



The Friars Conservation Area Character Statement



The avenue from the Southgate, instead of opening, as formerly, through the narrowest and worst streets, has been diverted in a direct line more to the east, and now presents the traveller an approach superior to that of most maritime towns in the kingdom, being a broad and spacious street called London Road.

William White 1845

Contents

Introduction	2
Setting and Location	2
King's Lynn - Origins and Historical Development	3
King's Lynn Conservation Area 1969 to 2001	7
Changes to the Designation of King's Lynn Conservation Area 2003	7
The Friars - Origins and Historical Development	7
Character Overview	11
Spaces and Buildings	13
Listed Buildings	19
Important Unlisted Buildings	22
Post-War Development	23
Traditional Materials	24
Archaeological Interest	24
Detractors	24

Appendices

Appendix 1	26
Appendix 2	27
Conservation Objectives	28

Introduction

A Conservation Area - “An area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance”.

The conservation of the historic environment is part of our quality of life, helping to foster economic prosperity and providing an attractive environment in which to live or work. The Borough Council is committed to the protection and enhancement of West Norfolk's historic built environment and significant parts of it are designated as conservation areas.

Conservation areas were introduced by the 1967 Civic Amenities Act. Local Authorities were required to identify areas of special architectural or historic interest, whose character or appearance it is desirable to preserve or enhance, and to designate them as conservation areas. This duty is now part of the 1990 Planning (Listed Buildings & Conservation Areas) Act which also requires the review of existing conservation areas and, where appropriate, the designation of new ones. The quality and interest of a conservation area depends upon a combination of factors including the relationship and architectural quality of buildings, materials, spaces, trees and other landscape features, together with views into and out of the area.

The King's Lynn Conservation Area was first designated in 1969 and extended in 1979 and 1991. This document highlights the special qualities which underpin the character of the conservation area, justifying its designation. It also seeks to increase awareness of those qualities so that where changes to the environment occur, they do so in a sympathetic way without harm to the

essential character of the area. This type of assessment has been encouraged by Government Advice (PPG15) and it has been adopted as supplementary planning guidance

This character statement does not address enhancement proposals. Community led enhancement schemes will be considered as part of a separate process.

Setting and Location

King's Lynn stands at the south-east corner of The Wash, but several kilometres from open water, at the outflow of the River Great Ouse, 170 kilometres (106 miles) from London, 69 kilometres (43 miles) west-north-west of Norwich, 74 kilometres (46 miles) north of Cambridge and 56 kilometres (35 miles) north-east of Peterborough.



Its location at the mouth of the Ouse, and the inland waterways that it serves, brought the port its early success. The basins of the

Gaywood River and the River Nar enter the town from the north-west and the south so the land is flat, and indeed much of it is reclaimed from the sea. But 11 kilometres (7 miles) to the east, the ridge of the western chalk escarpment rises to over 90 metres along the roughly north-south line of the Peddar's Way. King's Lynn is a low-lying conurbation, with salt marshes to the north and the dyke-lined Fens stretching away to south and west, often below sea-level. Huge skies dominate the nearly featureless, tree-swept landscape. Beyond Lynn to the north-west is the Wash. From King's Lynn itself views are limited, for nowhere in the conservation area does the land dip below three metres or rise to six metres above sea-level. There are good views within the town, but to architecture not landscape, with the exception of The Walks. One of the best views is from West Lynn over the River Great Ouse to the long and varied quays of the town.

The whole area is agricultural, with the soil of the Fens being among the most productive in Europe. Vegetables for freezing and processing are grown locally and this determines the nature of the bulk of Lynn's indigenous industry, with the product going by road and from the port of Lynn. The town is in the centre of a local agricultural catchment area, with small- or medium-sized market towns, and the nearest population centre which exceeds Lynn's 35,000 is the city of Peterborough.

King's Lynn - Origins and Historical Development

King's Lynn has its origins in the Saxon period, but the first settlement was small, based round a series of salt-water lagoons defined by the Millfleet to the north and the

River Nar to the south. On the west side were marshes and the open sea, but this has disappeared with the silting of The Wash and the deviation in the course of the River Ouse. The economy was based on fishing, some coastal trade and the production of salt, but it was not a major settlement until Bishop Herbert de Losinga founded the new town in 1100 and began construction of the priory church of St Margaret. Losinga's town was established to the north of the existing settlement, roughly between the Millfleet and the Purfleet with the market at Saturday Market Place.

Benefiting from the patronage of successive bishops of East Anglia, Losinga's new town became a significant regional trading centre and expanded so rapidly that by the middle of the twelfth Century the 'newe lande' to the north, between the Purfleet and the Fisherfleet, was developed by Bishop Turbe. A second market in Tuesday Market Place was established, and St Nicholas's chapel constructed as a chapel-of-ease to St Margaret. The number of religious houses built by the mendicant friars is, as always, a sign of the importance of a town, and in Lynn they arrived early and in numbers: the Greyfriars in about 1230, the Blackfriars in 1272, the Austin friars in 1293 and the Whitefriars in about 1260. To protect these and the expanding European trade the original defence earthworks were replaced to the north and north-east by flint and brick walls begun in the 1290s and running as far south as the Purfleet. South of that, as far as the South Gates, was a system of ditches and earthworks fed by the two rivers, the two fleets and by a canal dug to link the Nar and the southeast quadrant of the defences. Lynn

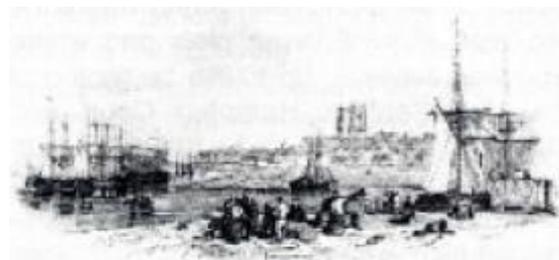
relied on water for landward defences as it relied on the River Great Ouse and The Wash for its prosperity.



Most trade went by sea and river, and there is evidence that ocean-going ships unloaded at quays into river craft for distribution inland. Merchants from the Low Countries had by the 12th Century established the Continental trade in wool: in the 1260s 1200 bales were exported, rising to 2000 by the early 14th Century. In the other direction came Gascon wine, coal, Baltic timber and luxury goods, especially after the Hanseatic League established a trading centre in Lynn. After that only London and Southampton (also with Hansa offices) beat Lynn in export volume and value. In less than 200 years Lynn grew from an obscure Saxon settlement crouching by a salt-water lagoon into the third greatest port of England.

From the 16th Century cereal export dominated, with coal, wine and timber constituting the principal return loads, and by the 18th Century Lynn and Yarmouth were the principal grain handling ports in England. In 1800 these two centres handled more grain traffic than all other ports in England put together. No wonder Defoe

attributed 'more gentry and gaiety' to Lynn than to Norwich: the merchants could afford it.



Trade declined in the 19th Century. First were the Napoleonic Wars, a disaster for a town which specialised in European trade, not with the expanding world empire. In 1844 came the railway, with more convenient and reliable access to the eastern counties, causing a slump in coastal trade. By the last quarter of the Century rail communications from Lynn were some of the best in England, including easy access to London and Hull, stifling the interests of owners of small ships. To compensate, the Alexandra Dock was opened in 1869. Located north of the Fisher Fleet it was capable of taking larger deep-draught vessels and eliminating the big problem in Lynn - the tidal nature of the River Great Ouse which meant that loading and unloading had to be done at the turn of each high tide. The Bentinck Dock followed in 1883, but the great trading days of the port were over.

