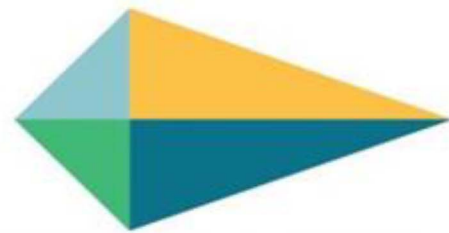




Waveney District Council
Serving the Community

HALESWORTH Conservation Area



EASTSUFFOLK
COUNCIL

On 1 April 2019, East Suffolk Council was created by parliamentary order, covering the former districts of Suffolk Coastal District Council and Waveney District Council. [The Local Government \(Boundary Changes\) Regulations 2018](#) (part 7) state that any plans, schemes, statements or strategies prepared by the predecessor council should be treated as if it had been prepared and, if so required, published by the successor council - therefore this document continues to apply to East Suffolk Council until such time that a new document is published.

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Published February 2006

Character appraisal



The churchyard



Chediston Street



18 & 20 Thoroughfare



Maltings, now housing



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Halesworth Conservation Area Character Appraisal

Introduction

The historic environment is all around us in the form of buildings, landscapes, archaeology and historic areas; it is a precious and irreplaceable asset. Once gone it is gone forever.

Caring for the historic environment is a dynamic process which involves managing change. This does not mean keeping everything from the past but it does mean making careful judgements about the value and significance of buildings and landscapes. Critical to these decisions is an understanding and appreciation of an area's character, including its social and economic background and the way in which such factors have shaped its urban fabric. This should be the starting point for making decisions about both its management and future.

This conservation area appraisal:

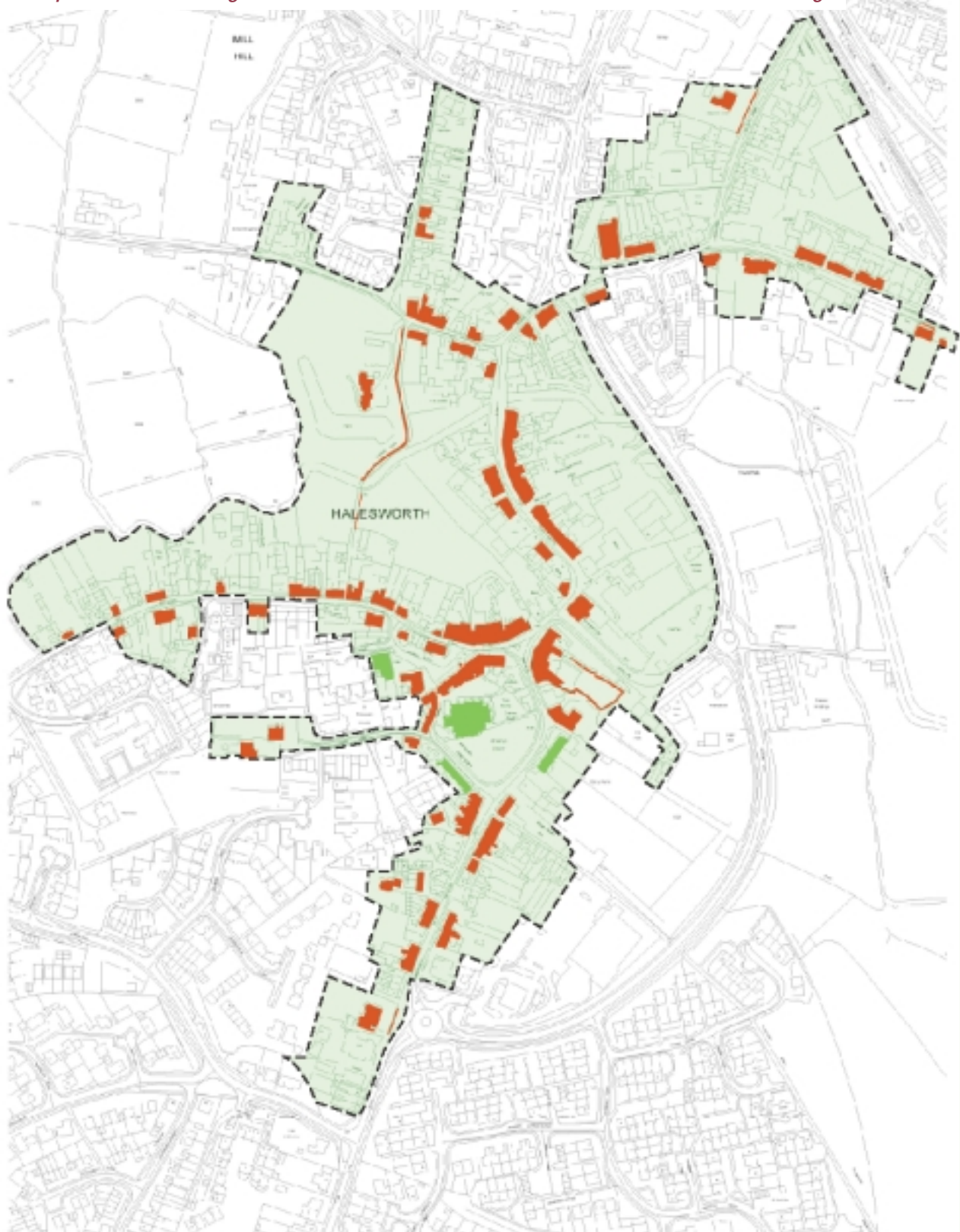
- describes the character of the area
- identifies its special character
- puts forward a basis for effective policy control of development
- identifies proposals for its enhancement

Conservation areas were introduced through the Civic Amenities Act in 1967 and there are now sixteen in Waveney District. Conservation areas are 'areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance'. The Halesworth Conservation Area was first designated in 1970 and amended and enlarged in 1979 and 1997.

Designation as a conservation area is not intended to prevent new development or stifle the area's economic life or potential, though the Council will expect a high degree of attention to be paid to design, repair and maintenance in such areas and, when exercising planning powers, we will pay special attention to the preservation and enhancement of the conservation area according to the policies for the built environment set out in the adopted Waveney District Local Plan of November 1996 and the Interim Local Plan of May 2004.

In recognition of these policies and in line with the requirements of the 1990 Planning (Listed Buildings & Conservation Areas) Act, we will continue to formulate and publish proposals for the preservation and enhancement of the conservation area and consult the public on these proposals.

Map of the existing Halesworth conservation area and listed buildings



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Assessment of special interest

Location and setting

Halesworth is situated in East Suffolk, nine miles from Southwold and the North Sea coast, fifteen miles from Lowestoft to the north and thirty-two miles from Ipswich to the south. In 2001, it had a population of approximately 4,637, and is a market town and service centre for a predominantly rural hinterland with a population of about 15,000. It is situated on the high ground and slopes of the shallow valleys at the confluence of the River Blyth and its tributary known as the Town River. The rivers run in lush valleys made in the chalky boulder clay, now intensively farmed, with wide landscapes and open skies where traces still survive, in woodland and field boundary, of the woodland pasture and dairying economy of 'High Suffolk'.

The 2004 Local Plan directs housing development to Lowestoft, Beccles and Halesworth, and recently there has been significant residential expansion. Town centre regeneration in Halesworth is also identified where there may be a focus for retail, entertainment and a wide range of services and facilities.

General character and plan form

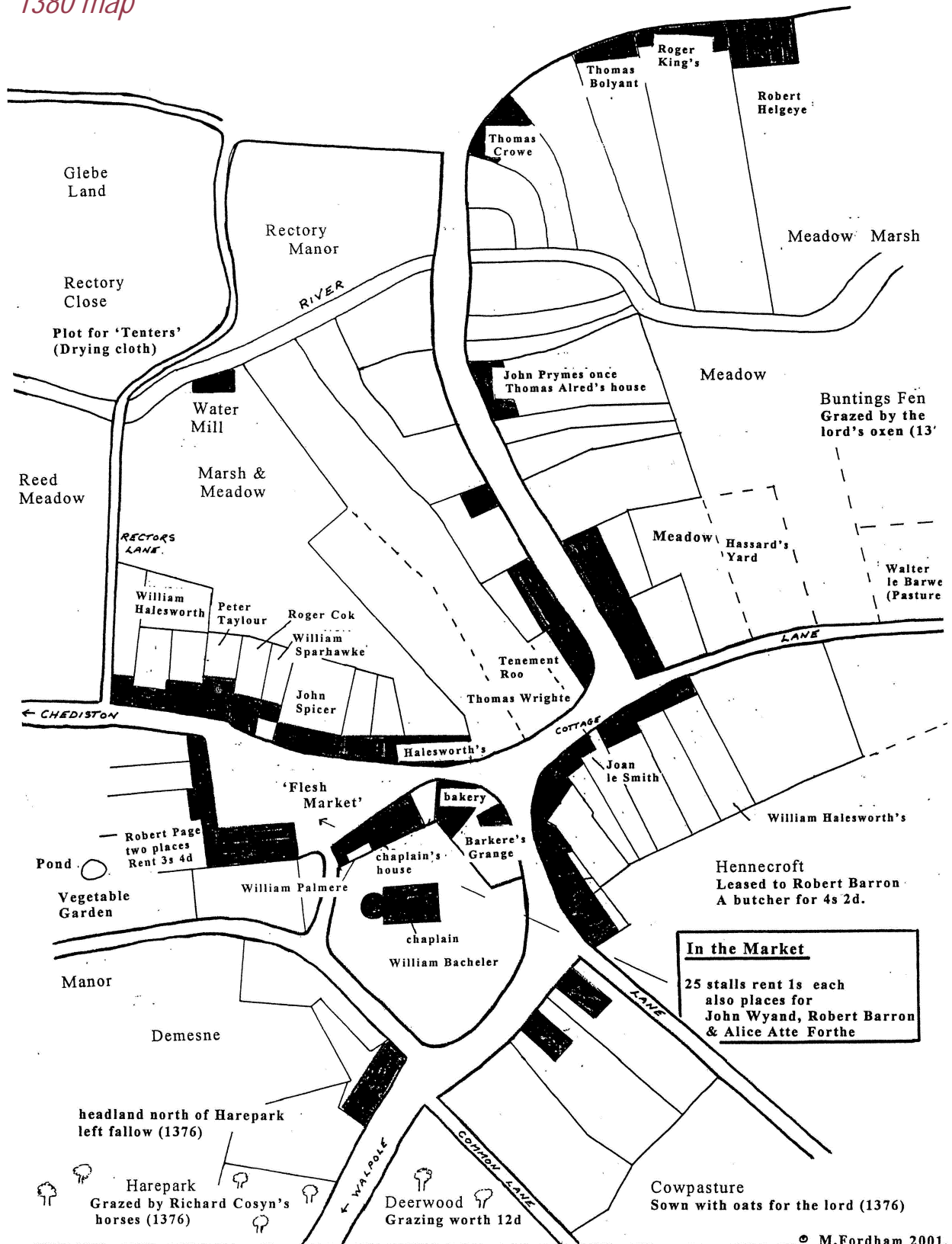
Halesworth is a small market town of ancient origins, of slow growth, where the medieval manorial plan, street pattern and property boundaries survive in the present layout of streets and boundaries. The parish church stands close to the manor gate which is adjacent to the market place. The buildings in Steeple End, Market Place, London Road, Chediston Street and the Thoroughfare continue in their original use as shops, workshops and dwellings.

Built in the East Anglian vernacular they maintain their historic alignment, have preserved the ancient spaces, and reflect the medieval, Georgian and Victorian phases of development of the town. Off the main streets are yards once filled by small industries or with terraces of artisan housing and there are larger terraces built at the edge of the expanding town in the nineteenth century. There are purpose-built Victorian buildings for banks and fine multi-storey maltings, and the fashionable houses for merchants, maltsters and brewers, left as a legacy of the booming years of the nineteenth century. Also there are the vacant spaces of the demolished breweries, maltings and works which have left gaps in the urban grain of the historic settlement.

Landscape setting

The town is situated on a slight prominence in the rising ground of the south side of the valley formed by the Town River, a tributary of the River Blyth. It is set in a gently undulating landscape whose appearance derives from its former use for arable and pasture. The rural river valley landscape is almost continuous from one side of the town centre to the other, in the town park to the east of the Thoroughfare and in Rectory Lane to the west. There are good views of the town at the river valley edge, from the south in London Road and from the north in Norwich Road where its varied traditional roofscape is visible, rising up towards and surmounted by the church tower. An historically important and attractive view of the town, across the water meadows of the Blyth from the east at Castle House, was blocked by the construction of the railway bridge, though the view may still be appreciated from the train.

1380 map



Historic development and archaeology

The origins and historic development of the area.

Archaeological investigations in Halesworth have found evidence of human activity from 10,000 years ago, Stone Age man and his successors in the Iron Age finding the marshy banks of the Blyth a place where an existence could be sustained.

While there was Roman activity in the area, with Roman settlements at Wenhasston and Chediston and roads from Dunwich to Caistor and Coddensham close by, as yet no Roman settlement has been discovered in Halesworth.

Modern Halesworth was founded in the Middle Saxon era, and by the eleventh century a settlement known as Healesurda (enclosure of a man called Haele) or Halesworde (corner of land with water on both sides) had been established on the east side of the ridge, between the two rivers. The location may have been a crossing place over the northern tributary of the River Blyth, and a place for beaching boats.

The Anglo-Norman settlement was in the area east of the parish church where there is evidence for craft and industrial activity and the continued use of the river bank for landing boats. The settlement grew around the top of the ridge where the church and manor house were located, and the remains of an eleventh century flint round tower were found at the west end of the nave during the restoration of the parish church in 1889. The manor house was located on or near the site of Church Farm, with the Market Place at its gate, where trackways to Chediston, Walpole and Bungay intersected.

The settlement grew around the Market Place and the Thoroughfare.

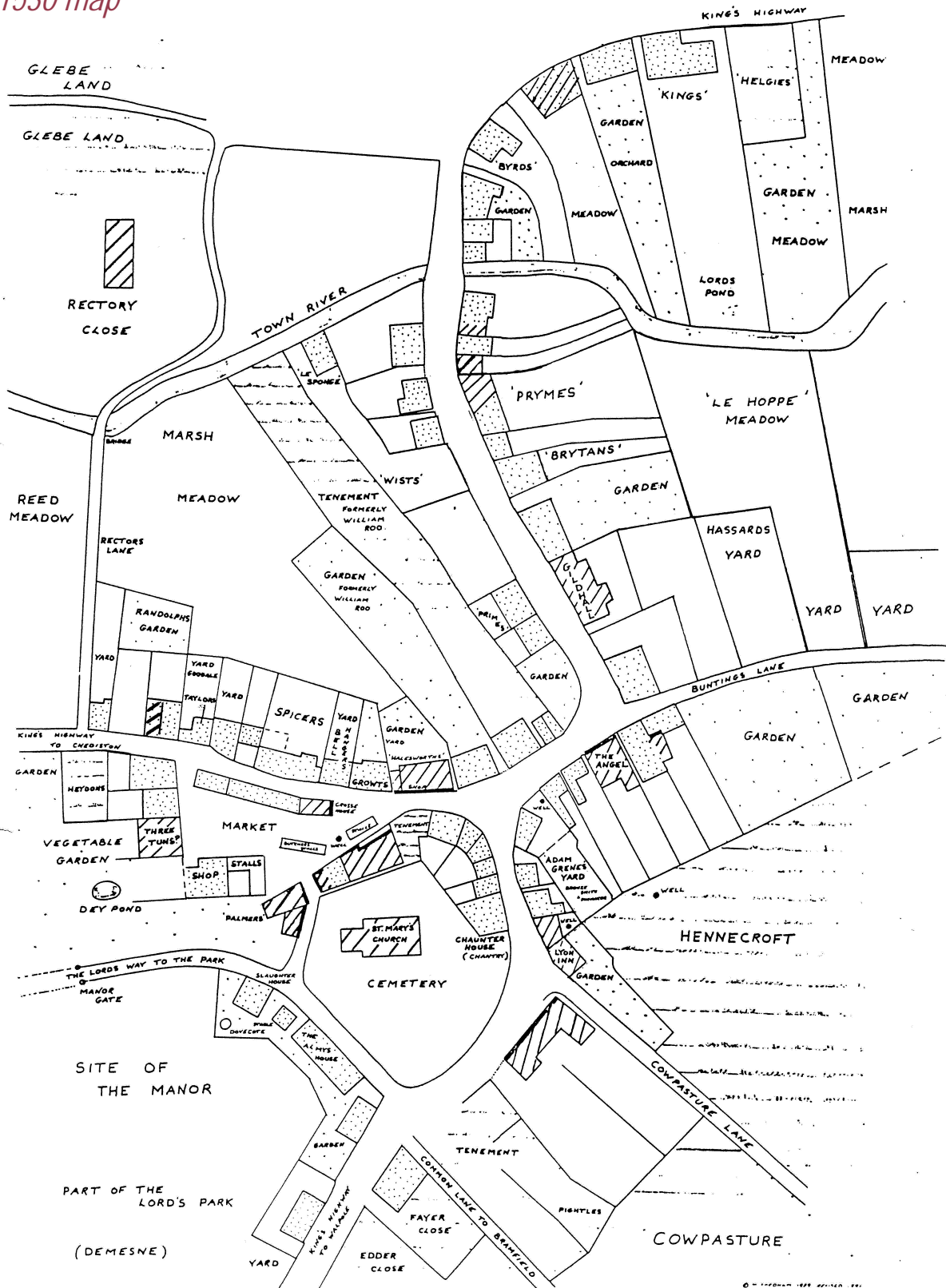
The buildings and land were planned and laid out in a regular pattern along the roads. Generally, the houses would have been impermanent structures of timber, mud and wattle. The historic medieval land boundaries of the various holdings may still reflect those of the Norman village, while the manor boundaries can be seen in present day administrative boundaries.

By the thirteenth century, Halesworth had developed into a small market town, a licence for Halesworth's market and annual fair being granted in 1226. There is archaeological evidence for lead working, spinning and weaving in houses that were near the church. There is a reference in a document of 1380 to the 'tenter field', a place where woollen cloth is dried, which suggests that woollen cloth processing occurred in Halesworth. There is similar evidence in a document of 1375 for a meat market and the associated industry of tanning.

Industry expanded during the fifteenth century, demonstrated by archaeological evidence for a pottery on land south of the Angel. The type of ware is associated with the 'Sterff family' who were active in Metfield, Weybread, Chediston and Wissett between 1485 and 1524.

In the sixteenth century, dairy farming and cattle production grew in economic importance. Robert Norton of Gothic House, London Road, exported cheese and other dairy products, which were more important to Halesworth's economy than the manufacture of woollen cloth.

1530 map



STILL THERE TODAY IN VARIOUS DEGREES OF ORIGINALITY

The sixteenth century saw the establishment of shoe making, saddle making and other industries associated with leather and cloth products. With increased prosperity came the construction of higher quality permanent houses, shops and workshops for the townspeople.

The survival of pre-reformation fabric in the buildings of Halesworth gives an indication of the extent of the settlement in the early sixteenth century. The sixteenth century saw growth in market towns in general, and in Halesworth substantial rebuilding and growth took place in Chediston Street, Market Place, London Road, and the Thoroughfare.

Economic growth continued in the seventeenth century and, although the wool export trade was declining in Suffolk, the market for linen yarn grew, as did the importance of the 'St Luke's Fair' for trading in Suffolk Redpoll cattle, and Suffolk hard cheese. Even so, records show many vacant houses in Halesworth between 1662 and 1668 leading to the conclusion that re-use rather than new build during this period could be expected.

At the beginning of the eighteenth century, Halesworth was a prosperous and orderly market town, set on a low hill, surmounted by the church and set in lush water meadows. It was a mercantile centre for the surrounding prosperous dairy farms, and for small industries such as the spinning of linen yarn. Later in the century, Halesworth expanded rapidly from within, because of the increased efficiency of agriculture and improvements in communications with the Blyth Navigation between Halesworth and

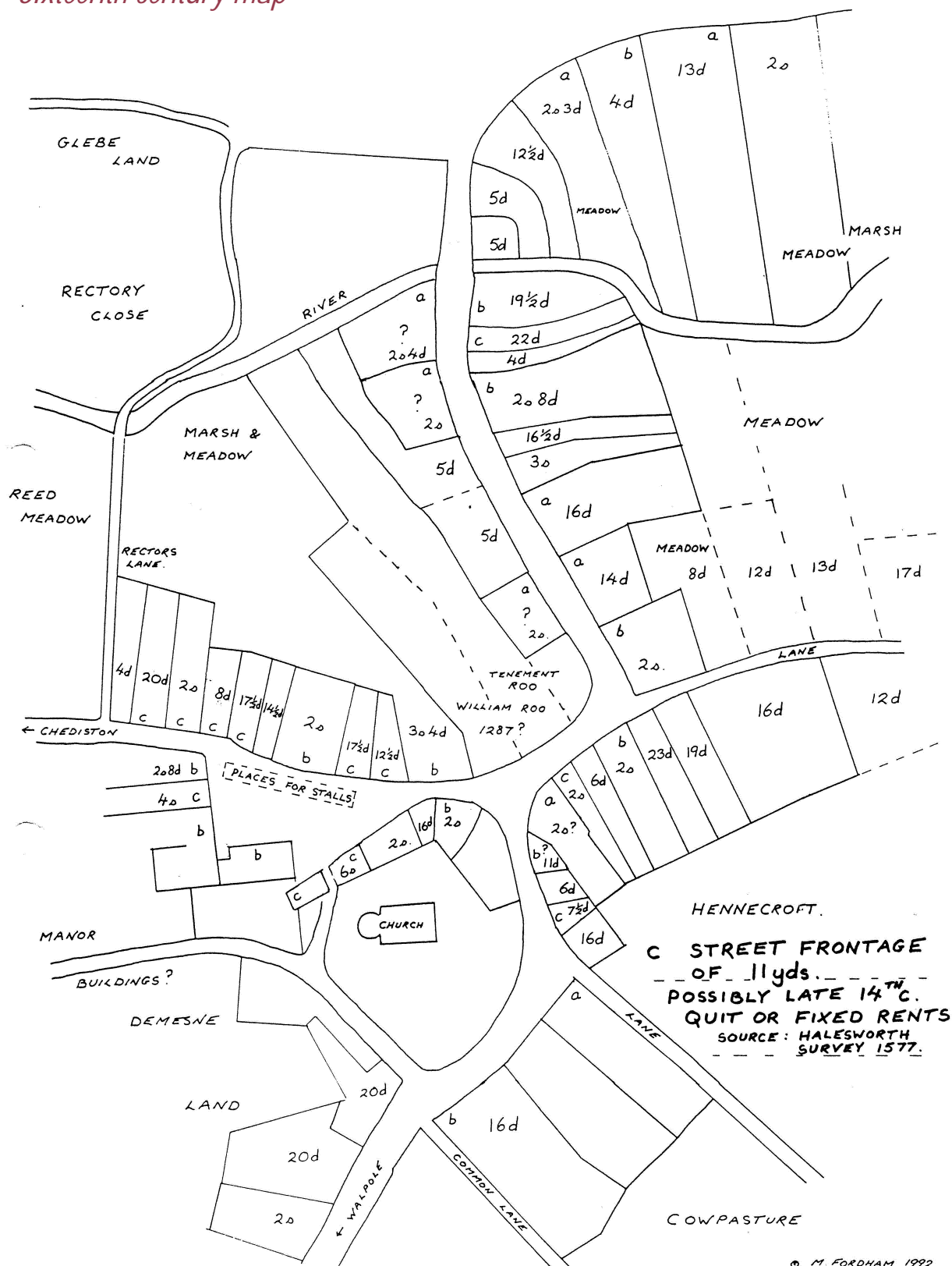
Southwold in 1761, and the opening of the Darsham-Halesworth-Bungay, and the Ipswich-Lowestoft-Southtown Turnpike Roads in 1786.

