

Heritage and Design - Objectives and Supporting Evidence, NPSG Objective 5

To maintain and enhance the character and heritage of Halesworth's built environment whilst encouraging sympathetic contemporary design in new developments.

Summary of Evidence Gathered

Evidence Theme	Reference in Supporting Evidence
Design codes	Section 3a
Designation of Non-designated heritage assets	Section 3c
Community asset designation	Section 3b
Conservation area and listed buildings	Section 3d
Location and gateways	Section 3f

1. Initial Ideas following first round of Consultation

Objectives we wish to achieve	People/Organisations we need to consult
<ul style="list-style-type: none">• Designate buildings thought worthy as an Heritage Asset - the Maltings near the station and maybe Patrick Stead.• Conservation Area – are the boundaries right; could they be expanded?• Map the listed buildings – should any more be listed?• Formulate Neighbourhood Policies that will build on National and Local Plan policies to ensure that developments are characteristic of, and specific to, Halesworth but well designed.• Develop guidelines for material ‘preferences’ – might these be different for within conservation area and for new developments?• Explore opportunities to improve the environmental quality of the ‘entrances’ to the town at London Road and to the north of the Quay Street roundabout, Chediston Street and Walpole Road.• Look at how to develop a policy that might work for contemporary design. The Library is a good example and any replacement for the London Road TC building would be a perfect place to have an iconic building. Designating the Library as a community asset to be explored	<ul style="list-style-type: none">• ESC policy planning team• Developers• Design Code report – both AECOM and Suffolk• Need to walk the conservation boundaries• Are there any conservation groups?• ESC planning maps• Check out whether the SCC design guidelines have been updated – consultation was taking place. SCC Arts Manager is involved and would know.

<ul style="list-style-type: none"> • Intensify and diversify land use in central area development opportunities. (this is better referenced in No 7 Town Centre) • Investigate potential for Creative Workspaces above public parking.(this is better referenced in No 3 economic development as well as in feasibility study No 7) • Room sizes – is there anything we can set out in policies that would ensure decent room sizes. • Develop the design code report suggestions for house design and materials [incl. built-in energy generation, use of “super-insulation”, layouts of developments, and footpath connectivity, standards of road and footpath – as conditions for planning permission.] • How far can we go on policies for e.g energy capture schemes, good sustainable materials if they push up the costs of building? (Housing section?) • Planting of trees on green spaces (Environment section ?) • Community green energy policy 	
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2. Objectives Following Evidence Gathering.

- a. Designate the following buildings as non-designated heritage assets because of the value they give to future generations and their significance for the town.**

(criteria set out in the Waveney Local Plan Appendix 6 are applied for each)

1. The Maltings at Station Yard (historic interest; its association with the 19th century industrial development of the town)
2. The Library (Landmark status due to its sympathetic modern design in a prominent position in the town and its communal associations_
3. 18 Thoroughfare/Cross Ram offices. (mid-19th century building with both external and internal integrity and with a prominent position in the Thoroughfare)
4. Patrick Stead Hospital (of historic interest as the first hospital in the town. Consider designation of the frontage only)

Following Regulation 14 consultations residents proposed two new NDHAs and once researched these have been added to the revised Plan.

5. New Reach (Historic interest (importance to the development of industry in the town, landmark status, rarity, representativeness and social / communal value)
6. The Halesworth to Southwold Narrow Gauge Railway (Millennium Green) – (Historic interest and rarity, landmark status, source of local identity with social / communal value)

- b. The following Design Codes to be adopted to ensure that the design of developments and the materials used, both within and without the conservation area, are characteristic of and sympathetic to Halesworth and are sustainable for the future.**

Draw from the Design Code report that would build on the national and local policies already in place and are specific to the town? They need to include:

1. Layout of buildings
2. Outlook and overlooking
3. Scale and proportion
4. Material and colour
5. Heights and rooflines
6. Architectural details
7. Parking and boundary treatment
8. Connectivity

- c. Protection of views and entrances to the town that demonstrate how Halesworth nestles around the Church and is contained within the countryside beyond. Development proposals are required to ensure that they do not have a detrimental impact on the following and bring improvements:**

- Views into the countryside from School Lane
- Views into the town centre and of the church coming down the hill on Norwich Road

