



Historic England

North Walsham High Street Heritage Action Zone Aerial Investigation

Edward Carpenter

Discovery, Innovation and Science in the Historic Environment



North Walsham
Norfolk

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Aerial Investigation

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SUMMARY

The North Walsham High Street Heritage Action Zone (HSHAZ) is a partnership project to promote awareness of the historic environment to inform the delivery of heritage-led economic growth. Historic England's contribution to this HSHAZ includes an analysis of the historic aerial photographs held in the Historic England Archive. These photographs range in date from 1928 to 2020 and this report provides a range of views of North Walsham, and documents some of the changes made to the town centre. These photographs offer historic views of since demolished or altered buildings as well as illustrating the demolition and redevelopment of sites north and south of the Market Place.

CONTRIBUTORS

The project was carried out by Edward Carpenter

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INTRODUCTION

Historic England's High Street Heritage Action Zone (HSHAZ) initiative aims to regenerate high streets by unlocking the potential of places that have a rich historic environment but also face significant economic challenges. Through this programme Historic England works with local partners across England to implement projects that use the historic environment as a catalyst for economic, social, and cultural recovery.

The North Walsham HSHAZ is being delivered by Historic England in partnership with North Norfolk District Council, North Walsham Town Council, Regenerate North Walsham (RNW CIC) and the North Walsham Heritage Centre. There is also community involvement from property owners, local businesses, visitors, and residents. For more information, see the North Walsham High Street Heritage Action Zone webpages:

<https://historicengland.org.uk/services-skills/heritage-action-zones/north-walsham/>

<https://www.north-norfolk.gov.uk/projects/north-walsham-heritage-action-zone/>

The need for a High Street Heritage Action Zone

North Walsham was selected as a High Street Heritage Action Zone in 2019. The town has a rich and interesting history with several fine buildings at its centre including a Tudor market cross which is a major local landmark. North Walsham has over 100 listed buildings (the highest number of any town in North Norfolk) and most of these date from the 18th and early 19th centuries. However, the town centre needs renewal to secure lasting improvements for its historic core and the communities who use it. HSHAZ projects include those that will support the repair and restoration of heritage buildings and architectural assets, improve shopfronts, and bring unused floorspace back into use.

Aerial Investigation

The aerial investigation of North Walsham forms part of Historic England's contribution to the HSHAZ and was carried out in support of Historic England's Historic Area Assessment of the town by architectural investigators of the East of England Region. This report presents the results of the aerial investigation.

The aerial photographs consulted for this project are held in the Historic England Archive. These photographs were taken between 1928 and 2020. The earliest aerial photographs are nine obliques taken by Aerofilms in 1928 and 1932. Unfortunately, they do not cover the whole of the HSHAZ project area. For example, there are no photos for the areas south of Park Lane, Grammar School Road or Farman Avenue. Their coverage is also limited and most of the Aerofilms photographs were taken from the south, south-east or south-west and views from the north are absent. Despite the limited coverage and that some of these images are grainy or suffer from deterioration or light damage, they are some of the most useful photographs available as they provide views of since demolished buildings, many of which were cleared in the redevelopment of the late 1960s-1970s. These early photographs offer innumerable views of different areas of North Walsham and details of these form the bulk of the figures in this report. These figures are details of original full

photographic frames; for example, Figures 2, 10, 24, 25, 30, 45, 64, and 106 are all taken from the front cover photograph.

The earliest vertical photographs were taken in March 1945 but are small-scale (1:9,500) and do not work well as illustrations of individual buildings. This is also true of the aerial photographs taken in 1946 and more so for those taken in 1955 which are even smaller scale (1:15,000). However, when viewed stereoscopically, more detail can be seen, and they can provide conformation or otherwise of features seen in large scale photographs. The 1945 photographs also provide a view of North Walsham in the last months of the Second World War.

The clearest vertical photographs are those taken in 1968 by Meridian Air Maps Limited (MAL). These are clear, sharp, large-scale images (1:2,500) and details of some of these photographs are reproduced in this report. They provide a good comparison with the 1928 and 1932 views and illustrate some of the changes to the town in the intervening 40 years. The 1968 photographs also provide clear images of some of the buildings seen in the 1920s and 1930s photographs which were demolished in the late 1960s and early 1970s. Although of a smaller scale, good vertical coverage is also provided by Ordnance Survey aerial photographs taken in the 1960s, 1970s and 1980s. Together these and the MALs provide views of those parts of the HSHAZ project area not included in the Aerofilms coverage. Oblique aerial photographs of parts of the town centre were also taken in the 1980s and the most recent aerial photographs of the town are a set of verticals and obliques taken by Historic England in 2020.

Many of the buildings seen in the 1928 and 1932 aerial photographs appear to match those represented on the 1843 tithe map, and their function (house, shop, workshop etc) is recorded in the associated tithe apportionment. Occasional references are made to a building's use (based on the tithe apportionment), but this is a guide only and some buildings seen in the photographs may well have changed use by the 1920s.

The project area

The North Walsham Conservation Area (Fig 1) provided the focus of the aerial investigation and images from across this area are included in the report. The Historic Area Assessment had a narrower focus on the areas around Market Street, Market Place, King's Arms Street, Church Street and The Cedars. These areas loosely coincide with the Aerofilms coverage and has allowed these parts of the town to be covered in more detail in this report. The aerial investigation also included the area beyond the northern boundary of the Conservation Area to show the variety of since demolished buildings that were situated to the north of Vicarage Street.

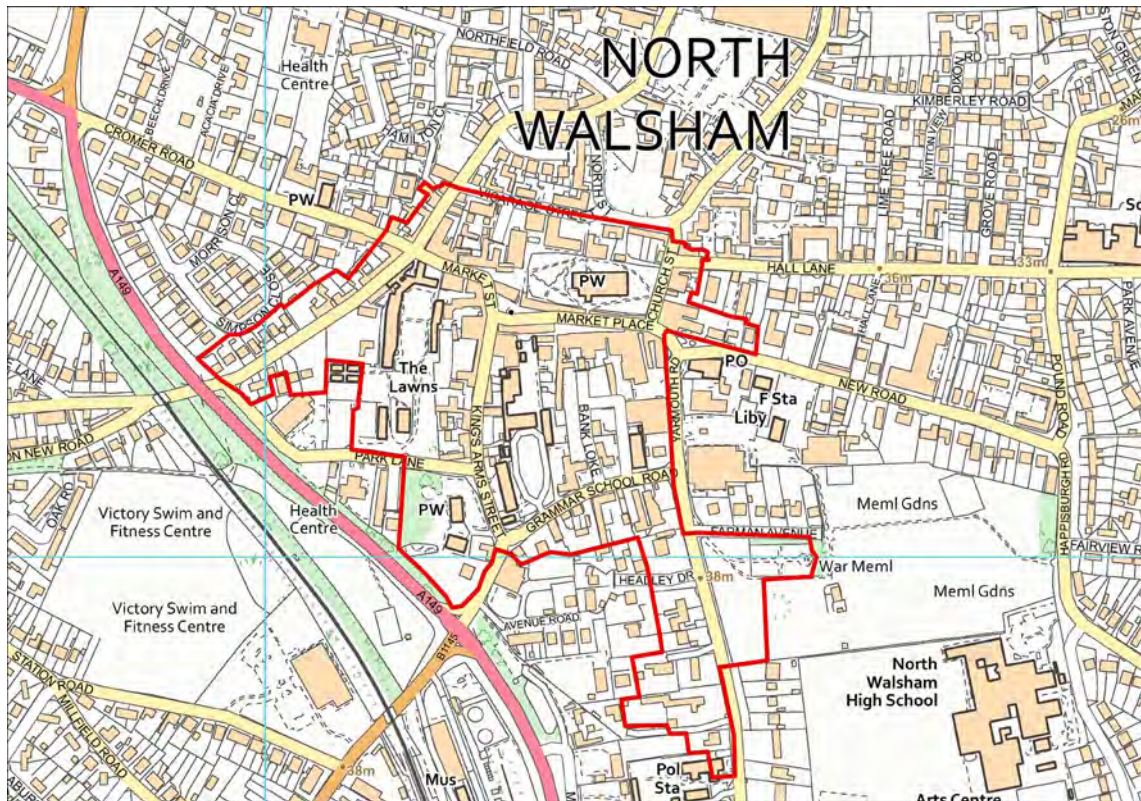


Fig 1: North Walsham with the Conservation Area outlined in red. Map © Crown Copyright and database right 2022. All rights reserved. Ordnance Survey Licence number 100019088.

NORTH AND WEST OF ST NICHOLAS'S CHURCH

This part of the report covers the area to the north and west of the church defined by Market Street and the Market Place to the south, Mundesley Road to the west, Church Street in the east and Vicarage Street to the north. The historic aerial photographs show a densely packed group of shops, houses, and other buildings. It included the areas known as Ship Yard and The Butchery and was subdivided by Mitre Tavern Yard and Old Bear Yard both of which linked Market Street to Vicarage Street (Fig 2). Several of the buildings seen on the historic aerial photographs have since been demolished and the area centred on Ship Yard was cleared to make way for the St Nicholas Court precinct development built in the early 1970s.



Fig 2: The area to the north and west of the church seen in 1928. The places named are discussed below. Detail of EPW21289 MAY 1928 © Historic England (Aerofilms Collection).

Ship Yard

The Ship Yard area was located to the north-west of the church. Buildings on its northern side faced Vicarage Street, to the west Mitre Tavern Yard, the churchyard to the south and the eastern boundary was defined by an unnamed lane that led from Vicarage Street to the church. A diagonal road headed south-west from this lane and subdivided the area (Figs 3 and 4). The road was defined by buildings at its eastern end, but it then opened out into irregular shaped yards before turning south to join The Butchery. The properties on the north side of the road included a short terrace of houses, and non-residential buildings which, according to the tithe map apportionment were barns in the 1840s. These were adjacent to the rear yards and outbuildings belonging to the buildings facing Vicarage Street. This road was wide enough for vehicles, as shown in Figure 3, but at its southern end it had narrowed to a small, covered alleyway which joined The Butchery (Fig 5). South of this road were buildings along the boundary with the churchyard that were described in the tithe map apportionment as workshops and stables (D in Fig 3). There was also a group of buildings (including houses and shops) arranged around a yard that appears to have been accessed via the churchyard (E in Fig 3). The 1945 aerial photographs show that some buildings seen in the 1928 and 1932 photographs had been demolished and based on the evidence from the Ordnance Survey map, this had happened by 1938. The demolition included the removal of two out of three houses in a short terrace (A in Figs 6 and 7) and a semi-detached property (B in Figs 6 and 7).



Fig 3: The diagonal road running through Ship Yard seen from the west with Vicarage Street to the left and the churchyard to the right. The letter A marks the north-eastern entrance, B marks the southern entrance. The letters C and D mark some non-residential buildings. The letter E marks the yard accessed via the churchyard. Detail of EPW021294 MAY-1928 © Historic England (Aerofilms Collection).



Fig 4: The diagonal road running through Ship Yard from the east with Vicarage Street to the right and the churchyard to the left. The letter A marks the north-eastern entrance, B marks (the location of the southern entrance. The letter C marks the approximate location where the road turns south. Detail of EPW039256 JUL-1932 © Historic England (Aerofilms Collection).

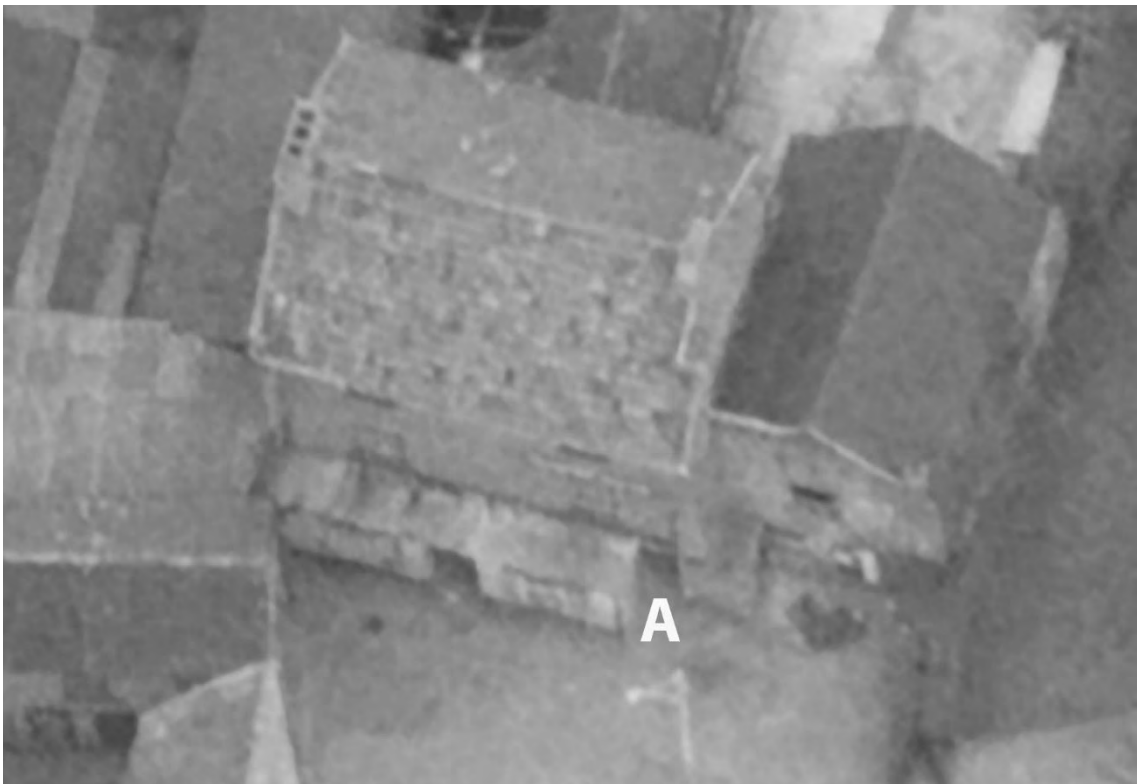


Fig 5: The letter A marks the covered alleyway at the northern end of The Butchery. This led to a rear yard and from there to the diagonal road that ran through the Ship Yard area. Detail of MAL/68006 158 24-FEB-1968. Photo by Meridian Airmaps Ltd. Copyright Norfolk County Council.

