Combined Operations) (<http://www.rnpsa.co.uk/cms/> accessed 30/08/2019). Some new building complexes were constructed but the Navy also made extensive use of existing buildings such as the Empire Hotel (RNPS stokers' barracks), a girl's school in Church Road (RNPS cookery school) or a house on Gunton Cliffe used as an officers' mess (Ford et al 2015, 69-70).

HMS *Europa* coordinated a fleet that included requisitioned trawlers, whalers, drifters, motor-fishing vessels, motor launches and later on in the war, Motor Minesweepers and American produced British Yard Minesweepers (<http://www.rnpsa.co.uk/cms/> accessed 30/08/2019). It is estimated that something like 70,000 men were trained at HMS *Europa*. The impact of this, alongside the other four Royal Navy establishments, was felt in the town which became 'crowded with seamen' (Liddiard and Sims 2014, 5).

A newspaper report from early in the war gives a flavour of life at the base:

HMS EUROPA (Pleasure Garden) TEACHES THEM WAR
BY A. J. McWHINNIE
"Daily Herald" Naval Correspondent

LOWESTOFT, Thursday

What with magnetic mines, U-boats and aerial torpedoes there are bigger fish to catch in the sea today than ever there were in peace time.

That is why, whenever the Navy appeals for fishermen for the perilous "patrol service", thousands of men leave their trawlers and report for duty.

Ship That Never Sails

I have spent to-day with nearly 2,000 fishermen sailors who are undergoing naval training before going out with the anti-submarine trawlers, the minesweepers, the armed drifters.

They wear on their new naval caps the name HMS Europa – a ship that never sails.

Their depot and drafting centre was in peace time the Sparrow's Nest, a Lowestoft pleasure garden.

But, as 50 year old skipper, Lieut. W. G. Womack said to me: "Fishermen know the sea.

They come here only to be fitted out with uniforms, to learn about the guns, polish up signalling and get in a little drill."

Lieut. Womack knows more about Heligoland than probably any man in Britain. For 18 years he has been fishing of there for sole and plaice.

"Popeye" as they call him, was among the first 100 skippers to take converted trawlers out of Lowestoft on minesweeping expeditions last September.

Itching For Sea

Bill Bates – "Lotty" because he is over six feet tall – was on guard at the gates of Sparrow's Nest.

He comes from Hull, is 34, and has out with our trawlers for 13 years, mainly in the White Sea.

And now, because he has been nine weeks ashore at HMS Europa, he is "itching to get drafted to sea".

Where once gigantic blooms blossomed in the greenhouses at the Sparrow's Nest trawler radio operators are polishing up their morse. I met Chief Skipper John Hague. He belongs to Aberdeen, is 44, and has been at sea for 30 years.

Saved 101 Lives

He was torpedoed and shelled in the last war.

In this, as skipper of a North Sea anti-submarine trawler, he rushed to the rescue of the mined Dutch steamer Simon Bolivar. He saved 60 people.

Two days later he rescued 41 from the Japanese liner Taku Maru.

He is temporarily "beached" at the Sparrow's Nest now, training other fishermen. (*Daily Herald*, 5th April 1940, p3; BNA)

This report also mentions the previous use of the greenhouses for raising 'gigantic blooms' (above) and their current use for training radio operators.

Features recorded on aerial photographs illustrate the expansion of the operation within and around Sparrow's Nest. The earliest wartime aerial photographs of North Denes held in the Historic England Archive were taken in July 1940 probably as part of training in aerial reconnaissance. A series of overlapping frames provide an oblique view of the town looking inland. At first glance, little seems to have changed on the beach and around Sparrow's Nest compared to the aerial photographs taken in 1926. However, there are military buildings on the tennis courts and cricket ground at Denes Recreation Ground. On vertical aerial photographs taken on the same day in July 1940, a group of people can just be made out forming a circle on the southeast edge of the cricket ground, probably taking part in physical exercise (Figure 47). Other wartime photographs (such as IWM A931, 1940) show the Auxiliary Patrol Service training on football pitches – but it is likely these were elsewhere along the coast as the cliffs in the background

suggest it was not Lowestoft. There is however, a 1940 photograph showing a naval band and other men on the cricket pitch in front the tennis courts (Figure 44). The composition of these photographs is naturalistic suggesting they were not taken for propaganda purposes.

Aerial photographs show that by December 1941 there were further buildings placed around the edges of the cricket ground and on the tennis courts (Figure 45). There were also more buildings at Sparrow's Nest including structures on the bowling green, to the north and south of the concert pavilion and beside the glasshouses along the edge of the park. Several of the buildings have camouflage patterns painted on the roof including Sparrow's Nest House and the extension to its east side and rear (Figure 46). Four earth-covered air raid shelters were placed in the north-west corner of the bowling green flanking a large building. A hexagonal pillbox (probably Type 22) was situated outside the lower gate to the park at the junction of The Ravine and Cart Score but this was probably related to coastal defence rather than HMS *Europa*.

Sea defences

During the Second World War, the sea was an extremely dangerous and restricted area and threats from mines, E-boats and aircraft were the greatest risk to shipping



Figure 44 – A 1940 photograph of a Naval band and other men training on the cricket ground, North Denes, note the military building on the tennis court in the background; the building top right is on North Parade, the pagoda/bandstand in Bellevue Park can just be made out top centre, and the lighthouse seen top left (Lt R H Darwell, Official Navy Photographer, Imperial War Museum A1926).



Figure 45 – An aerial view of military buildings associated with Sparrow’s Nest and the developing beach defences in December 1941; barbed wire entanglements on the Denes show up as broad dark lines (Detail from RAF-2H-BR165 V 15 24-DEC-1941, Historic England (RAF Photography))

in contrast to the popular view of torpedo attacks by U-boats (Firth 2014, 11-12, 17). Most of the fishing vessels at Lowestoft were used as patrol boats (as part of the RNPS) to identify sea or airborne mine laying by the enemy (Firth 2014, 16). Some vessels were confined to port, such as smacks (sailing trawlers), but they were used as anti-invasion obstructions in Oulton Broad (Firth 2014, 53).

The East Coast Mine Barrier was laid from 1939 onwards and extended along much of the coast (Osborne 2008, 15, Firth 2014, 17). As well as a physical barrier against invasion this was intended to provide a passage for shipping (see Firth 2014, Figure 8 for details of the channels off Lowestoft), for example, protecting them from fast attack craft called E-boats (S-boats in German) (Osborne 2008, 15). These were active along the east coast from May 1940 and were so prevalent it was known as ‘E-boat Alley’. Flotillas of E-boats were highly effective and could destroy multiple ships as proven when five coasters were sunk near Lowestoft in a raid in December 1942. However, defence of the East Coast War Channels was effective and although

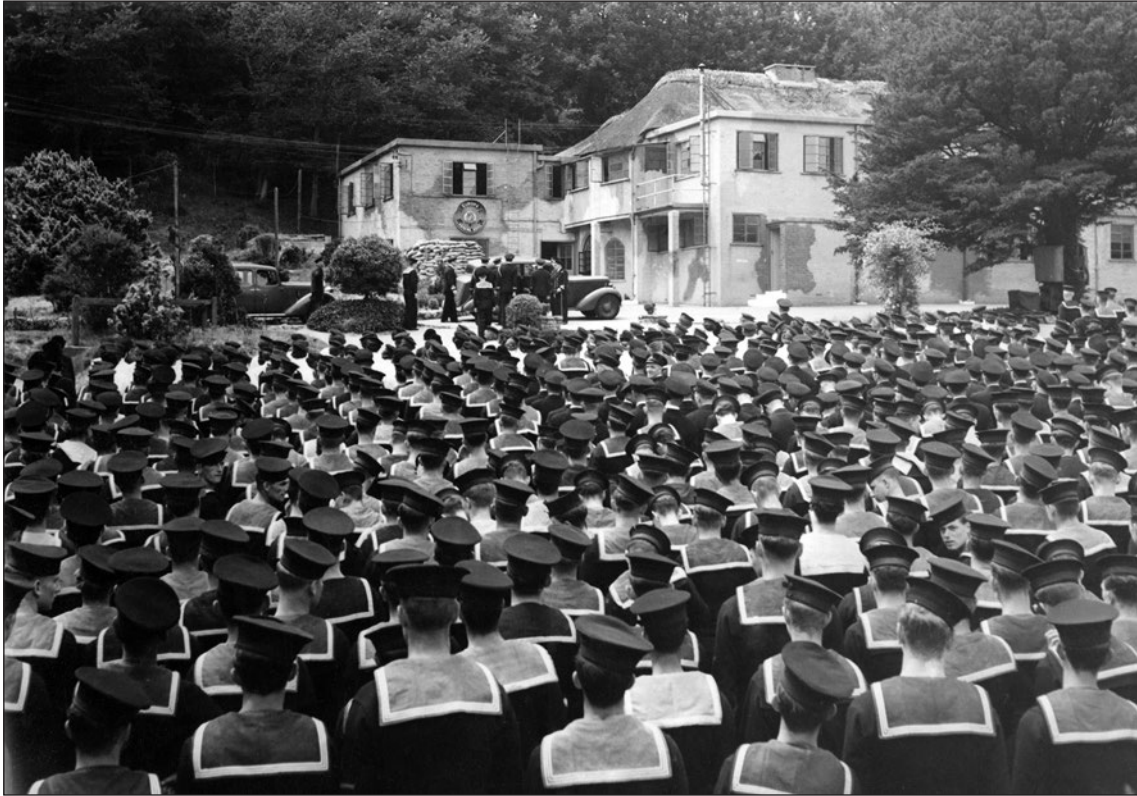


Figure 46 – Undated photograph of a review at HMS *Europa* (Sparrow's Nest), note the camouflage pattern on the buildings (SA 1300/72/33/3)

there were losses, a considerable amount of shipping had safe passage. Therefore, the war at sea was as complex as that on the land. Studies of the East Coast War Channel highlight how it fitted into the wider conflict and affected those both on land and at sea (Firth 2014, 18-19). The five naval establishments at Lowestoft combined to provide local and national responses to the threats to shipping and the coast.