The improvement of the Blyth Navigation shaped eighteenth and nineteenth century Halesworth. Funded by the local landowners and merchants in 1759, it improved the accessibility of the producers of East Suffolk to the port at Southwold and, on the return trip, the availability of raw materials, including the importation of coal, iron and lime for malting, brewing, iron working and brick making in Halesworth. The improvements included a number of locks which deepened the river, and at Halesworth, the construction of a new canalised section called the New Cut; also the quay and warehouses for unloading the wherries which could make the return trip to Southwold in two days.

Industrial scale malting and brewing began in the early years of the 18th-century when there were small maltings and breweries associated with the inns in the town. Expansion in the industry was rapid in the early nineteenth century with the Halesworth Brewery, behind the Market Place, the Street Maltings, the Bridge Street Brewery between Bridge Street (now Quay Street) and the river, and the Riverside Maltings at the end of Angel Lane adjacent to the river. There are records of iron works, carriage works, brick yards, coal merchants, lime burning and other industries on the land between the river, Bridge Street and the Thoroughfare.

The 1842 tithe map shows the road and river layout as it had evolved from medieval times and before the arrival of the railway in the

Sixteenth century map



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middle of the century. Then Wisset Road was joined to Bridge Street, and Bridge Street extended to Bungay Road (now Station Road). London Road was then Pound Street, and Rectory Road was Mill Hill Street. Halesworth appears to have expanded within itself, modernising the existing cottages and houses, and utilising the small streets or yards off the main roads for housing or industry. Rows of small terraced houses for artisans can be seen in Chediston Street and Pound Street, while numerous stores and workshops are evident on the rear land of properties in the Thoroughfare and Bridge Street. The maltsters, taking advantage of the railway, built large new maltings in 1890 in the station yard, and the New Cut Maltings in 1898.

There was an exceptionally extensive garden, associated with No. 18 the Thoroughfare, that extended from the Thoroughfare to the south bank of the river, land which is now the 'Thoroughfare shoppers' car park' and the Town Park.

The Suffolk Directory of 1879, described the chief trades of the town as corn and malting carried on by Mr R W Burleigh, Messrs Croft & Flick and Mr F B Strathern, and sent to London by rail and river; the carriage works of Messrs S Smith & Co employing seventy hands, and the breweries of Messrs Croft & Flick and Mr F B Strathern, a large repository stock being held on every alternate Wednesday. In addition to the Parish Church there was a Baptist Chapel, a Primitive Methodist Chapel and a Congregational Chapel. There were the banks of Gurney & Co, London & Provincial, Lacons Youell and Co and also the Blything Hundred Savings Bank and a 'penny bank'

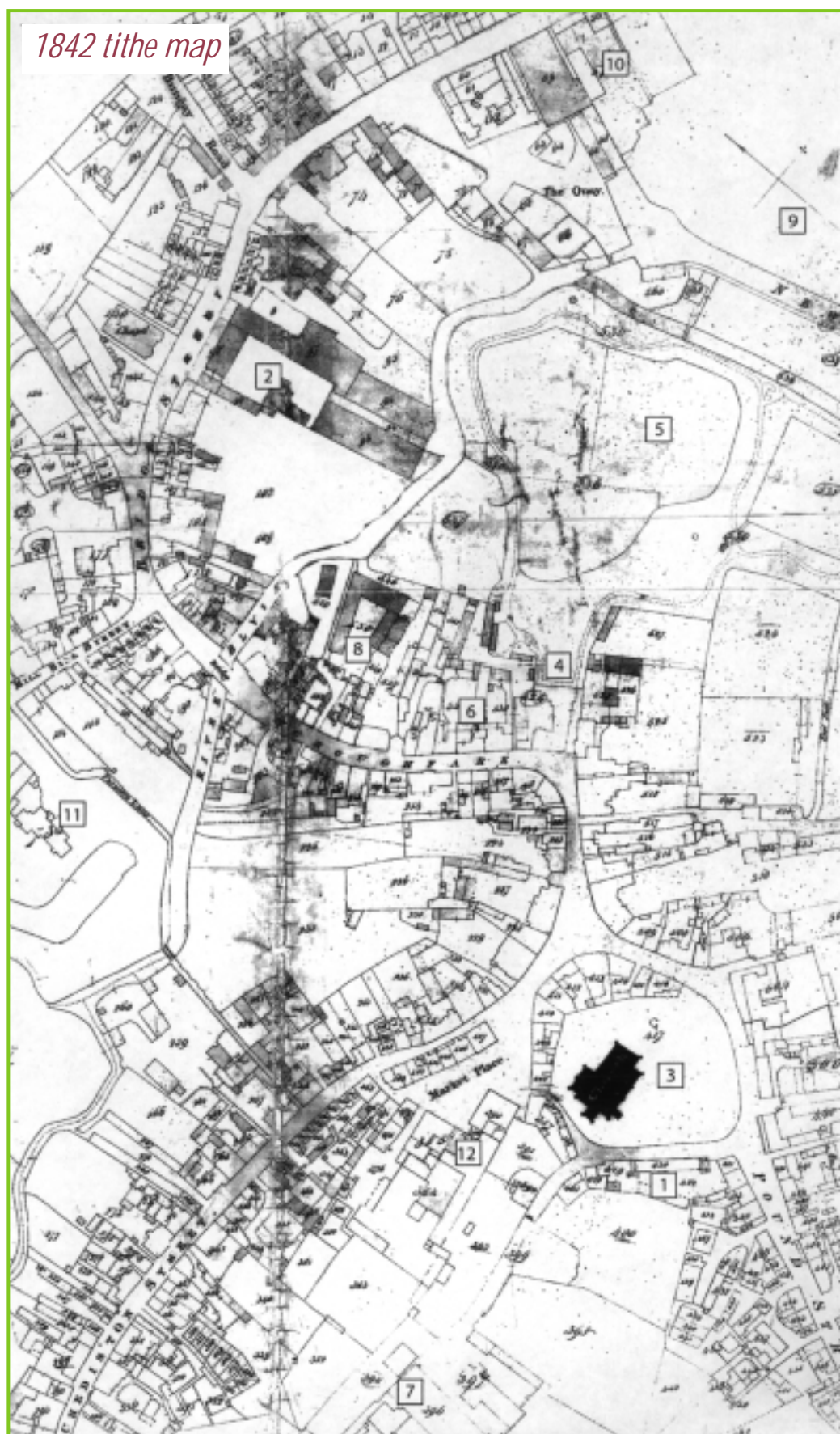
in the Market Place. There was a thriving cattle market, and also a market hall (The Corn Hall) which held four hundred persons, in the yard of the Angel Hotel, which was also used as an assembly room and a court room. It was built in 1841 and demolished to make way for the relief road. There was a town-room in the Thoroughfare, near the church, and also 'The Institute', with a library with two hundred books and a recreation room.

In the twentieth century Halesworth slowly returned to the tranquillity of Georgian times. The river silted up, the Southwold Railway closed, the maltings became redundant, the breweries declined, the iron works and carriage works closed, and with changing agricultural practices Halesworth's role as an agricultural market centre ceased with the closure of the cattle market.

Halesworth continued to grow with the slow migration of the rural population into the town, and the employment provided by 'Howard Rotivators'. The town grew slowly outward with local authority housing off the Bungay Road and speculative housing to the east of London Road.

Latterly, expansion has been rapid, due to the attractiveness of the town and its countryside as a place to live, both for commuting and in retirement. The construction of Saxon Way and the Angel Link in 1991 made a significant impact on the character of the town centre and its setting to the east of the town, and to the integrity of the historic street pattern and historic boundaries, bringing much needed relief from ever increasing volumes of heavy traffic through the historic town centre.

1842 tithe map



The archaeological significance of the area including the identification of any scheduled monuments

There is evidence of human activity from 10,000 years ago and continuous settlement from the Middle Saxon era. The central area of Halesworth around the Market Place, the Parish Church and along the Thoroughfare, and the plots behind, where they remain undeveloped, are likely to have significant archaeological potential. Excavations on the site of the Angel Link and Barclays Bank have yielded evidence of iron age and medieval activity, including pottery making, and metal working. In addition there are numerous sites on the County Sites & Monuments Record relating to the town's industrial history, indicating its importance in this regard. The totality of the town's medieval and post-medieval archaeology is important because of the completeness of its preservation and evidence of the evolution of a small market town, and because there is good evidence of evolving industrial practice, including some surviving industrial maltings, from medieval times to the late nineteenth century.

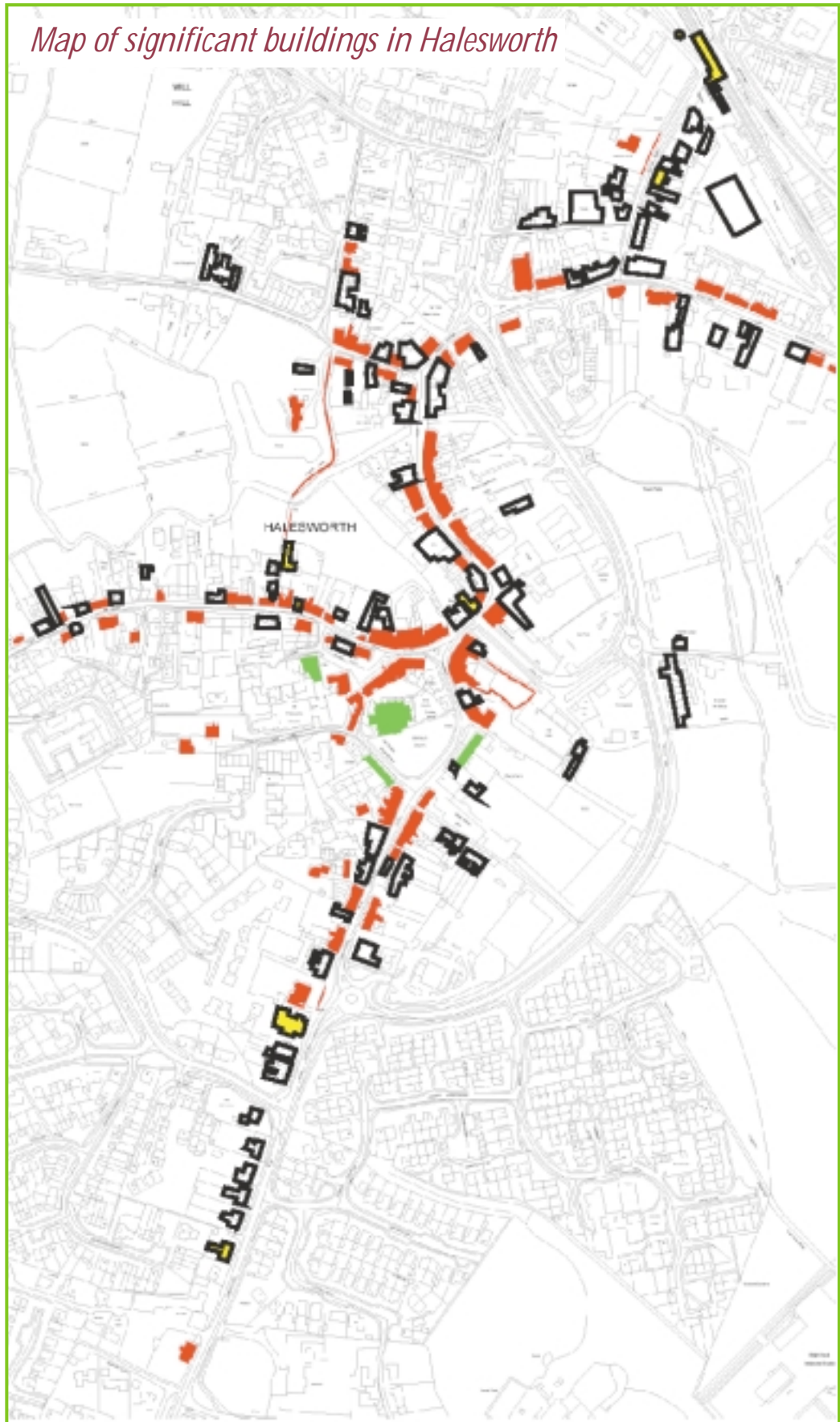
Spatial analysis

The character and interrelationship of spaces within the area

Three spaces of high significance in the conservation area are the churchyard, the Market Place and the Thoroughfare through to Bridge Street. Connected to these spaces are London Road and Chediston Street, Rectory Lane and Quay Street. These are long, curved, linear spaces, the space contained by the curve providing a constantly changing and varied scene. At intervals off the sides of the main streets are yards, small subsidiary spaces containing rows or scattered groups of cottages. The churchyard is a comparatively large, roughly rectangular space with the church at the top of rising ground in its north west quadrant and with fine mature trees. The whole is enclosed by two storey buildings of high architectural and historic significance. The churchyard space is visually separate from the Market Place, with which it connects through a narrow passage at its north western corner. The Market Place is triangular in plan with an island of buildings within its northern half, probably formerly a line of market stalls. However, it is likely that the 'Wine Shop' was the 'Market Cross House' for the market of old. Buildings of medieval origin and form enclose the space, though an imposing nineteenth century, former grocer and draper's shop of three storeys, visually dominates the north side of the space.

Chediston Street passes through the north side of the Market Place and on through to the Thoroughfare where, at its north-eastern corner, it narrows to street width. It then opens out into a triangular space enclosed by the nineteenth and twentieth century bank buildings. Connecting with this space is

Map of significant buildings in Halesworth



a subsidiary space containing the war memorial with its central obelisk enclosed by walls and railings. The Thoroughfare is a long and sinuous linear space, winding through the town centre, forming subsidiary spaces where it changes direction. At the bridge over the Town River it becomes Bridge Street. The curve provides a continuous end enclosure to the linear space, walking in either direction, with views of buildings on the outside of the curve, and with glimpses of yards and car parks in the gaps between buildings and along the river from the bridge looking east and west. Throughout, there is a pleasing human scale and proportion in the street width and the enclosing two storey buildings, punctuated by a few three storey buildings which add variety to the scene while providing a focal point to a vista. For example, No. 18 Thoroughfare is a substantial former town house for a local 'magnate' in a Victorian, 'Italianate' style. Also from south of the bridge, the focal point of the north end of the space is the County Library, a good example of modern architecture in a historic context.

The conservation area possesses a satisfying and attractive people-oriented scale, because of the survival of the equine-based street widths, the pre-industrial, two storey scale of its buildings, and the limitation of vistas caused by the serpentine course of the roads.

At the north end of the Thoroughfare the domestic scale of the space and sense of enclosure is damaged by the Angel Link, a highway engineering-dominated feature which punctures the continuous sense of enclosure experienced in the main streets of the conservation area.

Architectural and historic qualities of the buildings

Many of the buildings are of great age, in some the age is evident and some disguised by Georgian and Victorian regeneration. The predominant style is that of the East Anglian Vernacular, of single pile plan buildings; about five metres in width, of one and a half or two storeys with steep pitched roofs and substantial axial chimneys, the buildings set side on to the street. The character is unified by the local palate of materials. These are, principally, red clay plain tiles, red clay pantiles, and later black glazed pantiles and Welsh slate used for roofs. The timber-frame tradition is strong though only in rare instances is the frame exposed. Generally the buildings are clad in colour-washed lime plaster with 'classical' fenestration and proportion. Red brick was used for the walls of the many Georgian buildings in the town, though the pale yellow gault Suffolk brick was the facing of choice for any building of pretension during the nineteenth century.

The Georgian and Victorian façades are in the 'classical' tradition of the time, generally with orderly ensembles of timber sash windows, with glazing bars and vertically proportioned panes. Later façades may have timber casements with glazing bars and some with wrought iron casements. There are many good traditional shopfronts, some originating in the early nineteenth century. Frequently the buildings and their façades are the result of subdivision to accommodate the increasing population of nineteenth century Halesworth.

The most notable survivals from the late



84-86 Chediston Street



75-78 Chediston Street



144 Chediston Street



131-2 Chediston Street

medieval times are St Mary's Parish Church; the Old Rectory, Rectory Lane; No. 6 the Thoroughfare; the former Guildhall of The Brotherhood of St John the Baptist and Nos. 15 & 16 the Thoroughfare of 1478; Gothic House and Dairy Farm, London Road; and No. 27 Market Place and its possible Masonic connections.

There is a fine inheritance of buildings from the early nineteenth century including the United Reformed Church in Quay Street, and fashionable houses and shops in Chediston Street; St Keyn in the Market Place; and Quay House in Quay Street. There are also the imposing Victorian shop premises in Bridge Street, the banks in the Thoroughfare, No. 18 the Thoroughfare, Hooker House in Quay Street, Magnolia House in Station Road, and the surviving maltings in Quay Street, Station Road and New Cut.

The undulating façades of small scale buildings, terraces and steeply pitched gables all contribute to the importance of the ensembles. Around Market Place and along the principal streets are a good many small shops, public houses and dwellings whose picturesque shopfronts survive, with subdivision of some of the larger buildings having taken place to accommodate the increased population.

The conservation area appears prosperous and well preserved and there is pressure for change. Where there is decay, this is usually in areas waiting for redevelopment rather than being the result of neglect. Specific opportunities for change are discussed in the Management Strategy at the end of this document.

Character analysis of areas

Chediston Street, Rectory Street, Rectory Lane and School Lane

The area is one of quiet residential streets, in part within the medieval core. Chediston Street follows the medieval route on the south bank of the Town River from the Market Place to the west. The street has mainly two storey houses, of subtly differing heights, their eaves aligned to the highway, the buildings set along the back edge of the pavement with boundaries reflecting the late medieval settlement pattern. The gently curving street forms a long linear space, the ends closed by the buildings on the north side of the street. Seen from the east end of the street, for example, and looking west, the Georgian façades and shining black pantiled roofs of **Nos. 84 & 85** look fine. From the same place, looking east, the street narrows and curves to connect with the Market Place, lined each side with Georgian façades and shopfronts on the pavement edge. At intervals along the street are yards, to north and south, some of which still contain a range of small terraced houses, for example Nos. 74-78 Chediston Street. These cottages were built for the workers required for the rapidly expanding industries in the early eighteenth century. There are views to the north out through the yards, of the lush landscape of the Town River meadows. In other places, particularly on the south side of the street, the yards have been substantially enlarged for residential development and cottages built against the pavement edge have been lost, and particularly in the centre of the street there are gaps in the historic building line where the historic grain has been diluted with non-contextual twentieth century development. There is a good ensemble of Georgian and Regency exteriors

in red brick or smooth lime plaster, though there are buildings of the medieval period behind the façades. For example, behind the 18th-century façade of **No. 144 Chediston Street** is a late-medieval timber-framed hall. Rectory Street is in two parts, the eastern part, which is late medieval in origin, adjoins Bridge Street and School Lane runs west out into the countryside. It is a short narrow street with good rendered timber-frame cottages built against the back of the pavement. The frontages are narrow, and many of the houses have steep pitched roofs, modillion eaves and ordered façades of sash windows with glazing bars and Georgian door-cases. At its junction with School Lane and Rectory Lane, Rectory Street turns into its northern part, on the track to the former windmill, where the east side has, over two centuries, seen an accretion of an attractive terrace of cottages, overlooking a green, now with an attractive residential development in a modern cottage style. At the end of School Lane is the former National School for Girls & Infants (1853), and countryside. In 1842 Rectory Lane was known as Parson's Lane and then, as now, linked Rectory Street with Chediston Street and provided a short cut from the gate in the wall at the corner of the Rectory garden, to Chediston Street and across the Market Place to the church. Rectory Lane is a quiet, meandering and picturesque lane, far from the bustle of the town, amid town house gardens, and crossing the river where water meadows come closest to the town centre. The lane runs between high eighteenth century brick walls and close-boarded fences, between the flanks of houses, between railings and gardens and across the bridge, to open out by the river. It is a long linear space, with a series of curves, which enclose long views forming



40/42 Chediston Street



124 Chediston Street



*The Rifle Hall
London Road*



The Elms, London Road

four visual compartments, heightening the expectancy of exploration at the corners, with high rewards in landscape terms from views of the river, the ancient brick walls, pretty gardens behind iron railings and the fine buildings along the route.

The most significant listed buildings in the area and described in more detail in Appendix I are; in Chediston Street, and listed grade II, **Nos. 40-42** with their Regency bay windows, **No. 51** with late medieval pattern machicolations on its chimney stack, **No. 69, Townend Villa**, which has a quality Regency façade and detail, **Nos. 124 a & b**, with its outstanding nineteenth century shopfront, and **Nos. 84 & 85** for their Georgian brickwork and glittering black pantiles in a focal point of the street. **In Rectory Street** are the small Regency villa, formerly Belrail House, and the ornate Georgian terrace of Nos. 17 & 18. Unlisted buildings which make a positive contribution to the character of the conservation area are identified in bold type and described in Appendix I. Of particular significance in Chediston Street are No. 123, the former Wellington Inn, Nos. 74-78, a surviving 19th century 'yard' with its air raid shelter, 15a, the coach house of the Black Eagle, and the good Victorian shopfront of No. 6. In Rectory Street is the yard between No. 7 and No. 9. Notable listed buildings in Rectory Lane are The Old Rectory and the various garden walls within, and unlisted building, No. 133 (Chediston Street), together with its garden walls and railings opposite.

The general condition of the area is good though vulnerable to economic recession. Only No. 130 Chediston Street is a cause of

concern. Around the centre of the street, the built-up frontages are significantly interrupted, and it would be good to see the reinstatement of the building line along or set back a little from the back pavement edge.

London Road

There is a fine view of Halesworth seen from Soap House Hill at the top of London Road. From here, the straight line of the road, through and beyond the town centre, is discernable, continuing north toward Bungay. The road runs straight and wide from the top of the hill to the Saxon Way roundabout with the back garden fences of modern, low density housing on the east side and a good set of quality detached and semi-detached Victorian 'villas' on the west side. The 'villas' are set back from the road in generous grounds and have slate roofs and gault brick façades with sash windows and classical door-cases. The forecourts are enclosed against the road, some by walls, others with hedges, and some appropriately, with iron railings. Despite the traffic, the houses have a pleasing ordered appearance and a tranquil character. Half-way along London Road, where Dukes Drive and Saxon Way join, the formal character and linear enclosure of the road falls away. Development north of this point follows the pavement line with houses of sixteenth to eighteenth century origins, generally with nineteenth century terraced façades of gault and red brick, with 'Georgian detail' colour washed brick and render and roofs of black or red pantiles and slate.