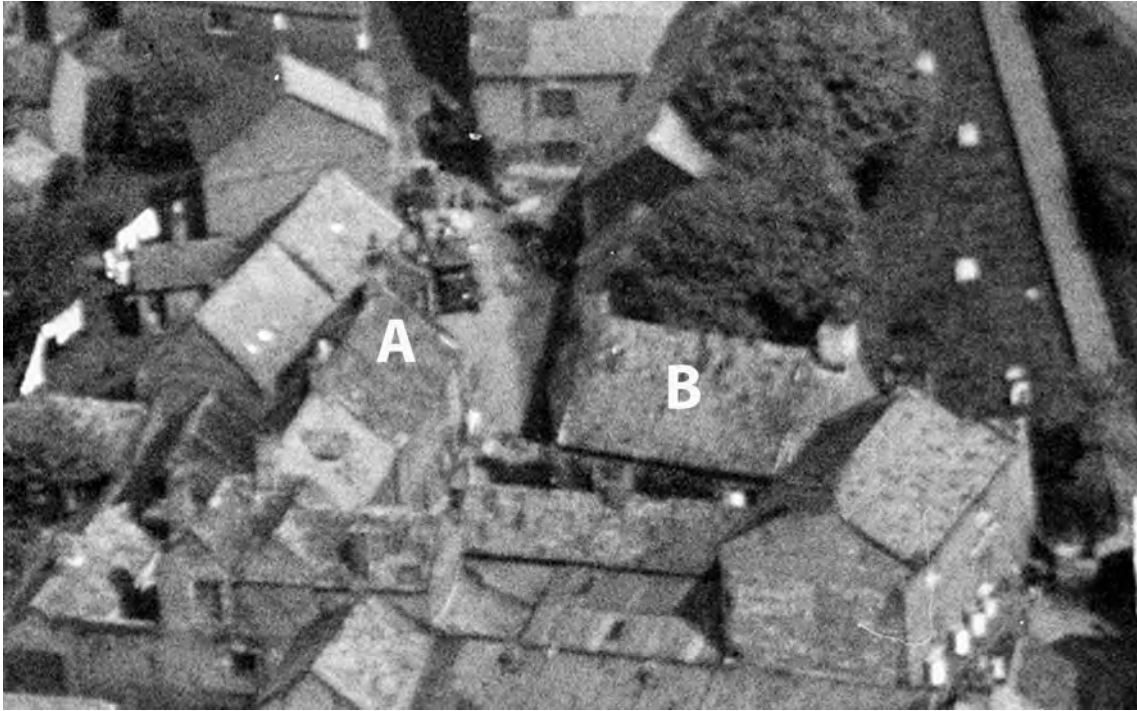


Fig 6: Buildings demolished in the 1930s, marked by the letters A and B seen from the west in 1928. Detail of EPW021294 MAY-1928 © Historic England (Aerofilms Collection).

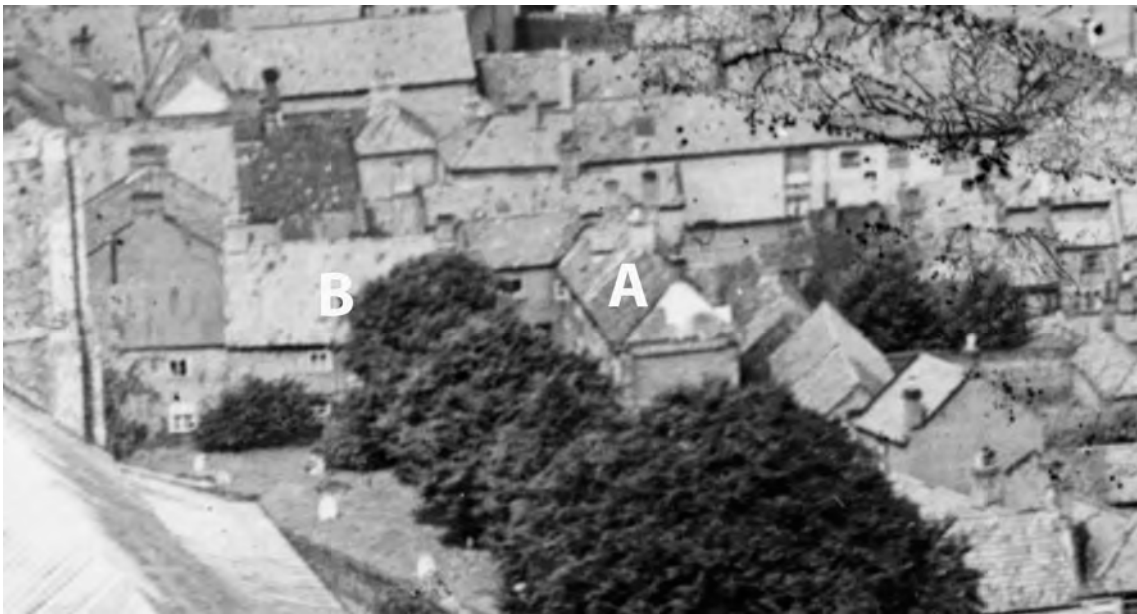


Fig 7: Buildings demolished in the 1930s marked by the letters A and B seen from the east in 1932. Detail of EPW039256 JUL-1932 © Historic England (Aerofilms Collection).

Mitre Tavern Yard

Mitre Tavern Yard joins Vicarage Street in the north to Market Street in the south (Fig 8). Access to Market Street is via an archway that forms part of 6 Market Street (currently the Shambles Café). Although Mitre Tavern Yard survives as a road name most of the buildings that once defined this area have been demolished.



Fig 8: Mitre Tavern Yard seen from the south-west in 1928. The letter A is 6 Market Place and the entrance to the yard is below the A and to the left of the awning. The yard extended to a junction with Vicarage Street marked B. Detail of EPW021295 MAY-1928 © Historic England (Aerofilms Collection).

The 1886 Ordnance Survey map shows two pubs separated by a covered passageway along the eastern side of the yard. By 1906 the northern pub appears to have been demolished and replaced with a terrace of two houses and this is what is shown in the 1928 aerial photographs. The large building at the northern of the yard facing Vicarage Street was listed in the tithe apportionment as a Chapel and School, but not on the later 19th-century Ordnance Survey maps. The western side of Mitre Tavern Yard was defined by a row of buildings that were listed as a house, office, barns, and warehouses (Figs 9 and 10). Also taken in 1928, Figure 11 provides an alternative view of the buildings along Mitre Tavern Yard.

Figures 12 and 13 are details of vertical aerial photographs taken in 1968. Although verticals, they were taken in such a way that only the centre of each photographic frame is truly vertical and oblique views of buildings can be seen nearer the edge of each photograph. These show the elevations of the buildings along either side of the yard, which are annotated to allow comparison with Figures 9 and 10. They also show evidence of demolition on the western side which had been carried out between 1945 and 1955.

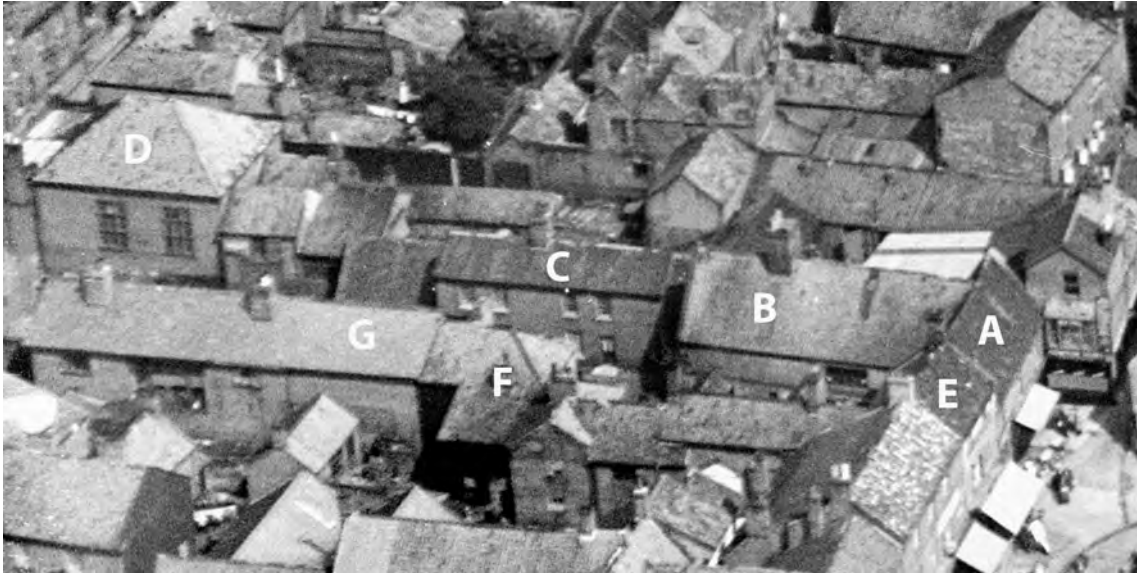


Fig 9: Mitre Tavern Yard looking east in 1928. Market Street to the right, Vicarage Street to the left. The letter A marks 6 Market Place and the entrance to the yard, B is the pub, C the terrace built after 1886 on the former site of the second pub, and D the former chapel and school. On the western side, the buildings between E-F included a house, office, and warehouses. A long barn is marked G and to left (not shown) were cottages facing Vicarage Street (see Fig 10). Detail of EPW021294 MAY-1928 © Historic England (Aerofilms Collection).

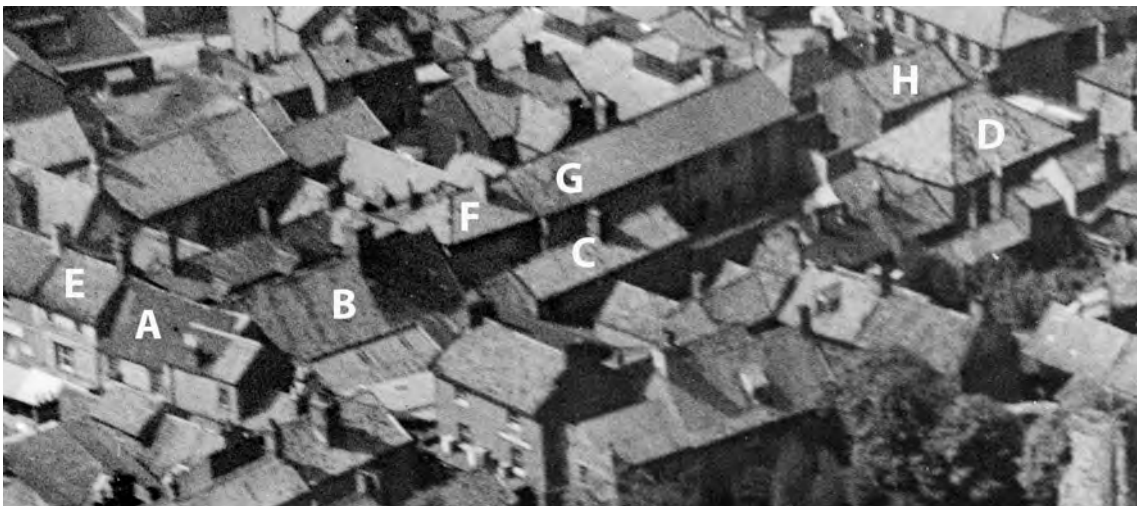


Fig 10: Mitre Tavern Yard looking north-west in 1928. The letters match those described in Fig 9, but also includes H, the cottages at the north-western end of the yard. Detail of EPW021289 MAY-1928 © Historic England (Aerofilms Collection).



Fig 11: Mitre Tavern Yard from the south in 1928 with Market Street in foreground. Detail of EPW021293 MAY-1928 © Historic England (Aerofilms Collection).

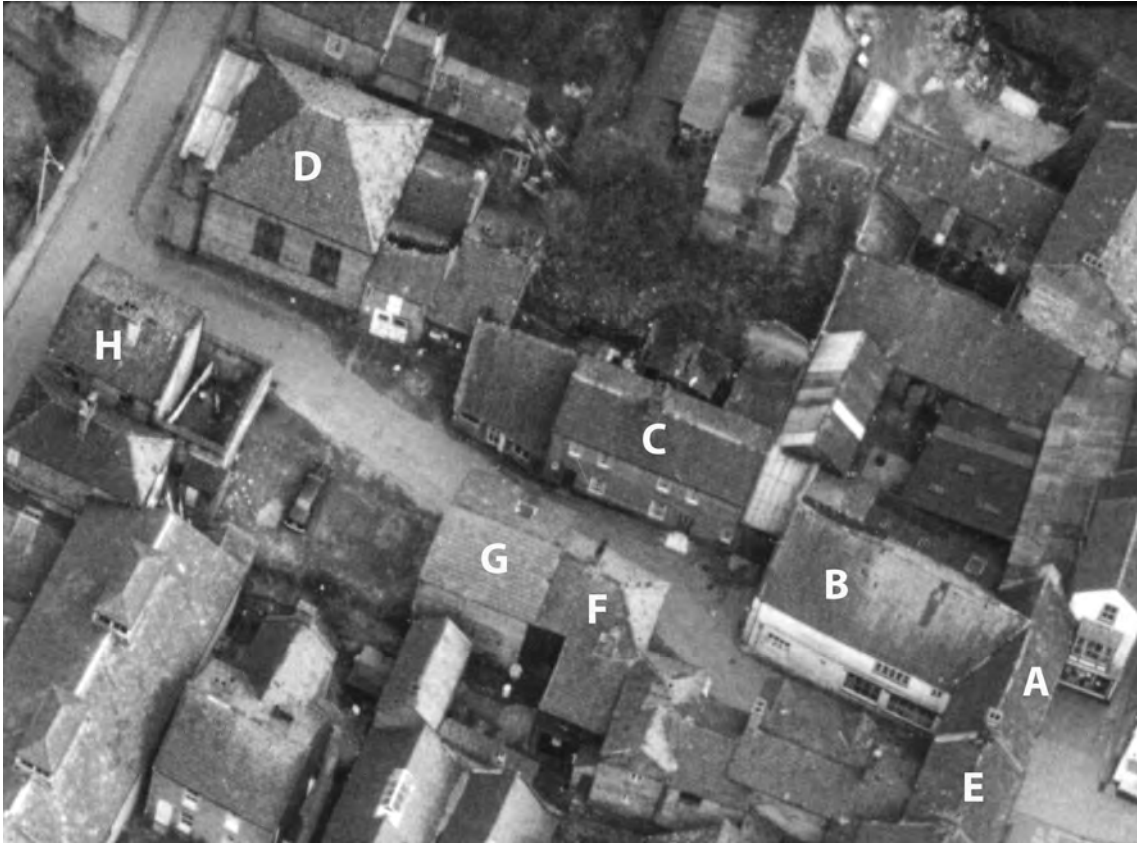


Fig 12: Mitre Tavern Yard looking east in 1968. Vicarage Street is to the left, Market Street is to the right. The buildings marked A-H are the same as those in the Figures 9 and 10. An alley alongside D led from Vicarage Street and provided access to the yards behind C. The long barn marked G in previous figures had been partially demolished (between 1945 and 1955) leaving an open area between the remains of the barn (G) and the cottages (H). Detail of MAL/68006 146 24-FEB-1968. Photo by Meridian Airmaps Ltd. Copyright Norfolk County Council.



Fig 13: Mitre Tavern Yard looking west in 1968. Market Street to the left and Vicarage Street to the right. The buildings marked A-H are the same as those in the Figures 9, 10 and 12, although the former chapel (D) is off the edge of the frame. Detail of MAL/68006 158 24-FEB-1968. Photo by Meridian Airmaps Ltd. Copyright Norfolk County Council.

