

# Great Yarmouth

## Port Heritage Summary

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## Abbreviations

c	circa
HE	Historic England
HER	Historic Environment Record (Norfolk County Council)
GYPA	Great Yarmouth Port Authority
GYPC	Great Yarmouth Port Company
LB	Listed Building
NRHE	National Record for the Historic Environment
O&M	Operations and Maintenance
OS	Ordnance Survey
Ro-Ro	Roll on - Roll off
SM	Scheduled Monument
SMP2	Shoreline Management Plan 2

### Cover illustration

Looking to South Quay from Haven Bridge



Fig 1 Location, topography, place-names and features.

## Introduction

The *England's North Sea Ports* project aims to improve the understanding of the heritage values, significance, vulnerability and adaptability to change of port-related heritage in nineteen major ports along England's North Sea coast, from Berwick upon Tweed, Northumberland, to Harwich, Essex. The project focuses on the historical development of each port, its present character and its port-related heritage, the values attached to that heritage and the issues and opportunities it presents for future development.

The review for each port is presented as an illustrated 'Port Heritage Summary', designed to be succinct and readable, raising awareness and understanding amongst all parties interested in that port's future development and so contributing towards the sustainable management of its port-related heritage.

This Port Heritage Summary relates to Great Yarmouth in Norfolk where 16 individual areas of port-related character have been identified. The Summary explains how port heritage within those areas contributes to Great Yarmouth's distinctiveness today, to the interpretation of Great Yarmouth's historical development, and that of East Anglia and the North Sea. This includes the cultural associations and feelings of local people and communities to the maritime past and how it is viewed and valued by them today.

A range of management options to build on the present values and roles of its heritage are summarised, enabling them to serve as a positive asset in Great Yarmouth's future, retaining its rich cultural distinctiveness while meeting its changing economic needs.

## Location

Great Yarmouth is located on Norfolk's east coast, 30km east of Norwich and 13km north of Lowestoft. It is an urban conurbation joined to the once separate settlements of Southtown, Gorleston and Cobholm, all located on the western bank of the River Yare.

The core of the original town is situated on a narrow low-lying spit of land flanked on its western side by the River Yare and to the east, by the North Sea. Bordering the coast are the Denes, once an area of sand dunes and rough grassland they have now been urbanised as part of the town's coastal strip.

West of the town the River Yare leads to Breydon Water, a large tidal inlet at the edge of the low marshland and inland waterways of the Norfolk Broads.

The Haven and Breydon Bridges cross the River Yare to link Great Yarmouth to Southtown, Cobholm and Gorleston. Breydon Bridge links to the wider road network: the A47 west to Norwich and the A143 and A12 south to Lowestoft and Bury St Edmunds.



## The Port

Great Yarmouth is a trust port, an independent statutory body governed by its own legislation and controlled by an independent board with no stakeholders or individual owners.

The Great Yarmouth Port Authority (GYPA) is the harbour authority and landlord of the port infrastructure. Its jurisdiction extends beyond the commercial port northwards to Breydon Water and the River Brue. It also employs the marine pilots for the port.

The port is operated under a long-term lease by the Great Yarmouth Port Company Ltd (GYPC) which trades as Eastport UK.

Great Yarmouth is a regionally significant port and the second largest support port in the UK for the offshore oil industry. It also handles a wide range of cargo including aggregates, cement, grain, fertilisers, forest products, dry and liquid bulks, pipeline and onshore windfarm equipment.

The commercial port comprises the river port with narrow quaysides positioned either side of the River Yare and the newly constructed Outer Harbour located north of the river mouth, on the North Sea.

The Outer Harbour has approximately 835m of working quayside and 36 hectares of potential development land whilst the river port comprises various quays, predominantly on the east side of the River Yare. The Outer Harbour, East Quay and Fish Wharf (on the east side of the Yare) are operated by the Port Company but other operators also have private quayside facilities (Eastport UK website; Ports and Harbours of the UK website).

## Local Authorities and heritage organisations

Great Yarmouth comes under Great Yarmouth Borough Council.

Norfolk County Council oversees the management of the Historic Environment Record (HER - database of historic buildings and archaeological sites and monuments) and provides heritage input and advice for archaeological mitigation within the normal planning process.

The Historic England (HE) East of England office is in Cambridge. HE provides input and advice on heritage matters including the roles of the inherited cultural environment in the management of change and specific advice for Listed Buildings (LB) and Scheduled Monuments (SM), together with strategic overviews and support at local, regional and national levels.

## Historical development of the port and its North Sea roles and relationships

Great Yarmouth's port has its origins in the medieval period when it was a nationally important centre for the trade in herring. Until the early 20th century it continued to develop as an important merchant

town, centre of shipbuilding industry and a strategically important port militarily.

The later 20th century witnessed the decline in its traditional port industries. However, with the rise of the North Sea oil and gas it became the second largest support port for the industry in the UK. In recent years the growing offshore renewable energy sector has become a significant part of the port's activity.

## Early origins

During later prehistory the Rivers Yare, Bure and Waveney fed into a large coastal estuary which flowed directly into the North Sea.

Archaeological evidence suggests that by the later Bronze Age (c 1000 – 800 BC) a substantial spit of land had developed, blocking the estuary and diverting the course of the River Yare to the south. During the Iron Age and Roman periods the spit was breached and the open estuary restored, forming an important waterway inland to Caistor St Edmunds, near Norwich (Lewis 1988; Hedges *et al* 2001; Albone *et al* 2007).

Caistor on Sea, to the north of Great Yarmouth, was a Roman town and port, trading between Norfolk and the Rhineland. During the 3rd century a new fort was built at Burgh Castle (5.5 km west of the Great Yarmouth), one of a chain of eleven Saxon Shore Forts between the Wash and the Solent.

During the post-Roman period the estuary was closed by a sandbank but with open channels left to the north and south. Breydon Water is a remnant of the estuary (Lewis 1988; Albone *et al* 2007).

In the early medieval period the sandbank on which Great Yarmouth now stands was probably used by local fishermen as a place to pull up their boats and dry their nets. Permanent occupation may have developed from temporary camps set up to process and sell fish.

The Domesday Book of 1086 records Great Yarmouth as having 70 burgesses and a church, the earliest focus of settlement on the relatively high ground of Fullers Hill, near the market place. At this time Gorleston was an important manor lying within Suffolk and both settlements were owned by the King (Lewis 1988; Tooke 1994; Hedges *et al* 2001; Norfolk Heritage Explorer Website).

## Medieval port development

Great Yarmouth's medieval street plan developed around a broad central market place south of St Nicholas's Church, dedicated to the patron saint of mariners. Two roads (the present-day Howard Street and George Street into Greyfriars Way and Tolhouse Street) were established, running parallel between the market place and the river. A series of narrow lanes, or 'rows', ran from east to west across these roads to the river. The rows may originally have been landing places or jetties that developed into narrow lanes as the waterfront was extended.

Prior to the 13th century the line of the River Yare ran along the line of Greyfriars Way. The movement of the river westwards after this time was probably

as a result of deliberate reclamation to create quays as archaeological excavation has revealed worked timbers dating to the late 13th to early 14th century underneath the Town Hall and Hall Quay. They suggest a wooden quayside backfilled with earth that was built further into the river with phases of repair and updating. During the 19th century the undated remains of a boat were found 'deep down' when digging a well to the rear of the present Magistrate's Court on North Quay. This further suggests an earlier river frontage or inlet in this location.

Great Yarmouth grew in prominence as a major port due to its geographical location at the mouth of a river system serving one of the richest regions in medieval England. Important trade links were established between France, the Netherlands, the Rhineland and the Baltic states. Wine and building stone were imported from France and timber from the Baltic. Coastal trade included coal from Newcastle and wool and worsted cloth from Norwich (Lewis 1988; Ayers 1994; Hedges *et al* 2001; Norfolk Heritage Explorer Website).

The port was also an important medieval shipbuilding centre. In 1290 Great Yarmouth's shipbuilders were so highly regarded that King Edward commissioned them to build a ship for his proposed marriage (Time and Tide Museum Information Board).

The principal wealth of medieval Great Yarmouth, however, was rooted in the fishing industry, particularly the herring trade that developed rapidly from the 11th century. Fishermen would come from the east coast of England, France and the Netherlands to buy and sell their fish on the Denes to the east of the town. The 'Free Herring Fair' became an annual event, one of the largest medieval fairs in Europe, lasting 40 days from Michaelmas to Martinmas (29th September to 11th November) (Lewis 1988; Hedges *et al* 2001).

Amongst the most prominent annual visitors to Great Yarmouth were fishermen from the Cinque Ports (a confederation of ports in Kent and Sussex) who claimed the right to control the herring fair under special rights granted by the king. This created a conflict that raged until AD 1277 when King Edward I finally granted joint control between the Cinque Ports and Great Yarmouth.

The town had been self-governing since a charter of 1209 granted by King John. Municipal chambers were established in the Tolhouse, originally a private dwelling built in the mid-13th century. The main chamber of the Tolhouse, known as the 'Heyning Chamber', was used by bailiffs of Great Yarmouth and the Cinque Ports to administer the herring fair; 'Heyning Money' was the profit made by the Town Corporation on fish bought from visiting fishermen and sold at a higher market price (*ibid*).

The uneasy peace between Great Yarmouth and the Cinque Ports came to a head in AD 1297 when a conflict between the two led King Edward to intervene and plead for peace.

Great Yarmouth prospered after this but the influence of the Cinque Ports waned. At the Battle of Sluys in AD 1340, the first naval battle of the Hundred Years War, the town sent more ships than

all the Cinque Ports combined. The battle was a great victory for the English fleet under the command of Lord Admiral John Perebourne, one of the town's most prominent citizens.

At the battle for Calais in AD 1347 Great Yarmouth provided 43 ships, almost twice as many as London. In recognition, King Edward awarded the town its present coat of arms, halving the three royal lions with the borough's three silver herrings (Lewis 1988; Hedges *et al* 2001).

In the late 13th and early 14th centuries much of the port's trade in cloth and wine passed to London but Great Yarmouth continued to serve as the port for Norwich, trading grain with the Netherlands in exchange for salt and timber. It also sought out new trading contacts with Norway, Spain and Italy as well as re-establishing some former contacts, the most prominent of which were the Hanseatic League of merchants from the Baltic regions.

Established during the 13th century, the Hanseatic League developed as a major economic superpower, dominating northern European trade. Their trading stations, or 'Kontore', were often known as 'steelyards' in England, after the original station in London. A steelyard is documented in Great Yarmouth but its location is not known (Rutledge 1994; Friel 2003; Richards 2007).