At the roundabout is a group of imposing nineteenth century buildings, the Council Offices, the Methodist Chapel and the Rifle Hall. Then the street narrows a little as the

medieval core is reached, and there are 'yards' off the main street containing cottages, grouped around their edge, hidden from the busy main road traffic and making courts or as in the case of Ebenezer Terrace, forming a parallel row behind the main street. At this point density increases with terraced frontages built against the back pavement line on both sides of the road and with a change in the visual rhythm brought about by narrow frontages and repeated bays of vertically proportioned sash windows and doors in tall door-cases. There is an engaging subtle variety of design within the predominant Georgian style, vernacular materials and human scale.

On the east side, Swan Lane starts between No. 5 and the White Swan. It is an attractive pedestrian lane leading to the country, though first to the site of the old cattle market, now the Rainbow Supermarket and its car park. On the south side of the lane are traditional, small red brick, Victorian artisan terraced houses, facing the lane behind gardens, all of which maintains the human scale of the area before the supermarket and its car park are reached.

As London Road approaches the centre so the number of good traditional shop windows increases, for example, the bow window of No. 64, or the bay window of No. 7. London Road ends in the fine imposing space formed by the Churchyard, Steeple End and the Thoroughfare and here The White Lion and No. 38 Thoroughfare are the focal point of the view from the south. The space contains some of the finest of Halesworth's buildings, including Carey's Almshouses, the Parish Church, Gothic House and Dairy



*United Reformed Church
Quay Street*



*New Cut Arts Centre
seen from Station Road*



Pill Box, Station Road



Halesworth Station

Farm, listed grade II*. The most significant grade II listed buildings in London Road are The Elms and its garden walls.

All the buildings mentioned in Appendix 1 make a positive contribution to the character of the conservation area, though of particular significance are the early Victorian terrace, Nos. 36 & 37, The Rifle Hall and the Methodist Chapel and Nos. 43 & 44, its matching Victorian terrace, The Old Police Station and the unknown timber-framed dairy building lost in the thicket behind No. 3 London Road.

Station and Quays

The Station and Quay Street Area comprises a small part of Norwich Road, New Cut, Quay Street and Station Road. It is an area of past dynamic change, responding to opportunities brought by industrial processes and improved transport, by water, rail and road which had a significant role in the changing character of the town. Here, at the north end of the town was the quay of 1759, for unloading wherries making use of the improved navigation from the coast. Here was where the new station was built, where road and rail crossed and where significant changes to the roads were made, to carry growing numbers of people and goods. The area was formed principally by the eighteenth and nineteenth century malting and brewing industry and the housing that went with it. While the maltings in Bridge Street and Quay Street have been demolished, the area is still dominated by the presence of the New Cut maltings and the Station Yard malting. Also there are the Georgian, Regency and Victorian Terraced houses for the artisans, and the fine houses in expansive gardens of the proprietors.

The most significant listed buildings, described in more detail in Appendix I, are: in Quay Street, The United Reformed Church, Brook House, and Quay House, and Magnolia House in Station Road. The unlisted buildings which make a positive contribution to the character of the conservation area are identified in bold type and described in Appendix I. However of particular significance in New Cut are Nos. 5-7 and the New Cut Maltings; in Quay Street are No. 1, No. 32 (Richardson's Gun Shop), No. 33 (The former King's Head), Nos. 55-57 (The Wherry) and The Old Police Station; and in Station Road, No. 1 (The Travellers Club and outbuildings), Nos. 4-7, the station and the moving platforms, the pill box and the Station Yard Maltings.

The Historic Core

The historic core comprises, Market Place, Steeple End, the Thoroughfare and Bridge Street. As always, this remains the commercial centre of the town with lively shopping streets, the buzz of shoppers, workers and tourists. The area is the oldest part of Halesworth which had been built on by the end of medieval times. The form and layout of the streets had been determined by accidents of ancient geography and custom. The buildings, still useful as shops, workshops and dwellings, are built alongside the street, aligned now against the back of the pavement. They have a multi-layered historic character, the product of adaptation to changing economic circumstances and fashion, but retain a unity born of local tradition and local materials.

The church contains the oldest surviving fabric in Halesworth, and is the historic and

spiritual focus of the town. Here the manor, the market place and the church adjoined, and from here ran the highways out of the town. Steeple End and the churchyard is a generous open space confined by the buildings that line its edges with space flowing generously out into London Road, or through attractive 'pinch points' or gateways at the perimeter, into the Market Place and the Thoroughfare. The churchyard has roughly five sides, with St Mary's Parish Church placed towards its west side. There are the imposing almshouses, pretty cottages, and even interest to be experienced from the back of the houses in the market place. The place seems remarkably untouched by the twentieth century. It is a visually 'romantic' ensemble of crumbling eighteenth century and nineteenth century tomb stones and box tombs; ancient Gothic architecture of the parish church; ivy and evergreen oaks and a rich variety of fine vernacular buildings. These include Gothic House, Dairy Farm and The White Lion which make a visual and historic group of outstanding national architectural importance.

The Market Place is the centre of the historic town and has the greatest architectural and historic significance. It is of particular charm when in use as a market, less so when in use as a car park. The space is of a comfortable human scale, with an interesting and irregular plan with many faceted sides, sloping gently down to the north and roughly triangular in plan with space flowing out into the several streets that meet at its angles. In other locations, the entrance to wider space is confined; for example, the route through the passage way into the yard behind Nos. 25 & 26 Market Place, or the



*7 and 8 Market Place
and St Mary's Church*



Bridge Street



The Bridge Parapets



Crabtree House

enjoyable passage with its significant view of the church tower and churchyard between Nos. 7 & 8 Market Place, the path through to the church and the former path to the manor house at its southern apex.

The Thoroughfare ends at the bridge where the street widens, and where there are good vistas north and south, up and down the street with the County Library as the focal point at the end. The bridge parapets are late twentieth century, and are a not altogether satisfactory visual hybrid of wrought iron and brick. However, the railings permit a view of the ducks for the very young. The view east, downstream, contains small clues and a flavour of the industrial period, in the buildings along its northern bank. The view is not enhanced by the car park and outbuildings behind No. 1 Thoroughfare.

The Thoroughfare and Bridge Street contain a charming and old world ensemble of fine buildings, constructed from the late medieval period to the twentieth century. The human scale spatial qualities and the ever changing vistas have been mentioned above. Here they are punctuated by the widening of the street coinciding with the bridge over the Town River and the views from the bridge. There is a varied roofscape, of steep pitched roofs, black, red and grey, punctuated by red or yellow brick chimneys. The buildings are of two or three storeys, with hardly an eaves or ridge at the same height. They are built from the full range of East Anglian vernacular materials; timber-frame and brick noggin, painted lime plaster and red and yellow brick. The colours are in subtle combinations, white, cream, pale pink with red or grey brick. There is a remarkable unity of the 'Georgian' architectural style,

undone in places by restorations where close-studding and sash window conflict. However the whole is unified by scale, by the narrow frontages and the close-knit visual rhythm, emphasized by the vertical proportion of the fenestration. Almost without exception, all the buildings in Steeple End, the Market Place, the Thoroughfare and Bridge Street have historic architectural significance and make a positive contribution to the character of the conservation area. The grade II* listed buildings are **The Church of St Mary, William Carey's Almshouses**, and the **Social Club in the Market Place**. Of grade II listed buildings the most significant are; in the Market Place, **No. 1**, with its prominent fifteenth century timber-framed gable wall, **St Keyn** because of its fine early nineteenth century re-facing, **The Wine Shop** because of the prominence of its location, **No. 27** for high architectural and historic interest; in Church Farm Lane, **Church Farmhouse** for its historic interest; in the Thoroughfare, **No. 34**, the Georgian bank buildings, the **White Lion** for architectural interest, **No. 6**, for the unique carved bressumer and the **Guildhall, Nos. 15 & 16** for historic interest. The non-listed buildings set out in bold type below are considered to make a positive contribution to the character of the conservation area, those of particular significance are as follows: **The yard to the rear of 25 Market Place**; in the Thoroughfare, **No. 37, The Old Police Station, The Memorial Home and Town Rooms, 43-44, (Lloyds Bank), No. 45, (Lacon's Bank), No. 18, Thoroughfare (Crabtree House) the stable or coach house associated with No 18**, Also, the eighteenth century **brick wall** along the eastern part of the Angel Link Road.

Local Details

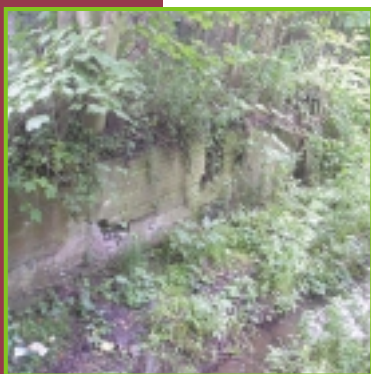
Much of Halesworth was improved in the eighteenth and nineteenth century in a Georgian vernacular style. The decorative joinery of the period is important for the visual appearance of the conservation area, particularly as seen in doors, surrounds and sash windows. However the buildings in the conservation area have evolved over four hundred years and a clue to their age is the position and appearance of the chimneys. The chimneys make an important contribution to the character of a building but also to the roofscape. Since its early beginnings it appears that Halesworth was a centre of trade and latterly of commerce. It has many good nineteenth and twentieth century shopfronts, which should be conserved and enhanced. Further advice on the history of Georgian doors and windows, on chimneys, on walls and railings and shopfronts are in Appendix 2.



*Methodist Chapel
London Road*



Chediston Street



Remains of the Quay



The Town Park

Community involvement

The draft of this document was distributed for stakeholder consultation. There were fifty-three consultees, internal and external. External consultees included the Secretary of State, English Heritage, Suffolk County Council, Halesworth Town Council, etc. (A full list of consultees is available from the design and conservation department on request).

Additionally, a public exhibition was held at the Halesworth Public Library, producing twenty-six written responses and some verbal.

The response was overwhelmingly positive, with only one respondent against the proposals.

As a result of comments received, changes have been made to management proposals, and three of the proposed extensions to the conservation area have been modified (E, F, and H).

These are now incorporated in a separate document referred to as the Halesworth Conservation Area Management Proposals, which appears here as appendix 6. It is also available as a stand-alone document both on the Waveney District Council website and in printed format.



Wall at 3 Angel Lane



27 Angel Lane



12 Bridge Street



The Hawk, Bridge Street

Useful information, appendices and contact details

Appendix 1:

Architectural qualities in detail

Angel Link and Angel Lane

The Angel Link Road follows the line of the former Angel Yard and Angel Lane. It required the demolition of the Corn Hall and the loss of the bowling green to carriageway and car parks. Its construction has had a substantial impact on the historic urban grain of the area, opening up the rear yards and gardens at the southern end of the Thoroughfare, with views of the sides of buildings and leaving others isolated. A number of substantial eighteenth and nineteenth century red brick **boundary walls** survived the changes. The early nineteenth century ***garden walls of No. 35 Thoroughfare** are behind trees and on an irregular course on the south side of the link road. The walls make two rectangular walled gardens, now used as car parks. The interior perimeter of the car parks is landscaped and there are now various species of tree and shrub which enhance the very attractive appearance of the 2.6 m high, mellow red brick walls, and serve as a reminder of their former garden use. Further south-east the walls were associated with the former maltings buildings north-west of No. 27 Angel Lane. No. 27 was wholly rebuilt as shops and flats in a similar form to the original. **The walls** enclosed the former yard of the maltings which is now a car park and entered through a gateway flanked by brick piers with ball finials.

There is an extensive late Georgian **brick wall** between the lane and the road, where the Link Road turns the corner. The wall is in a poor structural condition and attractively overgrown by trees adjoining the footpath and mature ground cover planting on the road side.

There are two houses at the south end of Angel Lane; **No. 26, Thoroughfare**, a long and low single storey house. It has a pleasing black glazed and red pantile, hipped roof which enhances views looking west of the roofs of London Road and the church tower. Seen across the field called Angel Yard, **No. 27 Thoroughfare** is Victorian in appearance, notwithstanding the twentieth century windows and shutters. It has two storeys, a gabled red pantile roof with end red brick stacks.

At the end of the Angel Link is River Lane and the Old 'Riverside' Maltings and Mayfield Lodge. The Riverside Maltings were built in 1837 to take advantage of the New Reach of the Blyth Navigation. When built the maltings had two maltings floors with a pair of kilns at the north end. Attached to the kilns were two cottages. Becoming redundant, the maltings were converted for use as a sports and social club. Since then they have been converted for

Angel Link and Angel Lane continued

residential use, involving substantial reconstruction, particularly of the west wall of the maltings range. The walls are of bright red brick, with shallow buttresses defining the bays. There is a pantile roof over the maltings and slate roofs over the kilns and cottages. The kilns have visually intrusive roof-lights. The windows appear to be all new, but inserted into existing openings. There are sash windows on the east side of the cottages. An extra floor has been added to the maltings, requiring new lead covered 'wedge' dormers. East of the maltings are small forecourt gardens enclosed by modern timber picket fences.

Riverside Lane continues over a bridge over the Town River to the bank of the New Reach. Here in the high vegetation are decaying buildings, probably associated with the Riverside maltings and quay. Building work was in progress at the time of the survey and the future of the land east of the maltings is uncertain. On the other side of Riverside Lane is Mayfield Lodge, a good early twentieth century Queen Anne style house with brick and fieldstone boundary walls. The house has a machine made plain tile hipped roof, ridge finials and bonnet tile hips. It has a pair of high brick chimneys, polychrome brick walls, and a central gabled pediment containing a Venetian window. Also it has three-light timber casements with leaded lights, and a central entrance door under a horizontal canopy supported on console brackets.

Bridge Street

Near the bridge on the west side of Bridge Street is **No. 12, Bridge Street**. It is tall and thin, built in three storeys in the nineteenth century, in red brick with sash windows in the upper two floors. Adjoining to the right is an Edwardian 'tour de force'; **No. 13 Bridge Street (Bridge House)**, the former 'Ives Shoe Shop', now a café. It is quietly Art Nouveau in character, with a rendered brick parapet, in a curving form reminiscent of the 'Casa Mila', in Barcelona, by Gaudi. The façade above the shop window is divided by brick pilasters where there is a central canted oriel with sash windows and flanked on one side by sash windows with brick aprons, one to the left and two to the right. The ground floor is faced with green glazed tiles, and has a fine shopfront of hardwood, complete with fascia, inscribed J G Ives, and blinds. The windows curve into the central shop entrance. Incorporated into the shopfront to the left, and flanked by consoles, is a fine six panelled entrance door with a semicircular fanlight with an Art Nouveau motif in the glass. Fixed to the brickwork between the first floor windows is a clock bearing a shoe makers 'logo'. ***No. 16 Bridge Street** is timber-framed and has a steep pitched pantile roof suggesting an earlier core. The façade is eighteenth century with a modillion cornice, banded rusticated stucco and three sash windows, (the central window having a shallow ogee arch). There are two attractive timber shopfronts with pilasters and consoles, that to the left with splayed window

Bridge Street continued

and central entrance, and to the right a bow window with glazing bars, and entrance with six panelled door and fanlight, with reticulated patterned glazing bars under a continuous fascia.

Opposite on the east side of Bridge Street is **No. 10 Bridge Street (Bridge Café)**, formerly the Ship Inn, which was built circa 1870, with a slate roof and brick walls. Except for the painted brick, the exterior is unchanged. It has two storey canted bays, four pane sash windows, central porch with pilasters, frieze and cornice and wrought iron bracket above for the inn sign. **Nos. 8 & 9 Bridge Street** is of mid nineteenth century origins, built with gault brick with five bays separated by pilasters. It has twelve pane and sixteen pane sash windows at first and second floor levels. At ground floor level, off centre to the left is a carriage entrance with a basket arch above. The entrance to the shop to the left has a fanlight with margin lights. The shopfront to the right is modern. **No. 7 Bridge Street** was built in red brick with a slate roof, again in the mid-nineteenth century. At this point Bridge Street changes direction, turning east, and across the road junction there are focal views of No. 7 Bridge Street from Rectory Street, and the County Library from Bridge Street. On the south-east side of the street, is **No. 6 Bridge Street** with a nineteenth century shopfront that retains its pilasters, consoles and fascia, though a modern entrance door has been inserted in the right hand side window which damages its authenticity and symmetry. ***No. 5 Bridge Street** is built of brick, now painted. It has a late seventeenth century cross casement window in its east gable, three-light casements at first floor and a sash window and a good modern shop window at ground floor level. An unsightly extract duct runs up the east gable. ***Nos. 1-3 Bridge Street** has the appearance of a seventeenth century house, with steep pitched slate roof and off centre axial stack. There are seven, nine pane sash windows at first floor, a good timber-framed shopfront in No. 1, and a timber door-case with pilasters and frieze to No. 2. The shopfront of No. 3 Bridge Street is not of special architectural interest. Over the road is **The Hawk**, a former inn, probably constructed in the seventeenth century. It has a steep pitched black pantile roof, and an axial stack with a rendered base which suggests that the roof may once have been thatched. The exterior has been refaced in brick in modern times. The façade has casement windows with flat gauged brick arches, a blank title panel, and a pedimented door-case, steps and wrought iron balustrade. Adjoining The Hawk to the left and turning the corner from Rectory Street is the admirable **County Library**. Constructed in the late twentieth century, to the design of the Suffolk County Architect, it is a model for contemporary design in an historic urban environment. Its roof line matches the adjoining buildings at ridge and eaves. It has a plain tile roof and a glass façade, divided into five bays by external



134/5 Chediston Street



130 Chediston Street



81 & 82 Chediston Street



130 Chediston Street

Bridge Street continued

steel columns supporting deep eaves. The bays reflect the rhythm of the adjoining historic frontages.

Bridge Street and Thoroughfare have been visually and practically enhanced by new concrete paving, trees in cedar wood planters, cast iron bollards and benches.

Chediston Street

On the north side, Chediston Street begins with ***No. 154**, which has a steep pitched black pantile roof and an 18th-century red brick façade with a plat band, all now painted. It has 18th-century casements at first floor level and a sash window and simple shopfront at ground floor level. The eastern section is later, with red pantiles, rough cast walls and modern windows. **No. 152 Chediston Street (formerly the 'Dun Cow' Public House)** owes much to twentieth century craftsmanship, and has a black pantile roof and exposed timber-frame walls with curious tension bracing, made from a bell cage. It has casement windows with leaded lights and, architecturally, looks well and in context with its surroundings. ***No. 151 Chediston Street** has been changed since it was listed. The brickwork and surviving sash windows with flush frames are probably eighteenth century, the remainder looks twentieth century. **Nos. 145-148 Chediston Street** are two pairs of double cottages, with intact nineteenth century brick façades and black pantiled roofs. The pitch of the roofs suggests earlier cores. **No. 144 Chediston Street** has nineteenth century four pane sash windows and a central 6 panel door and visible through the windows in the east wall are sixteenth century service doors. ***134 & 135 Chediston Street** has the wide eaves on its façade, fashionable in the early nineteenth century. The roof is of black pantiles with parapet gables and end stacks. It has a fine mid-nineteenth century double shopfront with a central entrance door, and elaborate consoles supporting the cornice. There are original sixteen pane sash windows with stucco lintels with raised key blocks. The entrance door to No. 134 has six panels and a good door-case with panelled pilasters, frieze and cornice. At the rear is a one and a half storey range said to have been a sail- and tent-maker's workshop. ***130 Chediston Street** was the former Rose & Crown Public House. It has a well ordered eighteenth century façade of original sash windows with glazing bars under flat gauged brick arches. There are two 6 panel entrance doors with good timber door-cases. The red pantiled roof has off centre and end chimney stacks and parapet gables. The joinery is in urgent need of repair and redecoration. Here looking north between 134 and 130 is a good view down Rectory Lane of red brick houses, pretty garden walls and railings and garden trees beyond. South of No. 130 is a yard, enclosed by a high **red brick wall** containing an eighteenth century, red brick and pantile stable, modified into garages. Across the yard is the rear of **Nos. 131 & 132 Chediston Street** (See Rectory Lane), with the

Chediston Street continued

archaeologically interesting patchwork of bricks in the south gable wall. ***125-127 Chediston Street** is a fashionable terrace of late eighteenth century cottages, and with the exception of 127, retaining original horizontal sliding sashes on the first floor and casement windows and doors on the ground floor. They are built in red brick with fine pointing, and with a black pantile roof over 125 and 126. Over 126 the roof is of red pantiles and is hipped. The doors have 6 panels and fanlights with radial glazing bars and elliptical gauged brick arches. There are flat gauged brick arches over the windows. Attached to the rear of 128 is a later cottage, with a red pantile roof and painted brick walls. ***124a & b Chediston Street** are of interest for their Georgian detail. They are built of brick, recently having been repointed. They have a steep pitched, black pantile roof with central axial stack and brick modillion eaves. There are two Victorian sash windows at first floor and a central blank panel. There is a central pair of 6 panel doors in a panelled single door-case with entablature. To the right is an exceptional early nineteenth century shallow bay shop window with original thin glazing bars and diamond and quadrant frieze pattern at the head. **No. 123 Chediston Street** was The Wellington Public House and is of architectural and historic interest. Recently restored, it has modern pargeted walls in traditional seventeenth century style panels, containing fleur-de-lis and trailing vine. It is rendered on a timber-frame and has a gabled black pantile roof and a central axial stack. The west gable is jettied, and the street façade has three and four light timber mullioned windows. Its maltings, brewery buildings and cottages have been substantially altered or rebuilt to make dwellings, Nos. 1-4 Wellington Court. The layout reflects the traditional 'yard' layout of subsidiary streets, though the scale of the new buildings and the use of stained timber for walls and windows does not fit within the immediate local context of the street. 98-96, are post war bungalows which, while out of character with the historic environment, are a pleasing domestic scale. **No. 95** is an early seventeenth century timber-framed house with a steep pitched roof and east outshot, set gable on to the road. Its architectural interest is hidden behind an austere twentieth century brick exterior. There was another yard between 86 and 89, its four cottages having been lost making way for the mission hall and the water pumping works. The street enclosure is fragmented here opening up views of back gardens and their enclosed 'larch lap fencing'. The loss of the 'linear enclosure is worsened because of the need for highway visibility splays for Bouchan Court opposite. However, views have been opened up north, towards the trees of the river's water meadows and of **No. 90**, which has a pantiled roof with roof lights and rendered walls and **No. 91**, which is also pantiled and rendered, with a timber pentice board under the gable. The traditional street continues with ***Nos. 83-84 and 85-86**, a row of red brick Georgian houses with

Chediston Street continued

sparkling black pantile roofs. No. 85 was the Golden Ball Public House in 1903. Nos. 85 & 86 have 12 pane Victorian sash windows with flush frames and modern entrance doors in packed out frames, all under flat gauged brick arches. Nos. 85, 83 & 84 has three flat –roofed dormer windows in a steep pitched roof with off centre and end stacks suggesting a seventeenth century building behind the façade. **No. 82** is of two bays, and **No. 83** has three symmetrical bays, all with sixteen pane Georgian sash windows in flush frames with segmental brick arches. The doors have six panels, the top panels glazed. **Nos. 81 & 82** is a well preserved pair of Victorian red brick cottages, with pantile roof, parapet gables and central axial stack. It has a symmetrical façade with original windows under segmental brick arches. ***No. 80, Chediston Street** is an elegant eighteenth century cottage, with an early nineteenth century façade. It was built gable-end on to the street, and facing east, where there is a small garden enclosed by a brick wall with a splayed brick coping. It has a black pantiled roof, central axial stack and eaves, tilted as though to accommodate a new brick exterior. The façade is symmetrical with replacement timber three light casements and a central gabled porch. The façade of **No. 79** is also symmetrical with a pantiled roof and end chimney stack at the east end. It has a part glazed entrance door and twelve pane sash windows which on the ground floor are under segmental brick arches. The cottage is rendered, with a panel containing a reinterpretation of the 'trailing vine' pattern. Approached through a narrow gap between Nos. 73 and 79, and running north down towards the river, is Runcies Yard, containing, along its east side, **Nos. 74-78 Chediston Street**, a row of mid nineteenth century cottages which have been extended to the west in circa 1947 with flat-roofed extensions. The cottages have metal framed windows and pebble-dash walls, each cottage painted a different pastel shade. Opposite and unaltered, is a brick and concrete **air raid shelter**, and across the path behind No. 73 is a range of closets and wash houses, now converted to modern use. The cottages have been attractively landscaped, and the whole provides a nicely framed view of the water meadows and their trees. **Nos. 71, 72, & 73 Chediston Street** appear to have been fashioned from one seventeenth century three cell house which has a central, axial stack and an end stack and three flat-roofed dormers, set in its steep pitched pantile roof. It now has the traditional East Suffolk mid twentieth century exterior of metal framed windows and pebbledash. ***No. 69 Chediston Street** is a gem; an architecturally distinguished Regency villa and one of a number in the town. It is one of the first buildings to be encountered on entering Halesworth from the west and it sets a good precedent for what is to come. It has a hipped slate roof with end chimney stacks. The brickwork is notable for its colour and texture, partly due to the use of red brick dust or some other colourant in the mortar. It has a symmetrical



40 Chediston Street



42 Chediston Street



1 London Road



2 London Road

Chediston Street continued

façade of three bays and a subsidiary wing of one bay to the west. The central bay of the 'villa' is set forward half a brick, which accommodates the extra thickness required for the double reveal of the high segmental gauged brick arch over the six panel fielded entrance door. It has nine pane sashes at first floor level and twelve pane sashes at ground floor, each having rebated frames and flat gauged brick arches. The west wing has matching brickwork though it is lower, the ridge of its slate roof tucked under the eaves of the main range. At first floor level, under the eaves, is a nine pane sash, and below a later pair of casement windows under a segmental brick arch. It has a pretty landscaped forecourt enclosed by a twentieth century brick dwarf wall with splayed coping. Attached to the west end of No. 69 is **No. 68 Chediston Street** which, while built of red brick with a slate roof, is quite different in appearance. The mortar pointing is not coloured and the sash windows have flush frames.