Demolition and the building of St Nicholas Court Precinct

Despite the demolition that was carried out in the 1930s in the Ship Yard and in the late 1940s/early 1950s in Mitre Tavern Yard, the vertical aerial photographs taken in 1967 show the area largely unchanged from the early 20th-century maps, although some buildings appear in poor repair (Fig 14). By 1968 more demolition had taken place (Fig 15). Some of the buildings in the Ship Yard shortly before their demolition are shown in more detail in Figures 16-18. Presumably this was the beginning of the clearance of the area in preparation for the construction of St Nicholas Court precinct, although there are no later photographs that show this demolition progressing. The 1970 1:2,500 Ordnance Survey map shows the centre of this area cleared of buildings, although those along the eastern side of Mitre Tavern Yard remain as do some on the western side of Ship Yard. Most of these buildings were subsequently demolished and the 1972 aerial photographs show the near completed precinct in place, with one open area to the south-west of the site yet to be developed (Fig 19). The 1975 Ordnance Survey map shows this had been built on by that date (building number 1a) and the whole complex was next photographed from the air in 1986 (Fig 20) and is also shown in 2020 (Fig 21).



Fig 14: A vertical view taken in 1967, Vicarage Street passes across the top (north) of the photograph, the church is bottom right. By this date some demolition had taken place on Mitre Tavern Yard between 1945 and 1955 (A) and in the Ship Yard area in the 1930s (B-C). Detail of OS/67053 11 24-APR-1967 © Crown Copyright Ordnance Survey.



Fig 15: By 1968 the eastern end of the site had been demolished (the open area towards top right with two parked cars). This photograph also shows more clearly the derelict state of some of the buildings with some missing roof tiles. Detail of MAL/60068 158 24-FEB-1968. Photo by Meridian Airmaps Ltd. Copyright Norfolk County Council.



Fig 16: Part of Mitre Tavern Yard running approximately left-right across the top of image and the western edge of the Ship Yard area. This was taken in 1968 and shows some dereliction. Detail of MAL/60068 159 24-FEB-1968. Photo by Meridian Airmaps Ltd. Copyright Norfolk County Council.



Fig 17: A view taken in 1968. The northern end of The Butchery is on the left of this image. The former interior wall of the terrace partially demolished in the 1930s can be seen showing white on the lower right side of the image. Detail of MAL/60068 159 24-FEB-1968. Photo by Meridian Airmaps Ltd. Copyright Norfolk County Council.



Fig 18: Part of the Ship Yard area in 1968 showing evidence of demolition and dereliction. The former interior wall of a house on Vicarage Street (showing white) can be seen bottom right of the image. Detail of MAL/60068 159 24-FEB-1968. Photo by Meridian Airmaps Ltd. Copyright Norfolk County Council.



Fig 19: St Nicholas Court precinct in 1972. Compare with the same area in 1967 and 1968 (Figs 14 and 15). MAL/72052 204 22-JUN-1972. Reproduced by Permission of Historic England.



Fig 20: St Nicholas Court precinct in 1986. The buildings centred on A were built after 1972 (compare with Fig 19). Detail of TG2830/C/AZQ8 02-MAR-1986. Photo by D. Edwards Copyright Norfolk County Council.



Fig 21: St Nicholas Court precinct in 2020. Detail of 33932_032 22-SEP-2020 © Historic England Archive.

The Butchery

The Butchery was a short lane running north from the Market Place. Its entrance was located between 31 and 32A Market Place, which now leads to St Nicholas Court precinct (Figs 22 and 23). The 1928 aerial photographs show buildings along both sides of the lane for about 30m. At its northern end were two buildings numbered 597 and 710 on the 1910-15 Valuation Office Survey. In front of this was an open area which to the west lead to Market Street and to the east provided access to the churchyard. A covered alleyway led through buildings 597 and 710 and this appears to have linked The Butchery to the diagonal road that ran through the Ship Yard area.

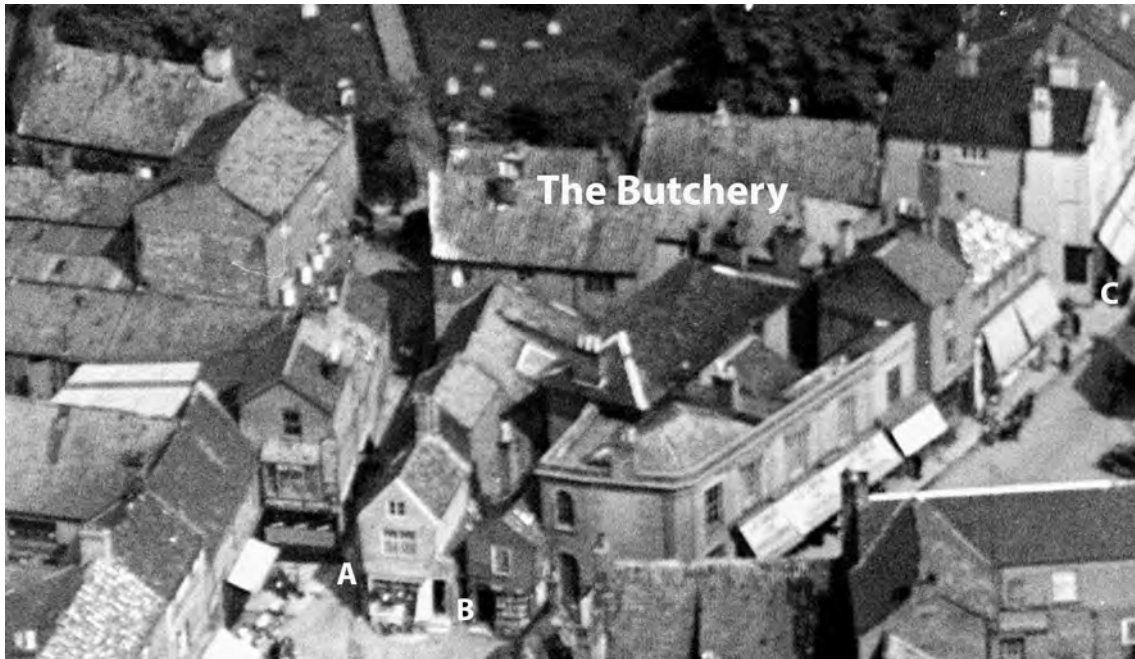


Fig 22: The Butchery from the west. A marks the entrance to the narrow lane that led to the churchyard (top). B marks the entrance to a narrow blind alley. C (top right) marks the entrance to the Butchery. Detail of EPW021294 MAY-1928 © Historic England (Aerofilms Collection).



Fig 23: The Butchery from the south-east, the entrance marked by the letter A. Detail of EPW021290 MAY-1928 © Historic England (Aerofilms Collection).

The first edition 1886 Ordnance Survey map shows a row of five buildings on the western side of The Butchery and a row of six on the eastern side. The original house numbers are not known, but for ease of explanation, each building has been given a number in this report and prefixed W for west (W1-W5) or E for east (E1-E6), (Figs 24 and 26). Figures 25 and 27 provide closer views of The Butchery from the same photographs but without this numbering. These buildings are also depicted on the 1928 Ordnance Survey map, but the following map edition (dated 1938) shows that E4-E6 had been demolished. The properties E1-E3 were presumably demolished soon after and cannot be seen on the 1945 aerial photographs. By 1967 properties W1-W5 had been demolished which opened the blind alley that led from Market Street. Public toilets had been built on part of this newly cleared area while the eastern side of The Butchery was left open after demolition, although a pavement was created. These changes can be best seen in a 1968 photograph (Fig 28).

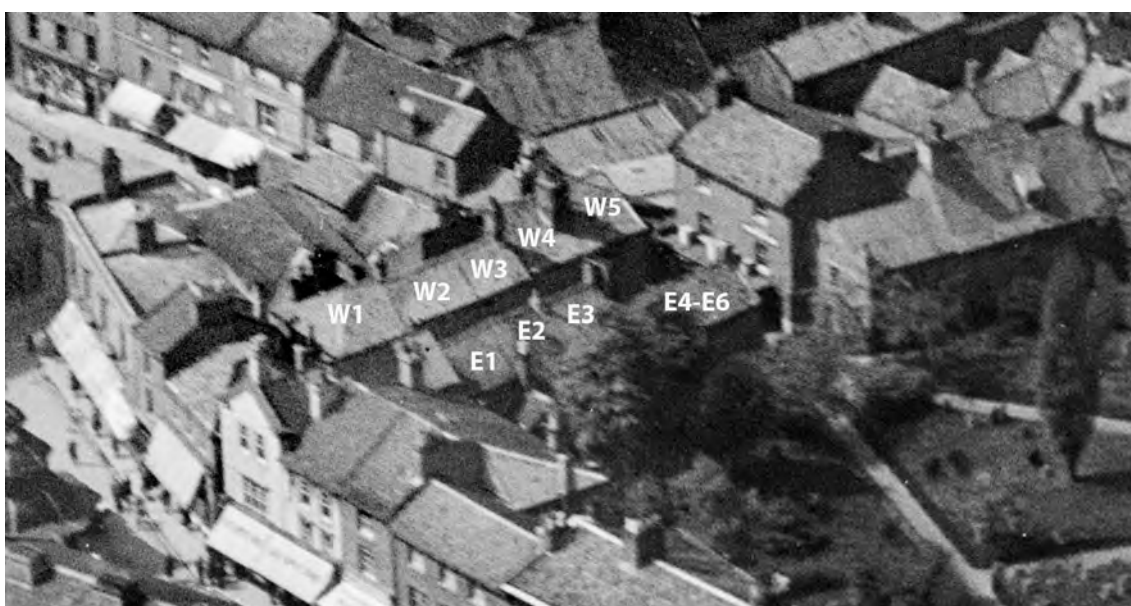


Fig 24: Buildings on The Butchery seen from the south-east in 1928. The approximate position of each property is indicated by the numbering (W for west, E for east). Detail of EPW021289 MAY-1928 © Historic England (Aerofilms Collection).



Fig 25: A closer view of The Butchery from the south-east. Detail of EPW021289 MAY-1928 © Historic England (Aerofilms Collection).

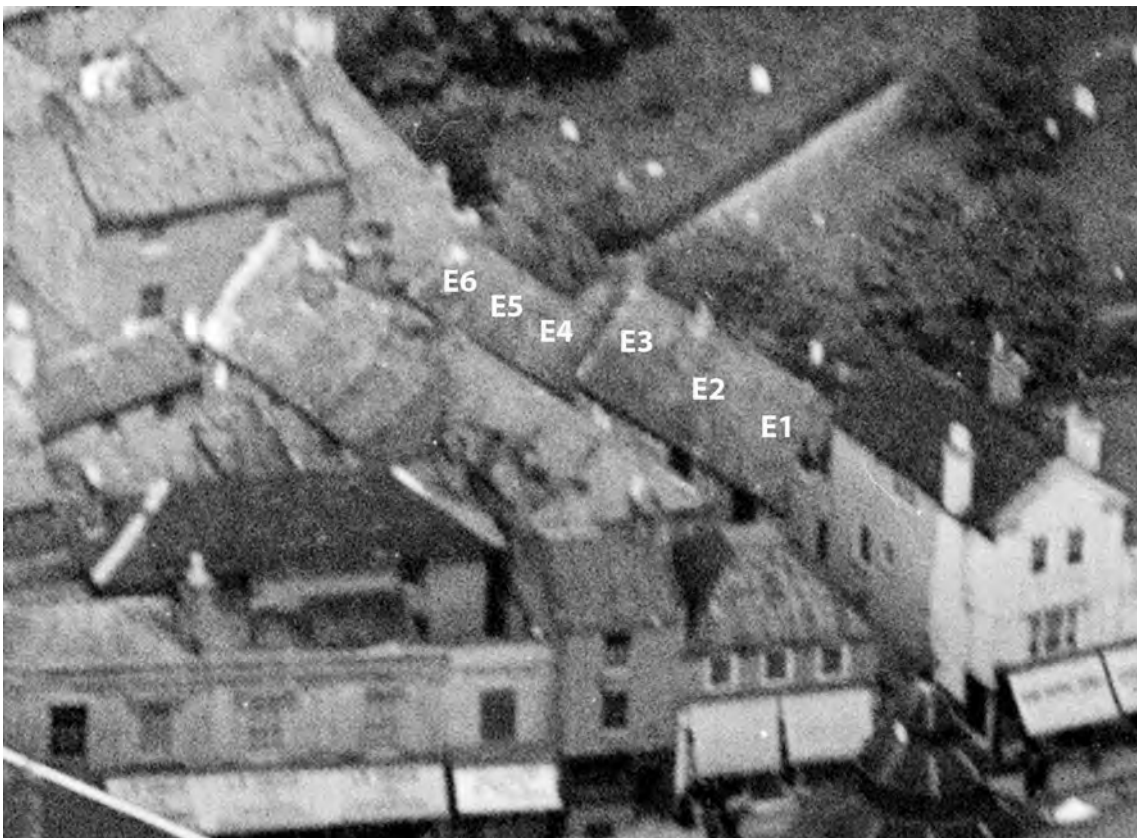


Fig 26: The Butchery seen from the south-west in 1928 providing a glimpse of the front elevation of the eastern side. Approximate locations of individual properties are marked E1-E6 (E for east). Compare with Fig 24. Detail of EPW021293 MAY-1928 © Historic England (Aerofilms Collection).



Fig 27: A closer view of The Butchery from the south-west. Detail of EPW021293 MAY-1928 © Historic England (Aerofilms Collection).



Fig 28: The Butchery in 1968. Letters A and B mark either end of the former blind alley that was opened-up (at A) after the demolition work. The new public toilets are above the letter A. Detail of MAL/68006 157 24-FEB-1968. Photo by Meridian Airmaps Ltd. Copyright Norfolk County Council.

The division between some of the buildings on The Butchery and those to the west was not straightforward. Although presumably a separate property, the building to the west of W4 and W5 shared the same roof structure for part of its length. However, at its southern end the roof was a single westward facing pitch and the rear wall of the property extended above W3 and can be seen in shadow (Figs 29 and 30). This building can be clearly seen in 1968 after the properties on The Butchery (W1-W5) had been demolished (Figs 31 and 32). Construction work at this location is visible on the 1972 aerial photographs but it is not clear if the building was completely rebuilt or if the structure had been lowered and given a new roof as seen in 1986 (Fig 33). The building was attached to a row of structures that extended westward toward Market Street, the plot narrowing to the west. These buildings appear to represent infill of an open area, and were accessed via the lane from Market Street to the churchyard and via the blind alley. They were all demolished in the late 20th century (Fig 34).

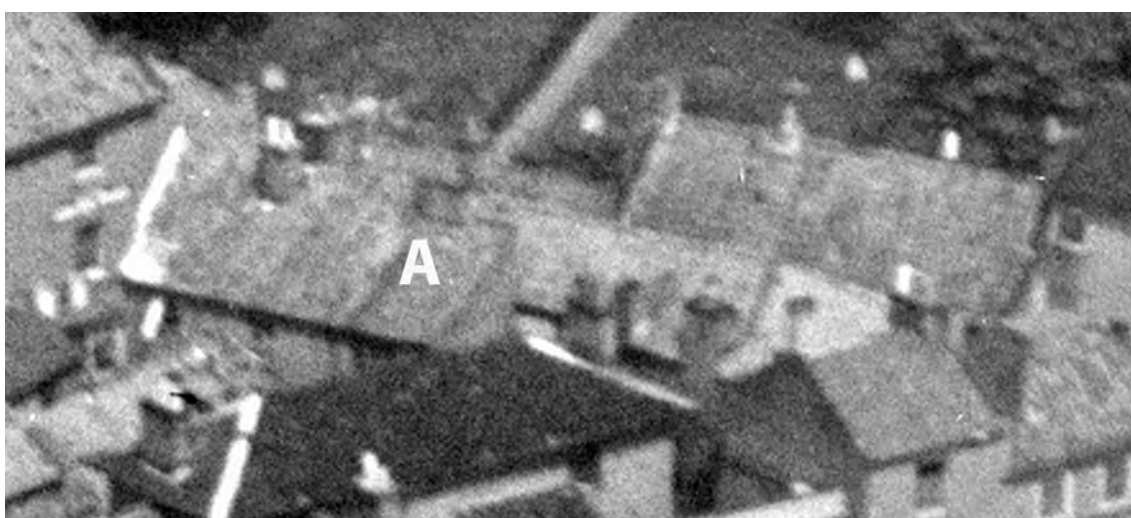


Fig 29: A property to the west of The Butchery marked A and seen from south-west. Detail of EPW021295 MAY-1928 © Historic England (Aerofilms Collection).