There was always industry in Lynn: shipbuilding from medieval times, and heavy engineering following the construction of the docks and the arrival of the railway. Traction engines, farm machinery and fairground rides were made at the Savage works, and Dodman's Highgate Ironworks of 1875 made boilers, locomotives and ships. Cooper Roller

Bearings, founded in 1894, is the only surviving engineering works of the 19th Century period.



The period between the wars saw factories serving the new food processing industry, and in 1958 the most famous, Campbells, set up its factory in South Lynn. The post-war industrial boom experienced by King's Lynn prompted the London overspill scheme of 1962, which envisaged a population increase from 25,000 to 50,000 in twenty years. Encouraged by the local authority, fifty new companies came to the industrial estate at Hardwick, south-east of the town, requiring 5,000 extra employees. More houses were provided on the three existing satellite estates to accommodate the surge in population to 38,000 in 1975, and, infamously, the redevelopment of the town centre. Between 1962 and 1971 one fifth of historic King's Lynn disappeared in the area between London Road and the High Street in favour of new shopping malls and pedestrianised streets.

How is this history reflected in the built environment of the town? Power began to pass early from the bishops, but was encouraged by them. Bishop John Grey (1200-22) petitioned King John to grant Lynn a charter to be a free borough, but it was Henry VIII who granted the governing charter

setting up the municipal system of mayor, aldermen and councillors. Almost all of them were successful merchants who before the Reformation conducted town business in the Trinity Guildhall, Saturday Market Place.

Until the Reformation Lynn was concentrated in the strip of land near the river front, with large areas of open ground to the east stretching up to the town walls and ditches. Only the two main highways to the permanent gates of East Gate and South Gates were built up with houses and shops. East of a line roughly following the present Friars Street, All Saints Street, Tower Street and Chapel Street were the fields and the precincts of the friars. An exception was the Whitefriars, whose house to the west of Friars Street to the south-west of the centre survives only as a gatehouse. South-east of All Saints church were open fields and rope-walks.

This pattern of land use remained essentially the same until the first years of the 19th Century. John Wood's 1830 plan (Appendix 2 Map 4) indicates that the two central fleets were still open waterways, much reduced in width, and the southern spur of the Fisherfleet was still identifiable. The first systematic encroachments of the open lands were the development of the Valingers Road area in 1807, the new London Road of 1803-06 and the railway quarter built over the Blackfriars' land north of the Purfleet in the late 1840s and 1850s. These new streets were lined with terraces, and it is terraces that are the most important 19th Century contribution to the town's character.

The remainder of the open land was also being encroached. East of London Road came Windsor Place and Guanock Terrace, and the roads opening north of them, and in the same area south of the Millfleet was the

hospital. The most remarkable and important survivor of the old fields however is The Walks, one of the earliest municipal parks in the country intended for public recreation. The New Walk (the present Broad Walk) was well established by 1753, and planted with trees and hedges, with seats added, by 1762. The Town Wall Walk was laid out in 1800-27, covering an area from Guanock Terrace in the south to Kettle Mills in the north, but was bisected in 1844 by the railway, and the northern section closed in 1870. Further expansions in the 19th & 20th Centuries enlarged and consolidated The Walks (St James' Park 1903, St John's Walk 1906, the Recreation ground east of the walls on land bought between the Wars), so that today a realistic impression can be appreciated of the openness of the land in this part of Lynn through a millennium.

Domestic buildings and those with dual domestic and commercial function survive early in Lynn, the earliest being the stone-built Norman hall at 28-30 King Street, which, when new, looked straight out over the lagoon on the other (west) side of the street. Courtyard houses were confined to the first medieval town, on the west side of Nelson Street and Queen Street where the sea-bank allowed larger plots and where land was available up to the beginning of the 16th Century. Hampton Court and Clifton House were both begun in the 14th Century and Thoresby College in about 1500. More common are houses of an L-shaped plan, with a street front often used for shops, and a range running back at the rear, usually on the south, which contained the Hall. Nearly all the houses on the west sides of Queen and King Streets are of this type, the latter more altered than the former. This plan predominated from the 14th Century. Houses with shops began to disappear after 1560.

Almost every house in Queen Street and King Street has a Georgian front added to an earlier building, for example the early 19th Century front at No.14 King Street conceals a late 17th Century double-pile plan. None of the 18th Century houses had warehouses incorporated within them, and of grander 19th Century houses there is nothing remarkable in King's Lynn. The story is rather of terraced houses, all typical and beginning late, but of generally high quality, especially those in the developments round London Road. In the thirty years from 1821 1,384 houses were built in Lynn. King's Lynn also had its slums, situated in about 160 alleys or yards off the main thoroughfares, in which lived nearly a third of the town's population. Some of these survive and have been restored, but most succumbed to slum clearances in the 1920s and 30s. The gradual expansion of the town outside the walls continued throughout the 19th Century, but major planned developments came with the 20th Century, with council houses going up at Gaywood and North Lynn to the east and north, and at South Lynn.

Warehouses are more remarkable. The river front moved west releasing land and from the 13th Century it became possible to build on narrow plots along the west side of King Street. These plots were elongated in stages until river movement ceased in this area in the 17th Century. The movement of the river in the first town was rather slower, but began earlier when there was less pressure for land by the river. This resulted in more generous sized plots, reflected today in the surviving buildings dating from the 14th - 17th Century around open courtyards. Warehouse design changed from the later 15th Century from ranges parallel to the river, as at Hampton Court, to blocks set gable-end to the river, such as the Hanseatic Warehouse of about

1477 on St Margaret's Lane, the latter configuration capable of extension as necessary. St George's Guildhall on King Street of 1410-30 has behind it a whole series of added warehouses extending to the watergate at the river.

King's Lynn Conservation Area 1969 to 2001

The original King's Lynn Conservation Area was designated in 1969, following the introduction of the concept of conservation areas in the Civic Amenities Act of 1967. At that time the conservation area was confined to the streets surrounding St Nicholas Chapel/Tuesday Market Place, and St Margaret's Church/Saturday Market Place, linked by King Street and Queen Street. (Appendix 1 Map 1).

In 1978 a re-appraisal of the historic character of King's Lynn within the old town walls was undertaken. The study area was divided into 18 zones with 10 of these zones forming the basis for a new, enlarged conservation area, adopted by the Borough Council in March 1979. (Appendix 1 Map 2).

In 1991 a minor extension to the conservation area was made in Stonegate Street to protect the remains of an historic house and shop contained within a printing works. Further minor adjustments were made in 1992 to accord with new base maps. There have been no additional changes since that time.

In the early 1980's the Borough Council became increasingly concerned about the alterations to the exterior of unlisted historic buildings which owners were making under normal 'permitted development' rights. The effect was to dilute the special character of

the conservation area by changes such as slate/clay roofs to concrete tiled roofs, and plastic windows replacing traditional timber frames. In 1983, at the Council's request, the Secretary of State for the Environment approved an 'Article 4 Direction' for King's Lynn Conservation Area under the Town and Country Planning General Development Orders 1977-81. The effect was to remove 'permitted development' rights for certain types of development, requiring formal planning permission to be sought.