Across the road on the **south side of Chediston Street** is the recently constructed No. 63, Corner Cottage, which acts as an architectural link between the development of Church Farm and the cottages in Chediston Street. It has steep pitched tiled roofs, rendered walls and small pane casements and steps down in scale from right to left. 60, 61 & 62 are simple Victorian cottages with pantiled roofs and rendered walls. No. 60 retains its original casements at first floor. There is a gap where No. 59 was, and Nos. 58 & 57 are much altered Victorian cottages and 53 is modern. On the south side is **No. 52, Chediston Street**, a small traditional Victorian cottage, built gable end onto the street where there is an external end chimney stack. It has metal frame windows, rendered walls and pantile roof. It is set back from the road, at a higher level than the street, and has an attractive forecourt garden, enclosed along the back edge of the pavement by rendered wall with gate piers and brick coping. ***Nos. 50 & 51 Chediston Street** is a two cell timber-framed late medieval house, possibly shortened and subsequently enlarged with a number of rear outshuts. It has a steep pitched pantile roof and a central axial chimney stack. This is exceptional for its base, which has a panel containing four moulded brick trefoil machicolations typical of the late 15th or early sixteenth century. It is rendered and has retained eighteenth century three-light casement windows, those to the left, at first floor level having leaded panes. No. 51 has a boarded entrance door and No. 50 has a part glazed panel door. **Nos. 48 & 49** disguises its Georgian charms under a hard coat of render. It has pantiled roofs with parapet gables and a central axial stack. It has a single storey gabled porch to the east and a symmetrical façade with modern casement windows. There is a gap in the built up frontages east of No. 48 for a garage and a garage forecourt. And then another gem, ***Nos. 40, 41 & 42 Chediston Street**. Nos. 40 & 41 are formed out of a sixteenth or seventeenth century timber

Chediston Street continued

frame and rendered, three cell house with a late eighteenth century facelift, which has survived into the twenty-first century. It has an end stack and a central axial stack with a rendered and panelled base and four moulded brick seventeenth century chimney shafts. The roof is steeply pitched and covered in pantiles. The roof of No. 42 is at a different level suggesting that it is a fragment of another timber-framed house which occupied the site of Nos. 43 & 44. No. 42 has a black pantile roof with an end stack. It has a first floor 18th-century three light casement window, and below a late 18th-century, bay shop window with fine glazing bars and thirty-two panes. The entrance strays into No. 41 with which it is paired in a shared timber door-case. Nos. 41 & 40 each have nineteenth century gabled dormer windows and two window bays, containing three light six pane casements. No. 41 has a good dentil eaves cornice and a ground floor twelve pane sash. No. 40 has a canted bay shop window with vertical and diagonal glazing bars. The door-cases of the three houses all match. They have panelled pilasters, fluted brackets, fluted architraves and a dentil cornice. No. 41 has a half glazed door, and a six panel door and 42 a five panel door with a glazed top panel. 31, 33 and 36 are on the west side of a yard, though the nine cottages on the east side have made way for Bouchain Court, a modern sheltered housing development. ***No. 36 Chediston Street** is timber-framed and rendered and has a steep pitched gabled pantile roof with a central axial stack. It has pretty modern cross casement windows. **No. 33** has cottage proportions, a concrete tile roof, parapet gables, modern windows with glazing bars and rustic rendered walls. No. 31 is also of cottage proportions, though most of the exterior is modern. The former ***Black Eagle, No. 15 Chediston Street** has an eighteenth century ordered exterior of sash windows in rendered walls that hide an ancient timber-frame. It has a black pantile roof with a central axial stack. It has four window bays, and two entrance doors, one central the other to the left, which have timber door-cases. At the rear is a small residential development which includes **No. 15a**, possibly a former coach house in the yard of the inn. In an attractively landscaped setting it has a hipped pantile roof, rendered walls, a central lean-to porch and two light casements with glazing bars, all modern! Between No. 15 & No. 6 are mid twentieth century single storey houses with gabled roofs of concrete pantiles, brick and render walls, and tidy dwarf forecourt walls in brick. They are of a pleasant human scale though not designed to visually enhance the historic context. At the back of the rear gardens between No. 11 to No. 6 Chediston Street is the long **north wall** of one of the surviving Halesworth Brewery buildings, prominent because it is on land rising to the south. At the **rear of No. 6** is a narrow courtyard open to the west. The rear range may be mid nineteenth century and is built of red brick and has modern top hung casements. The east side of the yard

Chediston Street continued

is weather boarded. **No. 6 and 6a Chediston Street** are terraced and also mid nineteenth century in origin. They have a gabled pantile roof and shared axial brick stack. No. 6 is rendered and painted and has a single four pane sash at first floor and a two pane sash at ground floor level with a modern entrance door. **No. 6a** is a plain mid nineteenth century house and has a shop to the left with a good original shopfront and a house to the right. It has gault brick walls and a central axial gault brick stack. The house has two pane and four pane sash windows with painted flat arches with key blocks. The shop has two two pane sash windows with painted flat arched windows at first floor and a simple Victorian double shop window with glazed central entrance door, timber pilasters, fascia and blind box below. The flanks of Nos. 6 & 6a are rendered and offer prominent blank surfaces in the street where adjoining buildings have been removed. ***Nos. 1 & 2 Chediston Street** are on the corner of the Market Place. They are likely to be older than the eighteenth century exterior suggests and the whole merits close inspection. They have a black pantile roof, hipped over the corner and gabled to the east. No. 1 is part painted brick and part timber-framed and rendered, with a high brick plinth. No. 2 is also timber-framed with a tarred plinth and a brick gable wall facing west. The Market Place elevation of No. 1 has openings for three twelve pane sashes, though the central window's sashes have been replaced by a sheet of glass. At ground floor level is a modern shop window and entrance door, which visually conflicts with the character of the conservation area. The Chediston Street elevation has three sixteen pane sash windows at first floor level, and an assortment of windows at ground floor level. There is a good Victorian shopfront at the west end with a modern door in a timber casing with panelled linings, pilasters, frieze and cornice, coupling the door and window. To the left of the shopfront is an opening for a sash window, glazed as a shop window. In No. 1 are two windows with 'reeded' architraves.

London Road

London Road East Side begins with ****Gothic House and Dairy Farm** which began as two dwellings in the fifteenth century, then extended and amalgamated into one in the sixteenth century. The porch belongs to the mid seventeenth century and the upper porch and exterior detail, including the cross casement windows with reticulated cast iron lights and hood moulds and the frilly bargeboards of Gothic House belong to a 're-gothicising' in circa 1848 (though the structure is still substantially sixteenth century). The two light cross casements in Dairy Farm were probably inserted in the seventeenth century, when the exterior was rendered. The two storey brick and pantile wing, and its slatted dairy window to the south, was built, possibly, at the same time. The framing of the fifteenth century range and the sixteenth century close-studded timber frame of Dairy Farm were revealed by the



9 London Road



25 & 26 London Road



29 London Road



30 London Road

London Road continued

removal of the render in the late twentieth century. There is a 1.5 metre high **brick boundary wall** at the south end of Dairy Farm and a low red brick wall along the frontage of the medieval building with a gate and gate piers opposite the porch. These take the place of a fine set of Georgian railings, removed as part of the war effort. The whole of the ensemble is of outstanding special architectural and historic interest, and makes a very significant contribution to the character of the conservation area. Between Dairy Farm and The White Swan is a gap in the frontage, now occupied by No. 3, London Road, a twentieth century double fronted shop. At the **rear of No. 3** is a decaying, weatherboard and pantile building; probably an 18th-century one and a half storey, three bay, timber-framed dairy building, formerly associated with Dairy Farm. This building should be subject to a detailed investigation to assess its significance. ***No. 4 is the White Swan**, which has a seventeenth century interior and plan, having a lobby entrance, an off centre axial stack and an end stack. The exterior is a restrained and high quality, late nineteenth century design in hand made plain tiles for roofs, and red brick with tinted pointing for walls. It has nineteenth century three light casement windows, some retaining their wrought iron casements. The porch is very fine and has a hand made plain tile roof with ridge finials, a pretty carved barge board, and four carved pillars supporting the roof, with polychrome white swans carved in the spandrels. There is heraldic etched glass in the porch gable with the arms of the Bedingfields. ***No. 5 London Road** was built in the eighteenth century though much of what can be seen was made in the twentieth century. It has a black pantile roof and central axial stack and an eighteenth century timber dentil eaves cornice of the same period as the three, twelve pane sash windows at first floor level. The Georgian render has been replaced by mock timber-framing at first floor level. The segmental porch canopy carried on scrolled brackets, and the semicircular, seven light bay window with sash windows with glazing bars are notable features of the twentieth century design. * **No. 6 London Road** is early seventeenth century and was possibly part of No. 7. It has a later, shallow pitched slate roof, rendered timber-frame walls and late eighteenth century twelve pane sash windows. It has a large splay bay five light shopfront with a good moulded timber cornice and on its left, a modern glazed door in a nineteenth century timber door-case. ***Nos. 7 & 8 London Road**, were made out of a single early eighteenth century timber-framed house. They has an axial stack at the north end, a machine made tile roof and an eighteenth century timber dentil cornice. The six pane sash windows are Victorian, together with the five light, bay shopfront between two nineteenth century door-cases, with a half glazed door in No. 7 and an original six panel door in No. 8. ***No. 9 London Road** is eighteenth century, and has a black pantile roof with end stacks and a parapet

London Road continued

gable at the south end. It is built of red brick with red tinted pointing and has original twelve pane sash windows with painted flat gauged brick arches. It has a central six panel door with a late eighteenth century timber door-case with slender reeded pilasters and entablature. To the left is a nineteenth century five light, square bay shop window with console brackets supporting the cornice. ***No. 10 London Road** was built in the early nineteenth century and has a black pantile roof with end stacks. The walls are of painted brickwork and the house has twelve pane sash windows and a central six panel door with four glazed panels. The door-case has slender panelled pilasters, panelled frieze and cornice. It has a low, brick forecourt wall. **Nos. 11 & 12** are now a symmetrical pair of cottages, given a heavy make over in the mid twentieth century. They are not unattractive, with a black pantile roof, hipped at the south end and with an end red brick chimney stack. The walls are painted pebbledash and the fenestration is symmetrical across the two cottages with single storey bay windows at each end. The windows are small pane steel casements. Behind Nos. 11 & 12 is an attractive small yard, unusually running parallel to the main street. It contains a Victorian terrace, **Nos. 16-22 London Road**. **No. 16** is a recent brick and pantile addition to the north end of the terrace and has modern stained timber joinery. **Nos. 17, 18 & 19** have a central through passage, and are built with a pantile roof and red brick walls, with a first floor gault brick plat band. There is a chimney stack at the north end and another, axially between the two cottages. The second terrace, **Nos. 20-22** has the name plate 'Ebenezer' built into the brickwork over the opening into the through passage. It is relatively unchanged outside. It has a pantile roof, hipped at the south end, an end stack to the north and an axial stack to the south. The walls are of red brick with a gault brick, first floor plat band. **No. 20** has two, original four pane double hung sash windows and a casement in a partially filled opening over the front door. **No. 21** has a pretty, brick and pantile lean-to porch with a four pane window and a modern entrance door. It has three original four pane double hung sash windows. The entrance to **No. 22** is round the side. Facing London Road it has two original, four pane, double hung sash windows. The windows in the terrace have painted flat stone lintels. *** 25-28 London Road** is a row of cottages, with an early seventeenth century core and an eighteenth century exterior and fenestration. They have a black pantile roof and timber frame walls covered in painted cement roughcast. **No. 25** has an end chimney stack and a shared internal stack with a rendered base. It has three light windows with wrought iron casements at first floor and modern timber top hung casements with glazing bars at ground floor. **No. 26** shares a stack with **No. 27** and has three light windows with wrought iron casements at first floor and sixteen pane sash windows either side of the door at ground floor. **Nos. 27 & 28** have three light

London Road continued

windows with wrought iron casements, six panes on the first floor and nine panes on the ground floor. **Nos. 25 & 26** have six panel doors, **Nos. 27 & 28** have boarded doors, all, including **No. 25**, are in timber door-cases with architrave, frieze and cornice. There is a low brick wall along the back edge of the pavement. **29 London Road**, is now the Halesworth Day Centre and local council offices. It was built in 1891 as a police house and law courts. It is built in three distinct units, the Law Courts to the north, with the County crest in the gable, the police house to the south and the later cell blocks to the east. More of historic than architectural interest, the building is of red brick with slate roofs. The gable of the Law Court wing faces London Road, and the parapet has a stone coping and carved stone kneelers. The verge and gable string course is of moulded brick, and contains the Suffolk County Sheriff's crest under a brick label mould. Below is the three light courtroom window. The entrance is on the north side. The superintendent's house faces south, the roof is hipped and there are tall chimneys to south west and east. It has a moulded brick eaves course and four, four pane sash windows at first floor, and a modern entrance on the ground floor, flanked to the left by two sash windows and to the right by a single storey canted bay window with sash windows. The windows all have chamfered stone lintels. There is a single storey wing to the east, of brick with a gabled slate roof, to which the flat-roofed cell blocks are attached. It has a central entrance door flanked by two sash windows. Highfield House was built in the mid-nineteenth-century for Frederick Cross, a local solicitor, in an Italianate style popular at the time. It is built with gault bricks and a slate roof with two pane and four pane sash windows under flat gauged brick arches with raised key blocks. The central entrance is in a gabled wing and has Doric columns and entablature surmounted by a pediment. The house was extended to the north when it became a residential home for the elderly. The house is set in extensive grounds which still retain many of the garden trees planted in the nineteenth century.

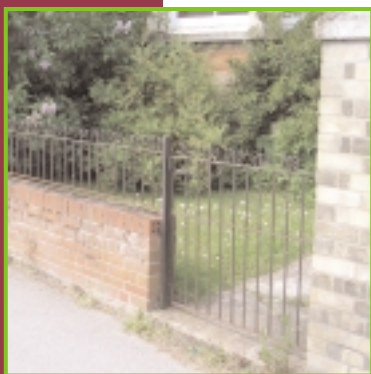
London Road, west side begins at **No. 30**, almost out in the country. It is one of a number of fine and well preserved Victorian villas on the Halesworth periphery. ***No. 30, London Road** was built in the late eighteenth century, in a lovely mellow red brick. It has a gabled black pantile roof and a later wing to the south with a hipped slate roof. The main house has parapet gables and four end stacks. It has a symmetrical façade with three sixteen pane sash windows in flush frames with flat gauged brick arches at first floor and flanking the entrance door at ground floor. It has a six panel entrance door with a timber door-case with panelled lining, reed moulded pilasters, frieze and plain cornice. The north wing has a timber conservatory with a shallow, hipped fibrous cement tile roof. Between **30** and **35** is a garage forecourt and a bungalow which do not



35 & 36 London Road



41 London Road



*Railings and gate at
45 London Road*



47-50 London Road

London Road continued

contribute to the character of the conservation area. **Nos. 35 & 36 London Road** are of special architectural interest. Built circa 1830, they have matching symmetrical façades under a hipped slate roof with a central gault brick stack. The walls are of gault brick with clasping pilasters and a central pilaster between the houses. The outer bays contain the entrance doors which have double reveals, panelled frames, and six panel doors under a semicircular gauged brick arch with a fanlight with radial glazing bars. There are two twelve pane sash windows per house at first floor level, and one at ground floor level with flat gauged brick arches and stone sills. No. 35 has a **brick forecourt wall** with hoop railings and No. 36 has a hedge. **Nos. 37 & 38 London Road** are a pair of houses, externally substantially unchanged. They are built of gault brick with corner clasping pilasters and a hipped slate roof with end gault brick stacks. The doors are paired towards the centre, have fanlights with timber panelled door-cases with plain pilasters, architrave, frieze and cornice. Each side of the doors are good canted bay windows with two and four pane sash windows with an entablature matching the adjoining door-cases. At first floor, the windows follow the ground floor, with outer four pane sash windows with margin lights and four pane sashes over the doors. The windows have stone lintels with raised key blocks. **Nos. 39 & 40** are similar to 37 & 38, though No. 39 is much altered. They have a hipped slate roof, with end stacks, and the walls are built with gault brick with clasping pilasters at the corners. They have two storey canted brick bays, with two pane and four pane sash windows. The doors are paired towards the centre, have fanlights with timber panelled door-cases with pilasters, architrave, frieze and cornice. There are forecourt gault brick walls, No. 40's having been rebuilt. **No. 41 London Road** is a substantial and well preserved Victorian villa, with a prodigious extension to the south. The first phase has a hipped roof and a central brick porch with segmental stone lintel, and six panel door with a fanlight. Each side are two storey brick canted bays with four and two pane sash windows with chamfered stone lintels. This was substantially enlarged towards the end of the nineteenth century with a three storey hipped roof extension in matching gault brick with an elaborate, three storey, timber bay window with a canted top storey. Each storey has an entablature with a modillion cornice. **No. 42 London Road** is Victorian and was originally similar to the first phase of 41 and was also extended southward but only for two storeys. It has a hipped slate roof, an end stack to the north, and a central stack, once an end stack to the south. Its brickwork is likely to be gault brick and is now painted. It retains its original four pane sash windows and four panelled entrance door with an interesting timber door-case with entablature in the Doric order. Its front garden is enclosed by a dwarf wall and fence. **42a is the Old Rectory**, an attractive Edwardian house in the 'English Country House' style. It is 'T' shaped

London Road continued

in plan with a single storey lean-to to the south. Built in an attractive red brick in two and a half storeys, it has a hipped, hand made plain tile roof with deep eaves containing an timber modillion cornice. The right hand gable is half timbered and contains an attic window. Below is a canted bay window diminishing in size upwards, with a tile roof with lead hips. Left of the gable is a half timbered and brick dormer window. The six panel entrance door faces east under a curved lead canopy carried on console brackets. The windows are double hung sashes, the top sashes unequal and containing small panes, the larger bottom sashes plate glass. Above the windows are plain stone lintels. Here Dukes Drive joins London Road, occupying part of the Old Rectory garden where the building line is fragmented. North of Dukes Drive is the **Methodist Chapel**, built in 1877 in an Italianate style. It has an imposing pedimented gable, formed in gault brick, with brick dentil eaves. The pediment is supported on four pilasters in banded rusticated gault brick against a red brick ground. The central bay opens the pediment with a semi-circular arch containing a triple lancet window and below the double entrance doors with a semicircular stone arch and fanlight. Above the arch is a date plaque dated 1877. The outer bays contain high windows with semicircular painted stone arches and glazing bars with margin panes. The side elevation is of three bays with the same high windows as in the façade. The building was extended at the rear in a matching style in 1909. The church is set back from the pavement and its forecourt is enclosed by **low red brick walls** and iron railings and approached by a flight of steps. **43 to 45 London Road**, is an elaborate and architecturally interesting terrace of three houses, built very much in the style and materials of the Methodist Church. The two right hand houses are the same and the house to left is 'handed'. They are built in red brick with gault brick plinth and decoration. The roof is hipped and covered in black pantiles with two axial stacks with original square gault clay pots. The entrances are marked by a broad gault brick band which contains a first floor two light sash window with a semicircular stone arch with a king's head key-blocks. The half-glazed entrance doors are set back in the building to form a porch, and have semicircular fanlights. The other first floor windows have gault brick reveals and flat stone lintels, top hung fanlights and tall double casements which open onto the flat roofs of the canted bay windows below. The bay windows are built of stone and contain two and four pane sash windows. The terrace is set back from and above the pavement. The forecourts are enclosed by low brick walls with twentieth century railings and copings. Nos. 44 & 45 have one high gault brick **gate pier** with pedimented stone copings. The entrances are approached by stone steps with low gault brick parapets with stone copings. The **Rifle Hall** was built as a theatre in 1792 for the David Fisher Company who used it until 1850. It became a volunteer infantry drill hall

London Road continued

after circa 1862 and was extended and re-fronted to the design of Bottle & Olley in 1892 in red brick, with stone dressings, quoins and banding to the gable ends in the style initiated by the nineteenth century architect, Norman Shaw. The façade has a stone cartouche in the gable spandrel, a large five light window with a basket arched head at first floor level with leaded lights and glazing bars. There is a central entrance door with a basket arch under a flat stone canopy with frieze and cornice supported on consoles. Each side of the door are three light windows. The forecourt is enclosed by a low brick wall and the entrance is approached via stone steps. The building is of special national historic interest and local architectural interest. To the north from the Rifle Hall and across two yards with good flint and brick walls is ***No. 46 (The Elms)**, a maltsters house with a fine façade built circa 1807. The building is of painted brick, though the principal elevation is stucco, lined as ashlar and painted. It has a hipped slate roof with end stacks and a mutule cornice. The façade has three bays, with the central pane set forward and capped with a pediment above the eaves line. It has clasping pilasters and a first floor plat band. It has sixteen pane sash windows and a central entrance door with a double reveal. The door is now a double hardwood door with side lights with a fanlight above with radial glazing bars. There is a subsidiary lean-to wing with pantile roof and stepped brick gable, and an eighteenth century, two storey stable building to the north, with a black pantile roof and ridge ventilator and parapet gables. The walls have brick pilasters but the joinery is modern. The house has a good ***boundary wall** of red brick and flint with later gault brick gate piers with stone caps and iron gates. North of the Elms are **47-50 London Road**, a three storey terrace with basement, built in gault brick circa 1863, with a rendered basement storey and a gabled slate roof. Each house is the same, of two window bays, with the red brick chimney stack to left and the entrance door to right. The windows diminish in size for each floor. They are four pane sashes, with segmental heads at basement level, semi circular arched heads on the ground floor, and segmental arches on the first floor. The basement area is enclosed by modern steel **gates and railings** on a dwarf gault brick wall.