Coastal defence

Numerous coastal defences were constructed across the Denes to impede any invading force. These were part of a 'coastal crust' designed to slow down the advance of any invading force to allow time for the limited mobile forces to be gathered and deployed where necessary (Osborne 2008, 14-15).

Defence batteries

An Emergency Coastal Defence Battery programme was instigated in May 1940 and Lowestoft was earmarked as the location of one of a cluster of new batteries in Suffolk, including Aldeburgh and Southwold, and there was refortification of defences at Harwich (Osborne 2008, 21, Ford et al 2015, 70). During 1940-41, seven batteries were constructed to cover the coast from Lowestoft to Southwold (ibid, 11, Fig 12). Two coastal batteries flanked the port at Lowestoft, one to the north at Gunton Cliff and the other at the south end of town at the Grand Hotel by Kensington Gardens. Each battery was equipped with 6-inch guns to provide a wide field of fire. In between these, the South Pier Battery provided closer range protection

with two 12-pounder guns covering the harbour entrance. Gunton battery also had responsibility for firing on unidentified vessels approaching the port (Liddiard and Sims 2014, 11-12).

Gunton battery was built in two stages, as was the battery at Aldeburgh (Newsome and Hegarty 2007, 52-53). The first stage, known as Kent Battery, was 'hasty and makeshift' and comprised three 'old Naval pieces' six-inch guns with sand-bag emplacements, which were erected in June 1940 and were only operational for a short period (Kent 1988, 168). The three emplacements and associated structures are recorded on aerial photographs taken in July 1940 (Figure 47 and Figure 48). Other structures relating to the battery were positioned on the Denes by the cricket ground and on the sea wall (Kent 1988, 170).



Figure 47 – An aerial view of Kent (later Gunton) battery in July 1940 (top left of frame); structures next to the cricket ground and on the sea wall were part of the battery. Note the people forming a circle on the cricket ground (mid-bottom frame) who are almost certainly service men from Sparrow's Nest (RAF/2/BR11/16 V A11 19-JUL-1940 Historic England (RAF Photography))



Figure 48 – Detail of Figure 47 showing the three temporary gun emplacements and other structures on Gunton Esplanade with the new emplacements under construction between them, north is to the right (RAF/2/BR11/16 VA A12 19-JUL-1940 Historic England (RAF Photography))

Aldeburgh Battery was replaced by a more permanent structure by September 1940 (Newsome and Hegarty 2007, 52-53) and this is a likely timeframe for the replacement of the battery at Gunton as well. The more permanent plan for Gunton Battery was recorded on aerial photographs taken in December 1941 (Figure 49). This comprised two guns and emplacements supported by various structures including a coastal artillery searchlight and Battery Observation Post (Kent 1988, 171). The battery appears to have partly used a sunken garden (marked on the 1905 1:2500 OS map) for some of the supporting buildings behind the gun emplacements.

The gun emplacements for the battery were built on the esplanade at Gunton Cliff causing the Borough council to object to the inconvenience caused by the road closure to the 'high class' residents of this area (Kent 1988, 168). The battery extended across



Figure 49 – The semi-permanent configuration of Gunton Battery in December 1941. The structures behind the emplacements are in a sunken garden. There are also camouflaged structures immediately behind the road between the gun emplacements. North is to the right. RAF 2H/BR165 V 13 24-DEC-1941

the grounds to the north of Briar Clyffe house (now Cliffe View) with the main concentration of structures, between what are now numbers 11 to 15 Gunton Cliff, and included magazines and two converted thatched summerhouses used as shell stores (ibid, 170). Some of the houses in the area were requisitioned by the army and



Figure 50 – The garden building that is thought to have been adapted as a shell store for the Gunton Battery (Magnus Alexander, with permission, © Historic England)

used as offices and accommodation for the battery crews (ibid, 168).

The only surviving structure is thought to be one of the garden buildings that was apparently used as a magazine or gun store for the northernmost (No. 1) gun (Kent 1988, 171, Osborne 2008, Fig 19, Liddiard and Sims 2014, 14). This is now in the grounds of number 15 Gunton Cliff (Figure 50).

Defences on the Denes

The ‘coastal crust’ of defences included physical barriers to invasion. Aerial photographs taken in July 1940 (Figure 51) show lorries on the beach beyond the seawall and heavily disturbed ground on the seaward edge of the Denes, both indicative of the preparations underway. Part of the area of disturbed ground appears to be where a minefield was laid and this is clearer on 1941 aerial photographs (see below).

By the date of the next aerial photographs in August 1941 the Denes, including the net drying area, was criss-crossed by barbed wire entanglements. These are best seen on photographs taken in December 1941 (Figure 52 and Figure 53). Many



Figure 51 – July 1940 oblique military aerial photograph of the Denes, the vehicles on the beach appear to be military lorries (Detail from TM5493/06 2A BR261 PO-2469 20-JUL-1940 Historic England (RAF Photography))

of the net drying poles appear to have been left more or less intact during the war, perhaps because they would also impede enemy advance. Pillboxes were placed on and behind the sea wall with some linked by communication trenches. A minefield was laid out behind the sea wall to the east of the southern end of the net drying area (overlapping with and to the north of the current extent of the Denes Industrial estate/Bird's Eye factory). The minefield is visible on aerial photographs as a grid of small craters and extended over an area measuring about 160m north to south and 25m east to west between TM 5545 9408 and TM 5542 9424. There are some bomb craters, probably from an air raid, towards the northern end of the Denes opposite The Shoals and Lighthouse Score.

The pattern of defences at the Denes was repeated further north opposite Gunton Cliff. These performed the same function but are in a slightly different arrangement and are more typical of the long linear defences that were installed along much of the length of the Suffolk coast and included long lines of barbed wire, anti-tank cubes, anti-tank scaffolding and anti-tank ditches (Hegarty and Newsome 2007, 56-57). Anti-tank scaffolding extends along the beach from just north of the cricket ground. Behind this, there is a broad barbed wire entanglement that appears to be laid with mines. There is more barbed wire and then a minefield at the foot of the cliff to the north of Gunton Battery. To the north of Links Road, there is a line of anti-tank cubes.

The features on the Denes were mainly put in place through 1940 when there was felt to be an immediate threat of invasion. However, the arrangements were seen by some as outmoded and occasionally haphazard (Liddiard and Sims 2014, 39-40). In July 1940, Alan Brooke was appointed Commander-in-Chief of United Kingdom Home Forces and replaced General Edmund Ironside. Brooke agreed with those that felt that Ironside's coastal crust of defences represented a 'Maginot Mentality' named after the 1930s line of concrete fortifications that failed in France during the German invasion of May 1940. Brooke instigated a programme where the coastal defences would be incorporated into more concentrated 'forward defended localities' with anti-tank obstacles and deeper arrangements going further inland (ibid). This involved

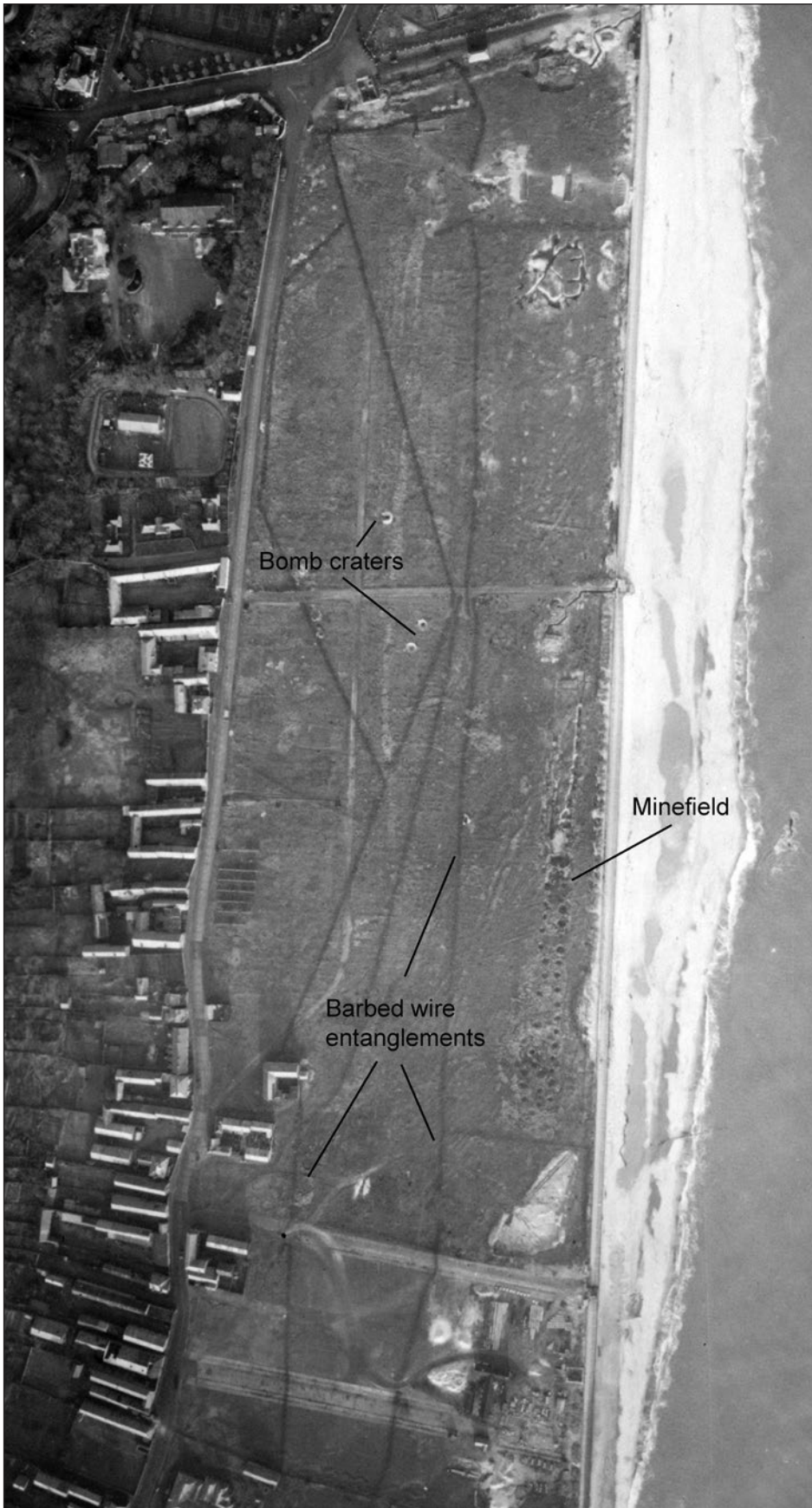


Figure 52 – The Denes in December 1941 showing coastal defences and the impact of some of the air raids (detail from RAF 2H/BR165 V15 24-DEC-1941 Historic England (RAF Photography))