Changes to the Designation of King's Lynn Conservation Area 2003

Through many centuries of development King's Lynn exhibits a complex traditional character. As a result of the review in 2003 it was felt that the existing single, large conservation area did not adequately reflect the clear pattern of growth which can be seen in the physical make-up of the town centre.

So the existing conservation area has been sub-divided into five new conservation areas with boundaries which define the main historic periods of development (Appendix 1 Map 3 shows the extent of these areas). Character Statements for each area have been written to highlight their special features and were approved by the Borough Council in 2003 and the text has been fully revised in November 2008.

The Friars - Origins and Historical Development

South Lynn was the principal site of the original Late Saxon settlement, based around salt lagoons on the marshes a

considerable distance south and east of where the banks of the Wash were at the time. To the south is the River Nar, and to the north the Millfleet and Gaywood River, and roughly between them was the Saxon centre, based round All Saints Street, South Lynn Plain and the area south of All Saints church. When Bishop Herbert de Losinga founded his new town of Bishop's Lynn in c 1100 he seems to have ignored this area and concentrated on the area immediately north, between All Saints and his new monastic foundation of St Margaret's Priory at Saturday Market Place. The original settlement, however, was an important element, providing the route from Losinga's market to the south, via the present-day Church Street, Bridge Street, All Saints Street, Friar's Street and Southgate Street, and from there out into the hinterland. The only element in this route not to have survived is Crooked Lane, which turned east from the north end of Bridge Street towards All Saints Church, and from there south to South Lynn Plain. A part of Crooked Lane survived into the 20th Century, but finally disappeared in 1968-71 with the construction of the Hillington Square flats.

The sudden rise in importance of Bishop's Lynn, guided by the bishops, prompted expansion north, away from the South Lynn settlement, particularly after c. 1145 when Bishop Turbe founded the new town and market based on Tuesday Market Place, and from the middle of the 13th Century to the end of the 17th Century little changed in South Lynn. There are two documents illustrating this, augmented by considerable archaeological research: the Survey of Newland of c. 1250 and Henry Bell's Groundplat of c. 1670 (Appendix 2 Map 1). In the late 17th Century the developed area of South Lynn concentrated on a rectangle

bounded by four streets: to the east the northern extension of the present Friar's Street up to Crooked Lane (and continuing north to the Millfleet) with All Saints Church on the east side of the street; to the north by Crooked Lane (which continued to the town bank and ditch far to the east over open fields); to the west by Bridge Street; to the south by the present All Saints Street. The last two streets were the most densely built up. In addition Boal Street, running west from Bridge Street to the boatyards and wharves of Boal Quay, and the serpentine line of the route to the south gate had long been developed, but little else had in the whole area defined by the conservation area.

One exception was the house and precinct of the Carmelite order (the Whitefriars). The only structure to survive the Dissolution is the 15th Century north gatehouse at the west end of Carmelite Terrace, but even today

the extent of the precinct may be appreciated west of Friars Street to the river and as far south as Gladstone Road.



A great deal of it forms the playing field of Whitefriars School. Another exception was the 17th Century extension of the town defences, following the siege and surrender of Lynn in 1643. The parliamentarians constructed triangular ravelin defensive positions. Of these there remains only archaeological evidence. The South Gate, at the point of entry to the town from the south, was built around 1437 and completed in the 1520s, and remains one of the most impressive fortified gatehouses in England, straddling one lane of the main London Road, still the principal entry point into King's Lynn.

By the end of the 17th Century there were other roads and tracks in South Lynn. The works to the town defences prompted the

creation of a track from north of Southgate Street following the line of the present Guanock Terrace and Windsor Terrace right up to Guanock Gate, but Bell's Plat indicates no buildings. As it progressed north it began to peter out into a path, and by the time of Burnet's 1846 plan was just a footpath from Windsor Terrace. Two other tracks ran west-east across the fields from the built-up area to the town defences. One already mentioned was the Crooked Lane extension, of which Providence Street survives as a truncated element only as far east as London Road; the other followed the line of the present Valingers Road and Windsor Road. Between these two were two short linking pieces. All of this area east of Friar's Street was open cultivated fields, and more or less the same topography defined the character of King's Lynn as far north as Norfolk Street.

The last streets or lanes indicated by Henry Bell were associated with commerce and the river. Public wharves had existed all along the east bank of the Ouse from the 13th Century, and many even earlier, and also along the banks of the River Nar and Millfleet. Millfleet was in essence one continuous wharf, but until the dissolution of the friaries in the 1530s there was little prospect of linking the Nar with Friar's Street because of the walled Carmelite precinct. North of the Nar, Boal Quay was easily accessible, but to the south only at Gladstone Road could a public road exist. In c. 1670 there were no buildings on it, and neither were there on the roads to the Wharves at Friars Fleet, that is, along the present Ethel Terrace and where the Business Centre on Southgate Street now is. Vanessa Parker (*The Making of King's Lynn*, Phillimore, 1971, published as Volume

1 of the King's Lynn Archaeological Survey) has identified the sites of wharves at least from the 16th Century.

There was clearly a thriving commercial centre in the riverside areas of South Lynn, with a huge volume of traffic along the main route from the South Gate to Saturday Market Place, and timber yards, boat building, fish curing, landing and re-embarking cargoes at the wharves. In 1830 the area between Southgate Street and the River Nar had the following, all owned by leading citizens: a timber yard by the South Gate, a ship yard on the opposite bank, a deal yard and then Edward Everard's ship yard taking up the rest of the space as far as Gladstone Road (at the time the River Nar was 57 metres (185 feet) wide at Gladstone Road). The reason why the lanes shown by Bell had not been built-up was that residential development, and the main thrust of trading activity, migrated towards the north of Lynn from an early date, even as early as the 12th Century. Most cargoes landed at Lynn's smaller wharves were for re-embarkation onto smaller vessels for onward travel by river, not by road, to the several counties provisioned from Lynn. The population of South Lynn remained, at best, constant, while other parts of Lynn expanded. These circumstances led to the preservation of the street patterns right into the 19th Century, and the chief characteristic of the area today is exactly as it was in Bell's time: a very busy main road carrying road-bound trade and visitors (replaced in 1803-04 by London Road), with much quieter, narrower streets of houses off it. This continues, though greatly expanded to the east of the medieval centre.

The expansion, when it came, was sudden. Faden's Plan of 1797 (Appendix 2 Map 3) is virtually identical to Bell's of a Century

before, especially in South Lynn. The population of Lynn doubled from 10,000 in 1811 to 20,000 in 1851, but the medieval street patterns were secure because, very unusually, Lynn could develop eastwards over the Corporation's cultivated land (and that owned by private merchants and bankers) all the way to the town defences, with the exception of The Walks from the later 18th Century. This was plenty: even in 1797 only one-twelfth of the land in South Lynn was actually developed. Land was readily available here, and the old Friar's Street route from the south to Saturday Market was clearly inadequate for trade in the era of the Industrial Revolution. The solution was a grand new road, London Road, cutting directly north from the South Gates to the eastern boundary of the former Franciscan Priory at St James' Street and beyond. Once construction was complete in 1804 development to house the growing population on the surrounding green-field sites was inevitable.