- Views of the town/countryside boundaries along Walpole Road, Chediston Street and Wisset Road (NB Chediston development has received outline planning and does not reflect the wish to protect the town/country connection. Can we try to positively impact the Chediston Street one with regards to tree planting and house heights on the undulating / high land there? LP states that the highest point on this site should have single storey homes, but the developers master plan does NOT reflect this.)
- Views of St Mary's church
- Ensure Saxons Way remains the eastern edge to the town centre built up area and the green spaces beyond.
- Enhance the sense of containment by the creation of a footpath along the edge of the present built up area to the west and south of the town from Chediston Street, behind the houses on Duke's Drive, crossing Walpole Road and continuing round the back of Kennedy Close to join the proposed River Blyth walk up to the Millennium Green. (see policies in Objective 1 and 6 that cross reference)

3. Evidence collected

a. Key documents for design

- I. **AECOM produced a Design Code** report in January 2020.

<https://halesworthtowncouncil.org.uk/wp-content/uploads/bsk-pdf-manager/2020/02/Design-Codes-Report-PDF-Final.pdf>

This will furnish the NP with much of the design detail needed on building, views and heritage issues.

- II. **The Suffolk Design Guide** gives cogent and coherent advice, example and illustration applicable to new developments and any opportunities in Conservation Areas. Relevant to Halesworth as it is a predominantly nineteenth century market town, much of it overlaid on earlier (and some medieval) fabric, which is precisely the context 'targeted' by the SDG

<https://www.suffolk.gov.uk/planning-waste-and-environment/planning-and-development-advice/suffolk-design-guide-for-residential-areas/>

- III. **Conservation Area**

<https://www.eastsuffolk.gov.uk/assets/Planning/Design-and-Conservation/Conservation-Area-Appraisals/Halesworth-Conservation-Area-Character-Appraisal.pdf>

b. Community Asset possibility for the Library –

On Tue, 12 Jan 2021 at 17:09, (name redacted) ESC officer wrote:

If you haven't done so already, can I suggest you have a look at the following link which gives further information about Right to Bid and the process for registering an asset as an Asset of Community Value. This includes the relevant criteria, process for registering and associated timescales. <https://www.eastsuffolk.gov.uk/community/community-rights/community-right-to-bid/>

Ultimately, providing the nominator and asset meets the criteria, it is your decision as to whether you would like to nominate the asset. If you wish to proceed or have any further questions I am more than happy to discuss further and over the phone if you prefer.

Many thanks
(name redacted)

Having looked at the criteria for registering an asset and discussing it with the then Library manager decided that the Library did not require that protection as there was no indication of it being closed or sold. If that did happen the Town Council/community could step in.

c. Registering an asset as a Non-Designated Heritage Asset

East Suffolk Council's website gives the following information and the criteria are set out in Appendix 6 of the Local Plan:

(i) Identification of non-designated heritage assets

A heritage asset is defined by the Government's National Planning Policy Framework as a building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions because of its heritage interest.

Heritage assets include those that are designated such as listed buildings, conservation areas and scheduled monuments; and those that are non-designated, that is ones identified by the local planning authority as having local interest.

The Government's National Planning Practice Guidance states that, in the case of buildings, the significance of non-designated heritage assets should, ideally, be judged against the local planning authority's published criteria. Significance is the value of a heritage asset to this and future generations because of its heritage interest that can be archaeological, architectural, artistic or historic.

The council, as local planning authority, is still free to identify any other kind of non-designated heritage asset

(ii) Criteria for identification of non-designated heritage assets that are buildings

Development proposals affecting an identified non-designated heritage asset will be subject to the requirements of the National Planning Policy Framework at Section 12: Conserving and enhancing the historic environment.

