

NORTON FITZWARREN

Norton Fitzwarren is a parish two miles WNW of Taunton, in the former hundred of Taunton Deane.¹ The village is built along the road from Taunton to Milverton and is dominated by the parish church which stands on rising ground above the road.

It may take its name from ‘north tūn’ meaning ‘a homestead or village north of another’. It was referred to as Nortone in the Domesday Book, and Nortun by Tantone, c.1100.² It was Northtone in 1489.³ From 1343 it was known as Norton Veel by Taunton, reflecting the ownership of the manor by the le Veel family.⁴ It was still called Norton Veel in 1633, though the le Veel connection had ceased at the end of the 14th century.⁵ The parish was also referred to as Norton Pyntley, alias Norton Fitzwarren, in 1548 and in an Elizabethan Chancery case.⁶ The manor was called Norton Fitzwarren by c.1560 from the Fitzwarren family, lords of the manor from the later 15th century, and it was by this name that the parish came to be known.⁷

LANDSCAPE, SETTLEMENT AND BUILDINGS

BOUNDARIES AND PARISH ORIGINS

In the 1780s Rack described Norton Fitzwarren as a large parish in extent, bounded on the north by Bishops Lydeard, on the east by Staplegrove, south by Bishop’s Hull and west by Heathfield.⁸ On the tithe map of 1840 the parish is shown as sharing its boundary with

¹ C. and J. Greenwood, *Somersetshire Delineated* (London, 1822), 148. This article was completed in June 2018.

² E. Ekwall, *The Concise Oxford Dictionary of English Place-Names* (4th edn, Oxford, 1960), 344–5.

³ F. W. Weaver (ed.), *Somerset Medieval Wills (1383–1500)* (Som. Rec. Soc. 16), 280–2.

⁴ *Cal. Pat.* 1343–45, 14.

⁵ E. H. Bates (ed.), *The Particular Description of the County of Somerset. Drawn up by Thomas Gerard of Trent, 1633* (Som. Rec. Soc. 15), 45–6; see landownership.

⁶ Suff. RO Bury St Edmunds, 449/4/2; TNA, C 2/ELIZ/P11/52.

⁷ TNA, STAC 5/T34/20; TNA, STAC 7/6/22; Ekwall, *English Place-Names*, 344–5.

⁸ M. McDermott and S. Berry (eds), *Edmund Rack’s Survey of Somerset* (Taunton, 2011), 277.

Kingston St Mary, Staplegrove, Bishop's Hull, Bradford on Tone, Hillfarrance, Heathfield and Bishops Lydeard.⁹

The area of the parish in 1831 was 1,270 a.¹⁰ By the Somerset Review Order of 1933, the civil parish of Heathfield was amalgamated with the parish of Norton Fitzwarren. The area of the parish recorded in 1939 was 2,054 a.,¹¹ which remained the extent of the parish in 2000.¹²

LANDSCAPE

The parish of Norton Fitzwarren is situated largely on sandstone, with North Curry sandstone at Knowle Hill. Quaternary alluvium lies to the north of the River Tone, and extends north-west along Halse Water and NNW along the line of the West Somerset Railway. The prehistoric hillfort of Norton Camp is situated on ancient river deposits of quaternary second terrace deposit.¹³ The hillfort stands at 50 m. above sea level, in contrast to the surrounding streams which stand at 25 m. above sea level, which suggests that the hillfort represents the remains of a gravel valley floor before the surrounding surfaces were worn away by adjacent water flows.¹⁴

COMMUNICATIONS

Roads

The Taunton to Milverton and Wiveliscombe road passes through the centre of the village, running approximately east to west. In 1740 Norton Fitzwarren was discharged from a fine

⁹ Somerset HER, tithe map.

¹⁰ Abstract of Population Returns of Great Britain, 1831 (Parl. Papers 1833 (149), i), pp. 604–5.

¹¹ Kelly's Dir. Som. (1939), 336–7.

¹² R. Johnson, 100 Years of Norton Fitzwarren (Norton Fitzwarren, 2000), 2.

¹³ Geol. Surv. Map, 1:50,000, sheet 295 (1984 edn.).