The first houses were the large, usually three-storied, houses of brown brick on London Road itself: Buckingham Terrace and Guanock Place were both begun in 1825, and apart from small gaps all of the road was started by the 1840s. Meanwhile the area east of All Saints was developed on either side of Providence Street (then Providence Row), as far south as the north side of Valingers Road. Thomas Valinger was a pioneer, building on his own land in this sector from c. 1805. In 1611 an ancestor had established a small almshouse on South Lynn Plain, rebuilt in 1826 for Thomas, and the date 1807 appears on a house in Valingers Road. Edward Everard owned most of the open land south of this point,

west of London Road, and he too began building in the 1830s, so by 1846 all of this area was developed.

On the east side of London Road the same picture emerges, but on a smaller scale, in the first half of the 19th Century. The south side of Windsor Road was built by 1830, as was the north side of a lost street surviving only as Terrace Lane off London Road. Between them were agricultural small holdings. The triangle between Guanock Terrace, London Road and Terrace Lane was also substantially built. By 1846, there were three roads north of Windsor Road, and four roads by 1884. All were redeveloped as flats in the 1970s and 80s. The most interesting expansion however was east of Guanock Terrace into the triangle marking the site of one of Cromwell's Civil War ravelins: technically the first planned development outside the medieval defences, apart from a couple of buildings and the gas works of 1825 south-west of South Gate. The south side of William Street and the north-east side of Thomas Street were developed in the 1820s, but the remainder had to wait until the third quarter of the Century.

The same expansion did not happen north of Hospital Walk, partly because this was corporation land, not in the hands of entrepreneurs, and partly because it was the site of the hospital (1834, expanded 1847 and 1877) and the Technical Institute. This area has also been redeveloped, in the 1990s. By the 1880s almost all of the changes in South Lynn before the 1960s had taken place.

Character Overview

There is a very busy and commercially active main street, London Road, bringing traffic and visitors into King's Lynn from the south, one of two main entrances to the centre.



Before 1804 the role of the main thoroughfare was taken by the medieval streets of Southgate Street, Friars Street and others, which cut off at right angles to the west from the South Gate, shadowing the line of the walls of the Carmelite Friary, and from there went north past All Saints church. Weight of traffic, however, forced the corporation to borrow money for a completely new road driven north from the South Gate across open cultivated land. Almost immediately South Lynn was developed around this road, so the great majority of the buildings in the conservation area were constructed in the same manner, with the same building materials, and at around the same date. It is the unity of appearance and the close continuity between the buildings that lends South Lynn its character. Commercial activity centres on London Road, and there is little manufacturing industry in South Lynn, so the various streets

are predominantly residential, and most of them, away from London Road, are very quiet.

All the streets in the conservation area benefit from reasonably discreet street lamp standards, and on some narrower streets west of London Road the lamps are fixed to the sides of houses, which itself contributes to the character. There are no parking meters in the area, and street directional signing is kept to a minimum, although the pelican crossings and traffic lights on London Road are an unfortunate necessity. The absence of all these distracting and cluttering features, including overhead wires, further helps to maintain the character of the purely residential areas.

The land is flat but almost imperceptibly undulates. London Road slopes very gently downhill to Checker Street, stabilises at nearly dead level to Providence Street, then gently rises to the Public Library just north of the boundary. The total altitude change is 1.2 metres in 625 metres (4 feet in 683 yards). Only 0.7 metres (2 feet) height change is evident in a line running west-east, over 650 metres (710 yards), so there are no natural landscape eccentricities to stimulate the townscape, or for architects to

exploit. The River Nar is so narrow and obscure that it is invisible to all but a handful of houses, and so does not contribute either.



The conservation area is also remarkably treeless, other than in the few open spaces which surround it, and there are no tree-lined streets: many streets are too narrow to accommodate them, and most houses do not have front gardens. South Lynn relies almost solely on the interplay between differing house sizes in an essay of Late Georgian domestic urban architecture, with a few sudden, and spectacular, exceptions. Those houses with older cores, as in All Saints Street and Bridge Street, were generally given Georgian brick fronts, and visually match the others.

There are, however, unexpected turns in the roads, revealing subtly different manifestations of the Georgian style: where Checker Street turns north-west; the view south-west down Guanock Terrace towards Buckingham Terrace; the back-lane atmosphere of Thomas Street off Guanock Terrace; the sudden view out over the Nar from Ethel Terrace; the open aspect of Gladstone Road and Friars Street where the school playing fields occupy the friary precinct site; the narrow approach to South

Lynn Plain from Church Lane; the curious and abrupt appearance of a group of streets with boys' names behind Guanock Terrace, especially when approached from Charles Street – they look like and have the atmosphere of a northern industrial town. South Lynn manages pronounced contrast in the framework of unity.

Spaces and Buildings

London Road begins dramatically with the South Gate, one of four gateways of late medieval King's Lynn, and the only complete survivor, dominating the lower end of the road. To its east is the only public park within the conservation area laid out as such in the early 20th Century, which has trees and good simple railings with obelisk finials. To their south is the crenellated parapet of the bridge over Middleton Stop Drain, and to their north the sudden bulk of the grand Guanock Place. West of the South Gate is the narrow entrance to Southgate Street and then the deliberately monumental **Buckingham Terrace**, begun in 1825. London Road opens up, a wide road with wide pavements, so there is a spacious air. This is emphasised by the sight of Guanock

Place cutting away to the north-east, at an acute angle, with the 1892 statue of Frederick Savage marking the spot.



London Road continues north 'lined with handsome houses' (William White, 1854), almost all built by 1850, and makes a feature of the planned curve to the north-west at about the half-way point of its course. On the west side a succession of smaller roads open off, revealing more intimate and modest buildings and terraces, giving a repeated contrast. On the right **Guanock Place** and **Guanock Terrace** at first continue the grand theme on the east side with three-storey terraces begun in the late 1820s. Beyond Charles Street these reduce to two-storey terraces on the east side, but there is a series of brick workshops and small warehouses on the opposite side, underlying the point that in the middle of the 19th Century residential areas co-existed with minor industry. The view is terminated by a stand of trees in the distance on the east side of Windsor Terrace and, like London Road, two smaller streets dart off to the east. On the west side, at the north end, an

unnamed alley leads off and presents a view of mansard-roofed 18th Century cottages, once a common sight in Lynn.



garden of Chase House, which introduces another contrast – the appearance of a small lane in a rural market town.



On the east Robert Street utilises the carriageway punctuating Guanock Place.. It crosses **Charles Street**, with **William Street** forking off to the east, and terminates at **Thomas Street**. The area to the south-east of **Robert Street** and the section bounded by Robert Street, William Street and Thomas Street have been included within the Conservation Area. They have great charm and character of their own, providing a quiet backwater to busy London Road, and are also important as the first planned development outside the line of the medieval defences, begun in the 1820s but not complete until the 1870s. At the junction of Robert Street, Charles Street and William Street is a former workshop, and the narrow streets, including the very short **Edward Street**, present an image of a northern industrial town. This area is very secluded and quiet, and there is more greenery on the north side of Thomas Street, forming the

At the north end of **Guanock Terrace** is another wide road, **Goodwins Road**, running off at an oblique angle out of the conservation area, but providing an open aspect, which is repeated by **Windsor Terrace** to the north, with its trees. Here at the eastern point of the Conservation Area a small section of Windsor Terrace and Goodwins Road have been removed from the conservation area and the boundary has been realigned with the highway kerbs. **Windsor Road** cuts back west to London Road, with on the north side and outside the conservation area boundary, low-rise brick housing of the late 1980s. The south side has a varied collection of detached and semi-detached houses dating from the 1820s (Nos. 34-38, with mansard roofs) to the 1890s. Again there is a small yard or alley on the south at No. 34, revealing smaller cottages with mansard roofs, and a complete lane, **Garden Row**, paved in 1803-6 with granite setts. The view west along Windsor Road is terminated by the Roman Catholic

church on London Road of 1896-7, and the meeting is marked by some of the best houses on the principal thoroughfare.