Fig 30: The same property shown in the previous Figure marked A and seen from the south-east. The rear wall cast in shadow is below the letter A. Detail of EPW021289 MAY-1928 © Historic England (Aerofilms Collection).



Fig 31: The same property as in the previous two Figures marked A. Seen in 1968 after the properties facing the The Butchery had been demolished. Detail of MAL/68006 158 24-FEB-1968. Photo by Meridian Airmaps Ltd. Copyright Norfolk County Council.



Fig 32: The Butchery in 1968 seen from the east. This is a detail from the edge of a vertical photograph which although slightly distorted, provides a view of the elevation of the building seen in the previous figures. The public toilets are in the foreground. Detail of MAL/68006 159 24-FEB-1968. Photo by Meridian Airmaps Ltd. Copyright Norfolk County Council.

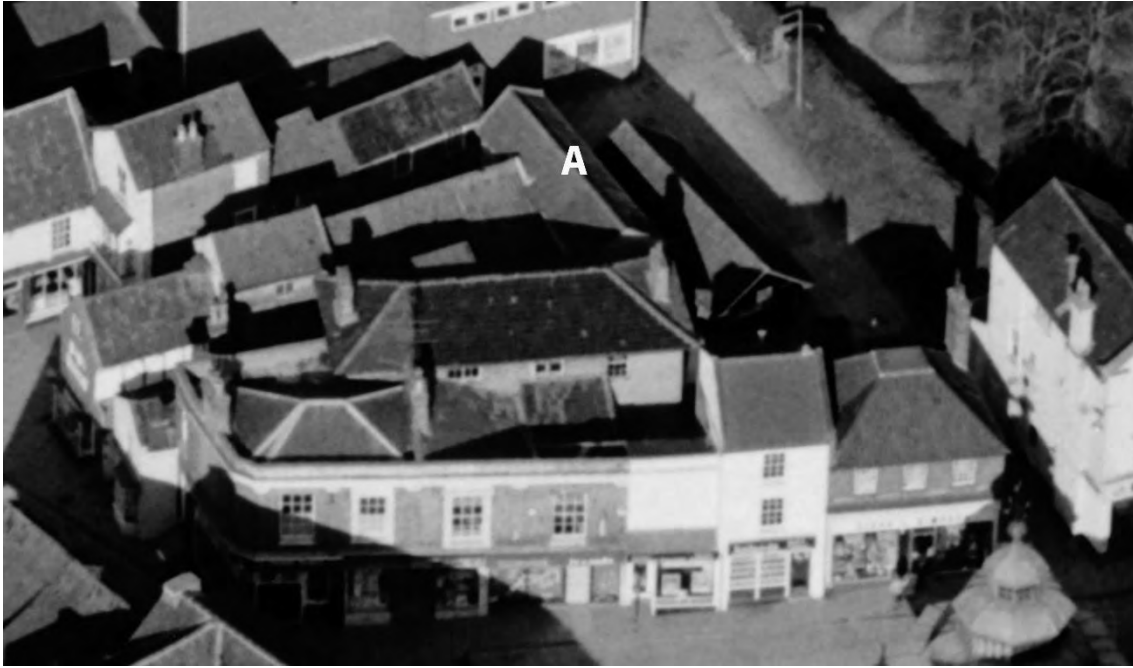


Fig 33: The Butchery. By 1986 the building (A) appears to have been lowered and given a new roof. Detail of TG2830/C/AZQ8 02-MAR-1986. Photo by D. Edwards Copyright Norfolk County Council.



Fig 34; The open area created after demolition of some of the buildings to the west of The Butchery in 2020. Detail of 33932_032 22-SEP-2020 © Historic England Archive.

Old Bear Yard

Like Mitre Tavern Yard to the east, Old Bear Yard linked Vicarage Street in the north to Market Street in the south (Fig 35). Old Bear Yard no longer exists but the name survives for a small housing development called Old Bear Court. At the northern end of the former yard are the Church Rooms, formerly a theatre. Except for the theatre, the 1843 tithe map does not identify individual buildings around the yard and instead groups them under the description 'Bear Inn, Buildings & Yard'. Figure 36 shows what may be a former coach house in the yard belonging to the Bear Inn.

The 1968 and 1972 aerial photographs (Figs 37-39) show that little demolition had taken place around Old Bear Yard since 1928. This is also reflected in the 1975 Ordnance Survey map, but the 1984 edition shows much of the central area had by then been demolished. The area was then redeveloped, and the 1986 aerial photographs show a small housing development within what appears to be a communal garden called Old Bear Court. This development cuts across the former line of Old Bear Yard and so closed the throughfare between Market Street and Vicarage Street (Figs 40 and 41).



Fig 35: Old Bear Yard seen from the south in 1928. Market Street runs left to right along the bottom of the photograph and the entrance to the yard is at A. The letter B marks the entrance from Vicarage Street. Detail of EPW021293 MAY 1928 © Historic England (Aerofilms Collection).

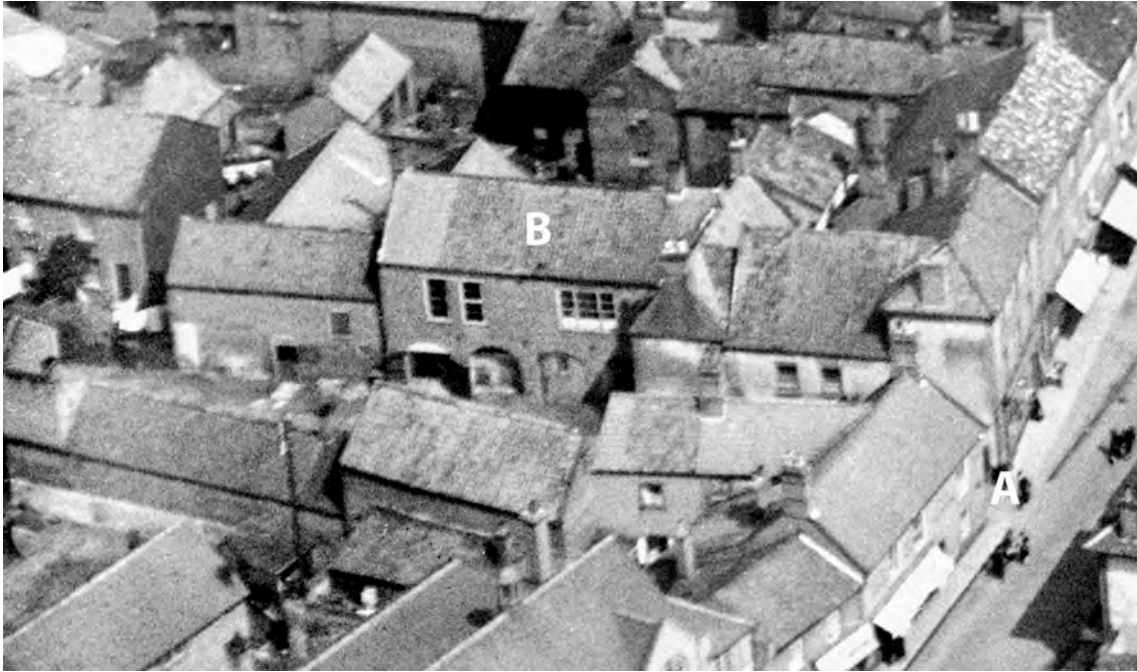


Fig 36: Old Bear Yard looking east in 1928. The letter A marks the entrance to the yard from Market Street. A possible former coach house associated with the Bear Inn is marked B. Detail of EPW021294 MAY 1928 © Historic England (Aerofilms Collection).



Fig 37: Old Bear Yard looking east in 1968. The letter A marks the entrance from Market Street, B the entrance from Vicarage Street. C marks an area of demolition; compare with Fig 35. Detail of MAL/68006 146 24-FEB-1968. Photo by Meridian Airmaps Ltd. Copyright Norfolk County Council.



Fig 38: The area to the west of Old Bear Yard. Market Street is to the right, Vicarage Street to the left and Mundesley Road along the bottom of the image. Detail of MAL/68006 146 24-FEB-1968. Photo by Meridian Airmaps Ltd. Copyright Norfolk County Council.



Fig 39: The area centred on Old Bear Yard in 1968. A is the entrance from Market Street, B the entrance from Vicarage Street. C is the Church Rooms. MAL/68006 158 24-FEB-1968. Photo by Meridian Airmaps Ltd. Copyright Norfolk County Council.



Fig 40: Old Bear Court housing development seen in 1986. The letter A marks the former entrance to Old Bear Yard from Market Street, B the former entrance from Vicarage Street. C marks the Church Rooms. Detail of TG2830/C/AZQ8 2-MAR-1986. Photo by D. Edwards Copyright Norfolk County Council.



Fig 41: Old Bear Court on the site of Old Bear Yard seen in 2020. Detail of 33933_002 22-SEP-2020 © Historic England Archive.

VICARAGE STREET

Vicarage Street is situated to the north of the town centre (Fig 42) and runs from Mundesley Road in the west (A in Fig 42) to Church Street in the east (B in Fig 42) and it forms the northern boundary of the Conservation Area. It is joined roughly halfway along by North Street (C in Fig 42) dividing it into two parts. The western end of Vicarage Street equates to Theatre Street as shown on the 1886 Ordnance Survey map. Some of the buildings along the southern side of the street alongside Old Bear Yard, Mitre Tavern Yard and Ship Yard and are included in the relevant sections above. The buildings seen on historic aerial photographs on the remainder of the southern side of Vicarage Street (north of the church) and along the northern side of the street are discussed below.



Fig 42: North of the town centre seen from the south-west. Vicarage Street runs from A to B and is joined by North Street at C. Back Street ran from B to D. The letter E marks Lower House. Detail of EPW021293 MAY-1928 © Historic England (Aerofilms Collection).

North of the church

Figure 43 shows the area north of the church in 1928. This area consists of properties facing Vicarage Street, including the former vicarage with large rear gardens extending to the churchyard. Subsequent development has included some new building and the subdivision of the large gardens to the rear presumably reflecting the subdivision of the adjacent properties. A 1968 aerial photograph shows the faint trace of a path that linked the vicarage to the churchyard (Figs 44 and 45). This appears to cut across the adjoining property suggesting that the western boundary to the vicarage's garden is later. Figure 46 shows the site in 2020.



Fig 43: The vicarage and associated houses to the north of the church seen from the west in 1928. The vicarage is marked A, Vicarage Street runs diagonally from the bottom left, the churchyard is to the right. Detail of EPW021294 MAY 1928 © Historic England (Aerofilms Collection).

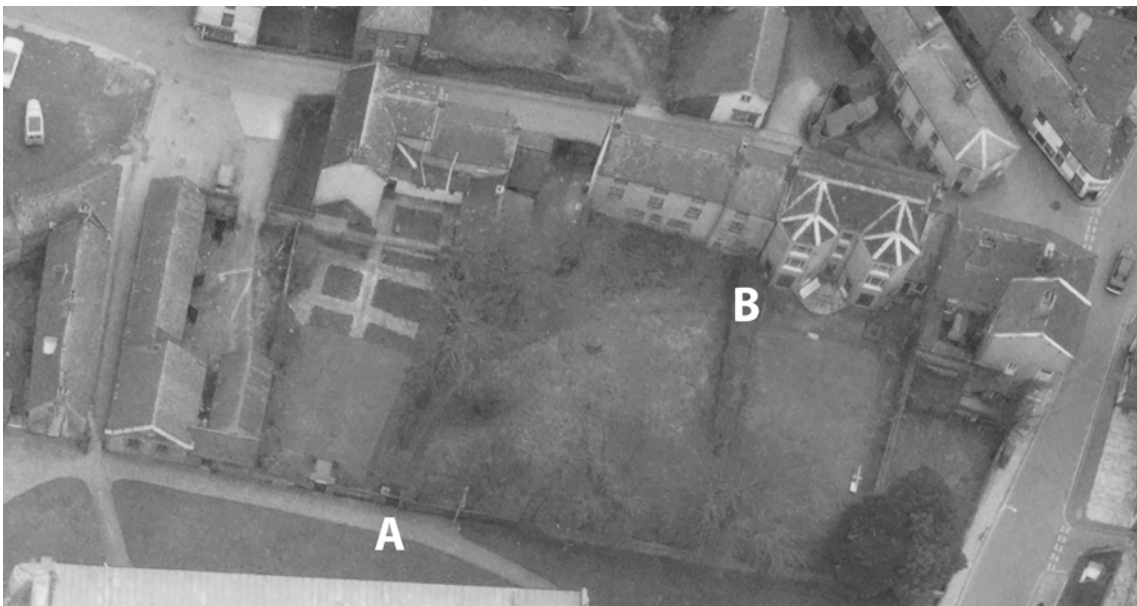


Fig 44: A curving path from the churchyard (A) to the vicarage garden boundary hedge (B) is just visible in this photo taken in 1968. See Figure 45 for another view of B. Detail of MAL/68006 158 24-FEB-1968. Photo by Meridian Airmaps Ltd. Copyright Norfolk County Council.



Fig 45: Buildings to the north of the church seen from the south-east in 1928. The letter B marks a gateway through the hedge apparently associated with a path leading from the church to the vicarage (see Fig 44). Detail of EPW021289 MAY 1928 © Historic England (Aerofilms Collection).



Fig 46: The area to the north of the church, including the former vicarage, in 2020. Detail of 33932_013 22-SEP-2020 © Historic England Archive.

North side of Vicarage Street, Mundesley Road to North Street

The historic aerial photographs show several buildings and yards occupying a 25m deep strip along the north side of Vicarage Street (Fig 47) and these are seen in more detail in Figures 48-50. These properties backed onto largely open ground, much of which was the garden to Lower House, the remainder belonging to smaller properties and their gardens (Fig 51).



Fig 47: Properties on the western part of Vicarage Street in 1968. South is to the bottom of the photo. The following three figures provide detailed views of this image. Detail of MAL/68006 158 24-FEB-1968. Photo by Meridian Airmaps Ltd. Copyright Norfolk County Council.



Fig 48: The western end of Vicarage Street (north side) in 1968. Detail of MAL/68006 158 24-FEB-1968. Photo by Meridian Airmaps Ltd. Copyright Norfolk County Council.