***51, 52 & 53 London Road**, is the first of a continuous built up frontage against the pavement on the west side of the road, most buildings having late eighteenth or early nineteenth century façades over ancient timber frames. 51-53 is an early nineteenth century terrace with a continuous pantile roof, hipped to the north and with a parapet gable to the south. The façade is of painted brick, with modillion eaves. Nos. 51 & 52 look like a pair. 51 has Victorian, twelve pane sash windows and a six panel entrance door and a distinctive timber door-case, decorated with brackets. Behind 51 is a former stable, altered to make a pretty



63 London Road



81 London Road



83 & 84 London Road



90 & 91 London Road

London Road continued

artist's studio. All the joinery is late twentieth century in origin or architectural salvage. 52 has Victorian large pane sash windows and a part glazed door in a late nineteenth century door-case with pilasters and entablature. No. 53 has a symmetrical façade with Georgian, sixteen light sash windows to first floor, steel casement windows to ground floor and a central half glazed door with a timber door-case with Greek Doric fluted pilasters, frieze and cornice. **No. 53a** is between Nos. 53 and 54. It is a two storey building set end on to the road. It has a hipped pantile roof and painted brick walls. The brickwork has two phases, the lower bricks being narrow and laid in English Bond. The elevation facing the street contains a three part door or shop window, now boarded. It has narrow pilasters supporting an entablature. Above is a nineteenth century two light window with a wrought iron casement. At the side, facing south at first floor level are three nineteenth century workshop windows. North of the stable between this building and 54 is the narrow alleyway, now closed with a fence, leading to the town pound which was behind No. 54, and gave the former name of Pound Street to London Road. ***Nos. 54, 55, 56, 57 & 58 London Road** is a terrace of five early nineteenth century houses, arranged in pairs, with a later wing. No. 58 is at right angles at the north end. The terrace was built with gault brick walls, a black pantile roof with shared gault brick stacks, twelve pane sash windows under flat gauged brick arches and six panel doors under semicircular gauged brick arches with single pane fanlights. Now, No. 54 has a modern entrance door with fanlight, No. 55, has twentieth century top hung casements, No. 56 is rendered and painted and has modern top hung casements and No. 57 has a ground floor uPVC casement. No. 58, is end on to the street with a hipped roof and higher eaves at the side. It has a two pane sash at first floor and a three pane sash at ground floor level. At the side at ground floor level is the original entrance door under a segmental brick arch, and two nineteenth century, three light casement windows. The passageway adjacent to No. 58 leads to a tranquil yard containing **Nos. 59 & 60 London Road**. To the south at an angle are **Nos. 63 & 63a**, formerly the Trowel & Hammer Inn which was divided into two. It is long low building of one and a half storeys, timber-frame with a lime render and a gabled pantile roof. No. 63 has a wedge dormer and lean-to porch. No. 63a has a four panel entrance door and a gabled open timber porch with a plain tile roof. Each side at first floor level are three light casement windows and, at ground floor level, to the left, a casement window and to the right a good twenty light bow window with strip pilasters and entablature. Immediately north of 63a are Nos. 75, 76 and 77 London Road, on the site of a building shown in the 1842 tithe map. However, present character of the terrace is very much mid-twentieth century. It has a gabled interlocking pantile roof and two axial brick chimneys. The first floor walls are clad in stained timber,

London Road continued

and the ground floor walls are made of painted brick. The east facing gable is jettied at first floor, though with mid twentieth century doors and windows, its character is modern. The gable is the focal point of the views along the lane between Nos. 68 and 84 London Road, while its east flank is an important feature of the yard containing **Nos. 69 to 71 London Road**. This is a late nineteenth century, brick building, now painted, with a hipped pantile roof and modern windows and doors in the original openings. It may contain an earlier core. Also within the yard are **Nos. 72, 73 & 74**, an attractive terrace of three Victorian cottages, with black pantile roofs with red brick ridge stacks and roughcast brick walls. The fenestration is modern, though the three light windows of No. 72 are closest to tradition. **Nos. 64 – 68 London Road** is a terrace which externally is of different build and periods. No. 64 was built in the nineteenth century of rendered brick, and slate roof with parapet gables and end stack. The slates have been coated externally. It has a modern casement with glazing bars in an original opening at first floor level, and at ground floor an entrance door and bow shop window with twenty-four panes and top hung vents. The window and door are linked together under a pentice board supported by fluted brackets on pilasters. No. 65 London Road is plain, it has an attractive black pantile roof with an end stack at the left hand end. The façade is of red brick with four pane sash windows with stone lintels. The entrance door is off centre and part glazed and has a rectangular fanlight. Nos. 67 & 68 London Road are built in gault brick with a pantile roof and end stacks. No. 67 has modern doors and windows in altered openings and No. 68 has modern fenestration in existing openings. The door to No. 68 has a good plain timber door-case with pilasters and cornice. **No. 81 London Road** has a steep pitched pantile roof and late nineteenth century brick walls with deep window reveals. This suggests a seventeenth or eighteenth century timber frame surviving behind the brickwork. It has scattered twentieth century fenestration. **Nos. 82, 83 & 84 London Road** are under one gabled slate roof with a single red brick ridge stack between 82 and 83. No. 82 retains its late eighteenth century red brick walls, while 83 and 84 are painted. 82 has an odd double three light nineteenth century casement window at first floor and a three light casement at ground floor. It has a six panel hardwood entrance door approached by stone steps. Openings have painted stone lintels. No. 83 has two, twelve pane sash windows at first floor level and on the ground floor, has a central entrance door with a recessed door-case. To its left is a pair of twelve pane sash windows, and to the right a twelve pane sash window with margin lights. No. 84 has one twelve pane sash window at first floor, and below a nineteenth century five light bay shop window under a continuous cornice. Also under the cornice is a panelled pier and basket arch with carved spandrels forming a porch for a former door, which has

London Road continued

been filled with a four pane window. In the late eighteenth century it was a bakers shop, and it might be the baker's sign which hung from the extant scrolled iron bracket above. Between Nos. 84 and 92 is the entrance to a yard, where facing the entrance stands ***Nos. 90 & 91, London Road**, a distinctive semi-detached building with a tall pyramidal roof with a chimney stack at the apex. It is roofed in smut and red pantiles, and the red brick walls are now painted. It has a moulded eaves course with odd brick kneelers where the hips meet the walls. There is a lean-to to the west with a pantile roof and a brick parapet gable. The principal façade is symmetrical with three light casements with transoms on each floor for each cottage and outer boarded doors, all under segmental brick arches. The building was constructed in 1793 as a congregational chapel, and enlarged in 1797, 1803 and 1808, and later converted into houses after the congregations moved to improved premises in Quay Street in 1836. ***Nos. 92-97 London Road**, is the last terrace built against the line of the back of the pavement on the west side of the street, and full of architectural interest. The terrace has a black pantile roof, with an end stack and parapet gable at the south end, and a hipped roof at the north end where the terrace turns the corner west into Steeple End. There are good tall Georgian chimney stacks with moulded caps above Nos. 92, 93 and 94, and a twentieth century looking stack over 96 and 97. There is a straight, vertical brick joint at the corner of No. 92 which suggests that the terrace has been given a new façade though the variety in window arch between segmental brick arches and flat gauged brick arches is odd. The new façade is probably no later than circa 1850. The irregularity of the fenestration, suggests that the row incorporates a number of independently constructed earlier buildings, probably with timber-frames. No. 97 has an eighteenth century sixteen pane sash window looking south and one twelve pane sash over the modern entrance door. No. 93 has one eight pane sash over the modern entrance door and twentieth century, bottom hung casements in the original openings for sashes. No. 94 has a good six panel, late-Georgian entrance door with glazed top panels and replacement, twelve pane, sash windows, two per floor on ground and first floor. 95 has a good early nineteenth century façade, with twelve light sashes to the south of the six panel entrance door with glazed top lights and a timber door-case with pilasters and entablature. There is a small window with a grille under the left hand window which is said to have been a cell window when, for a short time prior to 1840, No. 95 was used as a police station. The right hand end of Nos. 96 and 97 corbels out at first floor level over a radius corner. The façade to London Road has two window bays flanking the six panel entrance door with a semicircular fanlight. The sashes have twelve lights with fine glazing bars and flush frames. Around the corner in Steeple End are two sash windows on the ground floor, that to the left having six



1 Market Place



6 Market Place



12 Market Place



7 New Cut

London Road continued

large panes, and the other to the right sixteen panes. The windows are under a continuous cornice which appears to suggest a shop window or an inn.

Market Place

The buildings on the south side of the Market Place follow the medieval street line and originate generally in the sixteenth century; all are listed. ***No. 1 Market Place** has a notable sixteenth century timber-framed gable with jettied first floor. Its twentieth century shop window has timber pilasters, small panes and glazing bars which are visually appropriate in the context. ***No. 2 Market Place** also has a steeped pitched roof and late medieval proportion and the suggestion that the ground floor is an under built jetty. The shop window and fenestration is not of special interest. Turning the corner ***No. 3 Market Place** is of three storeys. Its general appearance, its shallow hipped black pantile roof and shopfront are nineteenth century in character though, within, there is a two storey sixteenth century timber-frame. ***Nos. 4 & 5 Market Place** appear originally to have been part of the same 'hall and cross wing' timber-framed building. The current separate ownerships are distinguished by different colour schemes. The steep pitched, gabled cross wing contains fourteenth century fabric. It has attractive small pane sash windows, timber door-cases and canted bay windows which are mainly eighteenth century in origin. Demurely standing before Nos. 4 & 5 is the ***town pump**. The pump is enclosed in a rectangular, stone casing of a classical design, with a simple moulded cap surmounted by an urn. ***Nos. 6 & 7 Market Place** is also a sixteenth century timber-framed building with a nineteenth century gault brick façade with small pane sash windows with glazing bars. There is a good twentieth century shop window in No. 7. In the corner are ***Nos. 8 & 9 Market Place**, timber-framed and pebble-dashed, with steep pitched roof and six pane sashes, no doubt late medieval in origin. Now appearing little altered in fifty years, they are a reminder of the sleepier times of the post war era.

***St Keyn and No. 10**, was once the home of Robert Reeve, owner of the Halesworth Brewery, and is now a pet shop of local fame for its vociferous though now deceased myna bird. The buildings were amalgamated long ago and form a corner intruding into the apex of the Market Place triangle. St Keyn's façade is built in a fashionable Early Victorian style. Around the corner is **No. 10** with steep pitched pantiled roof, gabled dormer window, large panelled chimney stack and painted brickwork with twentieth century cross casement windows.

****The Social Club**, formerly the Three Tuns Inn, greatly enhances the west side of the Market Place. The building is of a grand scale for timber-frame buildings in Halesworth. Substantially sixteenth century in origin, it has a steep

Market Place continued

pitched plain tile roof, axial chimney stack and two fine seventeenth century fourteen pane, mullioned and transomed, gabled dormer windows. The façade and brick end elevation appears mainly Victorian in character with sash windows under hood moulds, and an ornate gabled porch. To its right is '**Old Brewery Yard**', the former access to Halesworth Brewery, with its range of former cartsheds and stables, and to its north an attractive late twentieth century housing development on the site of a motorcar showroom. The ensemble formed by the buildings on the south side of the space, nineteenth century pump in the foreground, the church tower above, the churchyard trees behind, together with the 'Regency' façade of St Keyn and the seventeenth century façade of 'The Social Club' is of outstanding architectural and townscape significance.

The east-west route through the Market Place is separated from the Market Place by an island of buildings which, except for the 'Wine Shop' and the 'Masonic Hall' above, have been rebuilt. The ***Wine Shop** is entered from the east, through a central door flanked by sash windows. Along this range is a series of doors of similar design with moulded door-cases with short canopies on console brackets. Adjoining the Wine Shop and probably built as semi-detached dwellings, the redbrick and pantiled shops are of an appropriate scale and detail for the location, though not of special architectural interest. Arcadia House, built in the late twentieth century, ends the row with a modest flourish. It has a hipped roof, timber eaves cornice, sash windows, red brick walls, and to the south-west, a triple, semicircular arched loggia where the wall is canted across the corner.

The north side of the Market Place is dominated by ***Nos. 25 & 26 Market Place**, built in the later nineteenth century for Benjamin Roe, as a grocers and drapers store. It has a slate roof with bracketed eaves, hipped to the east, and gabled to the west. Gault brick with four pane sash windows on two storeys above a rusticated rendered ground floor. The sash windows have stone surrounds while, to the left, the ground floor may be original, reflecting the window arrangement above.

At the west end is a carriage arch with an interesting **small yard beyond**, containing to the west and north, mid nineteenth century, 'L' shaped ranges of two storey red brick and pantiled industrial buildings with brick dentil eaves. The range has sash and casement windows, those to the north blocked with weatherboard. Within the yard to the east is a two storey, flat roofed, part brick, part corrugated iron clad building with cart entrance at ground floor. To its east is a twentieth century rebuild. The buildings appear to have been part of a small works, said locally to be associated with weaving flax.

New Cut

New Cut is a narrow street, constructed in c.1840. On its south side are rear boundary walls of the properties in Quay Street, built in the late twentieth century. On the north side are narrow fronted terraced houses, built against the back pavement edge after 1866. There are two ranges, the western-most range, **Nos. 1-4, New Cut**, has red pantiled roofs with parapet gables and shared ridge chimney stacks. The walls are of pebble-dashed brick. Each house has a one window façade, with segmental arches at ground floor, **Nos. 1 & 3** retaining sash windows and **No. 4** six pane sashes at first floor and twelve pane sashes at ground floor. The door openings have semi-circular arched heads. **Nos. 5-7** is built of red brick with a gabled pantile roof with axial brick chimney stack. Each house has a façade of 1 window though **No. 7 New Cut** has an additional bay to accommodate a gated archway to allow carriage or cart access to the rear. Windows and doors have gauged gault brick arches and No. 5 also has original four pane horned sash windows. No. 7 is best preserved with its original four pane sash windows and five panel entrance door, with a glazed top panel. At the end of the yard through the arch is a part brick and part timber-framed, coffin maker's workshop. No. 8 is of later date than No. 7 and not of special architectural interest. It is built of brick, rendered at a later date, cramping the bargeboard soffit of its south facing gable.

Dominating and rising above New Cut is the maltings of the **Prince of Wales Brewery (New Cut Maltings)**. It is an industrial malting, built in 1898 with five storeys including the attic storey. It has an 'L' shaped plan with gables to the east and north. Most of the east west range roof has been replaced by a flat roof, though its fine architectural quality survives, seen in the impressive brick construction and detailing of the walls. These are divided into bays by shallow buttresses that rise the height of the building and the brickwork panels formed in between the buttresses are corbelled out to meet the buttress faces to form deep verge or eaves courses, with great architectural effect. At the eaves, the corbels are adapted to form hoods over the windows. Window and door openings have brick segmental arches. The south elevation is of six plus two eastern bays with windows in the ground, first and fourth floors, the east elevation has three bays to the gable wall which is part rendered and with original fenestration in the central bay at fourth and attic storey level. The east flank wall is three and a half bays with windows in each storey. The roof here is sheeted in plastic and retains three gabled dormers. The west wall is of six and a half bays with a central loading hoist bay which rises above the three storeys of the elevation. The north-west corner is a half bay canted in plan into the north elevation. The north elevation is substantial and impressive, with five and a half bays, it rises to five storeys counting the attic storey. There has been significant window replacement, though



32 Quay Street



49 Quay Street



51-3 Quay Street



55 Quay Street

New Cut continued

the original cast iron top hung casement windows are retained in the north and east elevations and should not be replaced if practically possible.

Norwich Road

At the entrance into the town centre the spatial qualities of the north end of Bridge Street, and the east end of Quay Street have greatly changed since Victorian times. Then Bridge Street was narrow and enclosed by cottages and continued into Quay Street which began at the junction with Bungay Road (now Station Road). This changed with the construction of the railway bridge in 1958 and, following the construction of the relief road and roundabout in 1991, Quay Street starts at the roundabout. Following the demolition of buildings on the pavement edge there is now an open space and views across the junction with an altered spatial scale and highway geometry, very much at odds with the narrow streets and meandering course of the historic town streets. The roundabout opened up vistas, notably: looking south along Saxon Way within the distance, the industrial buildings accessed off the Thoroughfare car parks, and closer the seventeenth century ***rear range of No. 1 Bridge Street** which runs parallel to Saxon Way, and provides the beginning of a street line here. Framing the view south on the east side of Saxon Way is Hooker House and beyond are the trees of the Town Park, and the kiln roofs of Riverside Maltings. The view north-west is the entrance to Bridge Street, with **No. 1 Bridge Street** and **No. 16 Bridge Street**, prominent in views from Norwich Road. Also from here is a long view of the town centre roof tops with the church tower beyond at the summit of the hill. Looking north, on the west side of Norwich Road is a car park, attractively edged with over grown hedgerow, and beyond, the sorting office. On the east side of the road, on the corner, set behind trees, is the imposing ***United Reformed Church**. Further to the north is a discrete hipped roof public convenience and then **37 Norwich Road**, an early two storey Victorian cottage with parapet gables, pantiled roof with internal stacks, painted brick walls and a symmetrical three bay façade with central door with blind window above. The ground floor window openings have segmental arches.

No 28 Norwich Road is much altered though it still retains its original Victorian form with a pantile roof with parapet gables and end stacks and ordered fenestration. It also has an attractive twentieth century porch canopy cantilevered off two timber piers. **Nos 6-9 Wissett Road** is a row of four, two storey Victorian cottages, built with fieldstone with red brick dressings and gabled red pantile roofs. Each house has a façade with one three light window with wrought iron casements and four panelled door. They have attractive and substantial twentieth century extensions at the rear.

Quay Street

Many of the buildings in Quay Street had been built by 1842 in the Regency style of the early nineteenth century. It is a fine wide and straight street, with a degree of order and uniformity in the Georgian and Victorian façades. Towards the east, on the north side of the street there are views of the railway embankment trees which provide a rural edge to its urban character. On the south side of the street there are gaps in the urban grain, left by the construction and then demolition of the quay and the Quay Street Maltings and also the demolitions and construction of the 'relief road'. However the quay area retains buildings from the industrial era which are now incorporated in low key uses associated with the builders' merchant's which occupy the site of the former quay. **Quay Street, north side** contains attractive ranges of terraced houses in red or gault brick, though first is the ***United Reformed Church**, (built as the Congregational Chapel in 1836 to the design of James Fenton of Chelmsford and altered by Boardman in 1893). The design is 'Late Gothic' and is two storey, with a slate roof with parapet gables, gault brick walls with painted stone dressings and window tracery. It has an attractive new brick forecourt with steps, ramps and railings and to its left a Victorian boundary wall worth preserving.

***Nos. 22 to 25 Quay Street (Chapel Terrace)** are next to the church and probably built at the same time. They are a fine terrace of four houses, built of gault brick with a gabled slate roof and shared axial gault brick stacks. The terrace has a symmetrical façade, each house of two bays with a first floor plat band and sixteen pane sash windows with glazing bars under flat gauged brick arches. Doorways have semicircular arched heads with deep frames and semi-circular fanlights. Their forecourts are raised up behind a cement rendered boundary wall with cast iron railings and gates with arrow head tops. **Nos. 26 & 27** has traditional nineteenth century shopfronts with timber pilasters and fascias on console brackets. Between the shopfronts are entrance doors to the first floor flats.

No. 37, Richardson's Gun Shop also has a good traditional double fronted nineteenth century shopfront, with glazed, double entrance doors and fascia supported on console brackets. The building is mid-nineteenth century, built with a gault brick front, and has a pantiled roof, central axial gault brick stack, wide eaves and parapet gables. It has three first floor sash twelve pane windows with cast portrait busts between. Further to the east is **No. 33 Quay Street**, the former King's Head Hotel, on the corner with Station Road. Possibly built circa 1790, the pebble-dash and decorative dressings, which have a village vernacular charm, disguise the late eighteenth century character of the building. It has a steep pitched black pantile roof with internal end stack and parapet gables; also a symmetrical façade, with three sixteen pane sash windows at first floor level and a central entrance door

Quay Street continued

with timber door surround and porch canopy on console brackets. Each side of the door are sixteen pane sash windows with margin lights and segmental arches. The single storey flat roofed extension into Quay Street contains a rare Victorian wall letterbox.

The Oriental Public House was on the corner of Station Road, and it is now the offices of a car sales business. Built in the late nineteenth century it has lost its original public house detail while retaining the general window and door arrangement of large pane sashes at first floor and large pane fixed lights at ground floor and corner door. The large horizontal fascia is at odds with the historic shopfronts in the street. There is a good view of the Station Maltings across the car showroom forecourt. Adjoining the forecourt is a fine row of semi detached late-Georgian town houses.

***Nos. 47 & 48 Quay Street** are paired and share a hipped slated roof with three ridge chimney stacks, and flat-roofed dormers with sash windows. Built of red brick circa 1837, and intended as the first of Suggate's Terrace, though quality diminished as the development proceeded eastwards, each has three bays with full height pilasters and twelve pane sash windows in flush frames with gauged brick segmental arches. Reached by short steps with iron handrails and railings are six panel doors in deep timber frames with semi-circular fanlights with radial glazing bars. ***Nos. 49 & 50 Quay Street** are also a pair and have gabled black pantile roofs with internal end stacks and a shared axial stack. Each has a symmetrical façade, the house on the left having four pane sash windows with gauged brick arches, and that to the right having twelve pane sash windows in flush frames with gauged brick arches. The doors central to each house have timber surrounds with a Doric entablature and six panels. They have new steel forecourt railings on the line of previous forecourt walls.

***Nos. 51-54 Quay Street** is a late Georgian terrace of four houses. Built of red brick, the houses have black glazed pantile roofs with shared ridge stacks and parapet gables. The façades are symmetrical about the central pair of entrance doors and have one first floor and one ground floor sash window, with flush frames and glazing bars, for each house. The doors have timber door surrounds with patera stops and pence boards. **Nos. 55-57 Quay Street** were built in the late eighteenth century and are less well preserved. **No. 56** has a good black pantile roof with parapet gables, red brick chimney stacks and central entrance door and timber door surround with pence board. **No. 57** has been conservatively repaired, though it is much altered, with a slate roof with parapet gable, external end stack, four pane sash windows and a six panel entrance door and steps, with panelled door surround and moulded cornice. To the left of the entrance door is a



6 Quay Street



*The Old Police Station
Quay Street*



*Malthouse Flats
Quay Street*



1 Quay Street

Quay Street continued

through passage door, with semi-circular brick arch, possible more in scale with the façade than the present entrance door. Close to the railway bridge at the east end, north side of Quay Street, is a short length of **timber fence** made from railway sleepers.