Figure 53 - The Denes to the north of the cricket ground (RAF 2H/BR165 V13 24-DEC-1941 Historic England (RAF Photography))

removing or blocking up some concrete structures (such as pillboxes) that were felt to be superfluous and the construction of further beach defences including beach scaffolding. Inland there was a programme of construction of anti-tank obstructions that included enhanced natural drainage ditches and construction of lines of anti-tank blocks and other obstructions. At Lowestoft and along the coast this meant that a strip of land was defensible from the sea and inland and would impede any invading forces until a repelling force could be gathered.

Defence of the town

Lowestoft was strategically important as a port and home to naval bases and so was a target for enemy raids. During the Second World War, there were numerous casualties at Lowestoft, and nearly 300 people died because of 83 air raids (Liddiard and Sims 2014, 8).



Figure 54 – The north-west of Bellevue Park showing a pill box controlling the junction and road blocks (seen as parallel rows of white dots), an air raid shelter in allotments (left), and some bomb damage on the corner of Lyndhurst and Corton roads; note the camouflaged buildings across the road (mid-top frame) (RAFHLA/698 3020 08-APR-1944 Historic England (RAF Photography))

The physical impact of the defences, and of air raids, must have been keenly felt by inhabitants of the town. The beach had been a focus for work and leisure but this, and the parks by the Denes, were off limits and the beach was a very dangerous place laid with mines and barbed wire. The town was also encircled by defences inland, there were numerous roadblocks (see for example Figure 54), and the sea was mostly off-limits. There were arrangements made for evacuations from the start of the war but many people remained in the town to support the local economy and agriculture. As mentioned above, the main occupation in the town, fishing, was partly taken over by RNPS duties. However, some inshore fishing was allowed so long as the military were kept informed (Liddiard and Sims 2014, 43).

Air defence of the town was provided by four Heavy Anti-Aircraft (HAA) batteries supplemented by several Light Anti-Aircraft (LAA) batteries probably armed with



Figure 55 – A Heavy Anti-Aircraft battery (centre top) and supporting camp (bottom) to the west of the town and some of the lines of anti-tank cubes that formed part of the inland defences (RAF 106G/LA/15 3012 28-MAY-1944 Historic England (RAF Photography))

Bofor guns. The four HAA's were recorded on aerial photographs in the countryside at some distance to the south, west and north of the town (Ford et al 2015, 76). At Lound, to the north of the town most of the battery is still in situ, on private land but viewable on online aerial photograph providers such as Google Earth. The nearest battery to the town was absorbed by the western suburbs in the post-war period and was in the area now covered by houses between Hilltop Green, Hillcrest Drive, El Alamein Road and Spashett Road (Figure 55). This had a typical layout with four gun emplacements arranged in an arc facing a command post with ancillary buildings and a camp nearby (Lowry 2001, 48-59). Aerial photographs also recorded elements of the linear defences that extended around areas to the west side of the town. This included lines of anti-tank cubes (top to bottom of Figure 55) that stretch across and around the site of the HAA.

The anti-aircraft guns and batteries were supplemented by 'passive defences' such as searchlight batteries and barrage balloons. At Lowestoft, it is thought that barrage balloons were erected in response to an air raid in May 1943 when 32 German fighter-bombers killed 33 and injured 55 people (Liddiard and Sims 2014, 8). The barrage balloons were raised to different heights to force aircraft to fly higher and so reduce the accuracy of bombing as well as putting them in the range of anti-aircraft artillery (Hegarty and Newsome 2007, 42). The cables anchoring the balloons also acted as an obstacle as they could cause damage if the aircraft clipped them. Aerial photographs record the location of barrage balloons within the town such as one next to the potential target of the Eastern Coach Works on what is now the site of the North Quay Retail Park (Ford et al 2014, 76-77, Fig 6.6). Another barrage balloon may have been protecting the station and railway and was on Hervey Street in an area adjacent to the former infant school and where some bomb-damaged buildings



Figure 56 - Barrage balloon site in playing fields (now Ormiston Denes School) near Lowestoft North Station (RAF 106G/LA/38 3032 28-MAY-1944 Historic England (RAF Photography))



Figure 57 - Tethered barrage balloon on the Denes next to Sparrow's Nest and the recreation ground, note the air raid shelters flanking the large building on the bowling green at Sparrow's Nest (bottom left) (RAF HLA/698 4020 08-APR-1944 Historic England (RAF Photography))

appear to have been cleared. The site, including a large building, is now covered by the houses and gardens on the north side of Hervey Street to the west of numbers 8-12 as far along as number 28. Lowestoft North Station was also protected by a barrage balloon placed in a secondary school playing field - now the site of the Ormiston Denes Academy (Figure 56). There were also three barrage balloons on the Denes. One was placed between the gas works (now a Gas Holder Station) and the harbour. Another two were placed at either end of the Denes with the northernmost adjacent to Sparrow's Nest (Figure 57).

Civil Defence

Civil Defence or Air Raid Protection can be defined as ‘measures to protect the civil population from enemy air, naval, or artillery assault’ (Thomas 2016, 1). Those in Lowestoft who remembered or knew about the town’s experiences in the Great War would have been well aware of the potential dangers from enemy aircraft or naval bombardment. After the Air Raid Precautions Act of January 1938, there was a legal obligation for local authorities to put schemes in place but at first these rarely involved structures such as shelters. However, the Munich Crisis in summer 1938 (ending in an agreement avoiding war but resulting in annexation of part of Czechoslovakia by Germany) prompted action and some shelters were dug in parks and gas masks were distributed (Thomas 2016, 4). Due to the vulnerable position of Lowestoft, it is possible that some trench shelters were dug before the war. However, further research is required to determine if this was the case. Leaflets were issued to residents of East Suffolk with details of a blackout exercise on 9-10 August 1939 and warning leaflets about incendiary bombs were issued in December 1940 (see http://www.oldlowestoft.co.uk/?WW2:Air_Raid_Precautions, accessed 30/08/2019).

When war began the Ministry for Home Security was created and established centralised schemes for Air Raid Precaution and public shelters (Thomas 2016, 6).



Figure 58 – The road junction by the north-west end of Bellevue Park showing the Emergency Water Supply (EWS) tank in the garden of 1 North Parade and other wartime structures nearby (RAF 106GUK944 6033 19-OCT-1945. Historic England (RAF Photography))

There was a great variety of types of air raid shelters including the well-known small Anderson shelter for domestic use as well as large structures often built near schools, factories or military sites. Over 50 shelters were recorded in and around Lowestoft during a survey from aerial photographs and were found near military, industrial and commercial sites (Ford et al 2015, 65 Fig 6.1, 77-78). Trench shelters were dug for domestic and communal use in parks and open spaces (Thomas 2016, 12). There is a possible example recorded on aerial photographs between Crown Meadow Football Ground (home of Lowestoft FC) and house plots on Yeovil road. These are now under Crown Meadow Walk. However, most of the shelters in Lowestoft appear to be earth covered and were found in private and public contexts (Ford et al 2015, 77-78). There were notable examples near the Nobel Chemical Finishes Eastern Coach Works now on the site of the North Quay retail park and a possible example of an early public surface shelter at Battery Green (Newsome and Hegarty 2007, 50, Ford et al 78). There was an example of an earth-covered shelter close to Bellevue Park in the allotment gardens by the junction of Yarmouth Road and Sussex Road and at the tennis grounds behind North Parade (Fig 15).

Other features related to civil defence included provision of Emergency Water Supplies (EWS). Six large circular EWS tanks were distributed through the town and provided water to fight fires (Ford et al 2015, 65 Fig 6.1, 77-78). For example, there was one on St Peter's Street at the back of the Market Place. There was also a large tank near Bellevue Park in the garden of Number 1 North Parade facing the junction of the five roads that meet Yarmouth Road. The aerial photographs in Figure 58 and Figure 54 show the changes between 1944 and 1945. By 1945 the large pillbox at the junction was gone but the road blocks remain and there are several military buildings between Royal Avenue and Sussex Road.

Developments later in the war

Towards the end of 1942, there was a change in emphasis from defensive to offensive operations and there was a reduction in personnel and the removal of some structures along the coast (Liddiard and Sims 2014, 43-44). However, following the allied invasion of France in June 1944, a new threat emerged from Germany and the first V1 flying bomb (buzz bomb or Doodle-bug) was launched at London having already been used on short-range targets on the continent. These *Vergeltungswaffen* (retaliation or vengeance) or V-weapons had been developed in Germany since the start of the war (and been monitored by UK intelligence) but were only used against Britain from mid-1944 (Dobinson 2019, 3-75). The V1 raids were followed by attacks on London from the V2 rocket (Aggregate 4 or A4) in August 1944. The existing defences such as searchlights, anti-aircraft artillery, barrage balloons and occasionally aircraft were used to some effect against the V1 attacks but it was realised that an additional response was required against this new type of high precision weapon (Dobinson 2019).