Fig 49: Part of Vicarage Street (north side) in 1968. Detail of MAL/68006 158 24-FEB-1968. Photo by Meridian Airmaps Ltd. Copyright Norfolk County Council.



Fig 50: Part of Vicarage Street (north side) in 1968. North Street is to the right. Detail of MAL/68006 158 24-FEB-1968. Photo by Meridian Airmaps Ltd. Copyright Norfolk County Council.



Fig 51: A view taken in 1928 from the south-east. Vicarage Street runs diagonally from the bottom right of the photograph. Lower House, with two bay windows, is at the centre of the image. Detail of EPW021290 MAY-1928 © Historic England (Aerofilms Collection).

North side of Vicarage Street, North Street to Church Street

The eastern end of Vicarage Street extends from North Street in the west to the junction with Church Street in the east. Back Street ran diagonally from this junction north-west to join North Street and formed a triangular street plan (Fig 52). A mixture of buildings and open yards faced Vicarage Street at the southern end of this triangle and two adjoining aerial photographs in this run of images taken in 1968 offer slightly different views of these, one providing a better view of the front (southern) elevations (Fig 53), the second showing some of the side (eastern) elevations (Fig 54). Figures 55-57 provided three views of some of the buildings on Back Street taken in 1928 and 1968.



Fig 52: Vicarage Street runs left to right along the bottom of the image, North Street is on the left, Back Street running diagonally bottom right to top left. This view taken in 1968. Detail of MAL/68006 158 24-FEB-1968. Photo by Meridian Airmaps Ltd. Copyright Norfolk County Council.



Fig 53: The eastern end of Vicarage Street in 1968. Detail of MAL/68006 158 24-FEB-1968. Photo by Meridian Airmaps Ltd. Copyright Norfolk County Council.



Fig 54: A slightly different view of the same area in Fig 53 showing parts of the side (eastern) elevations. Detail of MAL/68006 159 24-FEB-1968. Photo by Meridian Airmaps Ltd. Copyright Norfolk County Council.



Fig 55: Buildings along the western side of Back Street seen from the west in 1968. Detail of MAL/68006 158 24-FEB-1968. Photo by Meridian Airmaps Ltd. Copyright Norfolk County Council.



Fig 56: Back Street runs along the bottom of the photograph, Bacton Road on the right, viewed from the south-west in 1968. Detail of MAL/68006 158 24-FEB-1968. Photo by Meridian Airmaps Ltd. Copyright Norfolk County Council.



Fig 57: Back Street seen in 1928 from the south-west. Detail of EPW021294 MAY-1928 © Historic England (Aerofilms Collection).

The 1967 aerial photographs show the new housing development of Greenway Close across the area previously occupied by Lower House, garden and neighbouring properties (Fig 58). This 1967 view largely matches what is depicted on the 1970 Ordnance Survey map. After 1970, several of the buildings on the northern side of Vicarage Street (also shown above, Figs 47-57) had been demolished including the complete clearance of those within the triangular area formed by Back Street, Vicarage Street and North Street. This area was converted to

a car park, perhaps to serve the new St Nicholas Court precinct (Fig 59). The 1975 Ordnance Survey map shows further demolition towards the western end of Vicarage Street. New houses along this half of the street had been built by the early 1980s and seen on 1986 aerial photographs (Fig 60). Figure 61 shows the area in 2020.



Fig 58: North of Vicarage Street in 1967. Detail of OS/67053 11 24-APR-1967 © Crown Copyright Ordnance Survey.



Fig 59: North of Vicarage Street in 1972. Detail of MAL/72052 204 22-JUN-1972. Reproduced by Permission of Historic England.



Fig 60: North of Vicarage Street in 1986. Vicarage Street runs diagonally from bottom left of the photograph. The diagonal boundary to the car park on the right follows the line of Back Street. TG2830/C/AZQ8 02-MAR-1986. Photo by D. Edwards Copyright Norfolk County Council.



Fig 61: The area to the north of Vicarage Street looking east in 2020. Vicarage Street is on the right, the 1960s Greenway Close development in the foreground, with the car park beyond separated by North Street running left to right in the middle of the image. Detail of 33933_015 22-SEP-2020 © Historic England Archive.

THE CEDARS

The Cedars is situated on New Road at the eastern end of the Market Place (Fig 62). The 1928 and 1932 aerial photographs show the house, its outbuildings, and grounds. This property was later converted to council offices and these are seen in Figure 67. Several of the earliest aerial photographs of The Cedars suffer from light damage or have deteriorated but some details of the building's earlier appearance can be seen.

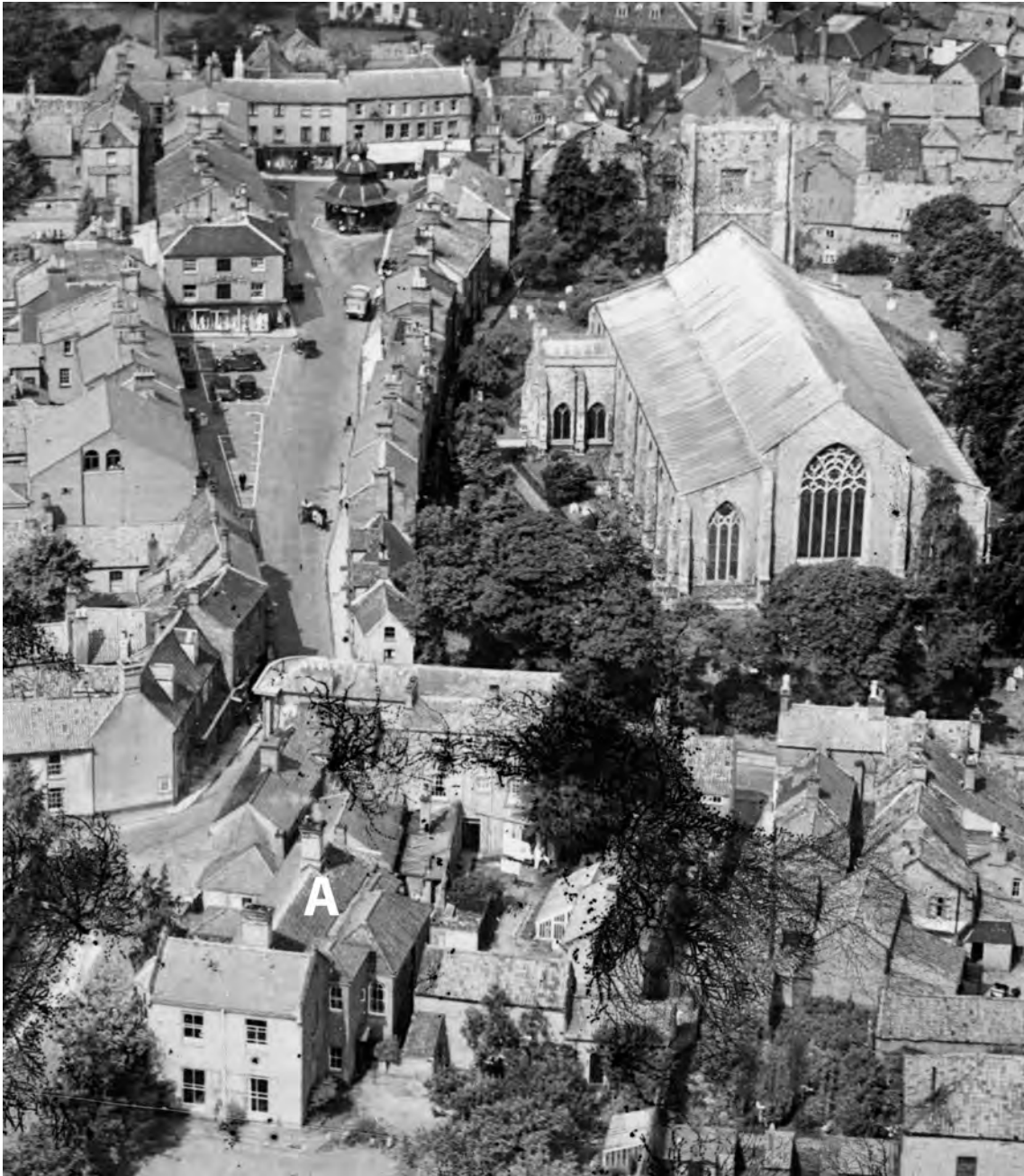


Fig 62: The Cedars (A) and its location in the town at the eastern entrance to the Market place. Detail of EPW039256 JUL-1932 © Historic England (Aerofilms Collection).

The front elevation of The Cedars faces south opposite Yarmouth Road. It cannot be clearly seen in a single 1928 aerial photograph, but Figures 63 and 64 show most of

the main elevation. Figure 64 also shows the elevation of the adjoining building to the west.



Fig 63: Southern elevation of The Cedars from the south-west in 1928. Detail of EPW021292 MAY 1928 © Historic England (Aerofilms Collection).



Fig 64: Southern elevation of The Cedars from the south-east in 1928. A and B discussed below. Detail of EPW021289 MAY 1928 © Historic England (Aerofilms Collection).

Figure 64 shows a since demolished ground floor extension to The Cedars (A). This extension is also first depicted on the 1928 Ordnance Survey map. Although the pitched roof structure did not extend as far as the front wall (as suggested by the map) the photograph shows what may be a flat roof crossing the gap between the building and the wall. The wall appears uneven and may possibly have incorporated a former gatepost suggesting it may show a blocked entrance. This may have been wide enough for vehicles and a dropped kerb or no kerb is suggested by the lack of a shadow at this point. However, the quality of the photograph is poor, and it is

difficult to identify some features with certainty. Equally difficult to interpret due to the graininess of the image is the dark line extending up the front elevation of The Cedars by the extension (A) to the eaves of the main house, but it may be evidence of a pilaster. The building to the left of The Cedars (B in Fig 64) survives but the 1928 aerial photograph shows some differences including windows on the ground floor that have since been blocked.

A partial view of the side and rear of The Cedars and the buildings to the west can be seen in a 1932 aerial photograph (Fig 65). This can be compared with the same view in 2020 (Fig 66). There has been minimal demolition, but The Cedars garden was cleared for a car park and the garden to the north built over with a flat roofed structure. Some of this work was presumably carried out as part of the conversion to council offices (Fig 67).



Fig 65: The eastern elevation and rear of The Cedars and adjoining properties seen in 1932. Deterioration of the negative has obscured parts of this image. Detail of EPW039256 JUL 1932 © Historic England (Aerofilms Collection).



Fig 66: The eastern elevation and rear of The Cedars seen in 2020. Detail of 33932_041 22-SEP-2020 © Historic England Archive.



Fig 67: The Cedars in 1968 after conversion to Council Offices. By this date several trees had been felled and the garden cleared. New Road runs diagonally across the bottom of the image. Detail of MAL/68006 159 24-FEB-1968. Photo by Meridian Airmaps Ltd. Copyright Norfolk County Council.

THE OAKS

The Oaks was a large house in extensive grounds on the south side of New Road diagonally opposite The Cedars. The Oaks was demolished in the 1930s and unfortunately the aerial photographic coverage of this house and its gardens is poor. The house only appears in one grainy photograph taken in 1928 (Fig 68). Fragments of the western end of the grounds are captured on the edge of other photos including what may be a garden building at one corner of the grounds seen bottom left of Figure 64.



Fig 68: The Oaks seen from the west in 1928. Detail of EPW021294 MAY 1928 © Historic England (Aerofilms Collection).

SOUTH OF THE MARKET PLACE

This part of the report covers the area to the south of the Market Place defined on its western side by King's Arms Street, by Yarmouth Road to the east and by Grammar School Road to the south. The area is subdivided by narrow lanes (known locally as lokes) that run approximately north-south. These are, from west to east, a blind lane called The Terrace, Bank Loke and Black Swan Loke. Both Bank Loke and Black Swan Loke join the Market Place to Grammar School Road (Fig 69). This area includes the King's Arms Hotel and the former Paston Grammar School (now part of Paston College) all of which are discussed below.



Fig 69: The area to the south of the Market Place. The letter A marks the entrance to The Terrace, B to Bank Loke and C to Black Swan Loke. Detail of EPW021290 MAY 1928 © Historic England (Aerofilms Collection).

King's Arms Hotel

King's Arms Hotel faces the Market Place and extends south along King's Arm Street. None of the aerial photographs show the hotel from the north, but views from the west, south-west, and south-east show the rear of the hotel buildings and yard (Fig 70). The hotel yard was entered from King's Arms Street through an archway in the western range of buildings. This is seen from the street in Figure 71 and from the hotel yard in Figure 72.

The 1928 aerial photographs also show the demolition of some of the buildings that formed the ranges of the hotel's yard. By May 1928 the roof and first floor of a building adjoining the entrance on King's Arms Street had been demolished (A in Fig 72). Seen from the yard this structure had two narrow doors but no windows. It is of uncertain function but may have been stables. Demolition of a building was also underway on the opposite side of the yard and its roof and most of the first-floor walls had been removed (B in Fig 72).

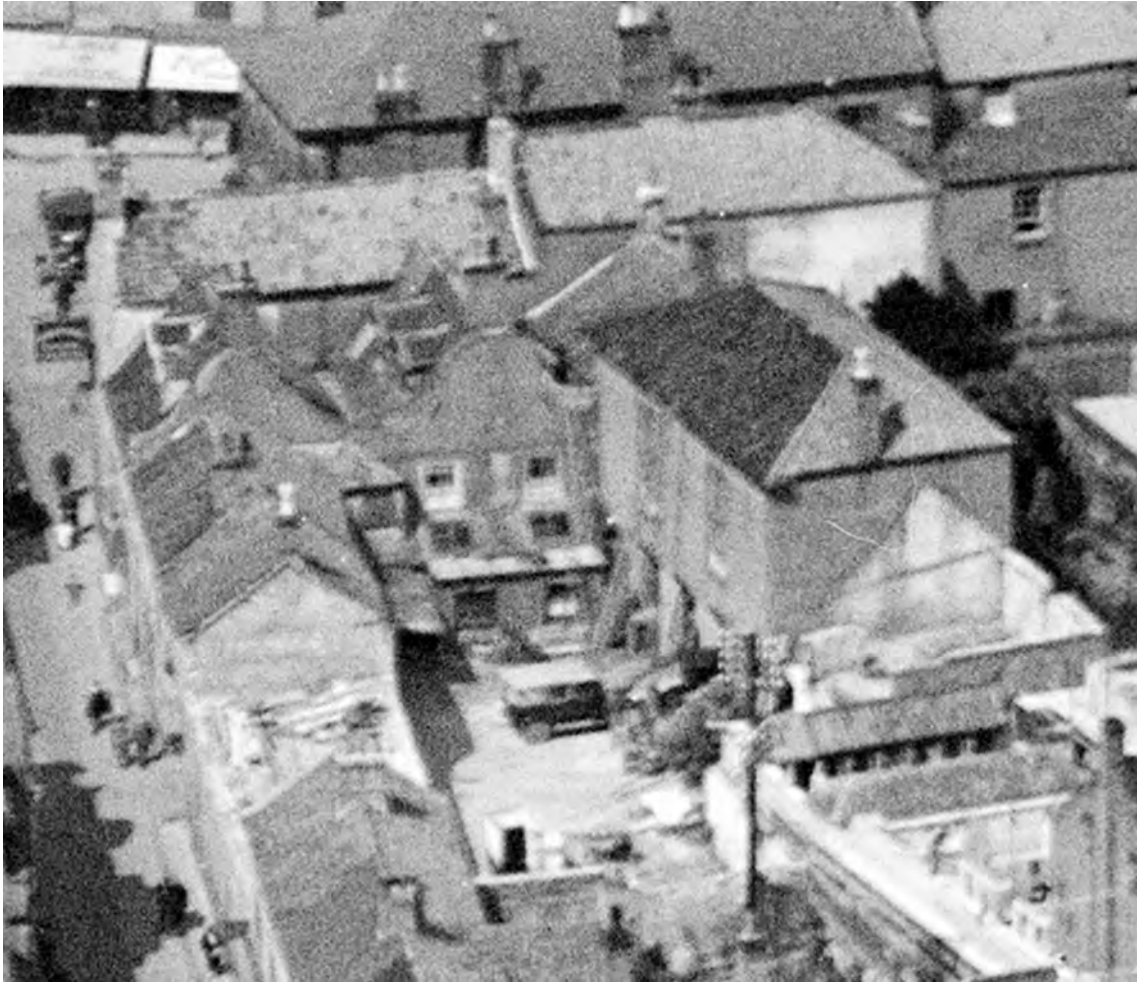


Fig 70: The rear of the King's Arms Hotel seen from the south. Detail of EPW021292 MAY 1928 © Historic England (Aerofilms Collection).