Quay Street, south side. At the west end is ***No. 15 (Hooker House)**, built for Patrick Stead in 1841 on the site of the house lived in by William Hooker (Director of Kew Gardens 1841-65), between 1809 and 1819. Its famous garden and heated greenhouse lie under the car parks of the dental surgery and the Maltings flats which have deprived the house of its setting. The house has been substantially altered and rebuilt at its west end. Even so it is an imposing building, of local historic importance and acting as a marker for the site of William Hooker's house providing continuity in the historic landscape. It is also an important landmark on the edge of the town centre. It is built of gault brick with a hipped slate roof, wide eaves and end gault brick stack to left. It has a five bay façade, divided by storey height pilasters, with fenestration for two storeys to left and three storeys to right. There is a variety of timber windows, with glazing bars and flat gauged brick arches. The car park of Hooker House is enclosed by a gault brick wall which returns to the left of Hooker House in three sections separated by brick piers, and contains a memorial to James Newby. Close to the junction with Station Road are Brook House and Quay House which have fine gardens with large mature trees which provide a semi-natural backdrop for the buildings in Quay Street.

***No.7 (Brook House)** is early nineteenth century in character, built with a black pantiled roof and colour washed brickwork. It is 'L'-shaped in plan, and has a hipped roof to the left and gable to the right. It has an irregular façade with five windows at first floor level. They are a nice set, mostly original, being a mixture of twelve, sixteen and four pane sashes. There are two six panel entrance doors at each end of the principal façade with flat canopies carried on console brackets. Behind the perimeter wall to the left is a lean-to porch with a six panel entrance door with a timber door surround with a Doric entablature flanked by brick piers. Beyond the piers to the left, the wall has been rebuilt each side of a gateway to form a splayed entry with a timber gate, brick piers and ball finials.

***No. 6 (Quay House)**, adjoins to the east and has a notable late Georgian façade. This was part of a rebuilding in circa 1800, applied to the road frontage of a seventeenth century timber framed house. The original house was a two storey, three cell house with a later rear wing. A further one and a half storey wing was added at the east end after 1842. The east wing is built of painted brick and has a red pantile roof and a parapet gable with red brick stack at its left hand end and a barge boarded gable at its right hand end. It has

Quay Street continued

three nineteenth century wedge dormers with slate roofs. The original house has a black pantiled roof and is faced, probably in gault brick matching the gault brick end stack. The principal façade has three bays; the outer bays, which are segmental in plan, flank a central pedimented bay, set slightly forward so that the whole is a 'double ogee' in plan and appears to ripple. The façade has a tall parapet with a brick modillion cornice which all but hides the roof. The six panel entrance door has a timber door surround with an open pediment in the Ionic order. Above is an oeil-de-boeuf. The outer bays have triple sash windows on each floor, each sash having six panes. The house looks as though it has sunk down into the ground, the result of successive road improvements which have raised the road half a metre or so above its nineteenth century level. The forecourt is sunk below and is enclosed by a dwarf wall surmounted by a chain supported between urn shaped balusters. The whole ensemble is of much interest and capable of enhancement by the removal of the paint from the brickwork of the street façade. Within the curtilage and to the east of Quay House is a **long single storey brick and pantile warehouse**, gable on to the street, in existence before 1842, and possibly associated with the quay. There is another similar but larger **two storey warehouse**, now used as an office, on the western boundary of the builders' merchant's yard, also in existence before 1842. It has a gabled pantile roof and painted brick walls. The ground floor elevation has been changed with the insertion of twentieth century windows, though the first floor has original sash windows and a boarded loft door.

The Wherry, a former inn and now offices, is situated east of the entrance to the builders' yard, set end on and back from the road. It is the result of rebuilding, probably in the late nineteenth century, after a fire. It is built of red brick with a hipped slate roof with an off centre axial brick stack. To the east there is a continuous outshut, which ends in a small two storey gabled wing facing the street. The elevation facing south towards the quay is the former entrance front, similar to No. 97 London Road. There is a central blocked doorway flanked by pilasters supporting an entablature. Above are sash windows each side of a rendered blank panel. The west elevation has four windows at first floor, and below a hipped bay window with sash windows to left and an off centre entrance door with canted arch and fanlight. The windows are sashes with margin lights and flat stone arches with raised key blocks. There is a garden between the building and the road, and also a brick and pantile outhouse to the east coeval with the building. **The Old Police Station** is one of three former police stations in the conservation area. Built in 1846 to the design of Robert Appleton of Halesworth, the walls are in red brick and it now has a gabled concrete slate roof, all having every appearance of solidity. It has a 'T'

Quay Street continued

shaped plan and a façade to the street with three wide pilasters rising through both storeys. The central pilaster bears a plaque inscribed 'POLICE STATION'. It has nine pane sashes to the first floor and twelve pane sashes at ground floor with segmental brick arches. The eight panelled entrance door to the left has a timber door surround with flat canopy supported on console brackets.

To the left of the courtyard gates of the Old Police Station is a long **storage building**, gable end on to the street. It is built of brick and has a corrugated cement and fibre roof and may have been associated with the Quay Street Maltings built circa 1838-42.

Malthouse Flats have been converted from Malthouse 7 of the Quay Street Maltings. It is an architecturally interesting and elaborate fragment of Patrick Stead's extensive Quay St Maltings. What remains is single wing, side on to the street. The slate roof is pitched each side of a wide flat ridge. The walls are articulated in gault brick and red brick. There are six bays separated by gault brick buttresses which join at the eaves via segmental brick arches. There are three light timber windows for each floor in the red brick panels between the pilasters. There is also a patress plate in each pier at first and second floor levels, inscribed 'FREEHOLD P STEAD 1842'.

***No. 1 Quay Street**, built in the late eighteenth century, is notable for its unaltered appearance, and its porch and railings. It is built with two storeys and cellar, with painted gault brick walls and slate roof with parapet gables and gault brick end stacks. It has a symmetrical façade with three original nine pane sash windows with flush frames at first floor level and two twelve pane sashes at ground floor level, one each side of the entrance door. It has a six panel timber door and surround, and a moulded flat porch canopy supported on heavy, carved console brackets. It has a notably fine set of wrought and cast iron railings which enclose the 'area' outside the cellar windows along the pavement line. The railings are made in sections, integral with a weathering piece which sits on a dwarf brick wall. There are two gates, one central and one to the left each containing cast iron decorative panels. The gates are supported each side by slender cast iron urn-shaped balusters. The railings each have spear tops. At each end of the façade there are wing walls attached to cast iron piers with ball finials. Also integral with the railings is a bridge from the gates to the entrance door which crosses the 'area'. To the left of No. 1, the ***walls** continue in red brick with moulded brick copings with piers either side of an opening for access to an eighteenth century former stable and cart shed. The ***cart shed** is used as a garage. It is single storey, has a pantile roof with brick parapet gables and, in part, walls of random coursed fieldstone and brick. There are two garage doors at the left hand end facing the road.



*The Old Rectory
Rectory Lane*



6 Rectory Street



Rear of 9 Rectory Street



24-26 Rectory Street

Rectory Lane

Rectory Lane is a quiet, meandering and picturesque lane, far from the bustle of the town, amid town house gardens, and crossing the river where water meadows come closest to the town centre. The lane runs between high eighteenth century brick walls and close boarded fences, between the flanks of houses, between railings and gardens and across the bridge to open out by the river. It is a long linear space, with a series of curves, which enclose long views forming four visual compartments, heightening the expectancy of exploration at the corners, with high rewards in landscape terms from views of the river, the ancient brick walls, pretty gardens behind iron railings and the fine buildings along the route.

In the two northern compartments, the lane is enclosed to the east, first by a high close boarded fence on the line of an earlier brick wall and then by a circa 2.1 m high, eighteenth century brick wall with canted gault brick coping at the rear of No. 9 Rectory Street. On the west side it is enclosed by the eighteenth century *garden wall of The Old Rectory which begins with a brick pier with stone coping in Rectory Street and runs the length of the garden, interrupted by a length of close boarded fencing on a concrete block wall to the river bridge, where it ends in the former gateway onto the lane flanked by piers with stone copings. The wall has splayed gault brick copings and shallow buttresses, and at its southern end, 'knock out' flood arches, inserted at the time of the construction of the lock for the Bridge Street Maltings. Within the garden of The Old Rectory and visible from the gate, is a good nineteenth century, one and a half storey, red brick coach house. It has a gabled slate roof with decorated bargeboards and two gabled dormers with ridge finials over hay loft doors, and casement windows. There are coach house and stable doors with segmental brick arches. *The Old Rectory is enclosed by a fine garden with mature garden trees, which provides a soft landscape background to the buildings of the conservation area. There is also a fish pond which is of archaeological and landscape interest. The Old Rectory can be glimpsed from Rectory Street and Rectory Lane. The present building originates in the sixteenth century and has been altered in successive centuries. It is timber framed and rendered with steep pitched roofs of machine made tiles, red and black pantiles, and with many gables. It has a continuous jetty along its west side and a pretty Victorian gabled porch to the east. The central compartment of the lane runs alongside, and includes the river. Here there are well designed modern steel railings along the river bank where a bench has been provided for the quiet enjoyment of the river and the riverside trees. To the south is the river bridge, with Victorian cast iron railings, which have balusters with urn finials and railings. Over the bridge in the southernmost compartment, the lane is picturesquely overshadowed by trees, behind the slightly leaning, circa 2.1 metres high flanking garden walls. On the east side the

Rectory Lane continued

wall is a late Georgian ***'crinkle-crankle' wall** and on the **west side the walls** have widely spaced shallow buttresses. Further south the walls give way each side to good cast iron **railings** on dwarf **brick walls**. They have arrow head finials and matching gates with newels with spear head finials. **131 & 132 Chediston Street** is a pair of late eighteenth century red brick cottages, with a two storey and single storey rear outshot. It has a shared axial stack and parapet gables. On the east side the railings are flanked by early nineteenth century swept **brick walls** with canted gault brick copings and piers with ball finials, that enclose the forecourt of **No. 133 Chediston Street** (in Rectory Lane). The whole ensemble of walls, outhouses and extensions is of special architectural interest. The house appears to be part rendered timber frame and part red brick. It has three storeys and gault brick plat bands at each floor level. The principal range has a hipped slate roof with wide eaves and an early nineteenth century façade of four bays, and an off-centre entrance wing. Canted bay windows were added to the two left hand ground floor bays in the later nineteenth century. The early nineteenth century fabric has twelve pane sashes and flat gauged gault brick arches with key blocks. The later work has four pane sashes and segmental brick arches or stone lintels. There is a scullery porch built of brick with a black pantile roof to the right and beyond across the kitchen yard is a part brick part weather boarded wash house and privies. At its southern end, Rectory Lane is nicely compact, between the flank walls of No. 134 and No. 130 and the façade of **130a Chediston Street** (in Rectory Lane). This is eighteenth century and has a boarded entrance door, sash windows with glazing bars and segmental brick arches.

Rectory Street

Rectory Street runs westward, out into the country. It is in two parts, the eastern part, which is late medieval in origin, adjoins Bridge Street and runs west out into the countryside on what is now School Lane. At its junction with School Lane, and Rectory Lane, Rectory Street turns north on the track to the former windmill and where a development of terraced houses began in the early nineteenth century. The eastern part is a short narrow street with good rendered timber-frame cottages built against the back of the pavement. The frontages are narrow, and many of the houses have steep pitched roofs, modillion eaves and ordered façades of sash windows with glazing bars and Georgian door-cases. ***No. 6, Rectory Street** has a good late Georgian façade rendered with an ashlar pattern and with a good pedimented timber door-case with an original six panel door. It has surviving nine light mullion and transom windows with wrought iron casements. ***Nos. 4 & 5 Rectory Street** also retain much of their late Georgian detail including a modillion eaves, sixteen pane sash windows, and in No. 4 at ground floor level, a late-Georgian sixteen pane sash window with

Rectory Street continued

margin lights. Between Nos. 7 and 9 is the yard of No. 8, the Half Moon Inn, which has been demolished. The yard ran to the river in the nineteenth century. Each side were long, single storey buildings, some of which survived the demolitions that took place to expand the space. The yard is now a gravelled drive and garden for **Half Moon House**, an attractive twentieth century extension to the east of No. 9 Rectory Street with Gothic style detail. The garden has been attractively landscaped, and enclosed with **iron gates and railings** at its north end. On the east and west side of the yard are nineteenth century workshops, converted for residential use. The buildings to the north-west have twentieth century windows replacing 'workshop windows' and the range to the north-east has a curved gable. ***No. 9 Rectory Street** is eighteenth century, of two and a half storeys, with a steep pitched gabled pantile roof and a central axial stack. It has a finely detailed, nineteenth century gault brick façade, with twelve pane sash windows and a central six panel door with timber door-case with horizontal canopy. The side and rear are rendered timber-frame. On the east side of the street, ***Nos. 24-27 Rectory Street** is a substantial seventeenth century, timber-framed, three cell, two and a half storey with basement, timber-framed and rendered house, with a gabled cross wing at its west end (Nos. 24 and 25). The house runs for almost half the length of the eastern part of the street, and is divided into cottages, each painted a different colour. The cross wing has an eighteenth century stack on an axially positioned seventeenth century base, the main range a tall eighteenth century axial stack. The roof is of concrete slate with flat-roofed attic dormers with old casements. The range has nineteenth century panelled doors and door-cases, and a good mix of late Georgian and Victorian sash windows with glazing bars. **Nos. 28 & 29 Rectory Street** has a steep pitched pantile roof, though the painted brick walls and fenestration look late nineteenth century in appearance. ***No. 30 Rectory Street** is in two builds, to left with a shallow pitched pantile roof and an axial stack. The shallow pitch may be a consequence of a reworked Georgian façade which required raising the eaves to accommodate a façade with twelve and sixteen pane sash windows and a six panelled door with glazed top panels. The right hand part looks as though it has lost its eastern end. It has a steep pitched pantile roof with an axial stack and modillion eaves. It has sixteen pane sash windows and a six panelled door with glazed top panels.

At its western end Rectory Street has the character of a country lane. The northern part of the road starts at the gate of The Old Rectory at the junction with Rectory Lane and School Lane. From here there are pleasant views along School Lane, Rectory Lane and Rectory Street. On the west side of the street is Rectory Green, a residual green space following the development of the glebe field. Rectory Street continues into Mill Hill, where the houses on its east



17 & 18 Rectory Street



*School Bungalows
School Lane*



5-7 Station Road



22 Station Road

Rectory Street continued

side are twentieth century. Overlooking the green is **Nos. 13-20 Rectory Street**, a row of nineteenth century semi-detached red brick cottages. The finest houses in the row are the early nineteenth century ***Nos. 17 & 18 Rectory Street**. They have slate roofs, brick pilasters and semi-circular fanlights. No. 17 has twentieth century uPVC windows which is regrettable. **Nos. 21-22** are rendered and colour washed with modern windows. At the rear of **No. 22** is a two storey workshop built with a slate roof, red brick walls and sliding workshop doors on each floor. On the corner is **No. 23 (formerly Belrail House)**. Probably eighteenth century in origin, it has a black pantiled roof with parapet gables and gault brick end stacks. Also it has a double pile plan, the rear range in the form of an outshut. The roof eaves at the front appear to have been extended in slate to make the façade fashionable in the early nineteenth century. It has twelve pane sashes, arranged symmetrically around a six panel door with semicircular fanlight with radial glazing bars.

School Lane

A third of the way along **School Lane** on the north side and in a cutting in the bank is the former school for girls and infants. It has been divided into three into (from east to west) **School House (East)**, **Mulberry School (Centre)** and **School Bungalows**. Despite the replacement of its doors and windows it is still recognisable as a Victorian school building. Built of red brick with painted stone quoins and dressings to door and window openings, it has an 'H' shaped plan with the two storey schoolmaster's house to the east and the single storey classrooms in the central and western wings. (The western wing now has a mezzanine floor). There are gables at the west end to the north, south and west and at the east end to the north and south. It has a symmetrical façade with a central parapet gabled porch with dedication stone in the spandrel. There are entrance doors with fanlights at each end of the central wing, and two three light mullioned and transom windows each side of the porch. The west wing, south gable contains a circular window in its spandrel and below a large modern double casement window with a deep transom to cover the mezzanine floor where it crosses the original school room window opening. At the other end the School House has a three window façade facing east with central single storey brick porch with parapet gable and roof of concrete slates. The south gable has a stone cartouche in the gable spandrel and windows at ground and first floor. The windows are aluminium top hung casements.

Station Road

Station Road was the original route out of the town to the north and remained so after the construction of the East Suffolk railway line and its rare moving platform, built across the highway, in place of the level crossing gates to extend the station's platform capacity. The road is now a

Station Road continued

quiet cul-de-sac, leading uphill on a gentle curve with a very interesting mix of buildings of various construction dates and types including fine late Georgian terraces, a fine town house, a reminder of early nineteenth-century prosperity and a pill box built to repel the invader from the east. The street does not begin well, with a car showroom in the much altered former Oriental Public House, car parks on the east side, and more car parking behind a concrete post and wire fence on the west side.

On **Station Road east side** are **Nos. 14-19 Station Road**, an attractive row of six nineteenth century, two storey, terraced houses, with pantiled roofs, parapet gables, shared ridge chimney stacks and rendered and painted walls, with sixteen pane sash windows with glazing bars and boarded entrance doors in openings at ground floor with segmental heads.

Nos. 9 & 10, are early Victorian, semi-detached, artisan houses with a fine symmetrical classical façade with first floor plat band. They are built of gault brick with a slate roof, central shared gault brick stack, and parapet gables. Each has one window on each floor of sixteen pane sashes, with glazing bars and gauged brick arches. The entrance doors are set in the outer bays and have boarded doors in frames with semi-circulars gauged brick arches. They have pretty forecourts, that to the right have hooped steel railings and gate. Between 7 and 9 Station Road is a yard running east with a view of the roofs of the Station Maltings at the end. It contains on its north side **Nos. 8 & 8a Station Road**, a row of brick and rendered modern cottages. **No. 8** is set gable on to Station Road, and may have early nineteenth century origins. It is now rendered and colour washed and has attractive modern forecourt walls and railings. Then to the north is **Clarence House** and **Nos. 5-7**, an exceptionally good 'Regency' terrace which was lengthened to the north in the nineteenth century to make Clarence House. **Nos. 5-7** are faced in red brick with slate roofs with wide eaves and have shared ridge stacks and a first floor plat band. Each has one original sixteen pane sash window under a flat gauged brick arch with raised key block at first floor and ground floor and entrance doors with semi circular arches with raised respond and key blocks. The frames have semi-circular fanlights with 'Y' tracery. There is a blocked door opening to the right of the entrance door of **No. 5**, possibly where a 'through passage' was exchanged for an entrance door. **No. 5** has a six panel door, and **Nos. 6** and **7** have part glazed doors.

No. 4 (Clarence House) has a slate roof, continuous with the terrace, and an end parapet gable. The façade is of painted brickwork, though the north gable wall is a mix of red brick and fieldstone. It has a first floor plat band, two first floor and one ground floor, four pane sash windows with horns and flat gauged brick arches. At ground floor

Station Road continued

there is a central six-panel entrance door with glazed top panes. To its left is a carriage entrance converted into a garage. It has a segmental gauged brick arch and raised respond block shared with the entrance door. Attached to the left hand end is a nineteenth century, red brick, flanking forecourt wall and pier and a garden forecourt enclosed by a low painted brick wall.

Nos. 2 & 3 Station Road is mid-nineteenth century and has an interesting and well ordered façade. Built with a hipped roof, now covered with concrete tiles, the façade is in gault brick and of four bays, delineated by shallow pilasters which rise through both storeys with raised bands at the level of window heads and door arch responds. There are entrance doors in the second and fourth bays from the left. Both have double brick reveals with segmental brick arches and timber panelled frames with segmental fanlights. The central door is four panelled with coloured glass panels. **No. 2** has a forecourt enclosed with a low gault brick wall with entrance gate with piers.

The Traveller's Club (once the Station Hotel) is little altered externally since it was built in 1864 except for the usual flat-roofed extension for utilities and the westerly extension of the public bar, which slightly mangled the lean-to porch. Built of red brick and machine made plain tiles, it has a double-pile plan with attractive double gables and internal end stacks. It has sash windows with glazing bars and a central lean-to porch supported on arch braced brackets and with a timber-framed spandrel panel. It has a forecourt on its south side containing a range of **former stable buildings** and coach houses, built for the original inn, which have been nicely converted into garages and stores. They are built in red brick with a pantiled roof and retain some original features such as the hay loft door, and stable doors.

Station Road, west side contains Victorian villas, which with the exception of **No. 21**, located on the corner with New Cut, are set back from the road behind boundary walls. They are also notable for their gate piers with conical tops and ball finials. Some finials are in stone while others are in iron, possibly the product of the Halesworth iron foundry.

No. 21 Station Road was a public house, known as 'The Brewer's Arms' in 1873. Between 21 and 22 is a good view of New Cut Maltings.

No. 22 Station Road looks eccentric, with pantiled roof, axial stack, parapet gables and rendered and painted walls. It has two storeys and has a symmetrical façade with sash windows with flat, gauged brick arches each side of an entrance door with semicircular gauged brick arch and attached, large, semi-circular piers with conical tops.



*Garden Walls and Gate
Piers, Station Road*



*WWII Pill Box
Station Road*



*Station Yard Maltings
Station Road*



Churchyard, Steeple End

Station Road continued

No. 23 Station Road is similar in architectural character to Nos. 2 & 3 Station Road, except that its brickwork is painted. Under the paint it is probably gault brick and by the same author as Nos. 2 & 3. It is mid nineteenth century in date, with a slate roof, hipped to the north and gabled to the south, with three internal gault brick chimney stacks. The façade is divided into four bays by full height pilasters with brick bands at window head height with, at first and ground floor levels, in each bay a twelve pane sash window with flat gauged brick arches. The entrance doors have segmental arches in double reveals. There is a canted bay window to the right with sash windows. The ball finials of the gate piers are odd, one being conical and the other square. ***Magnolia House** is an imposing town house, built after 1841 for a parson. It is set back from the road in a large garden with mature garden trees. Its fine architectural style is of the mid nineteenth century, built of gault brick with two storeys and attic and a hipped slate roof with red hip tiles and internal gault brick chimney stacks. It has wide eaves with brick corbel courses under the eaves soffit and a symmetrical three bay façade with corner pilasters, lost behind two large evergreen magnolia trees, trained against the east wall each side of the entrance door. Each bay has original twelve pane sash windows with flat gauged brick arches. The central entrance door opening has a semicircular gauged brick arch and panelled timber reveals, with a semicircular fanlight with radial tracery.

***The garden wall** along the street and the attached garden walls are of architectural significance. Along the street they are built of gault brick with brick piers with painted stone moulded caps with ball finials. Each side of the entrance drive are wrought iron gates hung on cast iron gate piers. The piers have bases, relief panels, canopied tops and ball finials.