London Road continues north, where there are the earliest developments, closer to the town centre, most begun c.1815. These are more varied than further south, Nos. 104-108 on the west side being set back from the street line, and affording another relief of greenery in their front gardens. All the buildings, despite 20th Century alterations, are well-proportioned and attractive, and there is a particularly good group at the north end on the east side, though the best, No. 1, is of 1841.

Working south back down London Road, first on the west is **Providence Street**, now truncated by the Hillington Square flats of 1968-71, but in 1830 an interesting long street with some of the earliest early 19th Century houses on it. Further south **Hospital Walk** goes off at another oblique angle with an important mature tree marking the junction, and then, on the west, **Valingers Road**. The developments west of London Road are significant and highly individual, beginning with the houses on the north side of Valingers Road, begun in the first decade of the 19th Century on land owned by Thomas Valinger. The central block, nos 12 and 13, are large and townish, and imitate the houses which line London Road, but smaller two-storey houses prevail, and the willow and chestnut trees in the garden of 97 London Road provide a natural accent. The south side of the street remained open fields until the 1830s, and then, up to 1845, the whole area defined by **North Everard Street, South Everard Street, John Street and Checker Street** was built on open agricultural land.

This was the biggest planned development in Lynn until the works of the 1960s and 70s, and the streets collectively are extraordinary. There were plenty of contemporary developments elsewhere to which the corporation could look for a model, but the formula chosen was of narrow streets with densely-packed terraces interrupted here and there by larger houses. If there was a model, then it was from small towns of the Baltic states, with which Lynn had strong trading interests. There was virtually no provision for workshops, shops or other commercial premises, other than on John Street. The houses rise from the pavements with no, or only very small, front areas or gardens, and the quarter is so quiet and secluded that the hum of traffic on London Road can be heard. The streets have a real charm and a close sense of community, especially those which inexplicably turn and twist, such as Checker Street (there were no pre-existing land boundaries requiring this; all the land was owned by Edward Everard). There are no open spaces and few trees (each of which has special importance), but instead sudden low-key vistas down another road curving away at an angle. Checker Street at first was a cul-de-sac, with no entry into Friars Street to the west, but the blocking house on Friars Street was demolished in

the 1870s, giving another sudden view of the open fields of the Carmelite precinct once a sharp bend is turned.



South Everard Street curves, and was built at the time when the buff local brick gave way to the fashionable brown Wisbech brick then being used in London Road, and often both at once in a chequerwork pattern. **North Everard Street** begins with a 1980s group of matching scale, has a very good wide terrace at Nos. 23-25 and terminates at London Road with the Catholic presbytery of mixed flint and bricks, built in 1846. This end is paved as a pedestrian area, and has excellent rows on the south side (Nos. 21 & 22), with similar houses on the junction with John Street, all disposed to appear from London Road as a stage-set. Only after the slight bend is negotiated from the east end does the street settle into the pattern of small intimate terraces typical of this area. **John Street** cuts south at this point to close the triangle formed with South Everard Street. Inevitably it curves, so one end cannot be seen from the other. **Checker Street** is the best for sudden changes of direction and new interesting views, and benefits greatly from the trees in the garden of No. 39 on the west side.

Southgate Street to the south is much more mixed, but it is a product of the Middle Ages, not of the first half of the 19th Century. The contrast between the wide cosmopolitan London Road and narrow medieval lane is striking, and there is another, perfectly sited, tree on the north side in the grounds of the modern Horsley's Court. West of Horsley's Court is a light industrial complex, Friars Business Centre, currently empty and boarded up. This road was the pre-1804 route to the Lynn markets and the service road for the wharves and boat yards on the River Nar, running parallel, but invisible, to the south. On the north side are five listed early 18th Century houses (now eight residences).



At the junction **Ethel Terrace** cuts south to the river, a terrace of c. 1900, built on a service road to the River Nar staithes which dated back to the 15th Century. The area bounded by Ethel Terrace, Friars Fleet, Gladstone Road and the lower half of Friars Street has been added to the Conservation Area. The houses on Gladstone Road and Ethel Terrace, and the new Friars Fleet development, are pleasant but unremarkable. However, it is the continuity of the line of the road and the history of the

area rather than the houses in it which is important. The line of Ethel Terrace was one of few roads leading to the staithes on the River Nar, and the area as a whole was once important for waterborne trade.

The Friars Fleet development is a length of deliberately mixed houses of varying height constructed in the early 1990s, facing the river, and sensitively designed. **Friars Street** runs off to the north, irregular in its course because it follows the line of the Carmelite precinct walls (or Whitefriars, founded here in c. 1260). There are many houses claiming 17th & 18th Century origins but only two (Nos. 47 & 49) which have appreciable surviving details. All of them have either received Late Georgian frontages or were built in that period on older sites. Nos. 81–83 are dated 1806. The roof lines are therefore more varied, roof claddings change from slate to pantiles, brown and buff brick is mixed, some are colourwashed and most of the houses are of different widths. These variations contribute to the character. Like the other streets in this area, road signs, lamp standards and telegraph poles are kept to a minimum: the volume of traffic does not warrant them. On the east side are the houses just described, two with shop display windows. On the west side is a uniform terrace (Nos. 2A - 22) built in two periods: the north half c.1840, the south half c.1900, but looking as if they are all of the same plan, except for the later ones having bay windows.

The terrace terminates at Gladstone Road, allowing a wide open view for the remainder of the Friar's Street houses across the playing fields of Whitefriars School, and here are lines of trees, returning into Gladstone Road. Towards the north end there is more light industrial evidence, and on the west

side stand Elsdon's Almshouses of 1866, all stepped gables, picturesque, and hiding behind more trees and shrubs.

Gladstone Road begins with a sharp curve, on the one side with a high 18th Century brick wall, on the other the screen of playing-field trees. Only one side of the street is developed, as a long terrace of individually ordinary houses, but pleasantly and variously colourwashed, with plain brick at each end.



The sense of local community is again strong here, and the traffic so light that it is a designated play street during the day. The three northern houses were built by 1830. They were rather advanced for their time and completely in keeping with the later houses of the 1860s (up to No. 13) and c.1900. Opposite them at the south end are further strategically-sited trees and simple iron railings of the 1880s run most of the length of the road.

To the west of Elsdon's Almshouses are three terraces, Whitefriars Road, Whitefriars Terrace and Carmelite Terrace, which links them all behind the almshouses, all dating from the 1870s. These streets form an area which has been added to the Conservation Area. The streets have their own character

and coherence, and additionally they are on an important historic site, with the northern section of Carmelite Terrace marking the northern limit of the Carmelite friary. Immediately to its west is the northern gateway to the precinct, the only building remaining from the friary. **Whitefriars Road** is the most ambitious, with ground-floor bay windows facing the trees of the northern boundary of the school playing field. **Whitefriars Terrace and Carmelite Terrace** are simpler terraces without front gardens or walls, and in Whitefriars Terrace the western twelve houses, of an original twenty, have been rebuilt after the war. Carmelite Terrace was begun about 1870, No. 7 being dated 1879 and No. 14 1881. Nos. 1-14 have an unusually large element of carstone in the walls, more visible from the alley behind. The wider streets give the group a more spacious air than those east of Friars Street, but there remains a firm sense of a close-knit community. At the eastern section of Whitefriars Road the boundary of the conservation area has been amended to align it with the kerb line.