The continuing importance of Great Yarmouth as a trading port by the 16th century is apparent from a list of ships and seafarers dated 1580, which records 62 vessels over 20 tons, three of these being over 100 tons, with one, the *Guyfte of God*, at 200 tons. In recognition of its regional importance a 1670 Act of Parliament established a board of commissioners representing Yarmouth, Norwich, Norfolk and Suffolk, to share in its management.

In 1585, under threat from the Spanish Armada, the town walls were strengthened and the town heavily garrisoned to protect the port and trading ships. A new line of earthworks and batteries were constructed along the South Denes to protect the Roads (an area of safe anchorage offshore from South Beach) from attack.

The Denes generally saw little development until the 19th century when the town began to extend beyond its medieval town walls. Prior to that point they were an open area of sandy rough grassland used for pasturing cattle and drying fishing nets (Lewis 1988; Kent 1994a; Hedges *et al* 2001).

## The medieval harbour

Up until the 13th century the preferred navigable channel into Great Yarmouth was to the north of the town, where the mouth of the River Bure originally met with the sea. After this time, the channel silted up leaving a remnant of water. The south bank of that channel is reputedly marked by the Midsands Cross, on Crosstead Road.

The River Yare, to the south of Great Yarmouth, then became the preferred channel for accessing the port but at this time it met the sea four miles to the south at Corton. By AD 1336 this channel too had silted up and become impassable.

The problems with silting during the 14th century resulted in ships having to upload at Kirkley Roads, nearer Lowestoft, creating issues with which town received the income from trade. Several attempts were made to stabilise the harbour entrance and cut a new harbour at Great Yarmouth, the first of these at Corton in AD 1346. The failure of this and five later cuts, plus the general cost of maintenance, had a huge financial impact on the town.

During the worst times only the smallest ships could reach the quays, with larger ships having to be winched across the sands. A jetty was constructed on the South Denes in the 16th century for landing goods and passengers from boats moored out in the Roads. Many ships still preferred to upload and discharge their cargoes at sea. However, in AD 1535 fifty vessels were lost in one night during a storm.

The final harbour scheme was started in 1560 and is still in use today. It faced many problems and work was only completed after seeking help in 1614 from a Dutch engineer, Joas Johnson. The mouth of the River Yare was diverted at right angles using soil and brushwood to create a new harbour mouth: Brush Quay at Gorleston takes its name from this 'Brush Bend'. To secure the harbour entrance the North and South Piers were first constructed using timber piles and large stones (Lewis 1988; Tooke 1994; Hedges *et al* 2001).

## Dutch fishermen, merchant men and militia

In the 17th century Great Yarmouth was the most important fishing port in the country, despite a progressive decline in the fishing industry from the 14th century onwards. Serious competition during the early part of the 17th century came from the Dutch fishermen who had developed new technologies in curing fish at sea and the use of specialised fishing vessels known as 'herring busses'. This made longer sea journeys possible, bringing the Dutch into what were considered the 'English' fisheries on Dogger Bank, testing Anglo-Dutch relations (Jackson 2000; Robinson 2000a; Friel 2003).

During the English Civil War of 1642-46 Great Yarmouth declared for Parliament. Merchant shipping was under constant threat from royalist privateers based in nearby Lowestoft and convoys were necessary to protect collier fleets coming down the coast from Newcastle (Lewis 1988; Jackson 2000; Hedges *et al* 2001).

There were repeated attempts during the first half of the 17th century to establish a monopoly on herring fishing in English waters by royal decree. Legislation enforced by Charles I to prohibit Dutch fishing off the English coast succeeded in restricting the Dutch fisheries but also brought about the end of the Free Herring Fair. The disagreement contributed to a series of Anglo-Dutch Wars in the 1650s and 60s.

In 1653, during the First Dutch War, a small brick fort was built on the South Denes to protect the harbour mouth. By 1660 it was already in need of repair but the fort survived until 1832 when it collapsed into the sea (Lewis 1988; Kent 1994a;

Hedges *et al* 2001; Norfolk Heritage Explorer Website).

Trade in Great Yarmouth recovered towards the end of the 17th century and by this time Great Yarmouth had grown into a merchant town of high renown with many fine merchant's houses established along the harbour-side on South Quay. In 1671, King Charles II said that 'he had not thought he had such a place in his dominions'. Daniel Defoe, visiting the town in 1724, said it had 'the finest quay in England, if not in Europe' (Lewis 1988, 12).

The 18th century was a time of great prosperity for Great Yarmouth, once more based on the herring trade but also a boom in corn exports. Herring was not the only fishery at Great Yarmouth during this period. Up to 200 Yarmouth vessels were engaged in line fishing for cod and ling in the North Sea until the end of the 18th century when salt tax was introduced. Whaling off Spitsbergen and Greenland was another profitable but short-lived industry (Lewis 1988; Hedges *et al* 2001).

Although fishing brought substantial wealth to the town it was a dangerous and unpredictable way of making a living. In 1702, the Fishermen's Hospital was built off the northern end of the market place. Funded by the Corporation of Great Yarmouth, the almshouses were a home for fishermen and their wives who could no longer support themselves. It continued to fulfil this role into the 19th century.

The late 18th century was a time of conflict for Britain, firstly in the Seven Years War with France and later in the American War of Independence. When France, Spain and the Netherlands joined in and allied against Britain the country was once more in need of its eastern shore defences.

Five new forts were constructed to protect the Roads from attack. Three were positioned on the South Denes (North Star, South Star and Town batteries), another beside the old fort near the harbour mouth and a fifth positioned on the opposite bank at Gorleston.

During the Napoleonic Wars of the early 19th century the Denes were used for camps to garrison militia. A Royal Naval hospital was built on the South Denes in 1809 -1811 and became a barracks after the Napoleonic Wars. A naval arsenal was built on Southtown Road in Gorleston in 1806 and was converted to militia barracks for the Norfolk Militia Artillery in 1835 (Lewis 1988; Kent 1994b; Tooke 1994, 1999).

Lord Admiral Nelson was born at Burnham Thorpe, north Norfolk in 1758 and frequently sailed from Great Yarmouth with the British Royal Naval fleet. After the Battle of the Nile in 1800, the climactic naval victory of the Napoleonic Wars, Nelson landed at Cobholm where he was presented with the freedom of the borough. In memory of Nelson, a pillar crowned by a figure of Britannia was erected on the South Denes in 1817 (Hedges *et al* 2001).

## Fishing boom; from sail to steam

The late 18th to late 19th centuries were a time of great expansion in Great Yarmouth's fishing industry.





Fig 2 Looking northwest along South Quay towards Hall Quay.

This was partly due to important technical developments in the type of fishing vessels used and partly to the coming of the railway to the town in the mid-19th century, which enabled better and faster distribution of fish to inland urban markets.

From the late 18th century the English herring fisheries built similar large-scale operations to the Dutch with herring busses introduced to boost productivity. Great Yarmouth was the largest herring port in the country at this time, specialising in red herrings (red because of the curing process), three quarters of which were exported, mostly to southern Europe.

By the turn of the 19th century the herring buss was falling out of favour and being replaced by the lugger (a small vessel with lug sails), which was cheaper to run and able to bring the catch ashore for curing. By the 1830s Great Yarmouth was described as 'relatively prosperous', having about 100 large fishing boats joined by a fleet of around 50 to 60 vessels from Yorkshire during the herring season.

Another technological improvement by this time was the cotton drift net, lighter and more flexible than the traditional hemp variety, which increased the number of nets a vessel could carry. By the early 1860s Great Yarmouth's herring fleet stood at 400 vessels in total (Lewis 1988; Haines 2000).

From the 1860s onwards the port was increasingly visited by Scottish fishermen who came to ply their trade there. Scottish herring lasses were also a common sight. They came to Great Yarmouth by train every summer in their thousands to salt and pickle herrings in yards on the South Denes.

By this time, nearly all fish curing took place on land and at fish curing works. A new fish wharf was built in 1869 to provide improved landing and selling facilities. Curing works were also built including, in 1880, the Tower Curing Works on Blackfriars Road.

The herring industry in England and Wales enjoyed a 'golden age' between the turn of the century and the First World War.

In addition to the herring fisheries, a new white fish trawling fishery had grown up in the North Sea by the 1850s. This expanded rapidly when trawling fleets from Barking, Essex, moved to Gorleston to be nearer the fishing grounds. The Short Blue Fleet owned by the Hewett family moved to Gorleston in



Fig 3 Looking southeast along Hall Quay and South Quay from Southtown.

1865. With over 220 trawling smacks the firm built its own shipyard, dry dock and ice house on Ice House Hill. A hostel for the smack boys was built on the High Road and cottages (Hewett's Buildings) for company workers and their families on Hewett's Score, a lane running between High Street and Hewett's Wharf (Lewis 1988; Tooke 1994; Gerrish 2000; Robinson 2000b).

By 1875 Great Yarmouth was also the most important trawling port in the country. However, this position rapidly declined under competition from steam trawlers fishing out of the rising fishing ports of Hull and Grimsby, and Hewett's trawling firm began to reduce its fleet, eventually closing down its operation in Gorleston in 1905 (Lewis 1988; Tooke 1994; Robinson 2000b).

The Great Yarmouth-based *Lydia Eva* is the world's last surviving steam drifter (a fishing boat equipped with drift nets) and is now restored as a floating museum alongside South Quay (Lydia Eve and Mincarlo Charitable Trust Website).

The two World Wars embroiled the port's fishing fleet. Great Yarmouth drifters were drafted into service as minesweepers and anti-submarine boats during both campaigns.

After the Second World War, and faced with increasing foreign competition and overfishing, the fishing industry declined rapidly. By the 1960s the last Great Yarmouth fishing trawlers had been sold and the last Scottish vessels had left (Tooke 1994).

## Shipbuilding and industry

The river frontages at Great Yarmouth and Gorleston developed rapidly as places of industry from the 18th century onwards. By the late 19th century both sides of the river downstream from Cobholm to Gorleston and North Quay to Fish Wharf were lined with quays and wharves, shipyards, timber yards, malshouses and flour mills.

The Waveney Corn Mill at Southtown was built as a steam driven flour mill in 1878. It survived a drastic fire in 1928 and the mill houses and mill yard were damaged by wartime bombing. The current mill building is part of the modern Pasta Foods factory and is a rare example of one of Great Yarmouth's 19th century industrial mills.