Operation Diver was launched and consisted of a coordinated response to the air attacks alongside preparations for Operation Overlord, the planned invasion of Europe (Dobinson 2019, 75-77). After D-Day, and through July 1944, Operation Diver developed a system of defences in a 'Coastal Belt' initially along the south coast and

a 'Diver Box' between Clacton-on-Sea in Essex, the north Kent coast and London. The V1s were launched from ground sites in France but as the allies advanced, land-based launch sites were captured across northern Europe, and aircraft were increasingly used to launch the V1s, though less accurately. These flying bombs tended to be launched from the North Sea and so passed over the east of England. Therefore, an Eastern Diver Gun Strip was planned from late September 1944. The northern extent of the strip was determined by the 150 mile range of the V1s and the premise that enemy aircraft would remain outside the bounds of UK radar cover – this meant that any flying bomb targeted on London would 'make landfall no further north than Great Yarmouth' (Dobinson 2019, 305). The strip was organised into sectors with the northernmost extending from Newport in Norfolk to just south of Lowestoft (Dobinson 2019, Fig 19.1). New Heavy Anti-Aircraft Artillery (HAA) sites were deployed usually in four-gun arrangements, in contrast to the eight guns used on the south coast belt. The guns used improved technology including radar based automatic gun laying, SCR 584 Radar, Sperry No 10 Predictors, to compute future target trajectories, and shells with proximity fuses to allow more accurate detonation (Lowry 2011, 61-62).

Around Lowestoft, there were Diver batteries at Pakefield, Lowestoft Denes and Gunton Denes. An area of huts near the guns would accommodate magazines, crew shelters and offices (Osborne 2008, 116-118). The batteries comprised 4 guns each laid on a cross shaped platform filled with ballast and constructed from steel rails and sleepers. These were named 'Pile mattresses' or 'Pile Platforms' after Frederick Pile, commander of Anti-Aircraft Command although they were actually designed by Brigadier John Burls (Dobinson 2019, 183-184, Figs 11.1-11.3). Those for use in Suffolk were constructed at Hadleigh to the west of Ipswich.

The substantial Diver batteries have left few physical traces behind and contemporary or immediate post-war aerial photographs are often the only visual record of their location. The Diver battery on Lowestoft Denes was deployed in November 1944, later than the last of the wartime aerial photographs of the area. However, on the last day of the war, 2nd September 1945, the now-defunct site was recorded from the air (Figure 59). It was armed with four 3.7-inch Mark II guns equipped with Predictor BTL, and Radar AA No 3 Mark V, and was manned by 485 Battery of 135 (Mixed) Anti-Aircraft Artillery Regiment, part of 63 Heavy Anti-Aircraft Brigade (Dobinson 1996, 245).

The post war era

The immediate post war period

Some beaches along the Lowestoft to Southwold coast were opened in August 1944 and during the summers of 1945 and 1946 there were already visitors to the coast despite the on-going clearance of minefields and other structures (Liddiard and Sims 2014, 44). Aerial photographs show that the barbed wire emplacements on the Denes were removed at some point after September 1944, as they do not appear on the next set of photographs taken a year later in September 1945. The features recorded on the September 1945 aerial photographs suggest that the military infrastructure was



Figure 59 – Site of four-gun Diver Battery on the Denes; the guns were placed on platforms along the line of the former Gowing's Ropewalk and the related buildings and structures (some still in place) are to the left (west), as are some of the poles for the net drying racks opposite nos 314-315 Whapload Road (RAF 106GUK761 6056 02-SEP-1945. Historic England (RAF Photography))

being dismantled but the minefield was still enclosed in barbed wire, the moorings for the barrage balloons are still in place and numerous small military structures remain on the Denes. However, they also record people playing cricket at the Denes Recreation Ground so perhaps some semblance of normality had been resumed.

By January 1946 little appears to have changed; there were still military buildings on the tennis courts and within Sparrow's Nest and structures across the Denes. The closure of HMS *Europa* in June 1946 does not appear to have been greeted with any particular pleasure: 'LANDLADIES at Lowestoft will lose £4,000 a week lodging allowances when H.M.S. *Europa*, Navy's patrol service headquarters, closes at the end of this month' (*Daily Herald*, 19th June 1946, P3; BNA).

Aerial photographs record that by September 1946, the Denes had been cleared of military structures, the minefield in particular, and that major movement of sand was taking place behind the sea wall probably as part of the removal of the military structures. Although the many Second World War structures were removed, the museum at Sparrow's Nest and the memorial in Bellevue Park are reminders of this short but traumatic phase of Lowestoft's history.

The net drying racks appear to be in use adjacent to numbers 314-315 Whapload Road (just north of the current extent of the Beach Industrial Estate) in January 1946. It also seems that holes had been dug to the east of this to take more poles to re-instate the pre-war extent of the net drying area. By September 1946

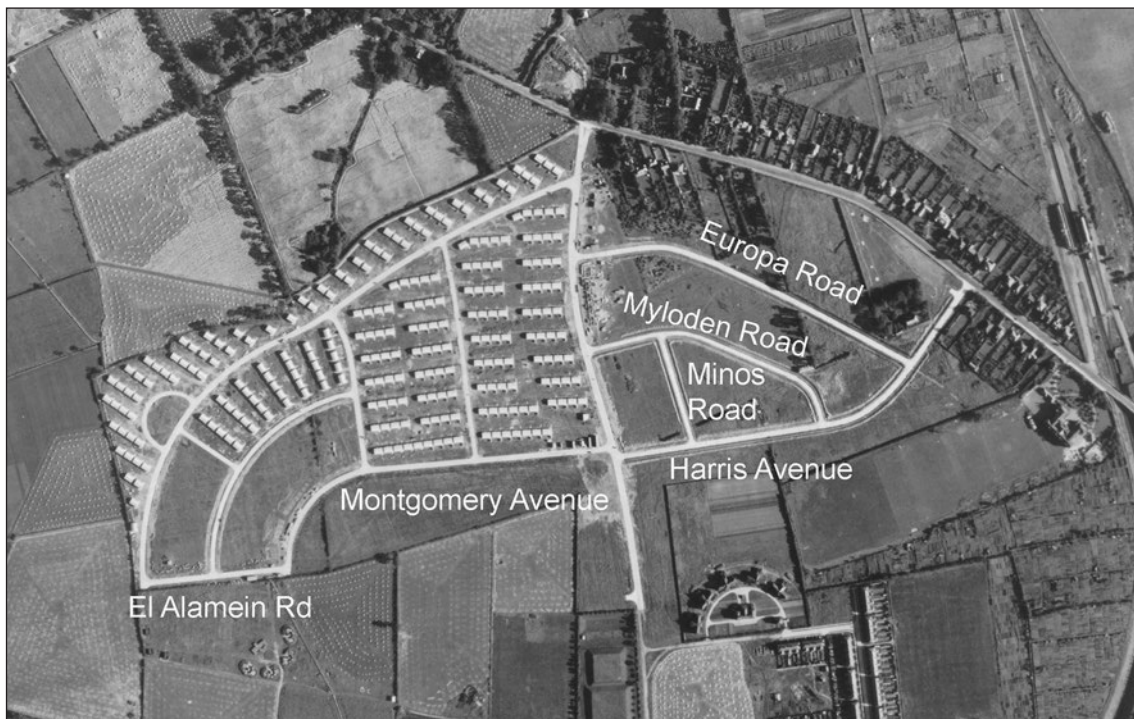


Figure 60 – Pre-fabs and roads for a new estate laid out with road names commemorating people, places and events associated with the war (RAF 106G/UK/1716 3117 06-SEP-1946 Historic England (RAF Photography))

the net drying racks were being extensively used suggesting that commercial fishing was back.

Elsewhere there was a major development of pre-fabricated houses (pre-fabs) in fields north-west of the town, to the west of North Lowestoft Station. This saw the creation of the streets between Spashett Road, Montgomery Avenue, Harris Avenue and Yarmouth Road. By September 1946, 174 single story pre-fabs had been built and the roads were laid out for the rest of the development (Figure 60). The streets in the estate were named after major people or events in the war (Montgomery, Harris, Mountbatten, El Alamein, Normandy) or local connections such as the naval establishments *Myloeden*, *Minos* and *Europa*. This development was part of a national scheme to quickly provide much-needed housing for those bombed out of their homes and for returning servicemen and their families (Blanchet and Zhuravlyova 2018, 25). Local authorities had responsibility for how and where they would build the temporary houses. If they planned to eventually create permanent housing then they usually invested in a design for an estate (ibid, 33). This seems to have been the case at Lowestoft as later aerial photographs show that the small temporary houses were eventually replaced by permanent two-storey dwellings. By 1955, permanent houses had been built in the east side of the estate and some parts of the western. The pre-fabs were all eventually replaced during the early 1960s.

Bellevue Park

The 6" OS sheet was published in 1951, with the 25" sheet covering the west of Bellevue published the same year followed by the eastern in 1954, but there were relatively few changes, in marked contrast to Sparrow's Nest (below). The lodge seems to have been extended to the north-east and the sunken Italianate feature to its west [44] was shown for the first time. Small niches that would appear to be the right size for benches were shown to either side of the central walk to Jubilee Bridge. The band stand was depicted as a hexagon again, though this is probably due to representation. To its north-west was a small structure with an open area to its immediate south, approached by a path from the south. A broad low mound surveyed [45] would appear to approximately correspond to this structure and the open area, though was rather obscured by the current memorial garden. One of the paths within the west end of The Ravine had disappeared [46] and a path along the fall into Cart Score appears to end sooner (to the north of its previous extent, at [47]). The tramlines on Yarmouth Road had also gone, removed before the war, probably as the trams were replaced by buses (see Figure 31).