Waveney/ESC's criteria have been prepared with specific reference to Historic England's 'Conservation Principles – Policies and Guidance for the Sustainable Management of the Historic Environment'; and 'Good Practice Guide for Local Heritage Listing'. For a building to be identified as a non-designated heritage asset it needs to meet at least two of the following criteria:

- **Archaeological interest**
 - **Recorded in the Suffolk County Historic Environment Record Architectural interest** - an above ground archaeological site or historic building recorded in the Suffolk County Council Historic Environment Record. Identification of archaeological interest will always have to be made in conjunction with the Suffolk County Council Archaeological Service. Subsurface archaeological interest is considered and advised on separately by the Suffolk County Council Archaeological Service.
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- **Architectural interest**
 - **Aesthetic value** - the building or structure, through its intrinsic design value derived from local styles, materials, workmanship or any other distinctive local characteristic, will exhibit a positive external appearance in the street scene, village or townscape or landscape.
 - **Known architect** - the building or structure will be the work of an architect of local, regional or national noteworthiness.
 - **Integrity** - the building or structure will retain a degree of intactness and lack of harmful external alteration and, if part of a group, will make a contribution to the surviving completeness of that group.
 - **Landmark status** - the building or structure by virtue of its design, age, innovation, construction, position, use or communal associations contributes as a landmark within the local scene.
 - **Group value** - the buildings or structures will have a coherent design or historic functional relationship as a group.

- **Artistic interest**

- **Aesthetic value** - the building or structure, through its intrinsic design value derived from local styles, materials, workmanship or any other distinctive local characteristic, will exhibit a positive external appearance in the street scene, village or townscape or landscape.
- **Known designer** - the building or structure will be the work of a designer of local, regional or national noteworthiness.

- **Historic interest**

- **Association** - the building or structure will enjoy a significant historical association of local or national noteworthiness including links to important local figures or events.
- **Rarity** - the building or structure must represent a design, use or other quality that was always uncommon or has now become uncommon or exceptional to the locality, district or wider region.
- **Representativeness** - the building or structure will survive as a good quality representative of a particular historical or architectural trend or settlement pattern; or be part of the legacy of a particular individual, architect or designer, architectural or artistic movement, company or group in the past.
- **Social and communal value** - the building or structure will be perceived locally as a source of local identity (for example, commemorative or symbolic), distinctiveness, social interaction or contributing to the collective memory of a place.

Some locally significant uses may provide typologies of buildings and structures that can be identified as non-designated heritage assets, such as: agricultural; commemorative; commercial; culture, entertainment and leisure; resort tourism; domestic; educational; health and welfare; industrial; military; aviation; forestry; water management; landed Estates; fishing; brewing; law and local government; park and garden structures; ecclesiastical; transport; maritime and coastal defence; utilities, energy and communications; civil defences; street furniture and historic surfaces

(iii) **Assessment of the proposed NDHA designations and application of the criteria**

The Maltings at Station Yard Great historic interest given its association with the 19th century industrial expansion of the town. The building has integrity and landmark status as well as social and community value. It lies within the conservation area. Other maltings around the town have been put to good use either as housing or as an arts centre. The Halesworth Conservation Area Character Appraisal of 2006 has a lot to say about it including:

Station Yard Maltings is a large, fine industrial maltings, situated east of the station. It was built in 1898. 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.

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. The key to the preservation of the maltings will be feasible re-use,...

The Library. This has landmark status due to its sympathetic modern design in a prominent position in the town and its communal associations. It is designed by the County Architect and in that sense is by a known architect and it has aesthetic value in the way it exhibits a positive external appearance in the street scene. When asked what they liked about Halesworth during the early consultations

significant numbers of people mentioned the library. The community uses it for many different functions and its activities are part of the cultural landscape of the town. It opened in 1996 although designs and planning processes had been in train for several years. The Halesworth Conservation Area Character Appraisal of 2006 said the following about the Library -

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

However, ESC in their Reg 14 representations questioned the inclusion of the library making the following point – how can a new building be a heritage asset? Historic England apply a 30-year cut off rule which means that any building that is younger than 30 years old is not considered for listing as “‘buildings less than 30 years old are not normally considered to be of special architectural or historic interest because they have yet to stand the test of time’ (quote from HE). We apply the same rule for NDHAs. If the library is actually older than 30 years of age, then there are no concerns about its inclusion.

The Historic England guidance states, in relation to the 30 year cut off, that buildings younger than this will not ‘normally’ be considered. This does not appear to be a hard and fast rule and given the importance of the building architecturally, in terms of its location in the town and its community significance and that it is now 26 years old the NPSG believe it is right to keep the designation in the Plan when it goes forward under Regulation 15.

18 Thoroughfare/Cross Ram offices. This building is a mid-19th century building with both external and internal integrity and with a prominent position in the Thoroughfare. It is surrounded by listed buildings. It was built in the as a local solicitors’ practice and has remained so ever since and as such it has always held significance in the town. The Halesworth Conservation Area Character Appraisal of 2006 said the following about No 18.