¹⁴ H. Prudden, Geology and Landscape of Taunton Deane (Taunton, 2001), 76.

for not having repaired its part of that highway.¹⁵ The Taunton to Wiveliscombe section was turnpiked in 1752.¹⁶ In 1839–40 it was proposed to widen part of the turnpike road to Milverton but the proposed improvements do not appear to have been made.¹⁷ In 1840 the turnpike trust agreed to divide into districts; Norton Fitzwarren was to be in the Minehead and Milverton district.¹⁸ The Taunton to Wiveliscombe road is now a minor road, the B3227.

The Taunton to Minehead road was also turnpiked in 1752. It crosses the parish running north west, passing the settlement of Langford. It is now the main highway crossing the parish, the present A358.¹⁹

Station Road, from the Taunton to Wiveliscombe turnpike road to the site of the railway station, was formerly a private carriage road belonging to Charles Noel Welman. In 1876 the vestry accepted his proposal to allow this road to be dedicated to public use if the parish took responsibility for its maintenance.²⁰ The parish ledger of 1865–95 gave the length of the highways in the parish as two miles.²¹

Water transport

In 1792 a canal was proposed to link the river Exe to Taunton, to connect with the Tone Navigation, or with a projected Bristol to Taunton canal.²² Construction on this Grand Western Canal did not begin until 1810, and four years later had reached Lowdells on the border between Devon and Somerset. The completion of the Bridgwater to Taunton canal in 1827 revived enthusiasm, and a revised plan was put forward for a canal between Lowdells

¹⁵ SHC, Q\SR/308/97.

¹⁶ J. B. Bentley and B. J. Murless, Somerset Roads: The Legacy of the Turnpikes: Phase 1 – Western Somerset (Taunton, 1985), 56.

¹⁷ SHC, Q\RUP/148; SHC, Q\RUO/35; Bentley and Murless, Somerset Roads, 56.

¹⁸ SHC, Q\RUO/35.

¹⁹ Bentley and Murless, Somerset Roads, 55.

²⁰ SHC, D\P\n.fitz/9/1/2, 6 Jul. 1876.

²¹ SHC, D\R\ta/32/3/25.

²² C. Hadfield, The Canals of South-West England (Newton Abbot, 1967), 95.

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and Taunton with one inclined plan and seven boat lifts, rather than locks.²³ Construction began in 1831.²⁴ There were numerous delays, and not until August 1833 was the 12 ½ ft boat lift at Norton Fitzwarren undergoing construction.²⁵

The section between Lowdwells and Taunton finally opened in 1838, but faced competition from the railway after 1842.²⁶ In 1853 the Grand Western Canal was leased to the railway company.²⁷ In 1865 ownership of the canal transferred to the Bristol and Exeter Railway Co, which drained the canal from Taunton to Lowdwells in 1867.²⁸ By 1882 there was nothing left of the canal or lift at Norton, although a change in ground level was noticeable at the site of the lift.²⁹

Railways

The Bristol and Exeter Railway from London to Exeter reached Taunton in 1842 and was extended to Exeter in 1844.³⁰ Its route through Norton Fitzwarren passed south of the Taunton to Milverton road and slightly north of the canal. In 1857 the West Somerset line was incorporated by an Act of Parliament, to run from Norton Junction to Watchet. The line was completed in 1862 and extended to Minehead in 1874.³¹ The Devon and Somerset Railway, from Norton Junction to Barnstaple, opened as far as Wivesliscombe in 1871.³²

There was no railway station at Norton Fitzwarren until 1873, the railway company having possibly given in to local lobbying.³³ The station handled local passenger services

²³ R. Russell, Lost Canals and Waterways of Britain (Newton Abbot, 1982), 71.

²⁴ Russell, Lost Canals and Waterways, 72.

²⁵ Taunton Courier, 21 Aug. 1833, 7.

²⁶ Russell, Lost Canals and Waterways, 72.

²⁷ Hadfield, Canals of South-West England, 111, 114.

²⁸ TNA, RAIL 891/1.

²⁹ Russell, Lost Canals and Waterways, 76.

³⁰ Russell, Lost Canals and Waterways, 72.

³¹ C. R. Clinker and C. van den Arend, The West Somerset Railway (rev. ed.) (Dulverton, 1989), 4; C. Maggs, The Taunton to Barnstaple Line: Devon and Somerset Railway (s.l., 1980), 20.

³² Maggs, Taunton to Barnstaple Line, 11.