Fig 71: The archway into the King's Arms Hotel yard seen from the west. Detail of EPW021294 MAY 1928 © Historic England (Aerofilms Collection).

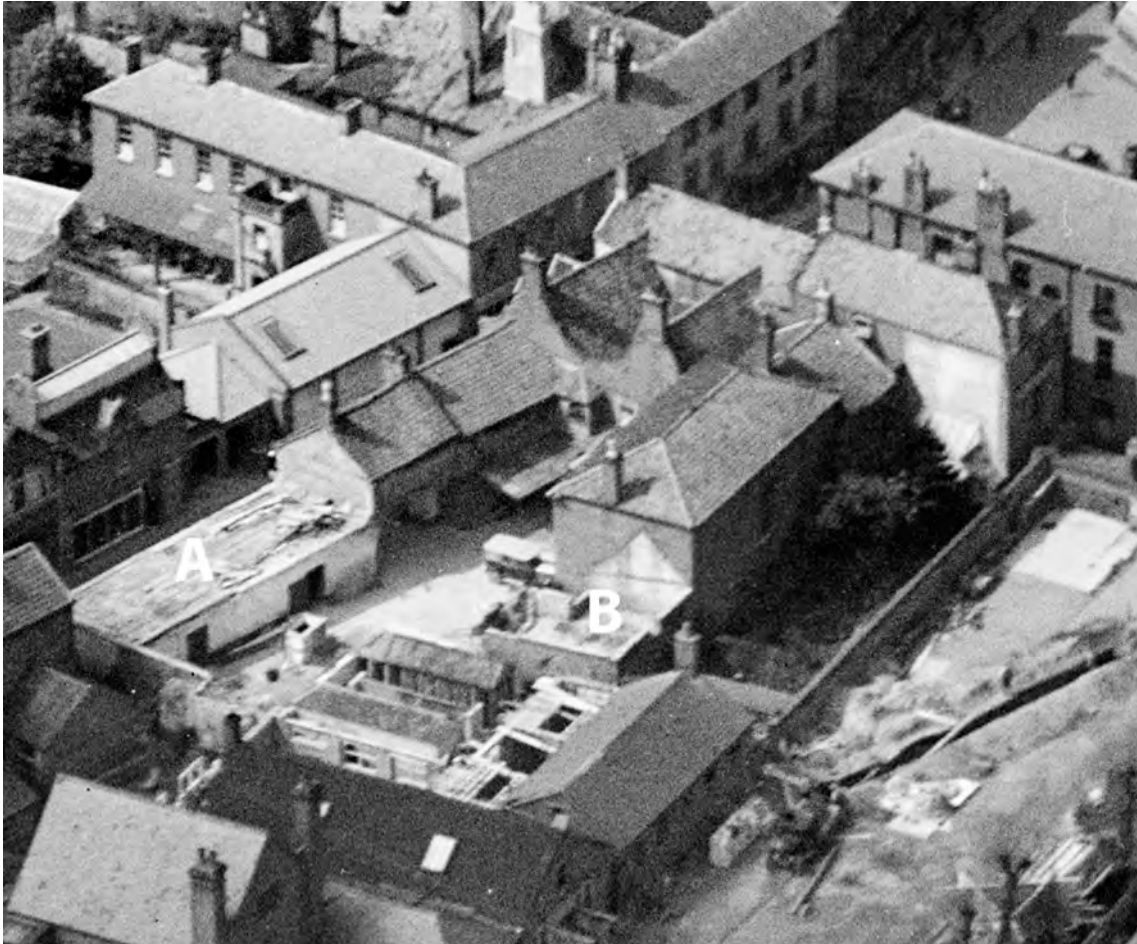


Fig 72: King's Arms Hotel from the south-east in 1928. King's Arms Street runs diagonally from bottom left to top right where it joins the Market place. Buildings undergoing demolition are labelled A and B. Detail of EPW021290 MAY 1928 © Historic England (Aerofilms Collection).

Building B in Figure 72 was built against a larger building which housed the assembly room on the first floor. On the ground floor were three wide entrances (and two windows) suggesting this was used as a coach house. The photograph shows that the adjoining building under demolition had a similar entranceway and may have served as an extension to the coach house (Fig 73).



Fig 73: The assembly room with possible coach house below and a partially demolished building on the right. Detail of EPW021294 MAY 1928 © Historic England (Aerofilms Collection).

The exact sequence of demolition cannot be determined from aerial photographs. Parts of the hotel are visible in the background of a 1932 oblique photograph, but it is difficult to see how much of the western range survived at that date. The 1945 vertical aerial photographs cover the whole site and although small scale, they indicate that the complete removal of the possible stable (A in Fig 72), the demolition of the adjoining entrance block and the coach house extension (B in Fig 72) was completed.

The 1945 aerial photographs also show new buildings. A small building had been built to replace building B. This is shown in Figure 74 (C) and is linked to the coach house by a narrow structure, perhaps a corridor. Other new building work included two new structures with pitched roofs and skylights erected at the southern end of the yard (D in Fig 74). The demolition carried out in 1928 is not reflected in the contemporary Ordnance Survey mapping and the Ordnance Survey continued to depict the enclosed yard with covered entranceway until 1970. Although these changes are visible in the 1945 photographs, the results of this demolition and new building in the late 1920s is better seen in this 1968 vertical aerial photograph that is the subject of Figure 74. The 1968 photograph also shows that the single storey extension to the rear of the hotel between the western and eastern ranges had been extended south blocking the second of the five openings to the former coach house (E in Fig 74).



Fig 74: The King's Arms Hotel in 1968 showing the opened-out yard creating a car park and the new buildings (C and D) and the extension (E). Detail of MAL/68006 157 02-FEB-1968. Photo by Meridian Airmaps Ltd. Copyright Norfolk County Council.

South of the King's Arms

One 1928 aerial photograph shows the area to the south of the King's Arms as far as the junction with Park Lane (Figs 75 and 76). This shows some of the buildings that have since been demolished including a house (B in Fig 76) with a large garden that extend south almost as far as Grammar School Road. Some of the cleared area is now occupied by Griffons Studios, part of Paston College.

Further south at the junction of King's Arms Street and Grammar School Road was a group of buildings including The Bull Inn, arranged around a yard accessed from King's Arms Street (Fig 77). The pub and the buildings that formed the southern, eastern, and part of the northern ranges of the yard were demolished to allow for road widening and the creation of the roundabout at the junction of King's Arms

Street, Grammar School Road and Norwich Road. Based on aerial photographs, this had taken place by 1972.



Fig 75: Houses on King's Arms Street in 1928. Of these only A has been demolished. Detail of EPW021292 MAY 1928 © Historic England (Aerofilms Collection).



Fig 76: Buildings on King's Arms Street in 1928. Of these 15 Kings Arm's Street survives (A), its neighbour and the larger house at right angles to the road (B) and its greenhouse have since been demolished. Detail of EPW021292 MAY 1928 © Historic England (Aerofilms Collection).

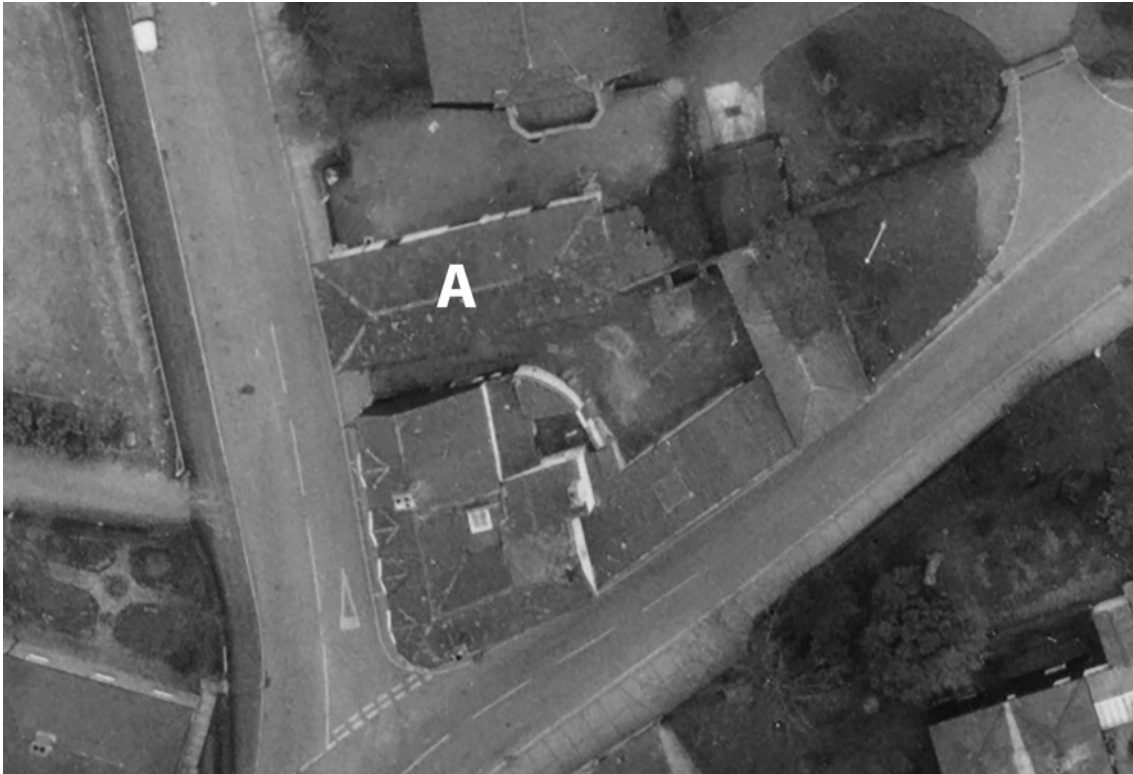


Fig 77: The Bull Inn on the corner of King's Arms Street (left) and Grammar School Road (right) seen in 1968. All the buildings except for A were demolished and the road widened, and a roundabout replaced the T-junction. Detail of MAL/68006 158 24-FEB-1968. Photo by Meridian Airmaps Ltd. Copyright Norfolk County Council.

Paston Grammar School

The Paston Grammar School site now forms the eastern campus of Paston College, called The Griffons. The site extends from the Market Place to Grammar School Road (Fig 78).



Fig 78: The southern part of Paston Grammar School site seen in 1928 from the south-west, with Grammar School Road bottom right. The letter A marks the main school building (the Nelson Building). Detail of EPW021292 MAY 1928 © Historic England (Aerofilms Collection).

The 1928 aerial photographs show at least three areas of building work underway at the school. To the north of the main school building, an area now used as a car park, can be seen a possible service trench (Fig 79). Some of this work was presumably associated with the new buildings that were being erected on part of the school site adjacent to the King's Arms Hotel (Fig 80). The northern end of the school site was also being used to store building materials and these can be seen arranged along the school's eastern boundary (Fig 81).



Fig 79: Building work at the northern end of Paston Grammar School grounds in 1928. Detail of EPW021290 MAY 1928 © Historic England (Aerofilms Collection).



Fig 80: Building work at the northern end of the school grounds (top centre) adjacent to the King's Arms Hotel. Detail of EPW021290 MAY 1928 © Historic England (Aerofilms Collection).



Fig 81: Building materials stored in the school grounds. Seen from the west in 1928. Detail of EPW021294 MAY 1928 © Historic England (Aerofilms Collection).

What appears to be the main construction work was the extension of an existing two storied building to the east of Nelson Building. The May 1928 photographs show the building work well underway in lengthening this structure with extensions to the north and south. The northern extension had progressed to fixing the roof timbers in place. The southern extension, which was about twice as long as the northern extension had progressed to the first-floor level with some walls close to eaves height (Figs 82-83). The completed building can be glimpsed on a 1932 aerial photograph but is more clearly seen on a 1968 vertical photograph.



Fig 82: Extensions to a school building, seen from the south-east in 1928. Detail of EPW021290 MAY 1928 © Historic England (Aerofilms Collection).



Fig 83: Extensions to a school building, seen from the south-west in 1928. Detail of EPW021292 MAY 1928 © Historic England (Aerofilms Collection).



Fig 84: The extended school building seen in 1968. North is to the right. The short wall that joins the building about halfway along the bottom side marks the southern end of the original building; compare with Fig 82. Detail of MAL/60068 158 24-FEB-1968. Photo by Meridian Airmaps Ltd. Copyright Norfolk County Council.



Fig 85: The school building extended in 1928 seen here in 2020. Detail of 33932_027 22-SEP-2020 © Historic England Archive.