South Lynn Plain is a valuable irregular open space, made more so in the 1980s by the demolition of some houses at the east end

of Carmelite Terrace for a children's' play area. The view north up the narrow **Church Lane** to the bulk of All Saints Church is striking, especially taken with the fine mid 18th Century churchyard gates at the top, and the paving of granite setts, laid down in 1803-6. There are only two roads in South Lynn to retain their setts – here and Garden Row. The corner public house has been renovated and is now a house, and the view east along Valingers Road is at first dominated by a 1950s showroom on the Friars Street corner, and 1980s housing opposite. The good range of mid 18th Century and early 19th Century listed houses on the south side of All Saints Street is not immediately apparent, but the bulk of Hillington Square, outside the conservation area, is.



All Saints Church (described under Listed Buildings) was the first church in King's Lynn. The churchyard offers a large open space, laid to lawn and thickly studded with mature trees, pollarded trees and hedges. Only along the south side does the brick churchyard wall remain. On three sides are 1970s blocks of flats, which considerably benefit from the planted area.

Bridge Street opens at its southern end towards The Friars and Whitefriars Gate, offering a riverside walk as far as South Gate. All of the buildings on the west side are listed, and described below, while the east side is the flank of the Hillington Square development. The street ends at the north with the magnificent Greenland Fishery House. The boundary of the conservation area has been amended in All Saints Street and Bridge Street to align it with the kerb line.

Listed Buildings

There are 43 listed buildings in this section of the conservation area. The Statutory List was revised in 1989-90 and issued on 26 July 1993, and there have been no further additions or deletions. There is one building listed Grade 1, 3 at Grade II* and 39 at Grade II.

Listed Grade I

- **South Gate, London Road.** First built in the late 13th Century, the gate was rebuilt in 1437 by Robert Hertanger and completed in 1520 by Nicholas and Thomas Harmer. Restored in 1982. A fine brick gatehouse, three storeys high and with an ashlar-faced south elevation, almost all of which is of 1437. Tall four-centred carriageway with pedestrian doorways inserted in the 19th century with mullioned windows and crenellations. Taller crenellated corner turrets. Two good rooms to the ground floor with fireplaces, two above with privies and one large room, also heated, to the upper floors. A well-preserved and rare example.

Listed Grade II*

- **Church of All Saints, Church Lane.** The oldest church in Lynn, of the late 11th Century. Carstone, flint and brick construction with ashlar dressings. Some Norman detailing remains, and evidence of 13th Century work, and also of a former 14th Century anchorite's cell projecting east from the chancel. Mostly rebuilt in the Perpendicular period and restored in 1860 and 1887. In 1763 the west tower collapsed.
- **Gateway to the Carmelite Precinct, The Friars.** The only surviving evidence of the Whitefriars, other than the street pattern. Red brick and ashlar dressings, with a stilted central arch finely moulded. Two storeys on the north (external) elevation, the upper storey taken by three stone niches under wave-moulded arches.
- **Greenland Fishery House, Bridge Street.** One of the last representatives of spectacular urban timber-framing in East Anglia, the studwork raised on a brick ground floor, jettied on two storeys with moulded bressumers and with an upper frieze window extending the whole width. Built for the merchant John Atkin in 1605-8. The upper formerly jettied floor has been truncated.

Listed Grade II

- **Nos. 25-36 (consecutive) All Saints Street.** A series of quality brick townhouses mostly colourwashed, of two storeys and dormer attic. Designed singly or in pairs. The earliest pair, Nos. 27 and 28, is mid 18th Century with good doorcases with fanlights and sash windows. No. 29 is of the same date but rebuilt in the early 19th Century, when most of the remainder were rebuilt. No.

25 is dated 1812. High rate of retention of sashes, doors and other details.



- **Nos. 30-38 (consecutive) Bridge Street.** Good group of houses and former shops in a row, beginning with Greenland Fishery House. The remainder are almost all mid 16th Century and are of rendered and colourwashed brick and flint with pantiled or slate roofs. Nicely irregular facades of varying widths, with a very high proportion of original or restored (from 1967) sashes, casements and doors. No. 37 is a late 18th Century townhouse, and No. 38 early 18th, notable for its late example of a clasped purlin roof.
- **Nos. 5 & 6 Church Lane.** On the west side of the short lane are two two-storey and dormer mid 18th Century houses of gault brick built as a pair under mansard roofs.
- **Churchyard Gates.** The high brick churchyard wall on the south side is interrupted by a fine pair of mid 18th Century wrought-iron gates, linked by a scrolled over-throw.
- **No. 33 Friars Street.** Solid early Victorian three-storey townhouse of gault brick under a slate roof. Central door and pedimented doorcase. Sashes intact.
- **Nos. 47 & 49 Friars Street.** Two early 17th Century houses, with an early 19th Century façade retaining features of that date. Good serrated 17th Century chimney, and 18th Century panelling.
- **Nos. 1-11 (consecutive) Guanock Place.** Of late 1820s, this terrace is intended as a balancing feature to Buckingham Terrace on the opposite side of London Road, but with less gravitas. Three storeys, each house of two bays, with the doorcases with their engaged columns set to the left. Good panelled doors under 4-paned fanlights. Sash windows. Stuccoed platband decorated with palmette and tulip devices of a running scroll.
- **Nos. 23 & 24 London Road.** Imposing pair of fashionable three-storeyed houses of c. 1825, with doorways elevated over basement storeys and reached by steps protected by wrought-iron balustrades. Panelled doorway reveals, originally with pediments. Sash windows and hipped roof.
- **No. 25 London Road.** Wide two-storeyed house probably always with commercial function (used as a bank), and given a fully stuccoed east façade. C. 1840. Four bays of sashes, and a square porch in the second bay with Composite pilasters. Parapet over the eaves cornice.
- **Nos. 32-35 (consecutive) London Road.** The southern pair of three-storey, two-bay, brown brick houses built c. 1825, the other two c. 1840, three bays wide, in matching style to produce a uniform terrace. Stuccoed first-floor platband with palmette and tulip ribbon decoration; sash windows and panelled

doors within panelled reveals, originally with pediments. Good late 19th Century shopfront to the corner building (No. 32).

- **No. 49 London Road.** Fine three-bay, three-storey and basement townhouse of 1825, with elaborate canopied veranda to the first-floor French windows: cast-iron on timber supports. Area railings also of cast-iron, with tulip finials. Good doorcase and door.
- **Nos. 60-70A (consecutive) London Road (Buckingham Terrace).** One of the show-piece terraces of King's Lynn, built in 1825 for the Society of Friends to emphasise the grand new entry to the town from the South Gate. Unified design, each of the houses of two bays, with three-bay north and south terminating houses. Pediment over the bay between Nos. 65 & 66, emphasising the carriageway to the rear. Sashes, doorcases and doors, and a stuccoed platband at the first floor. Front garden walls and railings reinstated in 1989 to original pattern.
- **No. 79 London Road.** Very grand townhouse of c. 1840, of brown brick. Elaborate façade to London Road, with rusticated ground floor pilasters separating the two windows, stucco platband, paired pilasters to the first floor, under a cornice. Plain stuccoed pilasters to the attic floor. Parapet. Wide three-bay south return, with stuccoed platbands and a central

doorcase consisting of Tuscan columns in antis.