Fig 4 South Quay, with the former customs house (mid right) and Port Haven and Commissioner's Office (mid left).

Linking the two sides of the port, between Southtown and Great Yarmouth, were the Higher and Lower Ferries, the location of which are preserved in the Ferry Lane, Ferry Hill and Ferryboat Lane street names and the Ferry Boat Inn public house. On either side of the Yare, a little upstream from the Lower Ferry, two gas works were established in the mid to late 19th century, both producing gas from coal imported through the port.

By the late 19th century there were a number of shipyards and dry docks located on both banks of the River Yare. The earliest yard at Southtown was established by Isaac Preston in 1785. It survived several changes of ownership until bought by Richards of Lowestoft in the 1960s. Reduced orders forced the yard to close in the 1990s, following which it was re-used by Richards Dry Dock and Engineering Ltd (Tooke 1994; Time and Tide Museum Information Board; Grace's Guide Website).

Over 600 Great Yarmouth men were employed in the shipbuilding industry by the late 19th century, as well as ancillary trades, such as rope making and sail making. In 1871 no fewer than 900 Great Yarmouth fishing boats were built in the town. Closely linked to the fortunes of the port's fishing industry, Great Yarmouth also experienced a 'golden age' of shipbuilding during the early 20th century (Time and Tide Museum Information Board).

## Safety at sea

From the 18th century the South Denes at Great Yarmouth and Cliff Hill at Gorleston were manned by groups of beachmen who kept watch along the coastline from wooden lookout towers. They made their living from salvage, which they collected using fast rowing and sailing boats called yawls (a two-masted fore-and-aft-rigged sailing boat). Other services included maritime rescue and pilotage through the treacherous sand banks and channels off the coast.

By the mid-19th century there were seven beach companies in Great Yarmouth and Gorleston who formed the basis of the present-day lifeboat service. The Norfolk Shipwreck Association was established in 1823, with Great Yarmouth's first purpose-built lifeboat station built on the South Denes in 1825 and joined by a second in 1833. In 1858 the Royal National Lifeboat Institution (RNLI) took over the



Fig 5 Quay Road and the old lighthouse, Gorleston from East Quay with the edge of the North Pier (mid-left).

Association and in 1859 a new lifeboat house was built on Marine Parade.

The RNLI also ran a service from Gorleston from 1866 and when the last lifeboat station in Great Yarmouth closed in 1919, the station in Gorleston took over. A volunteer lifeboat, the *Elizabeth Simpson*, built in Great Yarmouth, was run out of Gorleston between 1889 and 1939, after which it was adapted for use as a pleasure boat on the Broads.

The Beach Companies played an important part of the founding of a home for shipwrecked sailors. This was built to the south of the lifeboat house on Marine Parade in 1858 and was extended in 1908. It closed in 1965 and was the home of the Maritime Museum of East Anglia until 2002 before it moved to the Time and Tide Museum in 2004 (Lewis 1988; Tooke 1994; Norfolk Heritage Explorer Website).

A coastguard station consisting of three wings around a central courtyard with a flagstaff at its centre was constructed on Marine Parade in 1858. It was demolished in 1964 to make way for the Tower Complex and amusement arcade (Tooke 2008).

A prominent resident of Southtown, Captain W G Manby, was the Barrack-Master at Great Yarmouth in 1803. Manby lived on High Road next door to a small customs house on Ferry Hill. He invented a ship to shore communication line fired from a mortar. The invention was approved in 1814 and two years later was installed in 59 stations around the coast. By the time of Manby's death in 1893 the invention had saved over 1000 lives (Hedges *et al* 2001).

Trinity House opened a depot in Great Yarmouth at Trinity Quay in 1803 which closed in 2003. To aid navigation of the harbour entrance, Gorleston lighthouse was built in 1887 but commissioned by the Port and Haven Commission, not Trinity House. The tower replaced an earlier light supported on a wooden framework that had burnt down (Norfolk Heritage Explorer; Trinity House Wikipedia entry).

## Transport, industry and leisure

Great Yarmouth has been a popular holiday resort since the late 18th century when fashionable society began to follow the fashion for seaside bathing.





Fig 6 JRN Tower Curing Works, now the Time and Tide Museum.

The coming of the railways in the 1840s turned the town into a major resort leading the Denes to be developed with hotels, pleasure gardens and piers. The new development created a secondary focus to the town, a place of seaside recreation away from the Yare and the commercial workings of the port. Marine Parade was constructed on the South Denes between 1842 and 1857, with the addition of Wellington Pier in 1854 and Britannia Pier in 1858.

Before the railway came to Great Yarmouth, the River Yare was the main transport link between the port and the inland market of Norwich, and the London markets were accessed by sea.

The traditional boat used on the Norfolk waterways by the early 19th century was the wherry, a small sailing barge. During the early 19th century there were around 200 wherries on the River Yare, each carrying a cargo of between 20 and 40 tons.

The most important cargo at this time was coal, taken upstream from Great Yarmouth to Norwich. The River Bure was also used as an inland waterway, with its upper reaches extended as a canal system in the late 18th century (Hedges *et al* 2001; River Bure Wikipedia page).

The Norwich and Yarmouth Railway opened in 1844, with an additional line between Great Yarmouth and Cambridge opening in 1855. A tramway extension was built in 1847 from Yarmouth Vauxhall Station to the fish market on South Quay and was extended to Fish Wharf by the late 19th century. The line operated freight traffic until 1976.

In 1859 the East Suffolk Line opened between Ipswich and Great Yarmouth, with its terminus at Southtown Station, near Haven Bridge. Lines extended to a goods yard on Southtown Road and to the river frontage. The East Suffolk Line provided a direct route for freight (particularly herring) and passenger services from Great Yarmouth to London.

A fourth line from Yarmouth to North Walsham opened in 1881. It served the Midland and Great Northern Railway and provided special train services for Scottish fish workers into the 1930s.



Fig 7 Mural on Well Lane celebrating Great Yarmouth's herring industry.

In 1903 the Norfolk and Suffolk Joint Railway opened a coastal line from Southtown Station to Lowestoft, quickly followed by a link to Yarmouth Beach via the new Breydon Swing Bridge. Two additional stations were built on the Gorleston side. Gorleston North became a coal depot supplying Great Yarmouth's steam drifter fleets. The main Gorleston Station was used for a range of freight, including coal and fish. It also ran the Holiday Camp Specials to the coastal holiday camps between Great Yarmouth and Lowestoft during the 1950s and 60s.

From the late 19th century a steamer ferry service operated by the Yarmouth and Gorleston Steamboat Company ran from Brush Quay to Hall Quay. The service closed in the 1990s (Tooke 1994).

## The World Wars

Great Yarmouth was in the front line of coastal defence during both World Wars. It was particularly vulnerable to airborne attack but was also one of the few east coast towns to be shelled by the German fleet. Extensive coastal defences were positioned along the South Denes and Gorleston Cliffs during both campaigns; these included a range of coastal batteries, gun emplacements, anti-invasion blockades and barbed wire beach defences (Lewis 1988; Norfolk Heritage Explorer Website).

A Royal Naval airfield was positioned on the South Denes between 1913 and 1918. It operated land-based aircraft and seaplanes, protecting against coastal raids and zeppelin attack (Tooke 1988; 1999).

Great Yarmouth was used as a submarine base during the First World War and the monitor (a small warship designed for shallow coastal waters) *Roberts* was stationed in the river. A naval shore base, *HMS Kingfisher*, was established at Gorleston, on Baker Street and Riverside Road.

During the Second World War Great Yarmouth was the site of *HMS Watchful*, one of the naval shore bases established to protect the East Coast Convoy Route. Its headquarters was originally the Walrond Institute, the former Smack Boys Home, to the north of Trinity Quay. When the Institute was bombed in 1941 the headquarters moved to the Naval Hospital.



Fig 8 Looking southeast from Hewett's Wharf, Gorleston, towards East Quay and a rig in the Outer Harbour.

A shore base for minesweepers, *HMS Miranda*, was established on Fish Wharf in 1940. *HMS Midge*, a shore base for motor torpedo boats, was established at the southern end of Fish Wharf in 1941.

Great Yarmouth housed an important Air Sea Rescue base during the Second World War, with eight rescue motor launches and 13 high-speed launches moored at Gorleston. The base continued in operation until the 1950s (Tooke 1988; 1994).

## Offshore oil and gas industry

After the Second World War the herring fishery had all but disappeared and the harbour was generally in need of repair, particularly the North and South Piers. Further damage to the piers occurred during the great east coast flood and tidal surge of 1953 which also flooded the quays and surrounding low-lying areas (Hedges *et al* 2001).

The once open area of the lower South Denes saw the construction of East Quay c 1920s and witnessed further industrial development with the food processing industry established in 1945 when the Birds Eye frozen food factory opened – the fish finger was invented here in the 1950s. The South Denes Power Station opened in 1954-55 and was in operation until 1985. A new gas-powered station opened on the same site in 2001 (Tooke 1988; 2008; Hedges *et al* 2001).

By 1963 the Port Commissioners had completed a programme of repairs that included North Pier, East Quay, the Haven Bridge, Brush Quay and South Pier with a sea defence wall built to protect the port and town from future tidal surges (Hedges *et al* 2001).

During the early 1960s Great Yarmouth became the first base for oil and gas exploration in the North Sea, with many new companies operating out of East Quay and with offices based in the town. By the late 1960s the port was the largest offshore base in Europe, supporting 27 rigs in the North Sea with tugs, supply and survey vessels.

The 1960s also saw new shipping developments: Roll on – Roll off (Ro-Ro) ferry operations were introduced to transport bulk cargo to ports in France, Belgium and the Netherlands. The first of these ran from Ocean Terminal but soon moved to Atlas Terminal, formerly Fish Wharf. Atlas Terminal became the mainstay of the port for the next thirty years. In 1969 The Norfolk Line began a regular service carrying fresh fruit and vegetables from Atlas

Terminal to Scheveningen, Holland. Ocean Terminal continued to be used for various new services, but its small size meant these were often short-lived.

The increasing size of Ro-Ro shipping and the growing number of North Sea barges used for the manufacture of offshore platform rigs rapidly generated the need for new port facilities. Two new larger berths were planned for sites at Spending Beach and Vauxhall Station but these were eventually shelved, due to expense and partly to the growing size of Ro-Ro operations and its shipping.

## The present-day port

The North Pier saw some reconstruction in the 1950s and a decade later the South Pier at Gorleston was completely rebuilt (Tooke 1994).