The Terrace, Bank Loke and Black Swan Loke

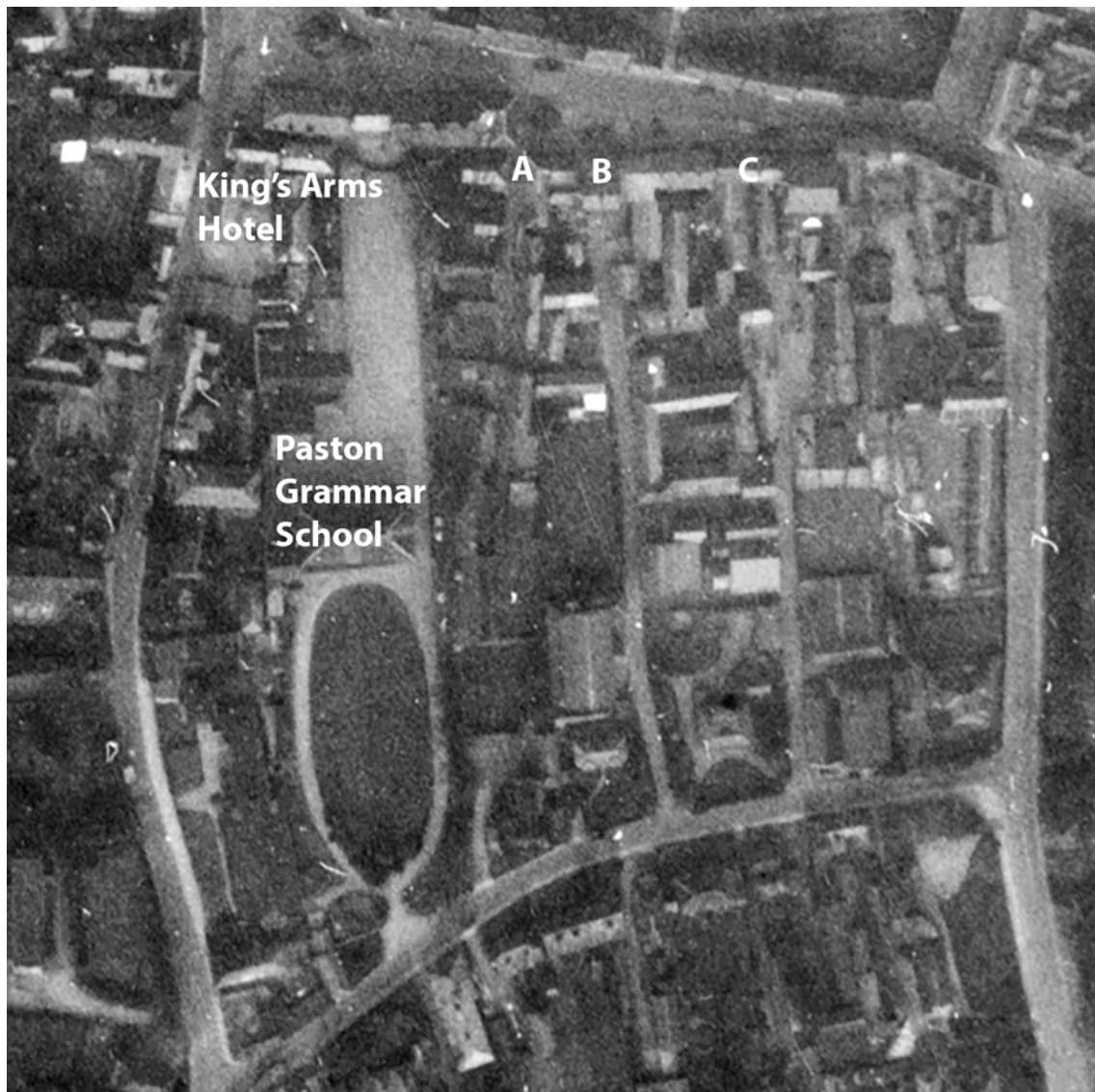


Fig 86: The area to the south of the Market Place seen in 1945. The letter A marks the entrance to The Terrace, B to Bank Loke and C to Black Swan Loke. King's Arms Street is on the left, Yarmouth Road on the right and Grammar School Road along the bottom. Compare with Figure 69. Detail of RAF/106G/LA/177 1090 13-MAR-1945 Historic England Archive RAF Photography.

Although the 1928 aerial photographs show some groups of closely spaced buildings south of the Market Place there are several more open areas, particularly at the southern end where the buildings are less densely packed. These appear to have been built in the second half of the 19th century as they are not depicted on the 1843 tithe map. At that date many of the plots are listed as gardens, in some cases for the occupiers of properties facing the Market Place. The buildings at the southern end were accessed via Grammar School Road, but the remainder were accessed via The Terrace, Bank Loke, Black Swan Loke, and on the eastern side via Yarmouth Road. (Fig 86).

The Terrace is accessed from the Market Place. This row of buildings is located on the east side of the lane with gardens on the opposite side. Some of the properties to the east were built against the back walls of The Terrace (Figs 87 and 88).



Fig 87: The Terrace from the south-west in 1928. The Market Place is top left. Detail of EPW021292 MAY 1928 © Historic England (Aerofilms Collection).



Fig 88: The Terrace from the south in 1928 runs diagonally bottom left to top right. Their gardens are to the left, neighbouring properties to the right. Detail of EPW021290 MAY 1928 © Historic England (Aerofilms Collection).

Figures 89 and 90 are details of Figure 69 and show in slightly more detail the area to the south of the Market Place including the buildings, penning and yards that formed the town's Cattle Market.

Part of the southern end of Bank Loke was photographed in 1928 and this shows a large hall and a house, 6 Grammar School Road (Fig 91). The hall was built in 1848 as a corn hall and later used as a public hall (E Cole pers. comm.). The house, its garden, the hall, and a tennis court are all still visible on an aerial photograph taken in 1967 but by 1968 the hall and garden buildings had been demolished and the area (including the tennis court) converted to a car park.



Fig 89: A 1928 view of Bank Loke to the left and Black Swan Loke to the right, looking north. The Black Swan pub is marked A. Detail of EPW021290 MAY 1928 © Historic England (Aerofilms Collection).



Fig 90: The Cross Keys Hotel yard and the Cattle Yard from the south taken in 1928. The Cross Keys Hotel is marked A. Detail of EPW021290 MAY 1928 © Historic England (Aerofilms Collection).



Fig 91: The southern end of Bank Loke in 1928. The letter A marks the hall, B marks the southern entrance to Bank Loke. Grammar School Road is bottom right. Detail of EPW021292 MAY 1928 © Historic England (Aerofilms Collection).

The aerial photographs show some demolition south of the Market Place had taken place by the late 1960s and this continued into the 1970s. There has been some new building but much of the cleared area was converted for use as a car park. Some of these changes can be seen by comparing a 1928 view with a 2020 view (Figs 92 and 93).



Fig 92: A general view of part of the area south of the Market Place in 1928. The letter A marks the entrance to The Terrace, B to Bank Loke and C to Black Swan Loke. Compare with Fig 93. Detail of EPW021290 MAY 1928 © Historic England (Aerofilms Collection).



Fig 93: Part of the area south of the Market Place in 2020. The letter A marks the entrance to The Terrace, B to Bank Loke and C to Black Swan Loke. Compare with Fig 92. Detail of 33933_023 22-SEP-2020 © Historic England Archive.

MARKET CROSS MEWS

There are two yards to the west of the Market place. Market Cross Mews which is accessed via covered way between 24 and 25 Market Place, and to the north, the yard to the former Feathers Inn accessed from Market Street (Fig 94). The arrangement of buildings seen in 1968 largely matches that shown in the 1928 aerial photographs (Figs 95 and 96).

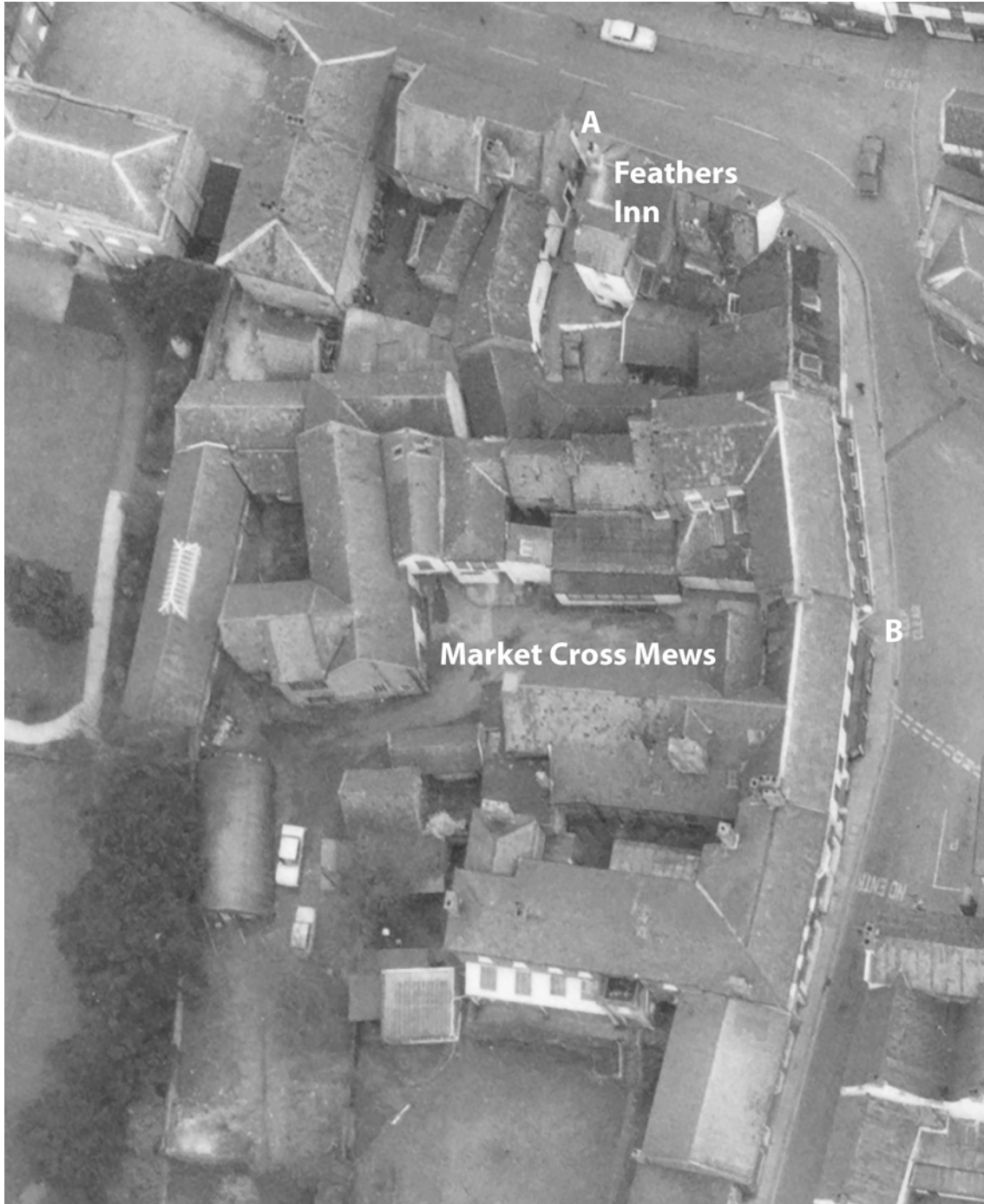


Fig 94: Market Cross Mews in 1968. The entrance to the Feathers Inn yard is marked A, the entrance to the Mews is marked B. Detail of MAL/68006 158 24-FEB-1968. Photo by Meridian Airmaps Ltd. Copyright Norfolk County Council.



Fig 95: Market Cross Mews from the west. The entrance to the Feathers Inn yard is marked A, the entrance to the Mews is marked B. Detail of EPW021294 MAY 1928 © Historic England (Aerofilms Collection).

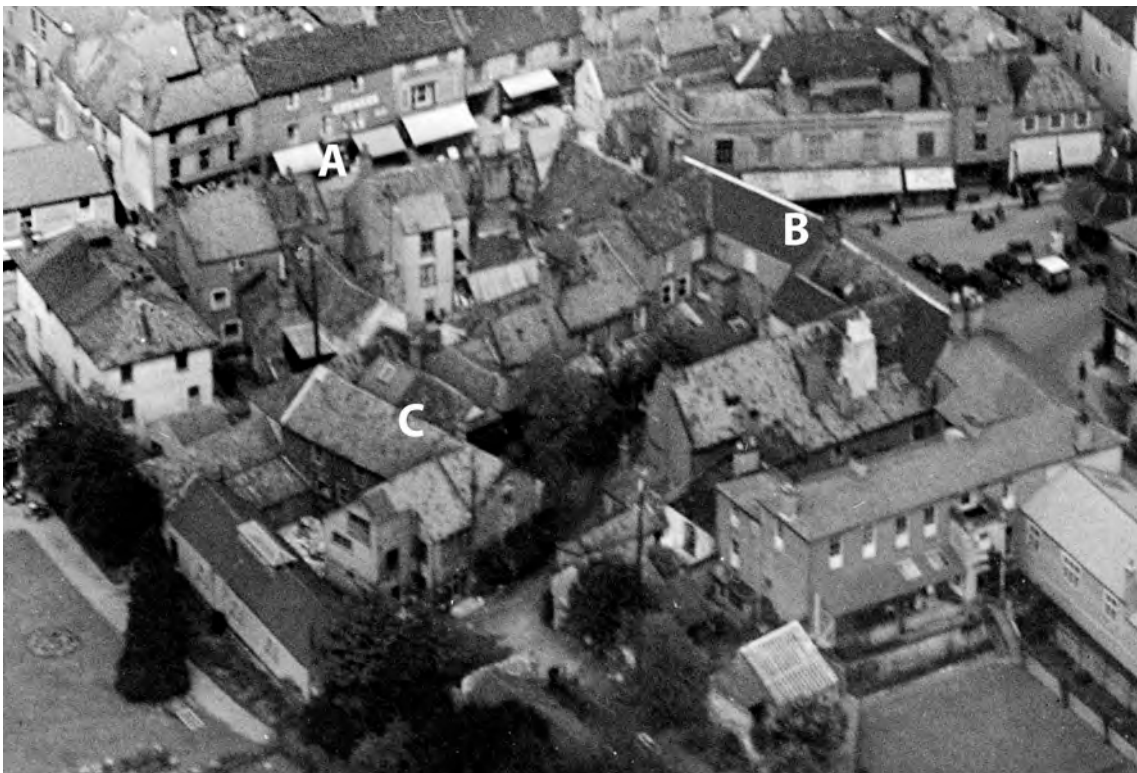


Fig 96 Market Cross Mews from the south-west. The entrance to the Feathers Inn yard is marked A, the entrance to the Mews is marked B. The letter C is centred on an area subsequently redeveloped. Detail of EPW021293 MAY 1928 © Historic England (Aerofilms Collection).

The demolition of the building under the letter C in Figure 96 and the two structures to the right took place in the late 1980s. They are still present in a March

1986 photograph but had been demolished and replaced with a new building by August 1988 (Fig 97).