³³ I. Coleby, The Minehead Branch 1848–1971 (Witney, 2006), 131.

only; the mainline passenger services from London did not stop at Norton.³⁴ A goods siding had been built at Norton Bridge, on the Minehead branch, in 1872.³⁵ In 1895 the Great Western Railway agreed to provide a corrugated iron shed and a 30 cwt crane at Norton station, following a request from the parish council for a goods station.³⁶

In 1931 the station at Norton was enlarged with two island platforms, and in 1936 the track quadrupled to accommodate increased traffic.³⁷ A new signal box was erected in 1932 and extended in 1936.³⁸ The widening of the track appears to have resulted in the demolition of the stationmaster's house, shown in earlier maps, though not the Railway Hotel.³⁹ In 1936 plans were presented for a new house for the station master, close to the Congregational church.⁴⁰

Norton junction was the scene of two serious accidents. In November 1890 a passenger train ran into a stationary goods train and ten passengers were killed.⁴¹ The signalman was charged with causing the disaster, although he was acquitted by a sympathetic jury.⁴² In December 1940 the driver of the Paddington to Penzance train misunderstood the signals, resulting in a crash with 27 fatalities.⁴³

Branch lines became increasingly uneconomic and those to Minehead and Barnstaple were recommended for closure under the Beeching Report of 1963.⁴⁴ Norton station had already closed to passenger traffic in 1961, and closed to goods traffic in 1964, although a private siding for Taunton Cider factory operated until the 1980s.⁴⁵ The West Somerset line

³⁴ Coleby, Minehead Branch, 135.

³⁵ Coleby, Minehead Branch, 140.

³⁶ SHC, D\PC\n.fitz/1/2/6, 2–5, 24–7.

³⁷ Coleby, Minehead Branch, 135, 139, 141.

³⁸ Coleby, Minehead Branch, 139.

³⁹ Coleby, Minehead Branch, 132–3.

⁴⁰ SHC, D\R\ta/24/2/144.

⁴¹ TNA, RAIL 1053/79/35.

⁴² Daily Telegraph, 24 Nov. 1890, 6.

⁴³ TNA, RAIL 1053/126/211.

⁴⁴ Maggs, Taunton to Barnstaple Line, 19–20.

⁴⁵ Coleby, Minehead Branch, 135.

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to Minehead closed to freight traffic in 1964.⁴⁶ The last service on the Barnstaple line ran in 1966.⁴⁷ Railway tracks had run into the military supply depot, but the depot closed in 1966.⁴⁸

The West Somerset line closed to passenger traffic in 1971 and has since been run as a heritage railway.⁴⁹

Post, carriers, buses and telecommunications

By 1856 there were telegraph works in the village jointly owned by the Bristol and Exeter Railway Company and the Electric Telegraph Company.⁵⁰ There was a post office in the village by 1861.⁵¹ The village post office closed in 2017.⁵²

Bus services were running between Taunton and Norton Fitzwarren by 1923, when the village was on the route between Taunton and Wiveliscombe, with four buses on weekdays and two on Sundays.⁵³ In 1946 there were complaints that the morning service was inadequate, with men being left behind because the bus was full.⁵⁴

In 1950 the village was served by a weekday bus each hour to and from Taunton, with two extra buses on market days and Saturdays, and an hourly bus on Sundays.⁵⁵ By 1980 the bus service was provided by the Western National Omnibus Co. Ltd. The frequency of the services was not specified, but there were special buses provided for young people attending secondary school in Taunton.⁵⁶

POPULATION

⁴⁶ Clinker and van den Arend, West Somerset Railway, 46–7.

⁴⁷ Maggs, Taunton to Barnstaple Line, 19–20.

⁴⁸ TNA, EW 22/92.

⁴⁹ Clinker and van den Arend, West Somerset Railway, 50.

⁵⁰ SHC, Q/RUP/255.

⁵¹ Kelly's Dir. Som. (1861), 399–400.

⁵² Norton News, Oct. 2017, 5; Dec. 2017, 1, 5.

⁵³ Kelly's Dir. Som. (1923).

⁵⁴ SHC, D\PC\n.fitz/1/2/7, 27 May 1946.

⁵⁵ SHC, A\AGH/1/255.

⁵⁶ SHC, A\AGH/1/255.