In the 1980s the Port Commissioners began to make plans to enlarge the port by creating an outer harbour extending into the North Sea at South Beach to the north of North Pier and in 1986 the Greater Yarmouth Outer Harbour Bill was granted.

The Bill also enabled improvements to be made to the port infrastructure including the construction of Breydon Bridge and the takeover of part of the timber yards on the Southtown side of the river to be redeveloped as Southtown Wharf. The other part of this area was sold to Turmeric, an American owned company carrying out oil rig construction and maintenance and already a major employer in Great Yarmouth.

In 1988 Great Yarmouth Port and Haven Commissioners changed to the Great Yarmouth Port Authority. The Port Authority took over responsibility for pilotage of the local coastal waters from Trinity House. Around this time the port's jurisdiction was also redefined to encompass the River Waveney below Burgh Castle, the River Bure within Great Yarmouth, Breydon Water and the commercial harbour between Breydon Bridge and the harbour entrance.

By the 1990s the Port Authority had its own hydrographic department, survey launch to take river soundings and dredger, the *Admiral Day*, to carry out its own dredging maintenance (Hedges *et al* 2001).

Despite dredging, the harbour had its limitations. In 1992 the Norfolk Line moved from Great Yarmouth to Felixstowe as their Ro-Ro ferries were too large for the Yare. Following the move, the Isle of Man Steam Packet Company ran the Manin Line Ro-Ro service from Atlas Terminal, running between Great Yarmouth and IJmuiden, Netherlands, but this too finally closed when the vessels became too big.

Richards boat builders yard at Southtown closed in the 1990s but was reused by Richards Dry Dock and Engineering Ltd. The yard is also now used by Alicat Workboats to design and construct workboats supporting the offshore wind industry. In 2012 its dry dock, the last wooden example in England, ceased being used as a dry dock and was refurbished to enable boat lifting (Alicat Workboats website; BBC News article; Our Great Yarmouth website).

A major business opportunity being targeted by the port is the offshore renewable energy industry. In

2004 the port was associated with the Scroby Sands wind farm development, located around 2.5km off the coast. More recent involvement has been with the Sheringham Shoal and Lincs offshore wind farms (Eastport UK Website; E.ON Website, Scroby Sands).

To provide deeper water facilities and easier access for larger vessels the Outer Harbour was developed in June 2007 and completed in 2010. Its construction involved the dredging of a harbour pool with the dredged material used to build the protecting breakwaters. It was originally envisaged that this would not only provide a base for the offshore energy industry but also be developed as a container and Ro-Ro cargo port. However, the plans for cargo handling have not yet been fulfilled.

The commercial port of Great Yarmouth continues to operate facilities for the offshore oil and gas sectors and is still a nationally important offshore support port, second only to Aberdeen (Eastport UK Website; Ports and Harbours of the UK Website; Great Yarmouth Outer Harbour Wikipedia entry).

Since the construction of the Outer Harbour the port has been able to offer deeper water facilities for larger support vessels to the offshore energy industry. The river port continues to house facilities for offshore operations and maintenance. E.ON's Scroby Sands operations and maintenance (O&M) facility is based there and it is believed that further companies are intending to locate their O&M facilities there as well.

A Local Development Order (LDO) for the South Denes and Beacon Park, Gorleston, incorporates the Outer Harbour and the river port, part of which is a designated Enterprise Zone. This aims to encourage new development associated with the offshore energy industry, port and logistics activity, through a simpler planning process and permitted development rights in the designated areas (Great Yarmouth Borough Council 2012; Eastport UK Website).



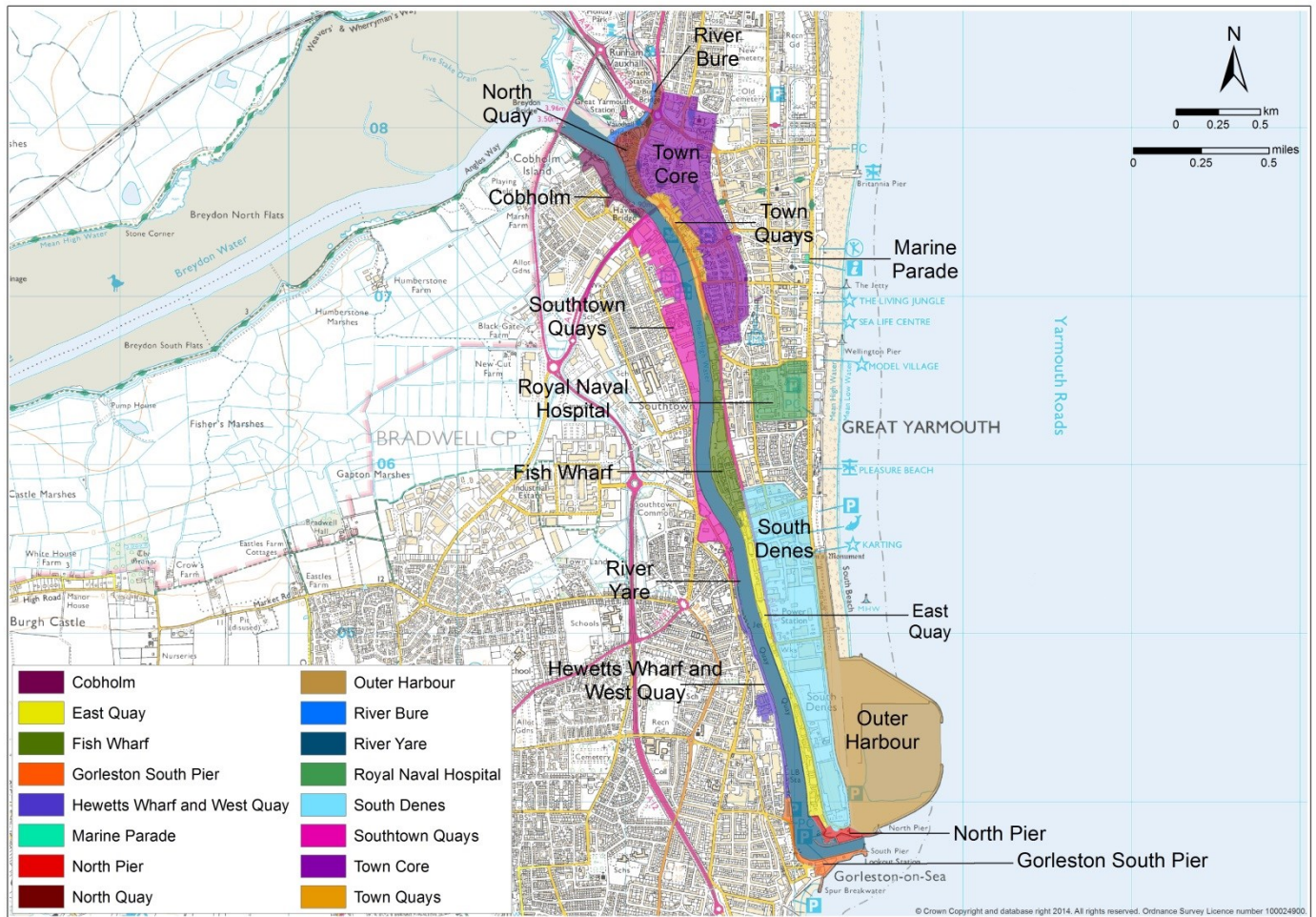


Fig 9 Character Areas

## Port-related heritage assets and contributions to present character

Great Yarmouth's overall port-related area has been divided into 16 distinctive Character Areas (Fig 9).

The distinctive feel of these Character Areas is shaped by their historical development and influenced today by patterns and sometimes direct survivals from their inherited past. That heritage can be many and various – place-names, street layouts, patterns of open space, whether public or private, a sense of enclosure by closely spaced or large buildings, or the presence of readily recognisable historic buildings and features – they all provide links in the present to Great Yarmouth's past, even if the original structures which influenced and defined present aspects of the townscape and streetscape may have long gone and been replaced by modern features. These distinctive aspects of place add interest, texture and unique character to the port. The way in which surviving historic aspects within the port's fine-grained landscape, often called heritage assets, interact with that present character serves as a tangible reminder of the cultural origins of the port's distinctiveness. Whether or not people who live in or use Great Yarmouth have interest in its heritage as such, its historical development has shaped the place which is familiar to them, with which they have cultural associations and where they undertake their recreational, industrial and commercial lives.

This section seeks to examine how the surviving port-related heritage contributes to the present character of Great Yarmouth.

### Character Area Summary

#### 1. Town Core

The historic town core as contained within the medieval town walls, although the outlying curing works at Well Lane is also included in this Area.

The Area lies adjacent to the modern working port and there are surviving port-related buildings disseminated throughout the commercial and residential town core. It has now become slightly removed from its early relationship to the Rivers Yare and Bure through successive reclamation of the riverside into the post-medieval period (broadly corresponding with the North Quay and Town Quays Character Areas).

It is bounded to the north, east and south by the line of the medieval town walls and to the west by North Quay, Hall Quay and the back line of the buildings fronting on to South Quay. The Area retains much of the medieval town form, including a large market place and regular street pattern. The character of the Area is one of enclosed space, with a network of old buildings but containing much redevelopment. Views within and around the Area are generally narrow and enclosed, opening out towards the quaysides.

The current street pattern preserves some of the unique medieval 'rows' that originally ran westwards

## Character Area Summary

from the main streets to the edge of the River Yare. These closed-in spaces have lost much of their original integrity as a result of bomb damage during the Second World War but those that survive reflect a key element of the planned medieval town, with access to the riverside and harbour.

Surviving port-related buildings within the Area include the striking 12th century Tolhouse, of flint and red brick with ashlar dressings. A front buttress contains a cartouche of the town coat of arms and a statue of Justice. The site is now a museum.

The Fishermen's Hospital almshouses survive on Priory Plain. Built of red brick with Dutch gabling, the almshouses are laid out around a large courtyard and enclosed within wrought iron gates and fencing. The site is now a residential complex.

Two former 19th century herring curing works at Trinity Place and Well Road are located close to the town walls. The former curing works on Trinity Place abuts the west side of the medieval Town Wall. The building is of red brick and flint with interiors built from shipwreck timbers and driftwood. Its east wall is of medieval date and the north wall contains the remains of a 13th century wall. The building is now the Great Yarmouth Potteries and includes a working pottery and smokehouse, now a small museum.

The former Tower Curing Works on Well Lane is also a red brick building with some stone to the south and east ranges. The two storey house facing onto Well Street bears the inscription 'J.R.N. Tower Curing Works 1880'. The works were founded by John Runniff Nutman in 1850. The Time and Tide Museum took over the building in 2004 and includes sections on Great Yarmouth's maritime history and fishing heritage.