The most significant development in Bellevue Park since the war has been the 'Naval War Memorial' in the north-east of the park [48] (Figure 61). This was constructed on almost exactly the same site as the pagoda/bandstand, perhaps slightly to the north-east, but there were few other changes in the surrounding areas. The planning for the memorial commenced with inspection visits in 1946 and a design was approved following a competition in 1950 though discussions about various elements, particularly the inscription, continued into 1952 (TNA ADM 1/24018). It was unveiled in October 1953 by the First Sea Lord and commemorates 2,385 names from HMS *Europa* (above and NLHE no. 1385386).



Figure 61 – An unused postcard of the war memorial which appears to be a commemorative edition and may have been taken before it was formally opened; a gardener and his tools can just be made out on the original to the lower right (© Historic England).

The latest large scale mapping available was from 1966. Other than this being the first map to show the memorial there were few changes, apart a new shelter about 75m to the NNW of the south entrance. This is visible in a postcard from the 1970s (Figure 62) which shows it to have been rusticated with a thatched roof, presumably so that it was in keeping with the rest of the park buildings. Though the building has been demolished the paved foundation was surveyed [49].

The 1:10,000 OS map of 1976 is the first to show the substantial bus stop layby south of the north-west corner of the park. To accommodate this, the wall at the north end of the south-west side of the park was demolished and a new wall constructed on a line several metres to the north-east [50], leaving the trees formerly within the park standing outside it, but providing shelter for those waiting.

The latest OS maps show that the lodge appears to have been extended further to the north, though in reality this is a new building, the original having burnt down in 1990 (photographs recorded the damage in January 1990; see SA



Figure 62 – A postcard, sent in 1973, showing a general view of the park to the north-west of the lodge (© Historic England).

1176/1/15/1/2/5&6). Several features already mentioned are still depicted but were not seen at the time of survey. These include the rusticated shelter [49], the small structure and paved area to the north-west of the memorial [45] (omitting the enclosed memorial garden to its south), the niches for benches in various parts of the park, most of the paths on the slopes in The Ravine and and a fountain at the base of the steps.

Within Cart Score, to the east of the memorial, it was clear during survey that a large section of the slope had been cut back removing all traces of the paths formerly here, contra current OS mapping. This was seen as a straight section of uniform scarp about 30m long [51]. There was also a substantial hollow cut into the slope to the south of this [52] and areas of dumping. All appeared to be of recent origin but the reasons for them was obscure.

Sparrow's Nest

Post war mapping shows more developments within Sparrow's Nest than seen elsewhere, though this is unsurprising given both its wartime history (above), and the subsequent work needed to return it to a public park.

Although HMS *Europa* closed in 1946, 1947 aerial photographs show that there were still military buildings in Sparrow's Nest. By 1951, nearly all had been removed and the lawns and bowling green were returned to their original purpose. The 1954 OS maps show some signs of neglect, perhaps remaining from the war; the small detached structure to the north-west of the house (the possible ice house mentioned

above) was labelled 'ruin' and although the pond to the east of the house was shown with formal paths around it, much as today, it was labelled as 'disused'. This may however have been a purely temporary state and been related to its refurbishment, as by 1955 at the latest, it was back in use, its form much as today (Figure 63, compare with Figure 25).

As noted above, the 19th century house had been significantly extended to fulfil its role as the headquarters of HMS *Europa*, which almost completely enclosed the original structure within later additions. The house survived the war, but was demolished in 1963 (NRHE Monument 1489458), though it was still depicted on 1966 OS mapping. Apart from a section of the south wall of the house, the 'temporary' structures are all that survive.

To the north of the house, the main group of greenhouses had been removed by 1954, though the enclosure remained, as did the large square greenhouse to its south. To the east the buildings remained and a lavatory had been added or converted from an existing building, or perhaps just labelled for the first time. By the 1966 OS map, all of this had been swept away (though scars on the north and west walls still mark previous buildings) and the area laid out much as seen at the time of survey. A postcard dated 1962 gives a view across the north end of Sparrow's Nest, probably from halfway up the steps in Bellevue Park (Figure 64). This shows the entrance to the park (now allowing public access but previously only into the north-west enclosure (see SA 1300/72/41/66), two ponds linked by a narrow channel with a decorative bridge over it, an encircling rockery, and a formal area beyond, with a large

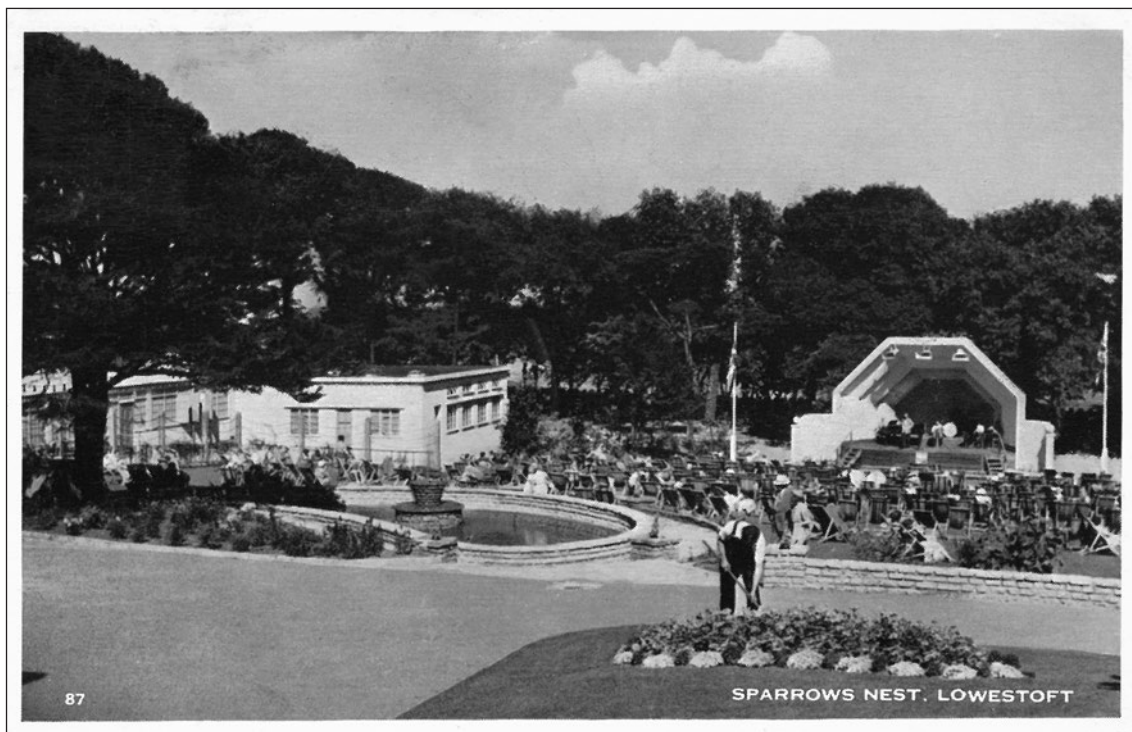


Figure 63 – A postcard, sent in 1955, showing the pond, concert pavilion and bandstand. The low block visible in the background is a wartime addition and survives to form the core of the Il Giardino restaurant. (© Historic England)

number of flower beds, apparently a rose garden, not shown on the mapping or seen during survey. The whole was surrounded by dense evergreen planting apparently of some maturity. The layout seems to be well established and the date of the postcard suggests the layout must date back to the late 1950s. The two ponds have been filled though current OS mapping still shows them as holding water.

To the east of the house, the concert pavilion was largely the same on 1954 OS maps as in 1927, though the blocks that had been added to north and south during the war were mapped for the first time. The former still survives as a shed used by the Lowestoft Film Group [53] and the latter may form the core of the Il Giardino restaurant [54]. In 1966 the road to the immediate north of the concert pavilion had been laid out slightly differently, much as seen today, though the turning circle 'island' is now smaller. The concert pavilion was demolished in 1990, though again is still depicted on the 1992 OS mapping, leaving a featureless lawned area [55]. Today, the restaurant has been significantly extended to the east and south and a conservatory added to the west; the 1:10,000 OS map of 1992 is the first to show a building occupying roughly this footprint.

The 1954 map also includes the first depiction of the bandstand/open air stage to the south that had replaced the earlier octagonal version in the inter-war period (above). By 1966 two flagstuffs ('FS') had been added to north and south of the bandstand, either side of the stage, though given the higher level of detail on the later map it is possible they had been there in 1954. This bandstand burnt down in 1985 (*Lowestoft*



Figure 64 – Postcard, unsent but probably from the late 1950s, note the absence of caravans in the background and signs of work on the sea wall (© Historic England)

Journal 15/11/1985 quoted in SA 1325/179) and the current one, on a site slightly to the west [56], was dedicated in 1994 (*Lowestoft Journal* 27/5/1994 quoted in SA 1325/179).

To the south-east, all the enclosures around the bowling green had been removed by 1954 and the building to the south was labelled 'Pavilion' with two integral lavatories to the south-west and south-east also labelled. There was an east facing scarp running across the bowling green dividing it into two slightly unequal areas, approximately on the line of the current dividing walkway. This appears to reflect the earlier division between the bowling green and the tennis courts so is perhaps just being shown for the first time; it is possibly the scarp visible behind the gentlemen in Figure 27. The walkway on this line [57], and other formal hard landscaping, including the substantial cutting back and revetment to the west [58], resulting in a layout much as today was in place by 1966, but the pavilion was as previously. Bowling Green Cottage (now the Maritime Museum) had been extended slightly to the north. The first map to show its large northern extension [59] is the 1984 OS 1:10,000 map. The museum itself has a large '2008' built in bricks in the north wall below the western gable so perhaps what appears to be a single phased extension is actually of two phases, which might explain the unequal ridges.