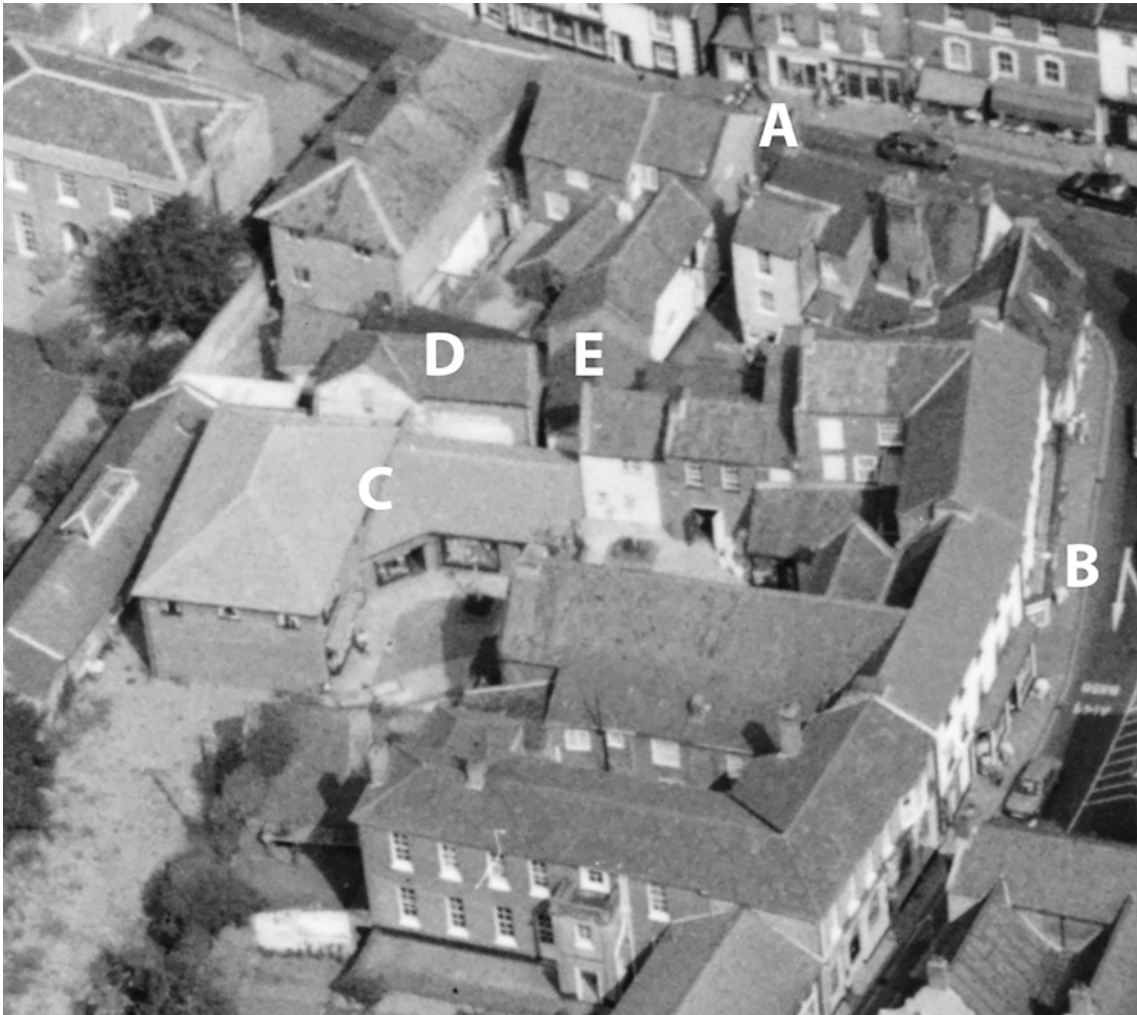


Fig 97: The new building in Market Cross Mews in 1988 is marked C. This replaced the buildings marked C in Figure 96. The letters D and E indicate buildings since demolished. The entrance to the Feathers Inn yard is marked A, the entrance to the Mews is marked B. Detail of TG2830/G/DTV11 17-AUG-1988. Photo by D. Edwards Copyright Norfolk County Council.

Buildings D and E in Figure 97 were subsequently demolished, but parts of their walls were retained as property boundaries (Fig 98).



Fig 98: Market Cross Mews in 2020. The letters D and E mark walls retained during demolition of these two buildings. Each letter corresponds to the features shown in Figure 97. Detail of 33933_020 22-SEP-2020 © Historic England Archive.

THE MARKET PLACE

This section includes several aerial views of the Market Place, Market Street, and the Market Cross. Most of these images are taken in 1928 and 1932 (Figs 99-107). One minor development between these two dates was the introduction of road markings by 1932 which appear to relate to the management of market stalls (Fig 100).

During the Second World War a circular reservoir for fighting fires (an Emergency Water Supply or EWS) was constructed for the fire brigade in the Market Place (Fig 101). A second possible EWS was located (outside the project area) at the corner of Pound Road and Manor Road. Shop fronts (partially obscured by awnings) along the northern side of the Market Place and Market Street are shown in Figures 104-107.

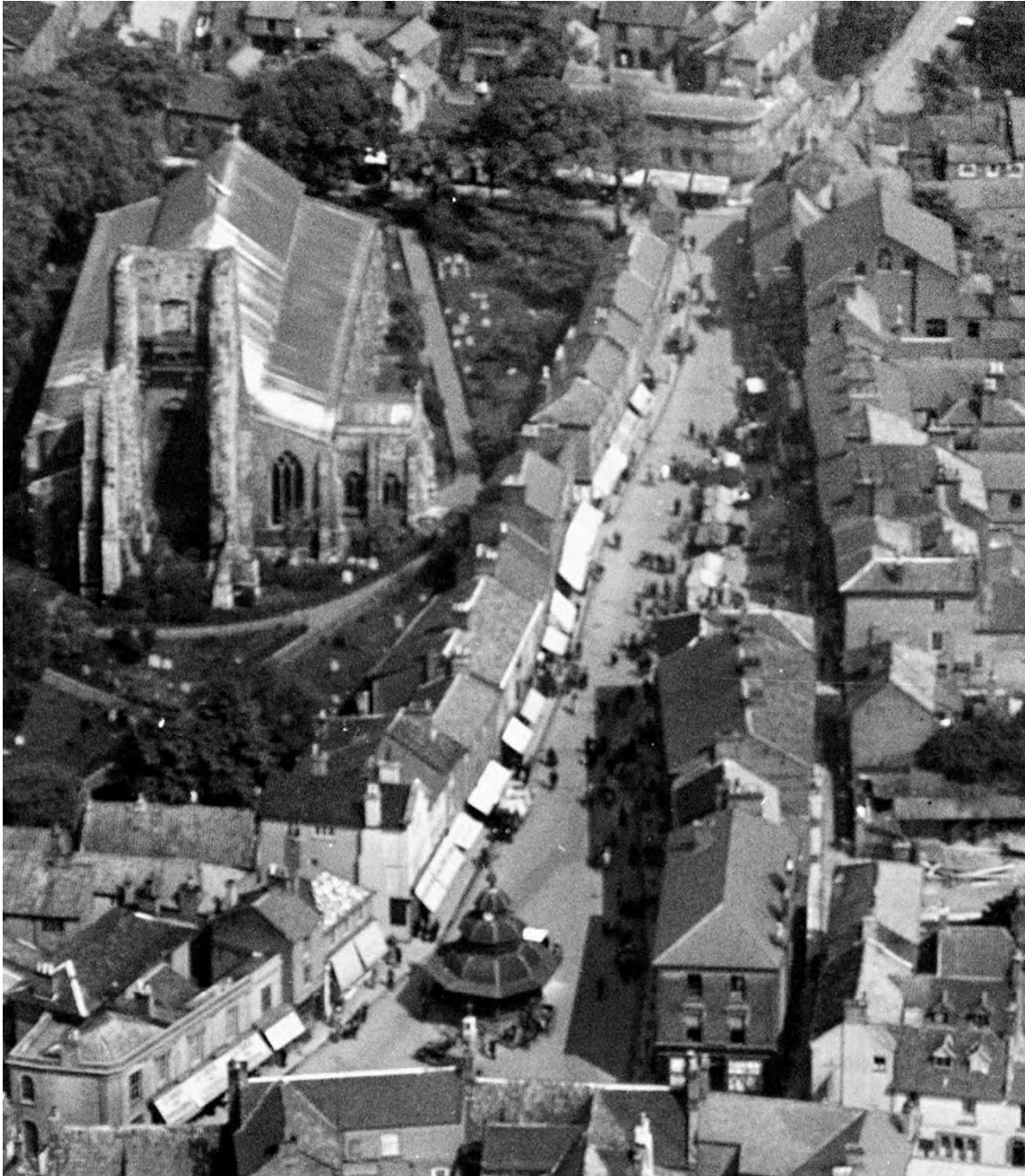


Fig 99: The Market Place from the west in 1928. It is market day and stalls can be seen extending along the right (southern) side of the marketplace. Detail of EPW021294 MAY 1928 © Historic England (Aerofilms Collection).

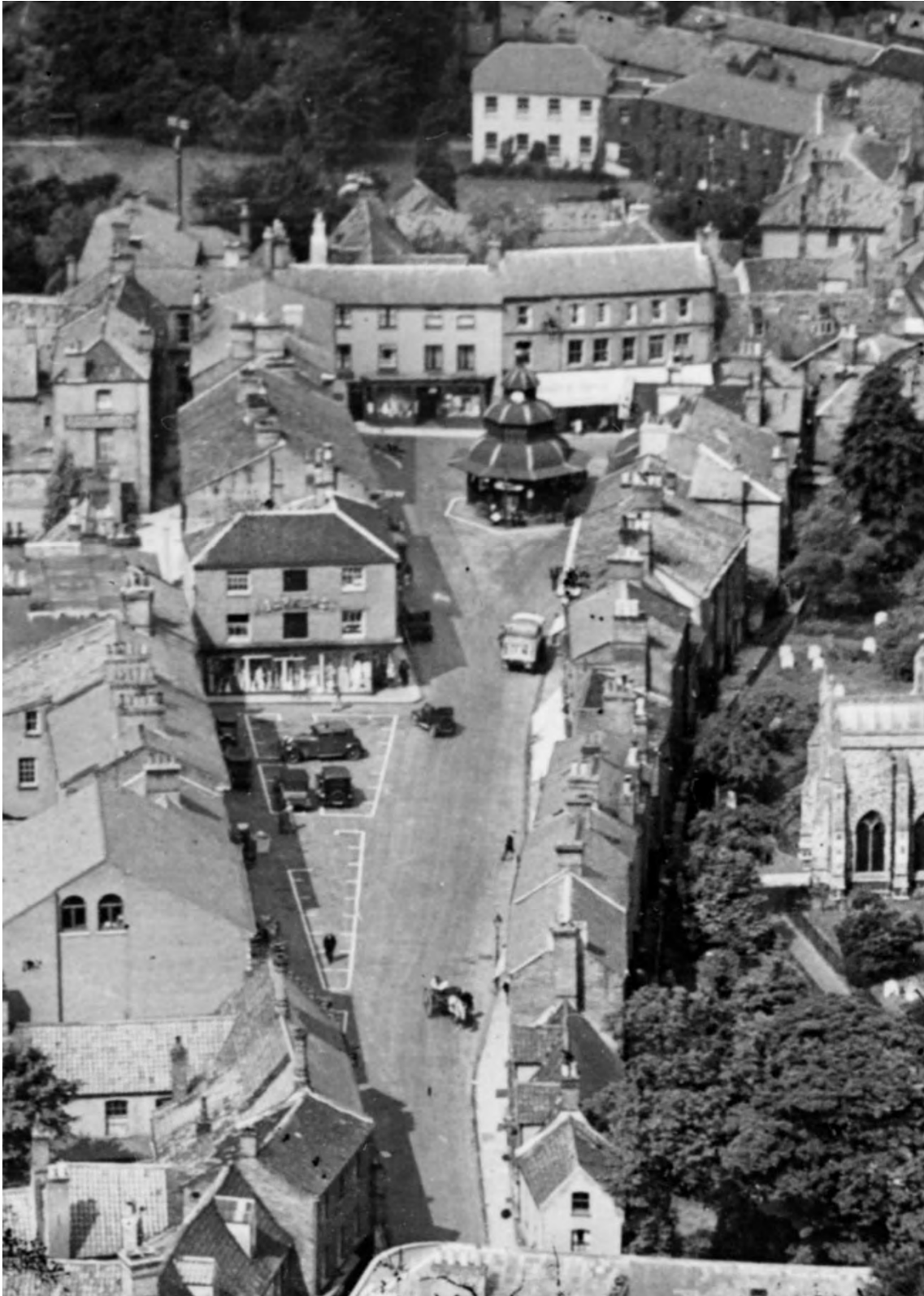


Fig 100: The Market Place from the east in 1932. The white lines marked on the ground in front of Waterloo House presumably outline the extent of the market and the location of stall pitches. A white line marked around the Market Cross may have served a similar function (see Figs 102 and 103 for a larger image of Market Cross). Detail of EPW039256 JUL 1932 © Historic England (Aerofilms Collection).



Fig 101: The Market Place in 1945. The dark circle below A is a wartime Emergency Water Supply (EWS). Detail of RAF/106G/UK/LA 1090 13-MAR-1945 Historic England Archive RAF Photography.



Fig 102: The Market Cross in 1932. Detail of EPW039256 JUL 1932 © Historic England (Aerofilms Collection).



Fig 103: The Market Cross in 1928. Detail of EPW021294 MAY 1928 © Historic England (Aerofilms Collection).



Fig 104: The eastern end of the Market Place from the south-east. Detail of EPW021290 MAY 1928 © Historic England (Aerofilms Collection).



Fig 105: The central and western end of the Market Place from the south-east. Detail of EPW021290 MAY 1928 © Historic England (Aerofilms Collection).



Fig 106: The western end of the Market Place from the south-east. Detail of EPW021289 MAY 1928 © Historic England (Aerofilms Collection).



Fig 107: Shops on Market Street seen from the south in 1928. Detail of EPW021293 MAY 1928
© Historic England (Aerofilms Collection).

WEST AND SOUTH OF THE TOWN CENTRE

This final section the report collects some aerial views that cover the southern and western parts of the North Walsham Conservation Area (Figs 108-112). Not all this area is covered by the 1928 and 1932 aerial photographs and the southern end is shown in aerial photographs taken in 1967 and 1968.



Fig 108: King's Arms Street seen from the south in 1928. Detail of EPW021292 MAY 1928 © Historic England (Aerofilms Collection).



Fig 109: King's Arms Street with the school grounds (now part of Paston College) beyond seen in 1928. Detail of EPW021290 MAY 1928 © Historic England (Aerofilms Collection).



Fig 110: Aylsham Road and Mundesley Road in 1928. The town gas works can be seen top left. Detail of EPW021295 MAY 1928 © Historic England (Aerofilms Collection).



Fig 111: The southern end of Aylsham Road running left to right seen in 1968. Park Lane extends toward the bottom right corner of the photo. The open space along the northern (top) side of Aylsham Road has since been built upon. Detail of MAL/68006 157 24-FEB-1968. Photo by Meridian Airmaps Ltd. Copyright Norfolk County Council.



Fig 112: The southern end of the Conservation Area seen in 1967. Detail of OS/67053 11 24-APR-1967 © Crown Copyright Ordnance Survey.

AERIAL PHOTOGRAPHS AND NORTH WALSHAM

The various views of North Walsham provided by aerial photographs taken over almost 100 years (1928-2020) help to illustrate the character of the town. The earliest aerial photographs taken in 1928 and 1932 focus on the central and northern parts of the town centre and show some of the densely packed groups of buildings that once existed around the Market Place and the churchyard as well as the pattern of lanes and yards and glimpses of some of the people who lived and worked in the town. Later photographs document some of the changes that took place beginning with the small areas of demolition of the 1930s to the larger areas of cleared and redeveloped in the late 1960s and early 1970s, as well as other minor changes in more recent decades.

Our understanding of North Walsham can be enhanced by the historic aerial views of the town. The different views they may contribute to people's attachment to North Walsham and help provide a link between the community and past people and events.

Although this project has only looked at part of North Walsham, vertical aerial photographic coverage taken from 1945 onwards covers a much larger area. The results of this work highlight the potential of aerial photographs to investigate the whole of the town and the surrounding area as well as their use as illustrative material and for public engagement.



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