On the opposite side of Well Road to the Tower Curing Works a colourful mural depicts the story of Great Yarmouth's herring fisheries and the herring lasses who worked on the quaysides curing fish. The mural is a distinctive and eye-catching addition to this area of the town. Along with the surviving port-related buildings of the Area and the artefacts within them it is a vibrant, tangible link to Great Yarmouth's maritime past.

This Area forms the core of the current town centre and is generally accessible to the public.

### 2. River Yare

The River Yare and the Haven Bridge are the thread that linked the historic port with the developing riverside of the town. The Yare now holds both sides of the modern town and port together. It is a busy stretch of tidal waterway and estuary which joins to Breydon Water and the River Bure.

This stretch of the River Yare has been Great Yarmouth's harbour since medieval times, surviving progressive modification to maintain an open waterway, safe haven and commercial port. Today it remains a busy waterway at the heart of Great Yarmouth, open to both private and commercial vessels. Beyond the 20th century Breydon Bridge the waterways are quieter and river traffic tends to be confined to smaller vessels exploring the Broads.

## Character Area Summary

Views within and across the Area intersect with the modern town and working port on both sides of the river, as well as the waters of the quieter upstream areas and the busier estuary mouth.

### 3. North Quay

An area of small-scale industrial premises, housing and office buildings on North Quay. This Area is no longer part of the present-day port frontage but during the 19th century was a quayside area containing industrial premises including saw mills, limekilns, boat building yards and malthouses. A 19th century saw mill building on Quay Mill Walk still survives. The quay probably dates to the late medieval or post-medieval period and the reclamation of the mud flats bordering the river.

Limekiln Walk is a cobbled lane that formerly led to the limekiln on North Quay, now an area of disused open ground. To the north of Limekiln Walk another area of open ground is the site of the former railway that ran from Vauxhall Station to the river port. The Vauxhall Bridge survives to create a pedestrian link with this Character Area and Vauxhall Station on the northwest side of the River Bure.

To the north of the modern A149 road bridge, the far end of North Quay is an open recreational space and riverside walk. This area contains the remains of the North Tower, part of the medieval town wall.

Parts of this Area are open and green and publicly accessible and today form part of the pedestrian riverside. The modern flood defence wall is a prominent feature of the Area and serves as a constant reminder of the threat of flooding to the lower lying coastal and riverside areas within the town.

Views within and from this riverside area are generally open and far-reaching. Small-scale industrial premises continue to operate behind the domestic street frontage and these areas are generally closed to public access.

### 4. River Bure

A section of the River Bure that lies within the Port Authority's jurisdiction. Now largely canalised, this part of the river contains moorings for small craft and pleasure boats and its character is more one of leisure than maritime or port-related activity.

The open waterway is a quieter space within the modern town. To the northeast of Vauxhall Bridge the river is linked with the town by riverside walks. Southwest of Vauxhall Bridge the river mouth opens out to join the River Yare.

### 5. Town Quays

Hall Quay and South Quay and the former merchant's housing along their eastern sides, which were the focus of Great Yarmouth's post-medieval port. The form of both quays dates back to the 16th century, although their present structure has seen much modification. They were probably initially constructed on reclaimed ground along a natural curve of the River Yare. The Area is a narrow sinuous space hugging the river, now cut by the modern A1243 link road.

The quaysides to the west of the road retain some historic cobbled surfacing, and some historic quayside

## Character Area Summary

elements survive within the modern structures; nineteenth century cast iron mooring bollards are set at intervals into the wall. A low 20th century concrete sea wall now borders the riverside edge of the quaysides and creates a physical barrier between this Area and that of the River Yare; a legacy from the 1953 storm surge and an ever-present reminder of possible threat in the future.

Hall Quay and South Quay continue to provide berthing facilities but are less a part of the modern industrial port area. The 19th century steam drifter *Lydia Eve*, which operated from Great Yarmouth, is permanently moored alongside South Quay and is now a floating museum dedicated to the herring fishing industry.

Together the two quays combine to form an integral part of the present day town centre and provide a major thoroughfare for road traffic as well as pedestrian walkways and riverside mooring facilities.

Former merchant's houses on the east side of Hall and South Quays survive as distinctive reminders of Great Yarmouth's prosperity and wealth during the medieval and post-medieval periods. The juxtaposition of these with the town's main historic quays reflects the core of the post-medieval port.

The best preserved examples include the National Trust's Elizabethan House Museum and 20 South Quay, built in 1720 by John Andrews, at one point the richest herring merchant in the world. This building became an HM Customs house in 1802 and was bought by the Port Authority in 1985.

Adjacent to the Customs House is the Port Haven and Commissioners Office, constructed in 1909 but incorporating the north wall of a 16th century Dutch Chapel, part of the legacy of the Dutch community resident within Great Yarmouth during this period. Both this building and the adjacent Customs House are currently disused.

The Area today is a busy, bustling space, full of movement and sound. Views out from the Area are limited by the scale of buildings and the passage of traffic. Along the quayside and out across the River Yare there are more open views along the river and across to Gorleston. Most of the Area is open to public access.

### 6. Fish Wharf

A post-medieval quayside comprising part of the present-day river port, formerly the main herring wharves and fish market. At the northern end of Fish Wharf is Trinity Quay, formerly the 19th century Trinity House depot, and Atlas Wharf, formerly the Atlas Terminal used by Ro-Ro vessels. During the Second World War this area housed one of the port's naval shore bases.

The current character of this Area is one of 20th century depots, aggregate yards and small-scale industrial maritime premises bordering or within the modern working river port of Eastport.

The 19th century Trinity Quay buildings survive and until recently some of the 19th century fish stores and an icehouse survived on Fish Wharf. Within the back

## Character Area Summary

lanes are sections of historic cobbled road surfacing. The now unused 19th century Dolphin Inn (later the Fish Wharf Refreshment Rooms) stands on the corner of Fish Wharf and South Denes Road. Some 19th century industrial buildings survive within the present-day yards.

Most of this Area forms part of the working river port and is not open to public access.

### 7. East Quay

The main extent of the river port on an area of the South Denes developed during the 20th century. This was an open area of sandy grassland up until the early 20th century, used for stock pasture, seasonal herring curing and net-drying. Along with the wider area of the South Denes, this Area was used for military training and the siting of war-time military defences.

The current character is more open than Fish Wharf, with larger blocks of modern warehousing, industrial premises and freight yards. The quaysides also comprise larger open working areas associated with bulk cargo handling. The open nature of the Area offers glimpses of the River Yare and Gorleston through wire fencing from the lanes between the yards.

A set of steps leading down to the river on East Quay are associated with the Lower Ferry crossing from Gorleston that ran from the bottom of Ferry Hill to the South Denes until the late 1990s.

There is open access through the Area via South Denes Road, which runs along the edge of East Quay. The commercial yards and premises on either side of the road, however, are now largely closed off and private.

### 8. Marine Parade

The 19th century Marine Parade was established as Great Yarmouth's recreational resort and leisure beach. Within the brightly coloured attractions of the present-day resort, however, it is the 19th century former lifeboat station and home for shipwrecked sailors that contribute to the town's port-related character.

The brick-built lifeboat station now lies behind a modern shop façade, its north side painted black but with its narrow arched windows and decorative gables intact. It is separated from the former home for shipwrecked sailors by a 20th century residential complex and amusement arcade.

The former sailor's home is a handsome building of Gault brick with red brick dressings facing on to the present-day seafront. A small clock is set within a pediment on its front elevation. An early 20th century single storey stucco addition to the rear of the building was the home of the maritime museum until 2002. The main building is the town's Tourist Information Office.

The present-day character of both buildings reflects the modern resort within which they are set but there remain tangible links to their maritime past and all that signifies. While the lifeboat house is now slightly removed from its context by the addition of a modern frontage, views from and around the former sailor's home embrace both the modern beach resort and the open sea.



## Character Area Summary

### 9. North Pier

North Pier and its timber breakwater extend out into open sea from the mouth of the River Yare. The Area includes an adjacent section of open coastal ground and Spending Beach to the northwest of North Pier.

Prior to the early 20th century the open coastal ground was part of the South Denes and was edged along the estuary side by a sandy beach. This has been consolidated during the later 20th century by boulders and some made-up ground and, more recently, the southern arm and breakwater of the Outer Harbour.

North Pier retains its 19th century form with some 20th century additions. The 19th century stone and timber jetty largely survives along with a 19th century pier. The western end of the jetty has been modified during the 20th century, with the loss of several small piers in this area.

Until recently this Area was generally open to public access along the coastal ground and onto Spending Beach. However, it is now fenced off as part of the Outer Harbour development and is no longer publicly accessible. Its open and windswept character survives and there are wide open vistas across the estuary mouth and River Yare and across to Gorleston.

### 10. Outer Harbour

The 21st century Outer Harbour on the eastern side of the South Denes provides deep water facilities for the modern working port. The new harbour, with its two curving boulder-built breakwaters, encloses a deep water harbour on what was formerly part of South Beach. Additional land either side of the Outer Harbour has been reclaimed to provide space for new development.

The Outer Harbour currently comprises deep water berths for freight vessels and offshore rigs. The scale of the rigs means that when in harbour they dominate the skyline and the views to this Area from Gorleston and Southtown and from points within the town. The quayside forms a large open space for cargo handling and aggregate storage. To either side of the harbour there is currently disused open ground awaiting new development.

The character of this Area is one of substantial development with areas of open ground amidst the phases of development. The Outer Harbour contrasts with the river port by looking out to the North Sea and away from the more enclosed intimacy of the river. As a commercial part of the port the Outer Harbour is private access only and views into it from South Denes Road through the perimeter fencing are only partial.

### 11. South Denes

An area of industrial units and depots on the South Denes, formerly open coastal ground until the early 20th century. During the early 19th century the Nelson's Monument and Nelson's Hotel were constructed in the northern section. Early maritime development in the northern section of this Area included a 20th century ice factory and net works.

The southern section of the Area was historically used for military training and was the location of a series of

## Character Area Summary

wartime military defence works.

The imposing Nelson's Monument continues to dominate the northern part of the South Denes. Built of Coade Stone with a fluted Greek Doric column and pedestal, the scale and grandeur of the monument remains a powerful demonstration of how wealthy and important the town was during the late 18th to early 19th century. Set within a wide open square the monument today provides a striking contrast with the modern grid development of industrial units and business premises that now occupy the southern section of the Area. Matching it for domination of the modern skyline are the twin cooling towers of the 21st century South Denes Power Station.