- **No. 88 London Road.** Narrow, three-storey townhouse of c. 1840, of brown brick.
- **Nos. 89 & 90 London Road.** Pair of houses of c. 1840, in brown brick. Each of two bays in three storeys with doorcases set to the right of each: panelled doors with moulded central roundels and 7-vaned fanlights. Doorcases of engaged Ionic pilasters under block entablatures. Vitruvian scroll decoration to stuccoed platband. Sashes.
- **No. 91 London Road.** Built as a church meeting room c. 1850, lower than the surrounding houses. Stuccoed quoins and parapet. Central double-leaf doors within stuccoed surround, with pilasters. One elevated window right and left and one central window over door. Good spearheaded area railings.
- **Nos. 95-97 (consecutive) London Road.** One of the best of the c 1830 terraces on London Road. When built this and Buckingham Terrace to the south were the first on this side of London Road south of Valingers Road.

Best use made of an obtuse corner site, the actual turn emphasised by giant pilasters. Three storeys, each house of three bays. Sashes, stuccoed platband with palmette and acanthus ribbon decoration. Panelled doors with central roundels, panelled reveals and Composite pilasters to doorcases.

- **No. 104 London Road.** C. 1830. Very pleasant two-storey, three-bay house, with central panelled door and all features original.
- **No. 105 London Road.** Good house of c. 1806, with original features, including doorcase with guttae to the hood. Probably the first house to be built on London Road.
- **Nos. 3, 4 & 5 Southgate Street.** Pair of early 18th Century houses of red brick dressed with yellow brick. Doorcases right and left. Platband, and sashes under gauged arches.
- **Nos. 7 & 8 Southgate Street.** Early 18th Century house, divided into two. Well detailed façade on red brick with buff brick dressings. Parapet conceals a dormer and plaintiled roof. Original Doric doorcase under an open pediment.
- **Nos. 9-11 (consecutive) Southgate Street.** Early 18th Century pair of houses, of two storeys and dormer attic. Brick and pantiles. Platband at first floor.
- **No. 7 South Lynn Plain.** A tall, rather severe, townhouse of c. 1730. It retains a good segmental hood over the central door and sashes of 1826, the year it probably lost its more decorative features.
- **Nos. 7-10 (consecutive) Valingers Road.** Four tall narrow townhouses of the 1820s, three storeys high, with a

symmetrical arrangement of doorcases and sash windows.

- **No. 14 Valingers Road.** Dated 1807, this brown brick house of two storeys and dormer attic in two bays is one of the first new buildings on Thomas Valinger's land. The initials on the datestone (DWA) suggest that Valinger sold plots to individuals to develop rather than pay for construction himself. Good doorcase and panelled door.

Important Unlisted Buildings

The character of the South Lynn conservation area rests more with the nature of its unlisted buildings than with its listed and scheduled ones, important as these are. The listed buildings are highlights to a very consistent and worthwhile whole, especially obvious in the early and mid 19th Century terraces between London Road and Friars Street, and the terraces of the later 19th Century at Whitefriars Road, Whitefriars Terrace, Carmelite Terrace and Gladstone Street. The earlier terraces from the period of 19th Century expansion, such as the north side of Valingers Road, Guanock Terrace, and the south side of Windsor Road manage a cosmopolitan grandeur not appropriate to the higher volume required later. The Valingers Road houses of the 1800s and the Checker Street terraces of the 1830s illustrate the point. In all, there are 673 separate properties within the boundaries of the proposed expanded conservation area of which over 85% are of the 19th Century and earlier, retaining their vernacular style and characteristics. The majority of these make a special contribution to the town scene by reason of their close grouping into terraces, some of which are good enough to be singled out on the accompanying plan. But many of the detached or individual

buildings, such as Elsdon's Almshouses, Friars Street, or the Roman Catholic church, London Road, only just fail to reach listable standard, and have considerable merit in their own right.

Post-War Development

The two largest areas of post-war development are immediately north of the conservation area, outside its boundaries, but they are highly visible. Hillington Square is especially so, grouped round All Saints Church and casting a morning shadow over the Bridge Street houses. North of Windsor Road, Windsor Park and Pleasant Court are later developments with less impact. The remaining developments consist of infill along existing street frontages, and small groups of domestic buildings arranged in courtyards. There are four of the latter: Freestone Court off South Lynn Plain, Friars Place behind Friars Street, Horsley's Court north of Southgate Street, and Old Brewery Court between Guanock Terrace and London Road. Their locations minimise disturbance to the street scene, with low-key entrances to courtyards otherwise invisible from the streets. All are of brick, with traditional roof tiles and match the scale of the surrounding architecture.

Anmer Terrace presents a long brick frontage to London Road between two important listed buildings (Nos. 79 & 88), but the scale matches them, and maintains the rhythm of the existing houses. Behind is access to the courtyard from John Street. The site was in the 19th Century a timber yard, replaced in the early 20th Century by an industrial building. Opposite, to the south, is Lynwood Terrace, a much balder and more angular three-storey block from the late 1960s, which is an intrusion (built on the

site occupied by the Wesleyan Methodist chapel). The east side of London Road has new flats on the former warehouse and commercial premises between Nos. 40-48, of a good scale but somewhat utilitarian in design, but there are only three other post-war buildings on the long street. The post office at the junction with Guanock Place is small and single-storied, so does not disturb a visually important focal point, while the former bank north of Valingers Road and the building immediately south of Birch Tree Close are both set back from the pavement and are not at once visible.

The most intrusive infill buildings are generally of the 1960s or earlier, and all are commercial properties: the carpet warehouse on South Lynn Plain, Friars Business Centre off Southgate Street, and the warehouse erected at the east end of Checker Street.

The conservation area has been extended to include the 1990s Friars Fleet development, a sensitively designed mixture of houses of varying heights and styles with good attention to detail.



Traditional Materials

South Lynn, like King's Lynn as a whole, was able to draw on building materials from Europe, not just locally. South Lynn is predominately built of red brick, with flint and some reclaimed limestone salvaged from the various dissolved monastic and mendicant houses. The carstone and clunch seams of west Norfolk run immediately east of Lynn, and these materials are employed also. After about 1800 great quantities of brown brick were imported by river from the Wisbech brick yards for the developments of the early 19th Century around London Road and in the area west of it. Roofing materials were of pantiles until c. 1720, when Lynn became one of the first east coast ports to import pantiles from the Low Countries, though pantiles were very soon manufactured locally. Welsh slate arrived when the railway (opened 1844) drastically reduced the cost of carriage to viable levels. There are very few timber-framed buildings in this area (an exception is the Greenland Fishery House of 1605-8), for the Fens was not a timber-producing region, and what timber there is, for example in roof trusses, was often imported from the Baltic.



Archaeological Interest

There are two Scheduled Ancient Monuments in South Lynn: the South Gates, London Road, (monument No: 174B) and the Whitefriars' (Carmelite) Gateway, The Friars (monument No: 178). In addition there have been scores of minor finds relating to pottery sherds, coins, arrowheads and more substantial evidence of earlier buildings on various sites, but in common with the other areas of the town little in the way of a concentrated settlement earlier than the late Saxon period. 17th and 18th Century sherds were discovered under the Hillington Square flats, and a 16th and 17th Century timber quayside was unearthed on the south bank of Millfleet in 1994.