In 1086 there were 21 tenant households and six slaves in Norton and two tenants at Ford.⁵⁷ If each household contained five persons, then the total population would have been c. 120 people.⁵⁸ In the lay subsidy assessment of 1327 11 people were assessed in Norton, eight in Venhampton and eight in Langford. Ford was no longer assessed separately.⁵⁹ In the poll tax of 1377 there were 117 taxpayers in the village, with a further 22 at Langford and 29 at Venhampton.⁶⁰

The parish was able to provide 12 men for the muster in 1569.⁶¹ The rector, churchwardens and overseers listed 111 adult males in the Protestation Returns of 1641–2.⁶² Forty-nine were exempted from the hearth tax in 1674.⁶³

By 1791 the average number of christenings in the parish was 11, the number of burials six.⁶⁴ The population in 1801 was 371, and rose steadily to reach 639 by 1851. The last half of the 19th century saw stagnation and decline, and by 1891 the population had fallen to 530 but it recovered to reach 630 by 1911. By 1931 the population was still only 653, but by 1951 had risen dramatically to 2,075, a figure which reflects the inclusion of Heathfield civil parish, but also the continued military presence. This was undoubtedly responsible for the male to female gender imbalance: 1,568 men, but only 507 women. This imbalance was exceptional and became less marked over the remaining years of the 20th century. The population increased slowly from its 1951 figure, reaching 2,154 in 1991 and 2,411 ten years later.⁶⁵ By 2014 the resident population was estimated as 3,504.⁶⁶

⁵⁷ A. Williams and G. H. Martin (eds.), *Domesday Book: A Complete Translation* (London, 2002), 251.

⁵⁸ E. Miller and J. Hatcher, *Medieval England: rural society and economic change 1086–1348* (London, 1978), 29.

⁵⁹ F. H. Dickinson (ed.), *Kirby's Quest for Somerset* (Som. Rec. Soc. 3), 144–5.

⁶⁰ C. C. Fenwick (ed.), *The Poll Taxes of 1377, 1379 and 1381* (Oxford, 2001), 424.

⁶¹ E. Green, *Certificate of Musters in the County of Somerset* (Som. Rec. Soc. 20), 274.

⁶² *Som. Protestation Returns*, ed. Howard and Stoate, 107–8.

⁶³ *Dwelly's National Records*, vol. 2 (1976), 308.

⁶⁴ J. Collinson, *History of Somerset* (1791), III, 272.

⁶⁵ Census.

⁶⁶ <http://www.somersetintelligence.org.uk/community-profiles.html> (accessed 5 Mar. 2018).

SETTLEMENT

‘When Taunton was a furzy down, Norton was a market town’ commemorates the supposed antiquity of settlement in Norton Fitzwarren,⁶⁷ although may refer to North Town in Taunton.⁶⁸ The historic parish appears to have grown up around the church and Norton Court, with settlement along the former Taunton to Milverton turnpike road. There were small settlements at Fitzroy, Ford, Langford and Venhampton, and a cluster of buildings around the former rectory has been interpreted as evidence of a one-time separate settlement.⁶⁹

Prehistoric to Anglo-Saxon settlement

Norton Camp is a circular hillfort about 140 m. across on a natural hill behind the church.⁷⁰ Palaeolithic handaxes have been found on the site and the hillfort is believed to have dominated settlement and farming in the vale of Taunton from the Neolithic period onwards.⁷¹ Evidence of Bronze Age settlement has been found at Norton Camp and Wick Lane.⁷² Iron-Age pottery and evidence of roundhouses from the later Iron Age have been found at Norton Camp.⁷³

Norton appears to have been partially abandoned in the 1st and 2nd centuries A.D.⁷⁴ There is evidence that the hillfort was re-occupied during the later Roman period in the 3rd to 4th centuries A.D., but evidence for a supposed Roman amphitheatre is doubtful.⁷⁵ Roman pottery has been found at several sites in Norton Fitzwarren, and a Roman pottery site

⁶⁷ C. Gathercole, An Archaeological Assessment of Taunton (English Heritage Extensive Urban Survey), (Taunton, 2002), 7.

⁶⁸ J. Toulmin, The History of Taunton (ed. J. Savage), (Taunton, 1822), 559.

⁶⁹ Gathercole, Archaeological Assessment of Taunton, 49–50.

⁷⁰ J. Orbach and N. Pevsner, Somerset: South and West (New Haven and London, 2014), 499–500; Somerset HER, 15708.

⁷¹ Orbach and Pevsner, Somerset: South and West, 499–500; Somerset HER, 15708; Gathercole, Archaeological Assessment of Taunton, 2.

⁷² Gathercole, Archaeological Assessment of Taunton, 5, 6; Somerset HER, 14355.