North of Magnolia house between it and the station is an unsightly bank enclosed by chain link fencing, with a car park at its summit, which is an opportunity for landscaping improvements. **The station** is at the north end of the street. It was built as a principal station on the East Suffolk Railway which was opened in 1859. It retains much of special architectural and industrial archaeological interest. There are two platforms, for the 'down line' on the north and the 'up line' on the south which incorporate wrought iron lattice girder **moving platforms**, with timber decking and iron railings. The platforms moved in four pivoting sections across the tracks to allow traffic to pass on 'Bungay Road'. The moving platform on the north side bears a plaque stating 'BOULTON AND PAUL LTD, ENGRS 1922', and on the south side is a platform gate. The moving platforms are unique, and were in use until 1959 when Norwich Road was opened. They were restored in 1999 by Rail Heritage. **The 'down line' platform** extends almost to the Bungay Road bridge, though there are no buildings

Station Road continued

apart from a modern shelter. The station buildings are on the 'up side' where they are visible from the upper end of Station Road. The station was bombed in 1941 and rebuilt at a reduced length. The station house is built of red brick, the upper storeys being painted. Seen from the south the building has a symmetrical façade, with a single storey element of six bays with a flat roof, brick plat band and high parapets. The central two bays are of two storeys, the top storey having a hipped slate roof with decorated timber soffit and end chimney stacks. Each bay has four pane sash windows with an entrance door and canopy in the fifth bay from the left. The north east wall of the station continues east and ends in a small flat-roofed pavilion which was where the former upside platform canopy ended. The platform canopy survives in two bays; that to the right carried on timber cantilevers. To the left it is cantilevered across a plated iron girder carried on two cast iron columns with capitals and arch braces. The canopy has a felted flat roof and fretted boarded apron. The north side of the buildings have four panelled doors with fanlights and four pane sash windows. There is an entrance door into the upside platform with semi-circular arched opening and fanlight.

Along the footpath leading from the top of Station Road to Bungay Road and looking east along the railway line is a **WWII pill box**. It is hexagonal in plan, half sunk into the sloping ground and built of rendered gault brick. The entrance is to the south-west, and there are rifle ports on each of the other faces.

Station Yard Maltings is a large, fine industrial maltings, situated east of the station. It was built in 1898 and externally appears to be in a good state of preservation. The kiln roofs of the maltings dominate the landscape of Station Road and Quay Street, and are visible from many locations in the conservation area. They are good examples of late industrial maltings and historic reminders of eighteenth and nineteenth century prosperity in Halesworth brought about by malting and brewing. They are built of brick with slate roofs, their detailing similar to the New Cut Maltings. The west gable is rendered. The walls are of brick, in bays with recessed storey height brick panels. There are four storeys of malting floors including two attic storeys. Each bay contains a six pane timber casement in an opening with a segmental gault brick arch. The upper windows have corbelled segmental arches. The malting floors are at the east end under a gabled roof, occupying nine bays in length and six in width. On the north side is a two storey lucam clad in corrugated iron, a later addition to the gabled and buttressed hoist tower which occupies the central bay of the malting floors to which it is attached. The hoist tower has timber boarded sides over the adjoining slate roof. There are three kilns at the west end, each with a square capped sheet metal

Station Road continued

ventilator in a single hipped roof. The brickwork looks fine from the north and south where there are four bays made by shallow buttresses which rise to brick corbels and semicircular brick arches. The kiln roofs have brick corbelled eaves. To the south and west of the maltings there are car parks used in connection with a vehicle retailing and servicing business. North are impermanent factory buildings. The maltings make an important contribution to the character and appearance of the conservation area, they are visible from a number of locations in the town, and are dominant close by. They possess much of architectural interest, though further research is needed into the type of industrial process used and the extent of innovation employed to establish their national significance. The key to the preservation of the maltings will be feasible re-use, and further consideration needs to be given to the use of adjoining vacant or under-used land and access to it.

Steeple End

A narrow alley leads from the Market Place through to the **churchyard** and to **Steeple End**. Despite the construction of new housing at the north end, the place seems remarkable untouched by the twentieth century. It is a visually 'romantic' ensemble of crumbling eighteenth and nineteenth century tomb stones and box tombs, gothic architecture of the parish church, ivy and evergreen oaks and a rich variety of fine vernacular buildings; these, including Gothic House, Dairy Farm and The White Lion, make a visual and historic group of outstanding national architectural importance.

The churchyard **south of the porch and aisles of the church** has at its centre a shallow mound surmounted by a coppiced Holm oak. There is a line of yew planted parallel with Steeple End, and an attractive scatter of ledger slabs, headstones and box tombs and more yew tree and laurel. Also there are maples crowding in, and an oil tank against the chancel wall, which dilute the historic charm of the churchyard. to the south is the **Cary Almshouse**, built circa 1686 in a warm red brick and plain tile on the site of fifteenth century almshouses. It is a large building for seventeenth century Halesworth and dominates the view from the east, occupying almost all of one side of the churchyard. To its immediate right, **Nos. 11 & 12, Steeple End**, a new building in a vernacular style, fits politely in the scene. This has a brick cross wing with a steep pitched parapet gable and pantiled roof. The adjoining element is rendered and colour-washed and one and a half storeys. Next is **No. 13, Steeple End**, probably seventeenth century in origin but looking twentieth century in character. It is 'T' shaped in plan with steep pitched pantiled roof, pebble dashed walls and modern detailing. The scale, character and detailing of these buildings is appropriate to the location and should be preserved.



*Cary Almshouse
Steeple End*



Church of St. Edmund



18 Thoroughfare



15 & 16 Thoroughfare

Steeple End continued

There is a picturesque **view from the south** across the east end of the churchyard of the west end of the church, of 17-17 Steeple End, the pretty cottages on the east boundary. There is a restrained palate of pastel shades used on the rendered walls of the cottages which harmonises with their red pantiled roofs and chimneys, the stone and flint materials of the church and the stone of the churchyard monuments.

The north side of the churchyard has a shady path between the church and the boundary hedge which separates it from the backs of Nos. 3-9 Market Place. With the exception of the extract duct of No. 4, the rear elevations of these buildings are of architectural interest and make a positive contribution to the character of the area. The space contains a number of good nineteenth century headstones, shaded by a fine mature holm oak tree.

In the **east part of the churchyard**, against the chancel, stands an **urn on a pedestal**, a monument to Robert Gostlin White, a Halesworth solicitor for forty years who died 1828. From here the backs of **The Town Rooms and No. 1, Thoroughfare, The Old Memorial House**, are visible and make a positive contribution to the appearance of the area.

From here to Steeple End is the **churchyard wall**, mainly rebuilt with no trace of the double sets of iron railings that enclosed the churchyard in the nineteenth century. Its southern end is much appreciated as a seat, used during the consumption of chips, from the nearby fish restaurant.

Beyond the churchyard edge, **Church Farm Lane** gently curves en route to **Church Farmhouse**. Once the seat of the Lords of the Manor of Halesworth, Church Farmhouse stands on or near the site of the medieval manorial buildings. Until recent times there was a farmstead in open fields, which stood at the end of a farm track. To the north of the track was a long paddock and the Halesworth Brewery buildings and to the south the farm buildings and farm pond. The space left by their demolition appears fragmented. The paddock now contains the mid-twentieth century **Church of St Edmund** built, appropriately, with a steeply pitched pantile roof and with walls of brick, flint and render. It is surrounded by a bleak shingle car park. To the south of the track is a recent development of attractive neo-vernacular cottages, with forecourts enclosed by railings. The design and mass of the buildings are appropriate for the location. At the end of the Lane is the gabled elevation of ***No. 31 Church Farm Lane (Church Farmhouse)**, now with inappropriate replacement windows and doors. At its rear is a long single storey range with modern roof tiles. To its south and still within its curtilage is an open fronted **cart shed**, the last of the farmstead buildings. To the north of the former farmhouse

Steeple End continued

is ***Nos. 1 & 2, (Church House)**, built with black pantile roof, parapet gables with end stacks, brick pilasters and generous sash windows under gauged brick arches and with fine glazing bars. The ground floor sashes have transoms where they have been lowered to accommodate a change in floor level. The two houses still retain a fragment of their former rural setting, there still being extensive garden land at the rear of church farm with mature trees in the garden of Church House. Here there is a shady walk, between the east end of the church and Church House garden, between gardens and allotments, with views over Chediston Street and the rear of Church Farm.

Thoroughfare North

There are three architecturally significant buildings on the corner of the Thoroughfare, Nos. 18, 20 and 47, the HSBC Bank. **No. 18, (Cross Ram's)** is faced in grey brick in an Italianate style. It has a three storey element like a short tower with wide bracketed eaves, a first floor canted bay window with walk through sash windows with semi-circular heads, and a wrought iron balustrade. This house was home to generations of Halesworth attorneys, though all that now remains is part of an extensive remodelling of the house for another lawyer, John Crabtree in circa 1840. Between the buildings and to the left of No. 18, is an opening looking east to what was once the small park of the mansion, which extended from the Thoroughfare to the Town River and the New Reach. Now, the nineteenth-century garden is lost, and the view from the Thoroughfare is of architecturally unconsidered brick and asbestos cement buildings of no special interest. **The brick boundary walls** and outbuildings, aligned on long and narrow gardens reflecting the historic property boundaries, are reduced to stubs or are lost. North-west of the Horse & Garden is a late Georgian, two storey brick and pantiled range, possibly a **stable and coach house** for No. 18, Thoroughfare. Beyond the visual clutter to the east, are the trees of the town park, where the water meadows come close to the town centre. While there appears to be little trace of John Crabtree's garden in the Town Park, there may be some survivors of its perimeter tree belt. However its parkland character maintains a link with its former historic use and preserves something of its former tranquillity. Also it contains the remains of the **brick structures** of the south end of the quay; the New Reach, built in 1759; and the lock constructed by Patrick Stead to give access from the **quay** to the Quay Street Maltings, circa 1837. These are of industrial archaeological significance. At some time in the future, there may be some interest in restoring the park where certainly the historic features associated with the Blyth Navigation should be preserved. Looking back from Saxon Way the foreground scene is one of dereliction and clutter, of recycle bins and sheds. The one saving grace and link to the Thoroughfare townscape

Thoroughfare North continued

beyond is the gable of the brick stable, with its first floor loading door to the hay loft.

No. 20 Thoroughfare, to the left of the Angel and important in views from the north, is late Victorian in character. It has a steep pitched red pantile roof, end stacks and red brick walls with a well ordered façade. On the inside of the corner is **No. 47 Thoroughfare**, a mid-twentieth century post office, now the HSBC Bank. Built in the usual attractive neo-Georgian, it has a brick parapet, stone modillion cornice, and four bays, three to the right with steel windows with glazing bars in semi-circular arched openings. The entrance door has stone architraves and an entablature which appears to cut across a window, its fanlight matching the heads of the adjoining windows. It elegantly links the buildings across the corner on the west side of the Thoroughfare.

From the corner the Thoroughfare continues north in a gentle curve with buildings of two storeys (some with attics) and three storeys. There is a fine mix of buildings of various periods with a good mixture of local vernacular materials. There is a variety of roof pitches with a mixture of plain tiles, black and red pantile and slate. With the exception of the odd little two storey 'box' attached to the south gable of No. 16, all the buildings on the east side of the Thoroughfare north of No. 18 are 'listed buildings'. They include ***Nos. 12-16 Thoroughfare**, three sixteenth century, rendered timber-framed buildings, built sideways on to the street. All have black pantiled roofs and sash windows. They have been subdivided into separate shops and dwellings and have eighteenth century façades. ***Nos. 15 & 16, Thoroughfare** is the former Hall of the Guild of St John the Baptist. Its pretty pedimented dormers, chimney stacks, modillion cornice and windows are all eighteenth century. It also has two good traditional timber shopfronts. ***No. 14 Thoroughfare** is divided into two. It also has an eighteenth century exterior with sash windows and banded rusticated stucco similar to the Angel Hotel; and two more good traditional timber shopfronts, that to right being mid nineteenth century. ***Nos. 12 & 13 Thoroughfare** have a modillion cornice and sash windows. No. 12 has a pretty shopfront with Gothic arches on the entablature supporting the pentice board. The timber shopfront of No. 13 has architecturally significant pilasters, consoles and fascia though the mullions, transoms and entrance are modern. Between the White Hart Hotel and No. 12 is a gap in the street line. In 1842 it provided an access to the stable yard of the Hotel. It is now the entrance to the shoppers' car park with a brick planter, railings and tubular steel arch. The shoppers' car park is made from the space created by the clearance of Easterson & Seaman's iron foundry and the rear yards of the Thoroughfare properties. Its northern boundary is formed by a brick wall with the Town river and its trees beyond.



Town River



59 Thoroughfare



38 Thoroughfare



34 Thoroughfare

Thoroughfare North continued

The eastern boundary is formed by the relief road with its alien character, highway scale and landscaping, relieved by the view of the trees of the Town Park beyond. Looking west from the relief road across the car park is the view of the roofs and backs of buildings of the Thoroughfare, which in the main reflect their historic architectural character. The islands of trees in the car park soften the visual impact of the parked cars though there is potential here to architecturally enhance the edges of the car parks to integrate them visually with the town streets and to provide a human scale enclosure.

***Nos. 1–10, Thoroughfare** occupy the east of the street between the bridge and the car park entrance. eighteenth century character in three storey brick or rendered façades, with sash windows, predominates. ***Nos. 2, 3 & 8 Thoroughfare** have moulded pilasters. The notable exception is ***Nos. 5 & 6 Thoroughfare**, which are two storey and timber-framed. The eighteenth century render has been removed from ***No. 5 Thoroughfare**, exposing the sixteenth century timber-frame and brick noggin of the first floor, which sits uneasily with the eighteenth century timber modillion cornice and sash windows. No. 6 is remarkable and unique for its large carved late medieval ornamented bressumer, with brattishing and carved lions supporting a central shield. The bressumer rests on the joist ends of a jettied first floor, over a shopfront traditionally known as 'Dame Margeries'. This takes its name from the second Halesworth Manor named after Margaret de Argentein. However, this is unlikely and its original use is not known, though it would have been a building of status. It is now a wine bar. The rendered first floor façade contains a good eighteenth century three-light casement window with a central wrought iron casement. ***Nos. 4, 5 & 6** are timber framed and may be part of a single building. ***No. 8 Thoroughfare** has a good shopfront with attached Corinthian columns supporting a frieze. It has semicircular arched panes, two per window.

The **west side of the Thoroughfare**, is again predominately late eighteenth century in character with later buildings towards the north end of the street. Ordered brick façades of two and three storeys and sash windows predominate, except Nos. 49-50 and Nos. 56-58. Both buildings are subdivided sixteenth century timber framed buildings with central axial stacks and in the case of ***Nos. 49-50 Thoroughfare**, with steep pitched, red pantiled roofs and ***Nos. 56-58 Thoroughfare**, with black pantile roof. **Nos. 49 & 50** have good traditional timber shopfronts and typical nineteenth century mullioned and transom casement windows at first floor level. **Nos. 51-53 Thoroughfare** is unusual with a street frontage in a variety of styles. It is built of red brick, in two and three storeys. To left the roof has a parapet eaves and to right it has wide bracketed eaves. It has a regular range of sash windows

Thoroughfare North continued

with slender glazing bars and margin lights. To the left at ground floor level it has Victorian Gothic windows and a six panelled door with semicircular fanlight. At each end are six panel entrance doors under semi-circular gauged brick arches and it has a central carriage entrance under a gauged brick basket arch. To the right it has a timber shopfront with foliate consoles supporting a box fascia. To its right, is **No. 54 Thoroughfare**, a modern extension to No. 53, built in red brick with sash windows on the first floor and a timber shop window at street level. The extension is visually subservient to No. 53 and appropriate, bearing in mind its prominent position, opposite the entrance into the Thoroughfare from the car park.

No. 55 Thoroughfare is an attractive two storey, late nineteenth century shop, built with yellow brick and a black pantiled roof, bracketed eaves and two, four pane sash windows at first floor level. The consoles and fascia of the Victorian shopfront survive together with the green glazed tile plinth and window jambs. ***Nos. 56-58 Thoroughfare** also have good shopfronts. That to ***No. 57 Thoroughfare** has an original bow-fronted window complete with glazing bars and ***No. 58 Thoroughfare** has a charming reproduction of the same. ***No. 59 & 61 Thoroughfare** are three storied, built with red brick, and similar in architectural character save for the use of plate glass in the sashes of **No. 61**. Both have modern timber shopfronts with timber pilasters. **No. 61** has pilasters and consoles supporting a fascia. Nos. 63 & 65 are the last buildings before the bridge. Built in the twentieth century as shops, they have a flat roof behind a brick parapet with stone plat band. At first floor level are six twelve pane sash windows above modern shopfronts. While contextually appropriate, there may be some opportunity for change here.

Thoroughfare South

The southern end of Thoroughfare is the continuation of London Road, where it forms the east side of the churchyard. The continuous built up frontage begins with the White Lion which is partially tucked into the corner north of Gothic House. ***The White Lion** appears to be in two parts; to the right it has a modern machine-made plain tile roof and a nineteenth century brick façade with original three light windows with wrought iron casements. To the left it has a shiny black-pantile roof and a rendered timber frame, with a first floor window with a wrought iron casement. Prominent in views north in London Road is the inn's attractive banner. ***No. 38 Thoroughfare** is tucked in prettily between the Old Police Station and the White Lion. It is sixteenth century in origin, and still visible is the close-studding of the, now underbuilt, jettied upper storey. There is a steep pitched plain tile roof with end chimney stacks, modillion eaves and three-light casement windows with wrought iron lights. It has a central part-glazed door

Thoroughfare South continued

under a gabled porch canopy with fretted bargeboards. To the right is a nineteenth century canted bay window with large pane sashes. Gothic House, the White Lion and No. 38 Thoroughfare form an attractive group. **No. 37 (The Old Police Station)** was built circa 1865, in gault brick with a slate roof, with central pediment. It has a concrete pantile roof, three-light casements and a plat band at first floor, and a late 20th century shopfront. On the other side of the road, opposite, are two more significant Victorian civic buildings. The **Memorial Home** of 1859 is built side on to the street in a Victorian Tudor style in rendered brick. It has a gabled plain tile roof with cross wing, off centre axial chimney and fretted bargeboards. It has two-light and three-light casements with heavy hood moulds. Adjacent, and gable end on to the street is the **Town Rooms** of 1886, used as a Sunday school and parish meeting room. It is built of red brick with a steep pitched slate roof. There is a large five-light window in the gable with stepped head and hood mould. The ground floor now has a double shop window with central entrance door, which maintains the design integrity of the original and, to the right, an entrance door for the upper room. There is a triangular traffic island with lamp standard at the junction with the Market Place. South of the space is the **War Memorial**, a pink granite obelisk behind a dwarf red brick wall with piers with ball finials and twentieth century railings, with odd spear finials. There is a pretty seat in the wall, formed with a semi-circular recess in the brickwork. Each side of the War Memorial are timber boarded arbours with plain-tiled roofs.

North of the 'triangle', is ***No. 42, Thoroughfare**, the former Kings Arms, where a later, restored, eighteenth century re-facing hides a fine close-studded sixteenth century timber frame. The 'ball' cornice was inaccurately replaced during the restoration. It has a good black pantile roof, with three slightly 'mean' gabled dormers, and late Georgian, sixteen and twelve pane sashes at first floor level. At ground floor level there are Victorian large pane sashes with margin lights and an entrance door with a timber door-case with pilasters and frieze and 'ball' cornice. Across the space, and facing the Market Place is ***Barclay's Bank**, rebuilt by Edward Boardman & Son in 1871. Formerly the Halesworth and Suffolk Bank it has a 'giant' façade with a tall mahogany door and two large three pane sash windows, with a stone cornice and architraves. In contrast, and of a more human scale, are the earlier bank buildings to the left, in red brick with delicate Georgian detail. The façade of ***Nos. 34-35 Thoroughfare** was possibly the inspiration for the other Georgian buildings in the town. It has a double frontage, each of five twelve pane sash windows, all in a good red brick frontage, with parapet, modillion cornice and first floor plat band. Approached up stone steps with a good late eighteenth century balustrade is, to the left, a six panel door with a semicircular fanlight



45 Thoroughfare



42a Thoroughfare



*View from Thoroughfare
to the War Memorial*



The Angel, Thoroughfare

Thoroughfare South continued

with radial glazing bars, in a timber door-case with pilasters, entablature and open pediment. To the right is a six panel door with semicircular fanlight with glazing bars and gauged brick arch. This corner of the Thoroughfare seems to have been the 'banking quarter'. Opposite Barclays is **43-44 (Lloyds Bank)**, built in 1896 for Lacon & Co in red brick in a fashionable and elaborate, though unconvincing, neo-Queen Anne style. Its predecessor bank, to the right, is **No. 45**, again built for Lacon & Co in circa 1870, with later plain plate glass shop windows and prodigious use of terracotta, in an Italianate style, with pedimented kneelers flanking a cornice containing modillions alternating with paterae. It is very ornate and exceptional for a small market town.

Between No. 42 and Lloyds Bank is an opening into a yard, containing a currently disused building of red brick and with a hipped roof, the style and materials matching those of Lloyds Bank, and formerly the Brewery Tap for the King's Arms. Through the yard are views of the trees in the back land between the river and the Thoroughfare where the enclosing rural landscape penetrates almost to the heart of the town.

There is a good view from outside the Angel Hotel of the War Memorial trees, the east end of the parish church, the churchyard trees and the church tower. Looking in the opposite direction, along the Thoroughfare there is a good view of (Crabtree house) and also the ***Angel Hotel**. The Hotel is now in Georgian clothing and only its steep pitched roof, middle and end stacks and off centre pedimented entrance door are clues to its sixteenth century origins. Its timber frame is clad in heavily rusticated stucco, with twelve pane sash windows, with lintels and key blocks marked out in stucco. Only the crudely cut off corner at the right hand end spoils the picture.

Appendix 2: Local detail

Shopfronts

Shops and workshops were integral with the artisan or merchant's dwelling. A shopfront was more likely to be a counter across which trade took place. An early example of a shopfront can be found in 'Tudor Shops' in Lavenham where there are two glazed openings. The trader advertised his presence with a hanging sign. It is possible, that with the advent of larger panes of more transparent glass the large sash window or bay window was the precursor of the shopfront. Here there are two of half glazed openings with Tudor arched heads, and bottom hung timber shutters. Good examples of shopfronts in the conservation area are 124 Chediston Street (eighteenth century) and 134/5 Chediston Street (nineteenth century).

Chimneys

The earliest chimneys in Suffolk are the twelfth century chimneys on Framlingham Castle. Ordinary people acquired chimneys from the middle of the sixteenth century, and there is an example of the base of a sixteenth century chimney in Chediston Street. Their potential as architectural features was soon recognised and they were designed to resemble columns, with base and capital. In Suffolk this meant highly decorated round brick shafts, with star tops. Shafts became square in the seventeenth century, often set diagonally, or diagonally and overlapping making a zigzag. From the mid-seventeenth century the chimneys tend towards the simple square plan, with wide caps in the form of a classical cornice. These were more sober versions possibly with relief panels in the sides with square or with semicircular heads. Chimney pots were introduced in the early eighteenth century, in a pyramidal form though soon they were making round ones. As the eighteenth century passed, the caps became simpler and pots more common. Many chimneys are now functionally redundant with the reduced use of solid fuel. However they are often essential visual elements of the architectural design of a historic building similar to a spirelet or finial, which, if removed, would leave the roof bald and grounded. In numbers, they add variety and interest to the roofscape in settlements and in particular in conservation areas. Chimneys are also capable of practical use though when redundant, and properly capped, they are capable of providing much needed ventilation.