Detractors

The special character of conservation areas can easily be eroded by seemingly minor alterations such as unsuitable replacement windows and doors, inappropriate materials or unsympathetic paintwork and the removal of walls, railings and trees. Replacement windows in particular are a problem in South Lynn, especially as the trend since the war has been to place them on the outside wall plane to create window sills inside, thus eliminating the depth and shadow of the frontages. South Everard Street, for example, has a good record in this respect, but on the south-west side the 34 houses have original roof cladding only to six houses, sashes to ten, doors to eight but doorcases to 21. One of the doorcases survives on the stone-clad No. 40 and also on no. 39. The opposite side of South Everard Street (22 buildings between John Street and North Everard Street) has one

with its roof cladding intact, two with sashes, none with original doors and eight with their doorcases.

intrusive shopfront at Nos. 7-8 Guanock Place, and the front extension to No. 23 Guanock Terrace.



Guanock Terrace has no original fenestration between Nos. 25 & 49 a pattern repeated in the wider, more prominent, streets. The south side of Checker Street, from No. 1-35 (17 houses) has concrete roof tiles to eleven of them, very few have their 2/2 unhorned sashes (No. 3 does) and no original doors remain. A number of houses have their 5-vaned fanlights painted out. The excellent three listed houses of 1825 at Nos. 95-97 London Road have not only lost their railings, but the substitute is a concrete block wall.

Other particular detractors include the telephone cable distribution pylon at the north entrance to the park at the south end of London Road, the poor quality and

Appendix 1

Appendix 2

Conservation Objectives

The overall conservation objective is to protect and reinforce the established special character of Conservation Areas and their setting.

This will be achieved by:

- Encouraging the retention and maintenance of buildings which contribute to the overall character of each conservation area
- Ensuring that new development is sympathetic to the special qualities and character of each conservation area
- Protecting the setting of the conservation area from development which adversely affects views into or out of the area
- The retention, maintenance and locally appropriate new planting of trees
- Maintaining and enhancing local features and details which contribute towards an area's local distinctiveness
- Working with the community to prepare schemes of enhancement
- Encouraging the removal of detractors to the special character of each conservation area

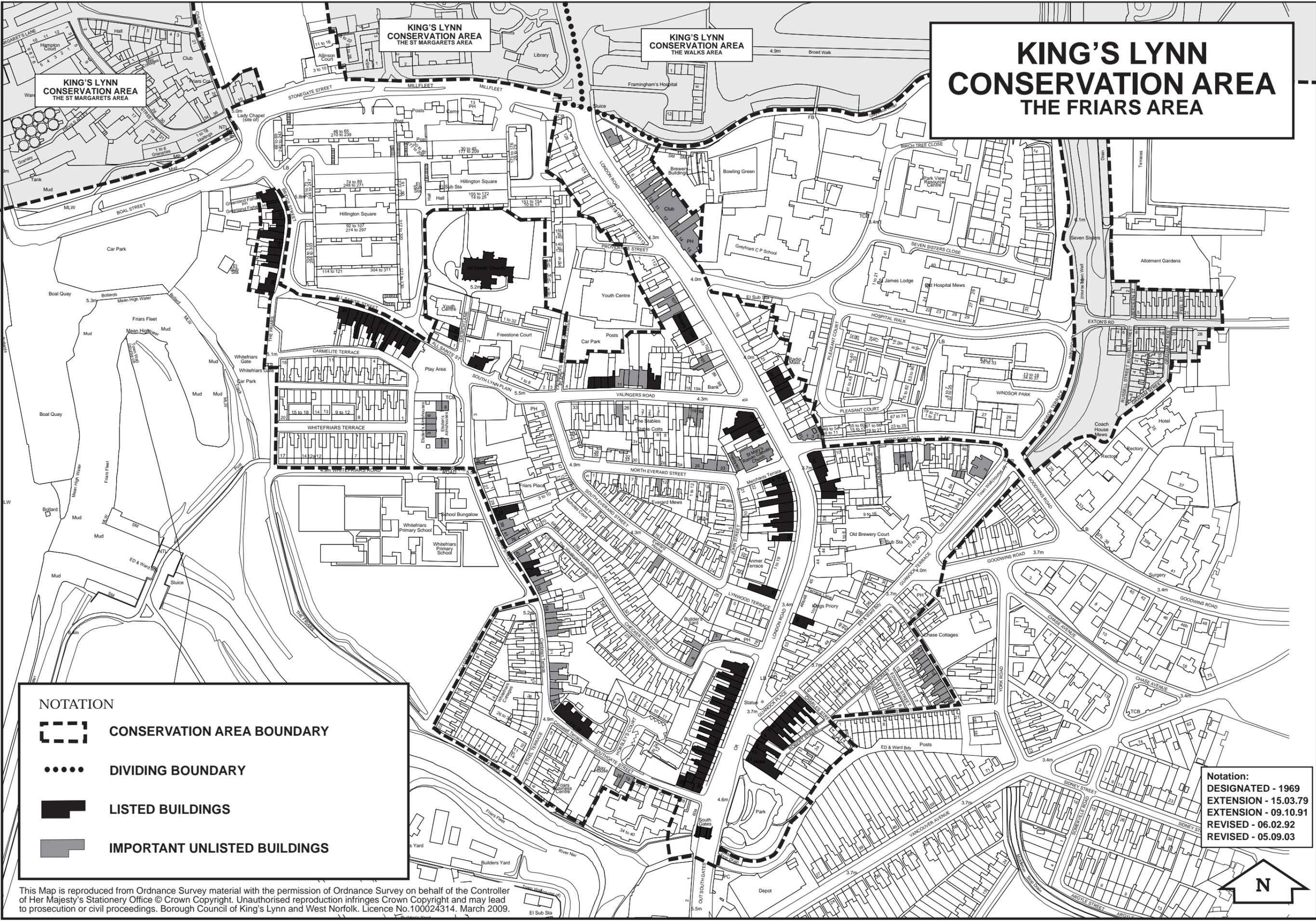
Contacts and advice

Within conservation areas, a number of special controls apply and it is advisable that anyone proposing to carry out new development, alteration, extensions, installations or demolition should seek advice from Development Services at an early stage. Special controls also apply to the trees and some may be subject to Tree Preservation Orders. Anyone wishing to carry out work to trees within a Conservation Area should therefore seek advice from Development Services.

Borough Council of
**King's Lynn &
West Norfolk**



**King's Court
Chapel Street
King's Lynn
Norfolk PE30 1EX
Tel: (01553) 692722
Fax: (01553) 691663
DX 57825 KING'S LYNN**



NOTATION

- CONSERVATION AREA BOUNDARY**
- DIVIDING BOUNDARY**
- LISTED BUILDINGS**
- IMPORTANT UNLISTED BUILDINGS**

**KING'S LYNN
CONSERVATION AREA
THE FRIARS AREA**

Notation:
DESIGNATED - 1969
EXTENSION - 15.03.79
EXTENSION - 09.10.91
REVISED - 06.02.92
REVISED - 05.09.03

This Map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Borough Council of King's Lynn and West Norfolk. Licence No.100024314. March 2009.