South of the house, the lavatories at the top of Cart Score had an electricity substation added to their east; traces of steps were surveyed [60], perhaps providing access to this. The very large hollow to the south of this [61] is of unknown origin. It is currently used to dump plant waste from park maintenance obscuring its form and full depth. Elsewhere the path layout in this area was the same, though the zigzag path within the loop [24] had gone. The path down from the north-east corner of this area towards the pond [62] is first shown on the 1966 OS maps.

The current path running from the south-west corner of the bowling green to Lighthouse Score and on through Arnold's Bequest [63] is first shown on the 1:10,000 OS map of 1976.

Arnold's Bequest

The first and second post war OS editions of 1954 and 1966, both show the bequest as largely featureless, with some woodland along the west and north sides and a patch of similar vegetation in the centre, but open elsewhere. None of the few features mentioned above were depicted but both the north-east enclosure and 1 High Street survived; in 1954 the latter was labelled 'Library'.

The 1:10,000 OS map of 1976 is the first to show the bequest after the demolition of 1 High Street and the removal of the associated enclosures. It is also the first showing a path on the line of the modern upper path [64], and the slight inward curve of the fence at the top of the path, where the modern bus stop is now, also suggests that the path connected to High Street by this date. Although not depicted the niches surveyed, presumably for benches, appear to be contemporary. The path also looped around to the east from its southern end back on itself. This loop has now gone (though still appears on modern mapping as 'Arnold's Walk'), and was surveyed as a

clear terrace [65] with occasional patches of very weathered tarmac. A short section of retaining wall below and a constructed niche for a bench above, similar to those still present to the north, were also recorded.

The northern part of the low ground to the east, south of the car park and west of the housing, was occupied by an enclosure labelled 'Depot' in 1976 and 1984, which survived but was unlabelled in 1992. Surveyed scarps [66] indicate that it was cut into the rising cliff base to level it and a distinct ridge to the south [67] may be marking its southern extent. Some rather irregular features [68] may be the remains of dumping within the south-west corner of this yard. The area to the south of this was depicted as allotments ('Allot Gdns') on the 1992 1:10,000 OS map and soil improvement may explain the dense vegetation here that made most survey impossible. Scarps to the west [69] may again indicate levelling and a slight, straight scarp within the area [70] could be the remains of a path or other internal division. The current path rising from this area to meet the upper path through the bequest does not appear on any maps, including current digital mapping, and must be of recent origin. The hard landscaping around the buildings to the north of the bottom of this path also appears to be recent.

The Denes

At the north end of the Denes, there were still military buildings on and around the Denes recreation Ground as late as April 1947 and the emplacements for Gunton Battery still sat on the pavement and road at Gunton Cliff. By 1951, there were still some sheds on the tennis courts of the recreation ground, and Gunton Battery appears to have been only recently cleared away.

The 1947 aerial photography also recorded major works along the sea wall, which was breached in a number of places all the way up to Gunton Denes. There were substantial piles of sand on the whole of the Denes immediately behind the sea wall and covering part of the swimming pool. It is possible the damage to the sea wall occurred in the storms through February 1947 that affected much of the east and south coast (Robinson 1987, 14).

Other changes to the Denes are recorded on aerial photographs at intervals through the 1950s. Notably they record the immediate aftermath of the 1953 floods that devastated much of the south-east coast of England. The images taken on 4th February 1953 show the Denes covered in water and large amounts of sand that appears to have been thrown over the seawall.

The 1947 photographs show that some of the houses and other buildings in the Beach Village had been demolished, probably as a result of bomb damage. The decline in the herring industry and the interruptions of two world wars meant that this area slowly depopulated and it was this part of the Denes that saw the most change in the post war period (Bristow 2019, 39). Aerial photographs taken in 1952 show the south end of the Denes and the Beach village with a mix of industrial buildings and houses (Figure 65), and it is possible to make out large piles of barrels indicating that the fishing industry was still active in the many fish preserving houses. However, the photograph also records that many of the houses in this area were derelict, or at

least windowless. By the mid-1960s, large fleets of trawlers had replaced the smaller vessels operating out of Lowestoft and the East Anglian herring fishery had been over-fished (ibid, 39). The Beach village was gradually demolished from the late 1950s onwards and larger industrial buildings replaced the mix of small factories and houses. Aerial photographs taken at intervals between 1968 and 1972 record the final stages of this process.

Birds Eye Foods arrived on the Denes in 1949, initially as a small depot for the Yarmouth factory (Rose and Parkin 1997, 6). By August 1958, the Bird's Eye fish processing factory was well established on the Denes on the site of Eastern Square (Figure 66). Advertisements for television or the cinema from 1958 show 'Mrs McCauley' who is a 'real Bird's Eye fan' being shown the process from landing the fish at Lowestoft, the buyer choosing carefully, and then the freezing process



Figure 65 – The Beach Village and the south end of the Denes showing the mix of industrial buildings and houses, Whapload Road and Rant Score cross near the centre of the image (EAW 047605 23-OCT-1952 ©Historic England (Aerofilms Collection))

at the nearby factory (History of Advertising Trust <http://www.hatads.org.uk/catalogue/record/ba4d5ae2-f207-4a89-9c19-38033194d1e0>, accessed 30/08/2019). The jingle extols us to 'stop at the Bird's Eye shop' and mentions cod, plaice and fish fingers on offer, but notably no herring. In another advertisement the buyer, 'Mr Oldman', explains how small plaice is very tasty and the advantages of buying them on the quay, as the freezing factory is only yards away (History of Advertising Trust <http://www.hatads.org.uk/catalogue/record/a73441ec-3b0a-4ff6-8b82-dfa29e99f81a#>). The advert finishes by emphasising the convenience of the complete frozen ingredients for a meal of plaice, fried potato chips and green peas, all available from Bird's Eye.

Many families never returned to the beach village after the Second World War, and were rehoused in the new council estates (Butcher 1983, 14). The first stage of slum clearance, taking in the area east of Whapload Road between Marsh Cottage and the corner of Hamilton Road, was announced in 1955 (Rose and Parkin 1997, 10) and by the 1970s there was little to recall the tight huddle of cottages, houses, squares and lanes (Rose and Parkin 1997, 2).



Figure 66 – The Denes in 1962 with the Bird's Eye Factory (bottom) and the caravan park (right), north is to the right (RAF 58/5378 F22 0001 09-AUG-1962 Historic England (RAF Photography))



Figure 67 – A postcard annotated 'August 1962' showing the view across Sparrow's Nest to the north Denes caravan park. The printed caption on the back of the card relates that 'The caravan site is situated on the Sea Front and is adequately serviced'. (© Historic England)

In parallel with the conversion of the southern part of the Denes and Beach Village into a modern industrial area, the north end of the Denes was being developed for the holiday industry. By 1955, the swimming pool and replacement model yacht pond east of the Denes recreation ground had been converted to a small area of hard-standings to take caravans. By August 1962, a small holiday park at the former swimming pool had developed and aerial photographs record numerous caravans and campers pitched to the north and south of the recreation ground (Figure 66). A postcard annotated with 'Holiday in Lowestoft Aug '62' (but not sent) shows a colourful view of the caravan park from Sparrow's Nest (Figure 67).

The 1966 OS maps show that the sea wall had been significantly enhanced at some point after the 1954 maps with a reinforced inner (western) face requiring ramps to access the wall. This work may be visible in the background of a postcard thought to date from the late 1950s (Figure 64).

The layout of the Denes has changed little since then although the caravan park has metalled roads and a perimeter fence. The net drying racks remain and still preserve part of the line of Gowing's ropewalk.

CONCLUSIONS

The current landscape of North Lowestoft is primarily a product of the 19th and 20th centuries. Prior to this the northern limit of Lowestoft was 1 High Street with a few enclosures and buildings along Whapload Road as far as The Ravine. Surrounding this was mainly rough common, both above and below the cliff. Very few physical traces of anything earlier survive.

The historic place names Gallows Score and Beacon Hill clearly refer to significant archaic aspects of the landscape. The gallows are a reminder of the former judicial role of Lowestoft dating back to the 13th century, the beacon one aspect of the constant need for maritime defences, this from the mid-16th century. The exact locations of both are uncertain but it is likely that the gallows lay near the south entrance of Bellevue Park and the beacon may well have been a precursor to High Lighthouse. There is also a reference to the site of a cross on early OS maps, somewhere in the vicinity of the top of Cart Score, but it is uncertain what this was.

The earliest building to the north of 1 High Street was the first High Lighthouse, built in 1676 to replace a light within the town, probably to reduce the fire risk. All physical evidence for this was swept away when the lighthouse was rebuilt in the 19th century, principally its complete rebuilding in 1873.

There were also two 'lost' scores in this area, one running down the cliff north-east from just north of 1 High Street, one south-west from near the top of Cart Score, the two meeting near the bottom of current Lighthouse Score. These may have been present in the early 17th century, seem to be shown on 18th century views of the town and appear in early 19th century maps. Good evidence for the southern of these scores was seen running through Arnold's Bequest but there was no definite sign of the northern, probably erased by the 1873 rebuilding of the lighthouse. The current Lighthouse Score first appears on the 1842 tithe map at which time the score to the south was absent, the former probably replacing the latter following the enclosure of Arnold's Bequest, perhaps in about 1805.