A good example of a chimney in the conservation area is 40/41 Chediston Street

Sash windows

The earliest known sash window was discovered in Newmarket, Suffolk and made for Charles II in 1671. They were quickly adopted, being an ideal way of filling the large vertically proportioned openings fashionable at the time. The early Georgian sash windows were made out of hardwood, and panes were limited in size by the glass technology of the time, so they had many panes and thick

glazing bars with ovolo mouldings. Also, the front of the sash box that contained the counterbalancing lead weights was forward in the opening so that it was flush, or nearly flush with the face of the brickwork. Fashion and technology changes, and panes grew larger, and window proportion less extreme. By the middle of the eighteenth century, the windows were made of imported fine grained redwood, which allowed finer glazing bars, now with an ogee moulding. As the century came to an end, windows were large, glazing bars very fine, and panes were larger. Sashes could be installed in bow windows or splayed bay windows, and some had sashes in three-light windows with smaller side lights, known as margin lights. Now, to emphasise the slim line of the window, the sash boxes were set behind an outer lip of brickwork, so the frame was recessed. Victorian windows could adopt any period style though they tended towards the mid-Georgian. However, they sometimes retained a small part of the bottom of the side frames to strengthen the top sash. These pieces are known as horns. Plate glass became available towards the last quarter of the nineteenth century when sash windows were made with two lights per sash. Sash windows in a the classical style are ranged one above another, so that the solids are in a vertical line next to the voids in another, like column and void in a classical portico. Sash windows are an important part of the architectural design of a building, and any alteration or change usually has a detrimental effect on its character. A feature of windows with glazing bars is the multi-faceted effect of reflections made by the many separate panes. Glazing bars stuck on to a single pane of glass do not have the same effect. Improved insulation can be achieved by draught stripping the sashes and fixing secondary glazing where appropriate.

Doors and door-cases

Classical architectural treatment of doors arrived with the English Renaissance in the mid sixteenth century, with attached columns or pilasters supporting an entablature in an approximation of a classical order such as the Corinthian Order. These were usually made in stone and confined to the great houses of the courtier.

Boundary walls, finials and railings

In the seventeenth century brick walls were used to make formal garden compartments and for security. Halesworth has many fine red brick boundary walls though most, it appears, were built in the eighteenth and nineteenth centuries, in a warm red brick, for security and privacy. The coping bricks seem generally to be simple splayed bricks, though there are saddle back copings in Rectory Lane. Also in Rectory Lane is a crinkle crinkle or 'forcing wall'. This had the advantage of achieving vertical stability, resistance to thermal movement and provided a benign environment for vulnerable fruit trees. Walls are otherwise strengthened by building in piers, which visually divide the wall into bays or give extra strength at the end of the wall, or to support



124 Chediston Street



135 Chediston Street



83 & 84 Chediston Street



1 Quay Street

gates. In Halesworth this provided the opportunity for decoration, and 'ball finials', either in stone or cast iron, are a local feature. Prior to the second world war, Halesworth had many fine railings, including a double set around the churchyard. The railings enclosed forecourts, and often where there was a basement area between the house and the street. Sadly now only a few original railings are left. It is said that the majority went for melting down to aid the war effort. They are made with stanchions with a variety of finials, often little urns, which support the rails for the railings. They can be cast or wrought by a blacksmith, and they are remarkably durable. They have finials in the form of spear or arrow heads. Victorian railings were sometimes cast into a metal capping that was placed on a dwarf brick wall, In other instances the railings were fixed into pockets in limestone wall copings with solder. Not all railings were painted black, some were painted to look like bronze or tinted with verdigris. Too often modern railings are less substantial than their originals and appear flimsy. There are some good railings in Rectory Lane, and ball finials in Station Road.

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Shopfronts and Advertisements in Historic Towns,
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Appendix 4: Useful information

Useful websites

English Heritage:

www.english-heritage.org.uk

Institute of Historic Building Conservation

www.ihbc.org.uk

The Society for the Protection of Ancient Buildings

www.spab.org.uk

Ancient Monuments Society

www.ancientmonumentsociety.org.uk

Council for British Archaeology

www.britarch.ac.uk

The Twentieth Century Society

www.c20society.org.uk

The Victorian Society

www.victorian-society.org.uk

The Georgian Group

www.georgiangroup.org.uk

The Garden History Society

www.gardenhistorysociety.org

Legislation

Planning Policy Guidance: Planning and the Historic Environment

PPG 15, 1994, HMSO.

Waveney district Article 4(2) directions, available from the planning department at a cost of £7 each.

Waveney Interim Local Plan,
May 2004, policy ENV 17.

Appendix 5: Glossary

ashlar: Masonry composed of blocks laid with fine joints. The blocks have a fair face and are flat on top, sides and bottom.

basket arch: An arch, shaped like an up turned basket with a flat or slightly curved top and sides with a small radius of curvature.

casement: Hinged light, hung at the side unless specified as top hung.

close-studded: Studs are vertical timbers in a timber-framed wall between the main posts. Where the studs are not much further apart than they are wide they are called 'close studded'.

console: A small upright bracket usually carved as a scroll and appearing to support a lintel or cornice.

corbel courses (corbel table): A course of masonry supported by corbels. Corbels are projections from a wall designed to support a weight.

cornice: The uppermost of the three main divisions of classical entablature.

crinkle-crinkle wall (crinkly cranky wall): A single leaf brick wall with a serpentine plan.

cross casement window: A window of two lights divided by a mullion and transom with a casement.

entablature: The horizontal part of a Classical order carried by the columns and consisting of architrave frieze or cornice, all of which should be present in some form.

finial: A terminal feature treated differently from the pier which it surmounts. Described by its form (ball finial, spike finial etc.

foliate: Decorated with or taking the form of leaves.

gable: The triangular section of wall supporting a pitched roof.

High Suffolk: High clay upland plain of Suffolk, corresponding with the historic woodland pasture area.

hipped roof: Roof without gables in which the pitches are joined along a line which bisects the angle between them.

key block (key stone): The central element of a masonry arch or its decorative imitation.

kneeler: The base stone of a gable supporting the parapet.

modillion eaves: An eaves course incorporating small moulded brackets, derived from those found along the underside of a Classical cornice.

moulded brick: Brick work made from bricks, fired normally, and formed by moulding to shape by hand or in a mould to make an architectural feature such as a mullion or a decorated chimney.

mullion: The upright dividing the lights of a window.

mutule cornice: A cornice incorporating small flat slabs on the soffit of eaves and derived from the Classical Doric order.

ogee: A double curve formed with curves in opposite directions.

pediment: The Classical equivalent of a gable, often used without any relationship to the roof, over an opening. Distinguished from a gable by the bottom cornice.

pilasters: The flat version of a column built into a wall and having a slim rectangular plan.

plat band: Flat horizontal molding between storeys.

polychrome brickwork: Brickwork incorporating bricks of more than one colour used decoratively.

rusticated: A form of decorating stone blocks referring to the sinking of the joints and the treatment of the surface, to give an effect of strength.

segmental arches/heads: Usually shallow brick arches with a bottom curve formed from a segment of a circle.

soffit: The underside of a lintel, stair or eaves.

spandrels: The area between the curve of the arch and the rectangle within which it has been formed.

string course: A horizontal molding, projecting from a wall, running across the whole of a façade.

stucco: A fine grained hard plaster used for precise finishes and decorative work, inside or out.

transom: The horizontal member dividing a light of a window.

Venetian window: A window with one arched light flanked by two with flat heads.

wedge dormer (raking dormer): A dormer with a roof pitched in the same direction, but shallower than the main roof, its sides being wedge shaped.

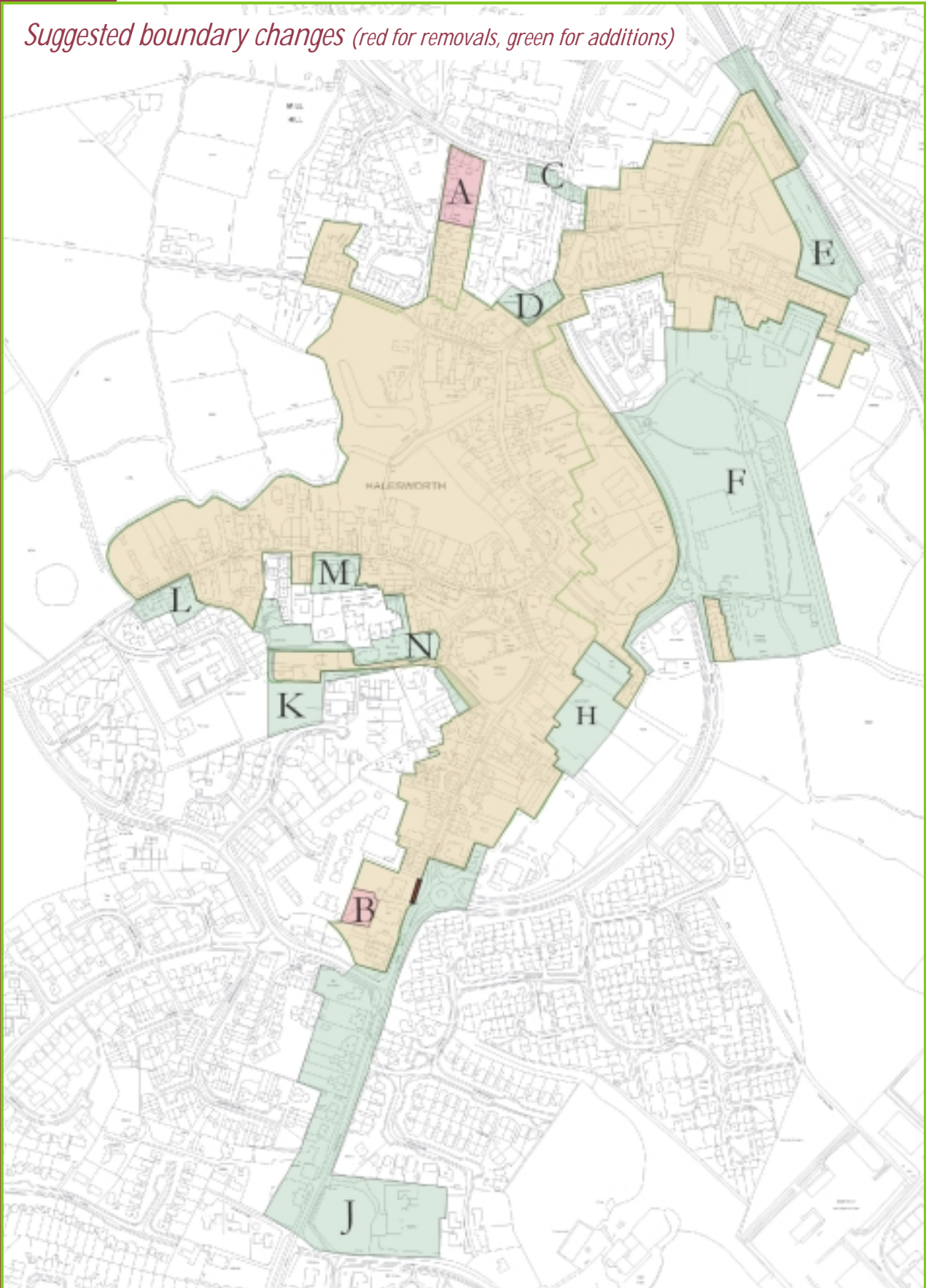


Waveney District Council
Serving the Community

HALESWORTH Conservation Area

Management proposals

Suggested boundary changes (red for removals, green for additions)



Appendix 6: Suggested boundary changes

(letters refer to areas shown on map)

A. Rectory Lane Area: Removal of Mill Lane from the conservation area.

The houses in Mill Lane are twentieth century in origin and have been altered so that there is now insufficient architectural or historic interest for their retention in the conservation area.

B. London Road: Removal of small area of land which has now been redeveloped.

C. New Cut to Wissett Road link:

This area has been added to the conservation area in order to protect the integrity of the unlisted terrace at 6-9 Wissett Road, and forms a link with the New Cut.

D. Norwich Road: The car park, adjacent to the sorting office and The Hawk, has been included to preserve the perimeter planting which makes a positive contribution to the appearance of the conservation area.

E. Station Road: The conservation area has been extended to include the moving platforms, the WWII pill box, the northern platform and the area of land north-east of the Station Yard Maltings to safeguard the buildings and their setting. Following public consultation, the bank alongside Hammonds' car park is no longer included.

F. Saxons Way: The Town Park is situated between the New Cut and the relief road on the eastern edge of the conservation area. It is situated on land once part of the extensive garden of Crabtree House in the Thoroughfare. It is not clear how much of the planting of the late nineteenth century

survives in the park though it is likely that the perimeter woodland will contain old trees. Much of the area, with close mown grass and garden trees, is typical in character of many municipal parks, though the walks along the river or the New Reach are very attractive. Here also, the eastern perimeter is of industrial archaeological significance, containing the brickwork of the Georgian Quay and its associated navigational cut and also the brickwork and base of the lock of the second cut made from the Quay into the Town River in circa 1837 by Patrick Stead, to access the Bridge Street Maltings. These are important assets for the town and should be conserved and enhanced. Following public consultation, this area has been extended further to include the entire former Ridgeons site on the Quay Street side of the river.

H. Angel Link Car Parks to Swan Lane:

Following public consultation, the proposed extension to include the Angel Link car parks has been extended further to include an area of land to the north of cottages in Swan Lane.

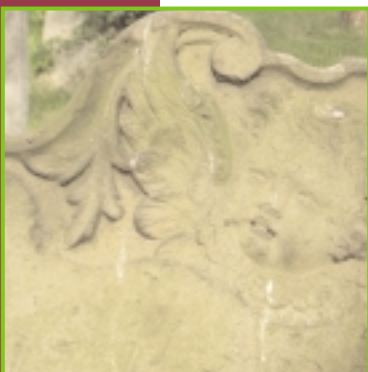
J. London Road: A group of early and mid nineteenth century houses, with good architectural materials and detail and which have not been significantly altered, have been included.

Highfield, London Road East Side

Part of the proposed extension to the London Road part of the conservation area and included for its mid-nineteenth-century architectural and landscape character, within the townscape formed by 30, London Road, and 35-36 London Road.



Box Tomb in the Churchyard



Detail of a Gravestone



*Gates and railings
133 Chediston Street*



Moving Platforms

K. Steeple End:

These areas offer open space in the heart of Halesworth and protect views of two prominent listed buildings. The area containing the steps down to Chediston Street has also been included as this is seen as an enhancement opportunity. This represents a reduction in the area protected by planning covenant, as the western part of it has now had permission for development.

L: 63-57 Chediston Street:

This extension affords protection and the opportunity for enhancement to a small number of historic but unlisted cottages, forming a proper gateway both sides of the road.

M: 1960s bungalows in Chediston Street:

Future sympathetic redevelopment of this site will be easier to achieve with conservation area controls in place.

N: Catholic Church area:

Land has been included in the neighbourhood of the catholic church where the previous boundary was too tightly drawn.

Management proposals/strategy

Specific opportunities for enhancement within the conservation area:

The surfaces in the conservation area, particularly the perimeter streets, are looking tired, patched and worn, and an audit of their condition is recommended as a basis for a programme of enhancement.

Boundary walls and railings, with pretty finials, are a feature of the conservation area. It is recommended that owners are encouraged to repair their walls and railings where necessary, and that reinstatement of railings is carried out with good quality replacements.

Historic windows and doors make a significant contribution to the appearance of the buildings in the conservation area. It is recommended that the Article 4(2) Direction of the Planning Act remains in force over the conservation area, and is imposed onto the new extensions.

Article 4(2) directions make further restrictions on permitted development rights to residential properties in conservation areas. Once these have been imposed in an area, it means that planning permission will be required to make any change of design or material to any part of the property facing a public thoroughfare. Because these controls are a removal of what would otherwise be 'permitted development', the planning application is free. Elevations of a property not visible from a public place are not affected and these enjoy the normal 'permitted development' rights for a conservation area.

Chediston Street

In some parts of Chediston Street, particularly on the south side, the yards have been substantially enlarged for residential development, and cottages built against the pavement edge have been lost, and particularly in the centre of the street there are gaps in the historic building line where the historic grain has been diluted with non-contextual twentieth century development. The general condition of the area is good though vulnerable to economic recession. Around the centre of the street, the built-up frontages are significantly interrupted, and it would be good to see the reinstatement of the building line along or set back a little from the back pavement edge.

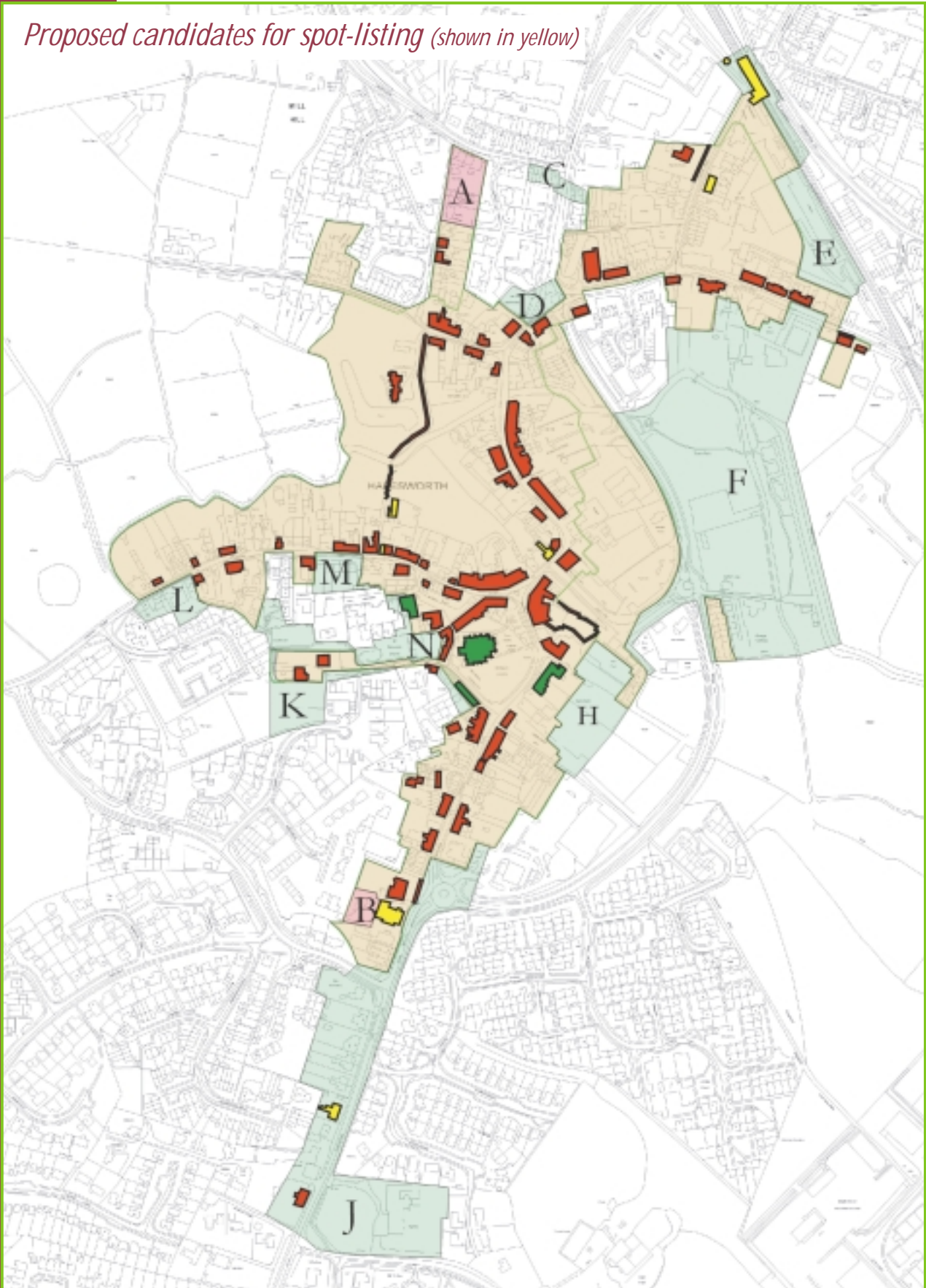
London Road

There is mid-twentieth century, low density housing on the east side of London Road behind timber fencing which does not positively contribute to the character of the conservation area, and there is an opportunity here for soft landscaping to soften the visual impact of the fencing. There is also an opportunity for minor repair and enhancement of the forecourts of the Rifle Hall and the Methodist Chapel.

Station and quays

There is an opportunity for the interpretation of the Blyth Navigation of 1759, and the repair of its relics in the Town Park. This could coincide with the redevelopment of the builders yard in Quay Street where the quay and the river could be made features of the redevelopment scheme. Here it is important that the new buildings do not turn their backs to the River. Also a management plan is desirable

Proposed candidates for spot-listing (shown in yellow)



for the park which takes into account its historic interest and develops management regimes which cater for the present needs of the community, including the conservation of the cultural heritage and the protection of the natural environment.

Historic core

New store

There is a large gap in the historic core, left by the dissolution of the garden of Crabtree House and the demise of the nineteenth century industries between the Thoroughfare and the River. Following the construction of Saxon Way in 1991, these areas have been used for car parking, or for small warehouse trading. The consequence is a fragmentation of the historic grain of the area and the opening up of the backs of the Thoroughfare buildings into the public realm. Further redevelopment is planned, and a small supermarket has outline planning approval. It is essential here that the new building remains in scale and in character with the area. Also it will be desirable for the new buildings to make new spaces of a human scale compatible with the character of the area and that the buildings, now appearing fragmented and disordered at the rear of the Thoroughfare, are knitted back into a visually coherent design. A high standard of hard and soft landscaping will be necessary, including the boundary against Saxon Way.

Shoppers' car park

The entrance from the shoppers' car park via the arch into the Thoroughfare is of visual interest, though dominated by the disabled persons' toilet and the parked cars jammed into the space. Consideration could be given

to providing concessions to the property owners for car parking in the shoppers' car park, and so freeing up the congested space for an enhancement of the area.

Churchyard

The churchyard has an air of pleasing decay about it, though some monuments are in need of repair, and at the time of survey, the vegetation was unkempt. A management plan is desirable, which reconciles the requirements of conserving the historic environment and wildlife, with the needs of the congregation and Halesworth visitors and residents.

Angel Link

The townscape is not yet fully recovered from the 1991 relief road changes, and the Angel Link still appears visually inappropriate, having introduced twentieth century highway geometry into and adjacent to a medieval street layout. A minor enhancement, probably one of introducing slow growing standard trees in the Angel Yard, or along the back line of the pavement, may help to visually reduce the street width to something more appropriate for the location.

Opportunities for spot listing

144 Chediston Street
133 Chediston Street
Gates and railings, 133 Chediston Street
35 and 36 London Road
Rifle Hall, London Road
5-7 Station Road
WWII pill box, Station Road
Halesworth Station moving platforms
45 Thoroughfare

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