⁷³ Gathercole, Archaeological Assessment of Taunton, 5, 6–7.

⁷⁴ Gathercole, Archaeological Assessment of Taunton, 2.

⁷⁵ Orbach and Pevsner, Somerset: South and West, 499–500; Somerset HER, 15708, 22831.

identified near Monty's Farm produced a type of pottery known as Norton Fitzwarren grey ware.⁷⁶

Little is known of Anglo-Saxon settlement in Norton, but by 722 A.D. it may have been part of the Tone Vale estates of Ine, king of Wessex, and it has been suggested that either Norton or Bishop's Hull was the site of Ine's fort.⁷⁷ Norton and Ford were recorded in 1086.⁷⁸

Medieval and Early Modern settlement

A medieval field system, probably dating from the 11th to 14th centuries, has been identified at Wick Lane.⁷⁹ Venhampton was recorded as Fenhampton from the mid 13th century⁸⁰ and Langford was recorded in 1327 and 1377.⁸¹ Adam atte Ford was assessed for tax in Norton tithing in 1327.⁸²

By 1626 the rectorial manor of Wooney had ten tenements in Langford and six cottages lying along the street near the church.⁸³ Fitzroy was established as a small settlement by 1660.⁸⁴ The exemptions from the hearth tax in 1674 suggest a number of small cottages, and possibly a degree of poverty among the inhabitants.⁸⁵

Settlement from the 18th to 21st centuries

⁷⁶ Gathercole, Archaeological Assessment of Taunton, 12; Somerset HER, 37341.

⁷⁷ Gathercole, Archaeological Assessment of Taunton, 2.

⁷⁸ Domesday, 251.

⁷⁹ M. Alexander and N. Adam, 'Bronze Age and Later Archaeology at Wick Lane, Norton Fitzwarren', PSANHS, 156, 1-17.

⁸⁰ T. Hunt, The Medieval Customs of Taunton Manor (SRS 66), 79.

⁸¹ Dickinson, Kirby's Quest Som., 144-5; C. C. Fenwick (ed.), The Poll Taxes of 1377, 1379 and 1381 (Oxford, 2001), 424.

⁸² Dickinson, Kirby's Quest Som., 144-5.

⁸³ SHC, D\P\n.fitz/3/1/3; SHC, D\D\rg/387/2.

⁸⁴ See landownership, Fitzroy.

⁸⁵ Dwelly's National Records, vol. 2 (1976), 308.

In 1791 Collinson described the village as having 48 houses in a straggling street along the turnpike road from Taunton to Milverton, near the parish church. Venhampton, one mile west of the village, had three farms and a cottage, Langford, ½ mile north, contained three farms and 10 cottages, Fitzroy, 1 ¼ mile north, had one farm and three cottages, and Ford, ½ mile west, had three farms.⁸⁶ Venhampton and Langford returned jurymen in 1825, which suggests they still retained an identity as separate settlements.⁸⁷ Venhampton's status seems to have declined thereafter, though it continued to be marked on maps. Langford retained its separate identity, a sale of 1919 being described as the 'Langford Sale', and remains a large hamlet.⁸⁸

The 20th and 21st centuries saw extensive new building taking place in the parish. By 1925 Norton Fitzwarren had 16 local authority houses, and six more under construction.⁸⁹ By 1936 Taunton Rural District Council proposed clearing 17 houses in Norton Fitzwarren, of which four were deemed unfit for habitation. Replacement dwellings were planned.⁹⁰ In 1938 Taunton Rural District Council had built 180 houses under the Housing Act of 1936, of which 16 were in Norton Fitzwarren.⁹¹

The housing shortage after the end of the Second World War was acute. In 1946 squatters, many returning ex-servicemen with families, occupied huts left empty by the military. Taunton District Council subsequently took over responsibility for these huts, some of which were still occupied in 1953.⁹² A 1946 survey of housing in the village found that there were 223 separate houses and cottages, of which eight were unsuitable for habitation. An estimated 28 new houses were required, which Taunton Rural District Council received permission to build on the village.⁹³ The War Office released 8 ½ a. of land at Courtlands for

⁸⁶ Collinson, History of Somerset, III, 271.

⁸⁷ SHC, Q\RJL/35/14.

⁸⁸ SHC, D\P\n.fitz/3/1/2.

⁸⁹ SHC, D\PC\b.hl/1/2/2.