A significant development to the north of this was the construction of North Battery within the north-east corner of what would become Bellevue Park in 1782. Set back from the coast and with natural defences on two sides this was a light structure, and went out of use in 1815. Nevertheless it was rented out and occupied by William Winson or Vincent, a postman, until it was sold off in the late 1860s. All trace of it was removed when the park was laid out but it seems that a path around its front had been levelled and benches installed, a good few years before this, perhaps the first deliberate leisure use of the area. This path survives below the hedges to the north and east of the war memorial and the earthwork rising from this path to the level area above is probably the last surviving remnant of the battery, albeit much altered. The only other pre-park survival is a broad shallow gully in its north-west corner which probably marks the line of a track that branched from the top of the Ravine before it became 'fossilised' by enclosure.

The Denes had military uses going back well before this, at least as early as the reign of Henry VIII who ordered the construction of the first known 'bulwarkes' in 1539. Their history and that of subsequent works would appear to be characterised largely by civic reluctance, corner-cutting and neglect with occasional periods of improvement in the face of threats such as the 16th century Armada or the later Dutch Wars of the 17th century. Through the 19th century the level open areas were used for artillery and small arms practice as well as various reviews of volunteer militia groups. A link to these activities survives in the drill hall on Arnold Street with its picturesque decoration on the front elevation. The events linked to the militia appear to have been treated as social occasions with crowds gathering on the cliffs above to view the spectacle. The cliffs therefore appear to have been long recognised for their views.

Along the foot of the cliff, running south from the mouth of the Ravine was a range of enclosures and buildings from at least 1618. A few were residential, but these appear to have been closely associated with industrial buildings. A few in the north were tanneries, utilising the springs at the foot of the cliffs (at least four of which were identified during survey) and placing the smells at some remove from the town. It was the fishing industry that dominated the area to the south however. Sea-going vessels beached off shore and repairs were undertaken, the catch was ferried in, processed and smoked in the numerous smokehouses, which were supplemented by warehouses, net stores, boat sheds and the like. From the 1790s the Beach Village developed on the south end of the Denes to provide additional accommodation close to people's workplace. A ropewalk was established to the north at about the same time.

The development of the harbour from the 1830s took a lot of the pressure off the Denes and appears to have freed them up for a range of uses. The Beach village was able to expand and was supplemented by a gasworks, and steam laundry. The first dedicated net drying racks probably date from this period and created permanent obstacles to much use of the Denes; previously they had been spread out on the ground.

The Denes had also been a focus for leisure and bathing from at least the late 18th century. Although development of the south beach became the main resort, the leisure of the Denes developed and previous ephemeral activities expanded and were supplemented by more permanent facilities such as a golf course and model boat pond. By about 1900 these were soon to be followed by tennis courts, cricket ground and lido.

During the same period housing began to spread northwards from High Street along Yarmouth Road and to the north of the Ravine on North Parade and Gunton Cliff with areas to the north and west gradually infilling over the later 19th and early 20th centuries. The first phases of this development pre-dated Bellevue Park, the first public park in Lowestoft, and it may well have been this encroachment that prompted its creation in 1873/4 by enclosing an area of the former common and the levelling of the battery. The current layout of the park is very similar to the original though its character has completely changed; originally very open with broad views

across the surrounding landscape, particularly to the east, tree growth within the park and in Sparrows Nest has almost completely obscured these, leaving the park feeling much more enclosed.

In contrast to Bellevue Park, Sparrow's Nest was an established estate centred on a substantial and ornate, early 19th century cottage orné, which was purchased by the town council in 1897 and opened as a public park with minimal changes to the formerly private grounds. This park appears to have been a centre for entertainment from its opening and had a substantial concert pavilions from the Edwardian period onwards that saw numerous famous productions and personalities over the years. The original layout of the estate is still discernible, but there have been rather more changes here than in Bellevue, particularly during and since the war.

The direct impact of the Second World War on Lowestoft was unsurprisingly huge. The Denes were rendered out of bounds by the coastal defences, including barbed wire, tank blocks and minefields, various gun-emplacements were constructed around the town, notably that on Gunton Cliff above the Denes, and the entire town was ringed by defences against ground based attack and anti-aircraft artillery and barrage balloons. Within the town there were also numerous civil defences structures such as air raid shelters, water tanks and road blocks. There were also several naval bases, most significantly for this project HMS Europe which was based within Swallow's Nest. The vast majority of these works were carefully cleared away at the end of the war and few survive. HMS *Europa* however built numerous blocks to meet their needs, particularly extensions/additions to the main house and concert pavilion. Ironically it is these that survive, the house being demolished in the 1960s and the concert pavilion in the 1990s.

Since the war the most significant change to the landscape of North Lowestoft has been the loss of the Beach Village and its replacement by the Bird's Eye factory. The beach village had been in decline in parallel with the fishing industry as a whole since the First World War but it was largely evacuated during the Second World War and most residents never returned. At the same time the Bird's Eye factory was expanding, from a small depot in 1949 to the large site seen today. To the north the main change has been the development of the caravan park, again from a small site, based on an area of hard-standing from the levelling of the former lido, to today's with metalled roads, full services and a substantial fence.

This study has demonstrated the depth and richness of history in the north Lowestoft HAZ and especially brought new light to the 19th and 20th century aspects of the area. It has also highlighted the strong historic links between the stories of the town, the parks and the Denes. These historic connections might be used to inspire future work, development and use of this fascinating area.

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Ordnance Survey mapping

The Ordnance Survey 1" to the mile map was surveyed and published in 1837/8. This is a valuable record of the town and coastline prior to changes in the mid to late 19th century.

The 1st edition OS 25" (1:2500) map (sheet Suffolk X.4) was based upon a survey in 1882-3 and was published in 1886. It contains a lot of detail but the depictions are sometimes unclear.

The 2nd edition OS 25" map was based upon a revision of 1904 and published in 1905. It is far clearer in its depiction of features but somewhat simplifies things.

The 3rd edition was based on a revision of 1926 and published in 1927 but is otherwise very similar to the second edition.

No 4th edition OS 25" was map published, though a 6" (1:10,560) 'Special Emergency Edition' (Suffolk X.NE) was published in 1938, and a version with contours and National Grid added in 1948. There was also an edition, based upon a revision of 1946 published in 1951 (the 6" and western 25" sheets) and 1954 (the eastern 25" sheets). In general there were few differences from earlier editions.

After these initial post war editions all OS maps were based on the National Grid. The 1:10560 (and later 1:10,000) scale sheets were too small scale to depict anything but the largest features. The 1:2500 sheets TM5494 (the western half of Bellevue) and TM5594 (the other half of Bellevue, most of Sparrow's Nest and the north of Arnold's Bequest) with small areas on adjacent sheet to the north (TM5495, TM5595) and south (TM5593) were of more value. Editions were published in 1966, 1976, 1984, and 1994 though not all were available at all scales.

Current OS large scale mapping is entirely digital and based upon a rolling programme of revisions, as such new features cannot be precisely dated.

APPENDICES

Appendix 1: Methodologies

Aerial Investigation and Mapping

The project used data from two aerial investigation and mapping (formerly called National Mapping Programme (NMP)) projects funded by predecessors of Historic England and carried out by contractors on behalf of Suffolk County Council. The standard products are a digital archaeological map with linked archaeological descriptions, and a synthesis of the archaeological results, usually a report.

Both projects used the same standards which were at the time called 'National Mapping Programme standards and are now known as Historic England aerial investigation and mapping standards. These standards aim to promote best use of aerial photographs and airborne laser scanning data (lidar) to create archaeological maps and descriptions suitable for historic environment records. This systematic synthesis of archaeological information is intended to assist research, planning, and protection of the historic environment. All archaeological features were mapped with a potential date range from the Neolithic period to 1945.

The results of both projects are recorded in the Suffolk HER and presented in reports available as part of the Historic England Research Report Series. The archaeological mapping is available on request from Suffolk HER or the Historic England Archive.

The first project was part of a survey of the Suffolk Coast carried out between April 2001 and March 2004. It was completed by Cain Hegarty, Sarah Newsome and an overview of results was published in a report and a book (Hegarty and Newsome 2005, Hegarty and Newsome 2007). The project was part of a national programme of work, using a variety of methods, called Rapid Coastal Zone Assessment Surveys (RCZAS). This was designed to ensure there is consistently recorded archaeological evidence and understanding on which to base decisions about management in the face of the changing nature of the English coastline.

The second survey was carried out between 2012 and 2015 as part of a project to identify and record archaeological features in Lothingland, Greater Lowestoft and the North Suffolk Coast and Heaths (Ford et al 2015). This covered the area around Lowestoft up to the edge of the beach and so overlapped slightly with the previous coastal survey. The project was completed by Ellen Ford, Sarah Horlock and Sophie Tremlett – a specialist air photo interpretation team based at Norfolk County Council Historic Environment Service.

All aerial photographs and lidar data were reviewed again to collect data on the development of the area including buildings and archaeological features. Where appropriate new monument records were recorded in the Historic England research recording module (formerly NRHE). This was supplemented by information from maps and selected documentary sources to provide information for the narrative in the report.

Analytical earthwork survey

A few open areas were surveyed directly by GNSS (Global Navigation Satellite System) receiver, principally hard detail outside the parks and within Sparrow's Nest, but this was limited by tree cover. In these areas, the survey was undertaken with a Total Station Theodolite (TST).

Control was established in open areas using a Trimble R8 survey grade GNSS (Global Navigation Satellite System) receiver to establish both a GNSS base for survey with two receivers and known control points for TST survey. The position of the control points was adjusted to the National Grid Transformation OSTN15 via the Trimble VRS Now Network RTK delivery service. This uses the Ordnance Survey's GNSS correction network (OSNet) and gives a stated horizontal accuracy of 0.01-0.015m per point, vertical accuracy being about half as precise.