The character is generally open with a grid plan form in the south. Industrial and commercial buildings in this section are relatively uniform in scale and appearance. A number of early 20th century brick-built buildings and sections of yard walls survive within the modern built fabric. Views from within the Area are long and open and include glimpses of the beach and riverside. Roads through the area are largely open to public access but individual industrial units are largely enclosed and private.

### 12. Royal Naval Hospital

St Nicholas's Hospital, or the Royal Naval Hospital, was built in 1809-1811 to care for naval casualties during the Napoleonic War. St Nicholas's Recreation Ground to the east of the hospital was created out of the extended hospital gardens. The wider Area was used as a military barracks for a short time during the mid-19th century before reverting to hospital use. During the Second World War it formed part of the naval shore base HMS Watchful. It is now converted to residential use.

The external red brick boundary walls of the hospital survive and enclose the site on four sides. The exterior of the main hospital building, built of yellow brick in Flemish bond with Portland stone dressings, largely survives in its original form with four wings enclosing a large open courtyard. The hospital grounds are mostly intact with some small-scale development in the northern section. To the east of the hospital gardens St Nicholas's Recreation Ground is enclosed by low yellow and red brick walling. Part of it is now a public car park.

The character of this Area is generally enclosed but preserving areas of open green space. The height and symmetry of the hospital buildings contrast with the surrounding lower-lying residential terraces. The perimeter wall is an imposing feature that dominates the Area. Within the walls large areas of preserved green space compete visually with the genteel grandeur of the hospital buildings, which make a powerful statement at the Area's heart.

East of the hospital St Nicholas's Recreation Ground preserves a recreational green space with open views to South Beach and the sea. It contrasts with the enclosed character of the hospital by being publicly accessible and visually engaging with surrounding areas of the town. The hospital grounds are part of the private residential development but are open to the public during publicised Heritage Open Days.

## Character Area Summary

### 13. Gorleston South Pier

South Pier and Brush Quay at Gorleston form an open recreational space, popular with walkers and anglers. The pier and riverside quay offer open riverside walks and public car parking space. The Great Yarmouth and Gorleston Sailing Club is based at the eastern end of Brush Quay in front of the Pier Hotel, overlooked by the harbourmaster's office. Behind the harbourmaster's office an enclosed yard and 20th century warehousing occupies the footprint of the former harbour works.

The current South Pier is wholly modern in appearance but largely preserves its 19th century footprint. A modern sea defence wall dominates the pier, protecting its vulnerable position at the estuary mouth from the threat of future flooding. A 20th century coastguard station has replaced the 19th century lighthouse at the pier end.

Gorleston lighthouse on Quay Road overlooking Brush Quay is a striking building. Its simple elegance and dominating aspect are in contrast to the low height of the neighbouring shops and houses on Quay Road. The lighthouse is a prominent landscape feature within the Area as well as being a distinctive landmark from large areas of the town on both sides of the river.

The Area has a bright and open character, particularly popular in the summer season when holidaymakers flock to the town. Views within and from the Area are open and far-reaching, incorporating aspects of the coastline and open sea as well as offering selective views upriver towards Great Yarmouth and Southtown. The Area is generally open to the public to enjoy as a recreational space. In addition to the many walkers that enjoy the windswept nature of the open pier the quayside is typically lined with anglers hoping for a good catch.

### 14. Hewett's Wharf and West Quay

West Quay and Hewett's Wharf at Gorleston form a narrow strip of quayside, part of which is still operated by the present-day port. The quaysides intersperse with a series of historic timber dolphins and slipways with direct access to the river, in contrast to the majority of the quaysides within the modern river port where low sea defence walls form a physical barrier. The west side of the Area is defined by a steep river cliff on the far side of Riverside Road. The River Yare bounds the Area to the east. At the foot of North Icehouse Hill a group of 19th century former warehouses are converted to small-scale industrial or residential usage. One of these buildings now houses the TS Norfolk Sea Cadets Corps.

The present RNLI Great Yarmouth and Gorleston Lifeboat Station stands at the southern end of West Quay. It is a yellow and red brick building that incorporates the original 19th century lifeboat house with an early 20th century extension. To the north is the 19th century Gorleston Volunteers Lifeboat House, where the inscription on the gable wall is set within a decorated brick frame. To the east of the railed walling enclosing the lifeboat house is a short indent in the quay where a row of post medieval timber dolphins once stood. A section of boulder sea defences has replaced the dolphins but some of the timber uprights

## Character Area Summary

are still visible.

West Quay is a narrow strip of quay with modern concrete surfacing, sectioned off from Riverside Road by low concrete barricades and protected on the riverside by a low concrete sea defence wall. The open quay still provides berthing facilities along the riverside.

On the west side of Riverside Road, where West Quay becomes Hewett's Wharf, a block of 20th century industrial units and depots have replaced a 19th century dry dock complex, thought to have been lost to bomb damage in the Second World War.

Hewett's Wharf continues on from West Quay and at its southern end is a 20th century red brick port building. Adjacent to this is a former 19th century icehouse, now a warehouse.

To the north of the former icehouse is another indent in the quay. A series of 19th century timber dolphins still survive in this section, built out from a shingle beach to provide access to the deeper water. Alongside the surviving dolphins there are additional upright timbers associated with the historic timber dockside in this area. A 20th century concrete slipway lies adjacent to the dolphins to the north. There is no defensive sea wall along this section and consequently there is a more intimate relationship with the River Yare.

The Area generally retains close links to the river and the modern working port. Although sections of the quays are open to public access, some areas are closed off for port operations. The indent containing the timber dolphins is a tangible link to the historic quaysides on the Gorleston side of the river and the views along and across the River Yare are at their most open along this section. On the west side of the area the river cliff along Riverside Road forms a dominant and imposing boundary, obscuring views out from the Area to the west.

### 15. Southtown Quays

The quays at Southtown line the Yare from Fisherman's Wharf in the south to Portland Wharf in the north. The Area also includes Ferry Hill and the Ferryboat Inn as well as the two historic port-related buildings on High Road and Ferry Hill, Captain WG Manby's house and the former customs house.

The quays in this Area form part of the working port, providing cargo handling services and offshore construction and maintenance facilities. Towards the northern end are dry docks, aggregate yards and maritime-industrial premises on what was formerly an area of timber yards, saw mills, boat yards and malthouses.

Fisherman's Wharf at the southern end of the area was built out on reclaimed land to the east of Riverside Road during the early 20th century. It is now lined with containers used by local fishermen to store their equipment. The quay is the surviving remnant of the once flourishing fishing industry in Great Yarmouth, although on a much smaller scale.

Fisherman's Wharf and the junction with Riverside Road and Ferry Hill occupy a tight narrow space at the foot of the steep river cliff. From the foot of Ferry Hill stone

## Character Area Summary

steps lead down between brick boundary walls to the jetties that formerly served the Lower Ferry service across to the South Denes. Ferry Hill and Ferryboat Lane, with the Ferryboat Inn at their junction, all preserve the long-running ferry service through their place-names.

Close to the junction of Ferry Hill and High Road is a 19th century former customs house, now a residential property, and behind this, the house once occupied by Captain WG Manby, now marked by a blue plaque. Both residential, these buildings are tangible links to Great Yarmouth's maritime heritage and the past role in the development of maritime safety.

Beyond Ferry Hill and out on to Malthouse Lane the Area opens out towards the quaysides at Southtown, which are at least 18th to 19th century in date. Malthouse Quay and Gashouse Quay currently house offshore support facilities. Modern warehousing has replaced the former maltheuses on both sides of the road at Malthouse Quay but the frontage to Gashouse Quay along Beccles Road retains some 19th century red brick buildings and surviving boundary walling associated with the 19th century former gasworks.

Bollard Quay is a narrow strip of open quayside adjacent to Southtown Road. It has modern brick surfacing and is edged by a low defensive sea wall. The quay now provides mooring facilities for offshore supply ships. To the north of Bollard Quay there are a series of aggregate yards and marine company offices. An early 20th century red brick building survives on Holmes Wharf, now company offices. Holmes Wharf was the site of timber yards, boat yards and saw mills during the 19th century.

The early 19th century Fellows Dry Docks at Southtown partly survive within Richards Dry Dock and Engineering Ltd and its subsidiary company Alicat. Only the southernmost dry dock remains extant, however, and the associated buildings and warehousing are all 20th century in date.

To the north of the dry docks the former Southtown Arsenal, constructed in 1806, has seen various uses since its origin as a supply stores, including a military barracks. Some of the original buildings were demolished or destroyed by bombing raids during the Second World War. The remaining buildings are partly disused and partly in private ownership.

North of the former Arsenal the port facilities continue in a series of yards and industrial premises, some of which are now fronted by domestic housing along Southtown Road. Within these yards there are some surviving historic industrial buildings, the majority of which are 19th century in date. A particularly impressive example is Waveney Corn Mill. The imposing brick-built mill fronts the riverside whilst smaller ancillary buildings dating to the late 19th to early 20th century stand adjacent to Southtown Road.

The northernmost section of the Area is occupied by a modern superstore on what was formerly the goods yard of Southtown Station. Timber yards and a saw mill occupied the site during the later 19th century and in the northeast corner is a red brick thatched icehouse, formerly one of two that stood here and now possibly

## Character Area Summary

the only one of its type left in the country. The icehouse distinctly contrasts with its immediate surroundings. The thatched roof gives the building an older air but it is now completely dominated by larger-scale modern buildings, most of them non port-related. Prime views of the icehouse are from the main road leading to the Haven Bridge.

The overall character of this Area is largely one of maritime industrial quayside, enclosed behind high walls and fencing and separate from urban Southtown. Within this the pocket of narrow and steep lanes leading down to the Lower Ferry point are enclosed and intimate spaces, quiet and relatively traffic-free. Views within and across the Area are limited and restricted by the scale of buildings or the narrowness of the historic lanes. There is public access along the main roads and the pedestrian areas of Bollards Quay and also more generally in the north of the Area, where port activity and the town becomes more dovetailed. The Lower Ferry is now closed off to public access although the steps leading to the jetties are open, with partial views across the jetties and the river.

### 16. Cobholm

An area of largely disused quayside with some industrial units at Saul's Wharf, Cobholm, formerly a strip of mills, maltheuses, saw mills, timber yards and boat yards along the River Yare north of Haven Bridge.