⁹⁰ Taunton Courier, 22 Apr. 1936, 2.

⁹¹ SHC, D\PC\n.fitz/6/10, 17.

⁹² SHC, D\PC\n.fitz/4/2/7; Western Morning News, 19 Aug. 1946, 2; Som. Co. Herald, 24 Aug. 1946, 6; 28 Sept. 1946, 6.

⁹³ SHC, D\PC\n.fitz/2/4/7, 4/2/7.

residential development in 1950 but post-war shortages delayed construction. New housing was being built along Rectory Road by autumn 1953.⁹⁴

Further post-war development took place on former military sites. The closure of the Taunton Cider factory released further land for development, and in 1998 900 new houses were proposed on this site.⁹⁵ By 2017 the factory site had been developed with housing and a small retail site, while further housing was being constructed along Station Road.

BUILT CHARACTER

The only medieval building remaining in the village is the parish church. Although the evidence from Domesday onwards indicates settlement in the village, almost all visible traces of this have been lost. Court Place, now Norton Court, was built c.1600.⁹⁶ At Langford, Giffords farmhouse was originally built as a 16th-century hall house with a chimney and both Farthings and Castle Cottage, are altered late-medieval dwellings, Castle Cottage being roughcast.⁹⁷

Morse's Building, later part of the cider factory, was originally a 17th-century house with a main range aligned east-west and facing onto the Taunton to Milverton road, with a north-south aligned east wing. A plaque above the fireplace dated the building to 1608, but the presence of jointed crucks suggested that parts of the building might date to the 16th century.⁹⁸ Home Place, also later part of the cider factory site, was another 17th-century house, of roughcast construction with a plain tile roof and brick ridge stacks. Its main north range was aligned east-west to face the Milverton road, with a north-south aligned rear wing and later extensions.⁹⁹ Both were later demolished to extend the cider factory. A three-storied

⁹⁴ SHC, D\PC\n.fitz/4/2/7.

⁹⁵ *Taunton Times*, 24 Dec. 1998, 1.

⁹⁶ See landownership, Norton Court.

⁹⁷ Orbach and Pevsner, *Somerset: South and West*, 499–500; Somerset HER, 40583.

⁹⁸ Somerset HER, 24631.

⁹⁹ Somerset HER, 24632.

weather-boarded and timber-framed building was the main block of the early phase of the cider factory site, with subsequent brick and timber-framed extensions as the company expanded, but they have also been demolished.¹⁰⁰

Monty's Farmhouse is dated to 1787, with farm buildings of 1809. The house is roughcast over random rubble, probably a similar construction to many dwellings built in the area at the time.¹⁰¹ In the centre of village 18th-century Bay House and Mayford are rendered over rubble.¹⁰² This was probably the construction of many domestic buildings in the village well into the 19th century, like two early 19th-century cottages along the main road to Wiveliscombe.¹⁰³ Photographs of the village in the late 19th and early 20th century show a number of subsequently demolished thatched cottages.¹⁰⁴ Later dwellings were constructed of brick with slate or tiled roofs, as the row of terraced brick cottages built along Station Road by c.1909.¹⁰⁵ By 1910 many cottages were described as of brick with slate or tiled roofs,¹⁰⁶ though some cob and thatch dwellings survived.¹⁰⁷

The construction of the supply depot and other military facilities in the village during the Second World War saw a considerable, if temporary, change to the built environment in the village, many subsequently demolished. These included supply sheds, water tanks, air raid shelters, pump houses, sanitary blocks and other buildings.¹⁰⁸ By 2017 the sites had largely been developed for housing and commercial use. After the cider factory closed the buildings remained empty. The site was later cleared for residential and a small retail

¹⁰⁰ Somerset HER, 24630.

¹⁰¹ Somerset HER, 40571.

¹⁰² Somerset HER, 40586.

¹⁰³ Somerset HER, 40590.

¹⁰⁴ Johnson, *100 Years of Norton Fitzwarren*.

¹⁰⁵ Johnson, *100 Years of Norton Fitzwarren*, 21.

¹⁰⁶ For example, TNA, IR 58/82131, 617, 618, 620, 630.

¹⁰⁷ TNA, IR 58/82131, 651.

¹⁰⁸ Somerset HER, 27020–27088.

development, and all the factory buildings, including historic buildings that pre-dated the cider factory, demolished.¹⁰⁹

¹⁰⁹ Ruth Johnson, pers. comm.