The tree covered areas, most of Bellevue and Sparrow's Nest and all of Arnold's Bequest, were surveyed using a Trimble 5600 TST by taking radiating readings from series of stations in sequence to form closed loops or traverses with a few additional stations where necessary to fill in detail not visible from the main traverse stations. As the traverse was based upon GNSS control, survey was directly to Ordnance Survey National Grid later adjusted for errors using proprietary software. Overall accuracy is comparable to GNSS though, unlike GNSS, decreases with length of traverse and distance between surveyor and station.

The survey data was downloaded into proprietary Trimble Business Centre software to process the traverses and field codes and the data transferred into AutoCAD for editing. The drawing was cleaned and park features were put on common layers for clarity and ease of representation. Slopes were hachured to indicate relative

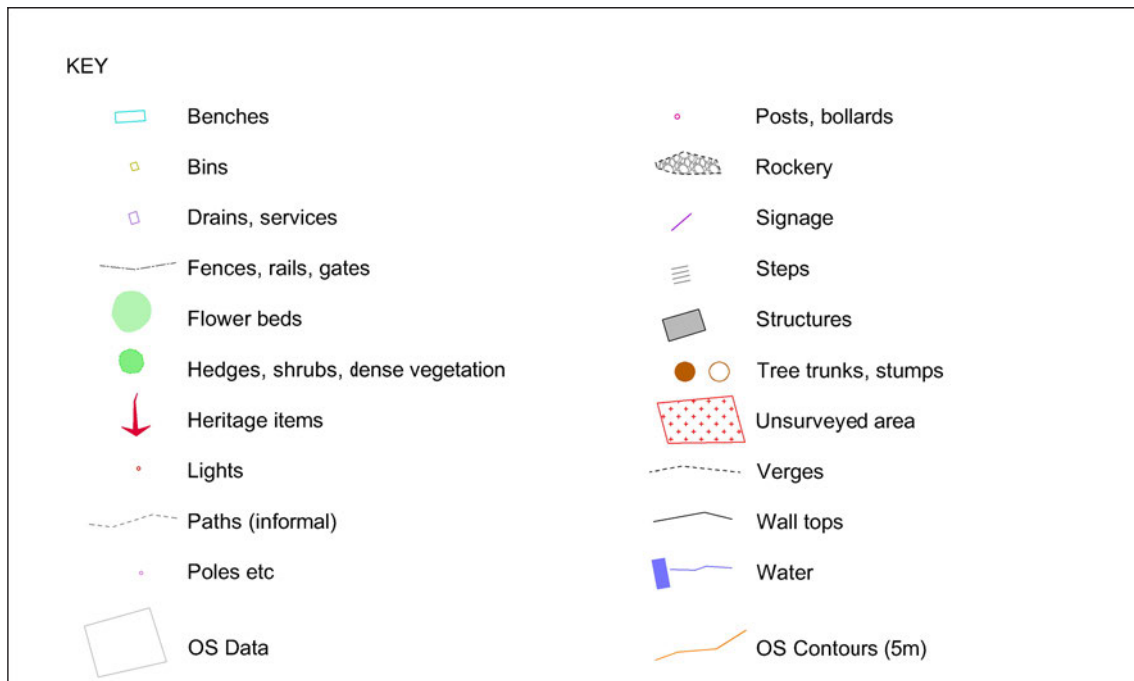


Figure 68 - Key to survey drawings above: Figure 7, Figure 19 and Figure 30

strengths. The resultant drawing was plotted for checking in the field. Corrections and some additional survey was undertaken at this time. These were edited or added in AutoCAD.

Appendix 3: Buildings within the parks; summary information

Bellevue Park

- NHLE Number: 1001621, Grade: II
- The first free public park in Lowestoft, laid out in the style of a formal pleasure ground and opened in 1874.

North Battery

- Lost
- AMIE Monument HOB UID: 1394944
- Built 1782
- Four sided bastion set back from cliff edge housing four 18-pounder canon, with guardhouse and magazine to rear
- Footprint of bastion and other buildings almost exactly that of tarmac apron around the memorial to the Royal Naval Patrol Service, no evidence of the main elements survive
- Originally fenced along cliff edge and to rear encompassing whole of above
- Steps down to well to north within Ravine
- Rented out and in civilian occupation for much of 19th C, building added at this time - ?barn/store
- In ?1860s terrace with benches created in front of bastion, first explicit leisure use, survives as tarmac path along cliff top
- Levelled when Bellevue Park was laid out
- Two cannons mounted on stone built plinths to either side of north-east steps by e20th century (e postcards, scar still visible on E plinth), three canons restored, remounted on carriages, and placed around memorial (below) in 1972

South gate

- Lost
- Originally formal triple entrance with a broad central gate and smaller side gates. Substantial brick piers with ashlar dressings. Inner surmounted with cast iron lamps on cast iron pillars. Outer with decorative stone finials/urns
- Reduced due to damage following a car crash in 1980 (see leaflet in SA 1325/179 parks)
- None of original appears to remain

Park Lodge

- Rebuilt
- Original erected in 1873 in the cottage orné style, thatched, with elaborate chimneys, decorated bargeboards, and rustic woodwork
- Destroyed by fire in Jan 1990, re-erected by the Borough Council in the original style in 1991
- Mapping suggests extension to north added at this time.

Small building adjacent to Cart Score

- Probably the earliest surviving original structure in park
- Rectangular ground plan with canted corners above, door in north side, red brick, slate roof, partially sunk below ground level
- Appears to be contemporary with original park lodge
- Unknown function– store?

Pagoda/Bandstand

- Lost
- Probably an original feature of the park; mentioned in Abbott's poem
- Originally referred to as the pagoda, later the bandstand
- Structure probably of wood with cast iron elements
- Central hexagonal core, deep low pitched ground level veranda supported by substantial log columns, spiral stair up to open viewing platform above with balustrade and low pitched conical roof
- Demolished about 1952 to make way for the war memorial

Ravine/Jubilee Bridge

- NHLE Entry Number: 1292404, Grade: II
- Single span cast iron footbridge upon brick piers
- Proposed In 1887 by member of the town council, Mr Arthur Stebbing
- Architect William Chambers, funded by William Youngman, the first elected mayor of the borough (Brown et al 1991). Richard Parkinson, chief engineer to the Eastern and Midlands Railway, was also involved

North-west entrance

- Built between 1904 and 1926 (OS mapping)
- Originally with lavatory in north-east 'wing'

Royal Naval Patrol Service war memorial

- NHLE Number: 1385386, Grade: II
- 1952-3 by F H Crossley, with sculpture by H Tyson-Smith
- Unveiled on 7 October 1953 by the First Sea Lord, Admiral of the Fleet, Sir Rhoderick McGrigor

Sparrow's Nest Park

Cliff Cottage/Sparrow's Nest House

- Almost entirely lost
- Formerly a substantial cottage orné
- Visible survival consists of one wall with gothic arched former French doors in bay with balcony and similar window above, preserved between two later blocks associated with HMS *Europa* (below), further survival in adjacent walls
- Demolished in 1963 (AMIE Monument HOB UID: 1489458, but still shown on 1966 OS maps), the extensions built by the Royal Navy (below) were retained

Maritime Museum

- NHLE Number: 1292407, Grade: II
- House, now museum
- Stone plaque bearing inscription: Rebuilt 1828/ Huh Lockwood/ Vicar/ John Elph Church/ W Cleveland Warden
- The rear has a C20 extension abutting the ground floor

Concert pavilion

- Core lost
- Earliest form shown on photographs/postcards (1920s) was a large rectangular structure with low corner blocks, a pitched roof with two cupola/vents and paired gables, a lean-to to the east and verandas to south and west. Later images (late 1930s) show the verandas to have been enclosed and the eastern lean-to replaced by a substantial block, higher than the original building. All of this now demolished (in ?1990s)

Bandstand

- Lost
- Built between 1904 and 1926 (OS mapping, postcard), perhaps 1906-7 (TNA IR 58/51757, Lowestoft 5513/4)
- Cast-iron octagonal structure. Slightly raised floor level, balustrades between slim columns supporting a low pitched roof.
- Removed in the 1930s
- Bowling green pavilion

Upper entrance

- First shown on 1927 OS maps, with porch to west

Upper lavatory

- Lost
- First shown on 1905 OS map
- No representations known

- Field evidence shows entrances within park and glazed bricks
- Demolished after 1992

Previous open air stage

- Lost
- Opened in 1936 to replace 'the previous unsuitable structure' (note in SA 1325/179)
- Destroyed by fire in mid-1980s (*Eastern Daily Press*, Monday 31st May 1993); November 1985 (note in SA 1325/179)

HMS *Europa*, now Lowestoft War Memorial Museum

- Some losses, some reuse
- AMIE Monument HOB UID: 1489458
- Headquarters and administrative offices of the Royal Navy Patrol Service throughout the Second World War
- Originally centred on Cliff Cottage above, extended to south-west, east and north-east by brick- and/or block-built, flat-roofed, buildings mainly with Crittall type fenestration
- Left original building almost fully enclosed (above)
- These now in use as a café and Naval museum
- Other blocks extended theatre pavilion to north and south, these survive as:
 - Lowestoft Movie Makers studio/theatre; Simple brick built shed, currently with metal cladding roof.
 - Il Giardino restaurant, has recent additions and is timber clad but core is from war
- Various sheds and other temporary buildings elsewhere including the bowling green and denes recreation ground, now removed

Current open air stage

- Opened in 1994 (*Lowestoft Journal*, Friday June 10th 1994, cutting in SA 1325/179)



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1: 1000 at A2

KEY

- | | |
|----------------------------------|---------------------|
| Benches | Posts, bollards |
| Bins | Rockery |
| Drains, services | Signage |
| Fences, rails, gates | Steps |
| Flower beds | Structures |
| Hedges, shrubs, dense vegetation | Tree trunks, stumps |
| Heritage items | Unsurveyed area |
| Lights | Verges |
| Paths (informal) | Wall tops |
| Poles etc | Water |
| OS Data | OS Contours (5m) |