At the southern end of the Area is the 19th century red brick built former Foundry. The building later became the Shipley veterinary practice and still bears the inscription 'Veterinary Hospital' over a bricked up archway on the southwest gable.

At the northern end of the Area is a 20th century boatyard, now an offshore wind turbine support base. A series of 19th century landing stages and slipways associated with the former boatyard extend into the River Yare. Beyond these a series of 20th century weather-beaten timber dolphins extend northwards along the line of the river.

The late 18th to early 19th century form of Saul's Wharf survives although with some modern surfacing. A low sea defence wall extends along its length following the curve of the river. At the northern end of the Area the former timber yards and allotments now form open ground with the flood defence wall continuing along the riverside.

The character of the Area is generally enclosed, either through the fencing off of disused quayside and development land or through the enclosure of private facilities and business premises. Access to and views across the Area are restricted due to enclosure fencing and the presence of some industrial buildings within the site. From within the Area there remains a close and tangible link to the River Yare in the northern section, although the sea defence wall creates a physical barrier between the two Areas in the south. Views out from the Area across the river towards Great Yarmouth and the Breydon Bridge are open and far-reaching. The general outlook is towards the river rather than inland and feels removed from the 20th century residential development.



## Conservation values of the port heritage assets

In 2008, English Heritage published *Conservation Principles*, containing its framework and guidance for assessing the range of values pertaining to the historic environment (English Heritage 2008). *Conservation Principles* identifies four main types of values: Evidential, Historical, Aesthetic and Communal Values (*ibid*). The following subsection uses that framework to present a preliminary assessment of the values and significance attached to Great Yarmouth's present port-related heritage.

### Evidential

– ‘the potential of a place to yield evidence about past human activity’

The quaysides of Great Yarmouth, Southtown and Gorleston have significant evidential value by contributing greatly to the historic character, time-depth and understanding of the port's present landscape and past development.

Within the Town Quays Character Area, the former Port Haven and Commissioner's Office and adjacent Customs House provide good evidence for the administration of the port in the 19th and 20th centuries.

The street plan and concentration of extant port-related historic buildings in the Town Core Character Area provides clear evidence of the form and character of Great Yarmouth's port in the early stages of its development. The rows created as part of the medieval planned town in the Area are strong evidence for the early development of the port's infrastructure and the reclamation needed for the expansion of its quays.

The wealth created by the port in the past is reflected in the number of former merchant's houses. These buildings are also of strong evidential value to understanding the importance of the herring trade to Great Yarmouth. Further evidence for this importance is provided by the medieval Tolhouse, the Fisherman's Almshouses and the 19th century fish curing houses at Trinity Place and Well Street. As such, these buildings are of significant evidential value.

On the western side of the Yare, the two 19th century icehouses are of evidential value for the infrastructure needed to support the fishing industry.

The imposingly built Royal Naval Hospital is of high evidential value in demonstrating the important role Great Yarmouth's port played in relation to the Royal Navy in the past. Similarly, the historic buildings associated with Southtown Barracks are of significant evidential value as they are directly associated with Great Yarmouth's supply role to the fleet during the Napoleonic Wars.

The Gorleston Volunteer Lifeboat House and adjacent RNLI lifeboat station are good evidence for the dangers faced by the fisherman and sailors using the port. The buildings are also solid evidence for the role charitable institutions and the beach companies played in improving maritime safety. In a similar

vein, the Sailors Home in the Marine Parade Character Area is also of high evidential value whilst the surviving lifeboat house nearby is also significant, albeit more in a more subtle way.

As the last surviving historic dry dock in the port, the dock in the Alicat boatyard in the Southtown Quays Character Area is of significant evidential value.

As an early navigation aid the Gorleston lighthouse is of high evidential value, especially when taken in the context of the Gorleston South Pier Character Area. Brush Quay and South Pier, as well as the North Pier and the shape and extent of the River Yare here provide strong evidence for the considerable effort needed to create and protect the port's harbour.

### Historical

– ‘the ways in which past people, events and aspects of life can be connected through a place to the present. It tends to be illustrative or associative’

Great Yarmouth's role as a port and its location at the mouth of the River Yare is critical to understanding the town's history. The current port operations maintain the continuity of its maritime role into the present and future. The move away from fishing to the offshore energy industry and the development of deeper-water facilities reflects local, regional and national changes in the past 50 years but also the port's adaptability that has been a constant feature of its development.

The understanding of Great Yarmouth as a port is of high historical value to the understanding of the Rivers Yare and Bure, the successive changes of industry that crowded their lower reaches and the character of the people who lived with the estuary as a mainstay in their lives.

In addition, the retention of historic place-names relating to port-related buildings, quays and wharves, ferries, places and people gives extra depth to Great Yarmouth's diverse history as a port and the communities that shaped it.

A large part of Great Yarmouth's historical value is its significance as a nationally important medieval port when it rose to prominence as a fishing port associated with the trade in herring. It continued to play a nationally significant role in England's North Sea fishing industry into the late 19th and early 20th centuries.

As a nationally significant port from the 17th century up until the end of the Second World War, Great Yarmouth's port played an important part in defending England's coastal waters during times of conflict, in particular for its role during the Napoleonic Wars, from which the port's relationship with Admiral Nelson developed, which is also of considerable historical value.



Fig 10 Gorleston Volunteers Lifeboat House, West Quay.

Great Yarmouth also played an important historical role in developing maritime safety during the 19th century. It was home to one of the Trinity House depots for two hundred years and Captain WG Manby developed the ship to shore emergency communications line whilst living in the port. The port is of historical value in its links to the early years of maritime rescue in Norfolk in the form of the Beach Companies, Norfolk Shipwreck Association and the early RNLI service.

## Aesthetic

– ‘the ways in which people draw sensory and intellectual stimulation from a place’

As a working port, Great Yarmouth’s constantly changing activity generates interest for many, whether from the shipping movements, the type of cargoes being stored and redistributed, or the buildings and structures associated with its use. To some, these activities may not always be seen as attractive but nonetheless many find them stimulating and they arise as a direct consequence of the port’s historic development and its continuing industrial use today. The scale of the port infrastructure and the ships using it visually dominate the riverside frontage on both sides of the River Yare, along with the recent addition of the Outer Harbour to the north of the estuary mouth.

The many historic port-related and industrial buildings within Great Yarmouth are testament to the town’s maritime heritage. The coherent historic core of the medieval port focussed around Hall Quay and South Quay contrasts with the peripheral riverside areas that were once the hub of 19th century industry and which now form the major part of the present-day river port.

The gentler character of the River Bure with its slow moving narrow boats and cruisers contrasts with the busier mouth of the River Yare. Below Haven Bridge the river forms the hub of the modern working port. As the port gives way to the coast the river and beachside areas of the town take on a more recreational and leisure-based character, bright with colour and seaside cheer.

It is also possible to appreciate, however, that it may be difficult for people to give aesthetic value to some areas of docks and port-related riverside industry, where buildings and structures have gone out of use or where derelict buildings and brownfield sites await reuse and regeneration.



Fig 11 RNLI Lifeboat Station, West Quay, Gorleston.

## Communal

– ‘the meaning of a place for the people who relate to it, or for whom it figures in their collective experience or memory’

It is evident from people writing about its history that there is considerable affection for the port, its traditional industries and for its future success.

Great Yarmouth Borough Council provides town trail guides and information boards within key areas of historic interest. Guided heritage walks are run throughout the year and there are designated Heritage Open Days in September to historic areas not usually open to the public.

Community memorials and blue plaques commemorate Great Yarmouth’s prominent citizens and local heritage.

The importance of Great Yarmouth as a once major fishing port is commemorated by the museum on the *Lydia Eve*, berthed at South Quay and run by the Lydia Eve and Mincarolo Trust. The Time and Tide Museum and Great Yarmouth Potteries are both located within former fish curing houses with the Time and Tide Museum dedicated to the history of Great Yarmouth and its fishing industry (Lydia Eve and Mincarolo Trust website; Time and Tide Museum website).

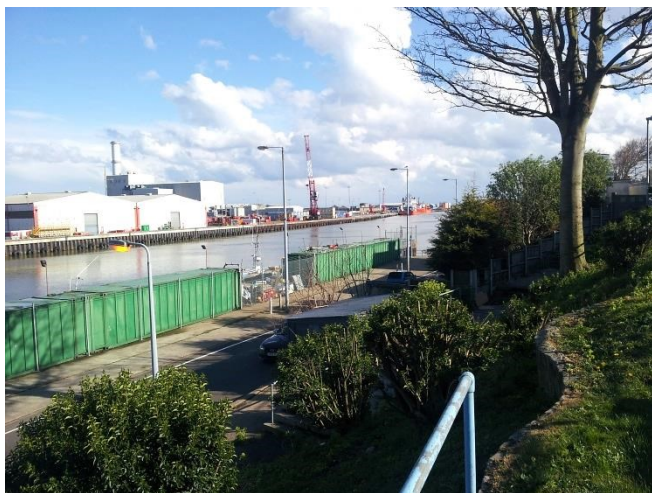
The Great Yarmouth Maritime Festival is an annual event every September run by the Greater Yarmouth Tourism and Business Improvement Area Company (Great Yarmouth Maritime Festival website).

The Great Yarmouth Preservation Trust was founded in 1979 to preserve the historic built environment in the town. Since its foundation the Trust has conserved and restored several historic buildings including the Tower Curing Works, the Nelson Museum and Vauxhall Bridge. The Trust also arranges heritage open days and training events (Great Yarmouth Preservation Trust website).

The town also has a local history and archaeology society for local heritage enthusiasts (Great Yarmouth Local History and Archaeological Society website).

The National Trust’s Elizabethan House Museum on South Quay celebrates life in a former 16th century merchant’s house. The Nelson Museum on South Quay is dedicated to the life and career of Admiral Nelson and his connection with the town.





*Fig 12 looking southeast across Fishermans Wharf, Gorleston, to East Quay.*

## Current levels of heritage protection

Within the Town Core Character Area, the Town Walls, the site of the Greyfriars Franciscan Friary and the medieval vaults under 50-56 Howard Street are Scheduled Monuments (SM 1003782; 1017910; 1003935).

The Town Core Character Area falls within the Hall Quay and South Quay, King Street and Market Place, Rows and North Quay Conservation Areas. It includes a large number of Listed Buildings. Of these, there are two Grade I port-related Listed Buildings; the 12th century Tolhouse on Tolhouse Street and the 18th century Fishermen's Hospital on Priory Plain (LB 1245560; 1096820). The two 19th century fish curing works are both Grade II\* Listed Buildings (LB 1096791; 1245561). There are also three Grade II port-related Listed Buildings: an 18th century warehouse at 55 North Quay, a 17th century house and warehouse at 2 Row 71 and an 18th century house and warehouse at 3 Greyfriars Way (LB 1246061; 1245914; 1096833).

The North Quay Character Area falls within the Market Place, Rows and North Quay and the St Nicholas and Northgate Street Conservation Areas and contains the western end of the Town Walls and the North Tower, part of the Town Walls Scheduled Monument (SM 1003782). The Area includes the 19th century Grade II Listed Vauxhall Bridge (LB 1245562).

Within the Town Quays Character Area, numbers 6, 7 and 8, Row 111, South Quay and a merchant's house on Row 117, South Quay are Scheduled Monuments (SM 1003958; 1004020).

The Town Quays Character Area falls within the Hall Quay and South Quay Conservation Area and includes several port-related Listed Buildings: the 16th century Grade I Listed merchant's house at 4 South Quay (LB 1271611); the Grade II\* 18th century Customs House (former merchant's house) and 17th century Old Merchant's House on South Quay (LB 1245800; 1245917); the Grade II Listed 16th century merchant's house at 3 South Quay, 17th century merchant's house at 11 South Quay and the 20th century Port and Haven Commissioners



*Fig 13 One of the 19th century timber dolphins at Hewett's Wharf, Gorleston.*

Offices, also on South Quay (LB 1271610; 1271615; 1245801).

The Fish Wharf Character Area contains the 19th century Grade II Listed Dolphin Public House (LB 1096829).

The Marine Parade Character Area falls within the Seafront Conservation Area and includes the Grade II Listed Maritime Museum (formerly the home for shipwrecked sailors) (LB 1246585).

The South Denes Character Area includes Grade I Listed Nelson's Monument on Monument Road (LB 1246057).

The Royal Naval Hospital Character Area falls within the Camperdown Conservation Area and includes the Grade II\* Listed St Nicholas Hospital Main Block and Entrance Range (LB 1245983; 1245984) and the Grade II Listed St Nicholas Hospital South Block, Walls and Railings, and CSSD Store (LB 1245985; 1245986; 1245982).

The Gorleston South Pier Character Area falls within the Gorleston Conservation Area Extension and includes the Grade II Listed Lighthouse (LB 1245979).

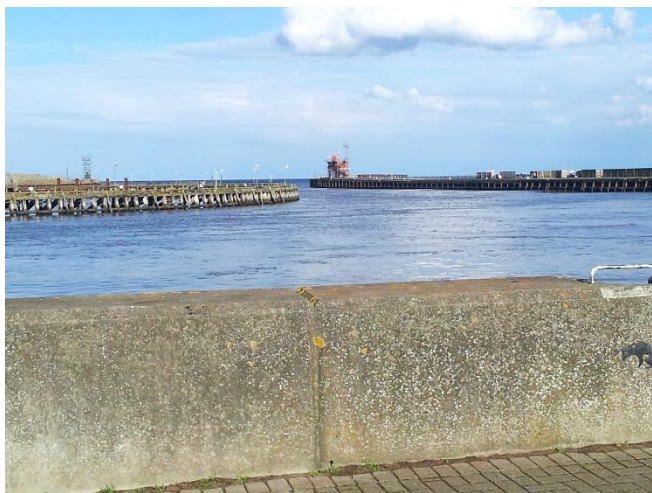
The Southtown Quays Character Area falls within part of the Gorleston Conservation Area Extension and includes a number of Grade II port-related Listed Buildings: the house occupied by Captain WG Manby on High Road is one of a pair of 19th century red brick residences (LB 1246970); the early 19th century ice house on Bridge Road (LB 1096794) and five Grade II Listed buildings associated with the former Southtown Arsenal and barracks (LB 1245811; 1245812; 1245810; 1245814; 1245815).

The Cobholm Character Area includes the 19th century Grade II Listed Shipley Veterinary Surgery (LB 1245554).

## Pressures for change

The need and desire for regeneration in Great Yarmouth is high in response to the difficult economic times of the recent past. The challenge is to revitalise the town and port while retaining the distinctiveness of the place and pride in its past achievements. With sufficient understanding, the





*Fig 14 Looking east from Quay Road, Gorleston, towards North and South Piers.*

character of its cultural heritage can provide a positive asset in achieving that dual goal for the future Great Yarmouth that will emerge.

The main pressure upon the port and other port-side operators is the economic need to remain commercially viable. The changing nature and focus of the port's industries, the increasing size of vessels and major changes in port technology and provision nationally, has meant that the port has had to regularly revise its business model - a situation which will continue in the future.

The fishing and shipbuilding industries that were once integral to Great Yarmouth's maritime economy have been replaced by the offshore energy sector and small-scale bulk cargo operations. The dry docks and shipbuilding yards, wharves and quays have all been redeveloped in some way as depots, storage areas and support facilities for these industries.

As the offshore and renewable energy sectors form the main basis of Great Yarmouth's port-related economy any fluctuation or downturn in them could have a marked effect on the port.

Two of the port's earliest quays, Hall Quay and South Quay, are now only used for berthing as the modern road, the A1423, uses much of the quay space. Road congestion and access to the wider road network is an area of concern for Great Yarmouth. A public consultation in 2009 assessed the options for a new road bridge across the Yare, the favoured location selected being from Fish Wharf to the Gashouse Quay area in Southtown. No proposal has as yet been agreed but the proposal is likely to be the focus of much lobbying in the future (Norwich Evening News website).

North of the Haven Bridge the Yare is little used as part of the commercial sea port except for one or two small-scale operations that require limited boat access. North Quay has non port-related small-scale industrial units and areas of brownfield land whilst Saul's Wharf at Cobholm is awaiting development.

The narrowness of the river harbour poses problems for the larger modern vessels and The Great Yarmouth Port Authority has to dredge the river to maintain depth. In response to these problems the



*Fig 15 Looking northeast from Hewetts Wharf, Gorleston, towards East Quay.*

Outer Harbour was constructed to create deeper water facilities for the port. The proposals to establish a new container and Ro-Ro ferry terminal have not been taken up so far and the Outer Harbour largely operates in support of the offshore energy industry. Eastport are currently hoping to sell the Outer Harbour.

Recent assessment of shoreline change at Great Yarmouth by the Centre for Environment, Fisheries and Aquaculture Science (Cefas) has indicated that the construction of the Outer Harbour has had a local impact (1.5km) on beach accretion/erosion to the south at Gorleston and to a lesser extent to the north at Great Yarmouth (Rees *et al.* 2014; Dolphin and Rees 2011).

The Shoreline Management Plan 2 (SMP2) provides a long-term risk assessment relating to future coastal evolution and presents a policy framework to address the risks to people and the developed, historic and natural environment in a sustainable manner. Flooding and sea level rise is a present and future threat to Great Yarmouth and Gorleston.

The Kelling to Lowestoft Ness SMP2 assessed the shoreline at Great Yarmouth and Gorleston to be currently well-protected by their beach fronts (AECOM 2012; North Norfolk District Council Website, Shoreline Management Plan Area 6).

The recommended long term policy for Great Yarmouth is to hold the line and defend the frontage until 2050. The beach is expected to provide the primary defence to much of the area, although some defence works may be required at the southern end to maintain existing seawalls and groynes and the port entrance.

The recommended long term policy for Gorleston is to hold the line of existing defences but to replace and enhance existing defensive structures if required. The beach at Gorleston may be more vulnerable to sea level rise in the long term and in the very long term it has been recognised that holding the existing line may become increasingly difficult and expensive.



*Fig 16 19th century icehouse at Southtown; possibly the only one of its type left in the country.*

## Heritage risk assessment and opportunities

This Port Heritage Summary has highlighted the essential historic character and heritage assets that underpin Great Yarmouth's port-related character.

Regeneration planning which is informed and inspired by these elements can take a proactive approach to ensure that new developments enhance the distinctiveness and strong 'sense of place' which arise from Great Yarmouth's historic cultural development rather than developing it as if from a blank canvas. Such culturally-informed regeneration will ultimately be more sustainable for the local community.

Great Yarmouth's high profile historic port-related buildings are generally recognised for their significance and are duly being celebrated and maintained. There are some at risk of being overlooked, however. This is particularly evident in some of the buildings fronting on to South Quay, many of which are underused. These include the Listed former Customs House and adjacent Port and Haven Commissioners Office. Both buildings are currently unused and it is important that sensitive reuse is found for them.

Southtown Arsenal and later Barracks at Gorleston have been partly taken over by a commercial company but some buildings still stand empty. A number of these are Listed Buildings but no historic or archaeological record has been made of this site.

The Listed icehouse adjacent to Haven Bridge on Bridge Road is a distinctive and unique building and a sole survivor of its kind. It is currently underused and at risk if no future use can be established for it.

The Waveney Corn Mill next to the riverside at Southtown is a rare surviving example of an industrial mill in Great Yarmouth. Having survived wartime bombing and a subsequent damaging fire it has already lost some of its historic integrity and is now converted to electric power, which has replaced its original workings. It is important that the building is retained in future due to its significance to Great Yarmouth's 19th century industrial heritage.

The Listed foundry, now part of Shipley House, on Steam Mill Lane, Cobholm, is also a fine surviving example of a 19th century industrial building, located



*Fig 17 The Royal Naval Hospital and St Nicholas Recreation Ground from marine Parade.*

to make use of the river as a source of power. The building saw historic conversion to a veterinary surgery but is currently underused within the residential re-development of Shipley House. Its future well-being should consider its significance as one of only a handful of surviving industrial buildings at Saul's Wharf in Cobholm, particularly in the light of planned development in that area.

The river port and its adjacent areas of historic port-related industry are juxtaposed with modern re-development. It is difficult to draw a clear distinction between some of these areas through rapid assessment. There are many historic buildings and structures within the modern industrial yards and commercial premises that would benefit fuller evaluation.

Their architectural detail is often attractive and they have high group heritage value as they represent an area of ancillary 19th and early 20th century port-related industry. Raising awareness of their heritage value would benefit future development proposals and promote sympathetic redevelopment with heritage in mind.

At present there is no Extensive Urban Survey assessment for Great Yarmouth. Urban surveys are undertaken to help local authorities, Historic England and others to provide heritage information and ideas to help guide future development and support historic environment input into the planning process.

Areas of ground disturbance in certain Character Areas could potentially reveal buried archaeological deposits, although that potential could be limited by previous substantial ground disturbance.

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[www.cau.org.uk](http://www.cau.org.uk)