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.

Patrick Stead Hospital The building has historic interest and landmark status as the first hospital in the town and is very much ‘owned’ by the community. Its closure as a hospital caused uproar. It is set within an area that comprises numerous health and social care facilities including the GP surgery and is referred to in the Local Plan as the Halesworth and Holton Healthy Neighbourhood. It is registered as an Asset of Community Value until 2023 although no viable community use has been put forward. Its sale by the NHS property company has brought to the fore the need to protect such a good example of a Victorian public building. The name refers to the important industrialist and philanthropist Patrick Stead who paid for the building of the hospital.

New Reach This mid-18th century waterway has historic interest through rarity, representativeness and social / communal value and architectural interest through being of landmark status. The New Reach is a significant historical and distinctive feature in the town. Dug in 1759-1760 as part of the Blyth Navigation, (which was subject of an Act of Parliament in 1757), it provided a direct link between Halesworth and the sea at Southwold Harbour allowing wherries to travel back and forth provided the vital transport link for the industries of Halesworth, importing raw

materials and exporting finished goods. This was a major factor for Patrick Stead, one of the town's most important historical figures, basing his maltings business in the town.

There is a close connection between this proposal and that concerning the Patrick Stead Hospital in that without the New Reach, it is arguable that the hospital may not have been built.

It is now a prominent feature of the Town Park and Millennium Green providing important habitat for a range of species. The designation as a NDHA was proposed by several residents during Reg 14

Southwold to Halesworth Narrow Gauge Railway Historic interest through its rarity, representativeness and social / communal value, Architectural interest given its landmark status and a source of local identity. The narrow gauge railway ran between the two towns from 1879 until its closure in 1929 and was just over 14 kilometres long. On 24th July 1876, The Southwold Railway Company obtained an Act of Parliament which enabled the line's construction. This also provided for two branch lines, one of which connected to the Blyth navigation/New reach at Halesworth Quay, but it was never completed with only the remains of a bridge still visible.

Over the first ten years of operation, passenger traffic amounted to around 76,000 / year while good traffic doubled to 9,000 tones. By 1900, passenger journeys had risen to 100,000 / year while 9,000 tons of minerals and 6,000 tons of parcels were carried. This shows the historical importance to the economic life of the town. It took over from the Blyth Navigation as the infrastructure for the maltings and brewing industries.

Much of the track bed remains unencumbered along the route, as well as substantial evidence of related civil engineering. In terms of the latter, three prime examples are located in Halesworth's Millennium Green – a bridge, re-laid track and an engine shed. These historical features are very much part of the Halesworth landscape and are now maintained by the Halesworth to Southwold Narrow Gauge Railway Society, in close cooperation with the Millennium Green Trust.

(iv) Contact with land owners

ESC senior planner advised us that seeking consensus with building owners was best but not a requirement. *"If it came down to it I would say that it is not absolutely necessary to seek permission from owners to designate as a non-designated heritage asset (NDHA), although it is always better to achieve consensus. Owners would be able to object through the consultation process if they wished, therefore it will be important to have good evidence to support designation of a NDHA to help withstand objections. The NDHA section and appendix 6 of the Waveney Local Plan provide guidance and criteria for assessing NDHAs which will help you with your evidence base".*

The Maltings at Station Yard. See Economic Development for the contact made with MR Kings the owners of the car showroom and the Maltings. A development brief, supported by the planning department, would allow for housing in order that the Maltings could be developed. The NDHA intentions shared with the family from the start

Library. Contact made with Manager. A meeting was held on 31st July to discuss designation following an email explaining what the NP was proposing. Further discussed the ACV designation as the contract with SCC is due for renewal in 2024 and some anxiety that the building, still owned by SCC, could be seen as an asset to sell. The NDHA would give it some protection. Decided that the ACV more appropriately done if SCC decide to close the Library. Much in favour of the NDHA designation.

Sent: 26 July 2021 09:47

Subject: Heritage Asset/Neighbourhood Plan

Dear (names redacted)

I called into the Library yesterday and spoke to (name redacted) who very kindly gave me your email addresses.

I am the Chair of Halesworth's Neighbourhood Plan Steering Group and a few weeks ago was co-opted onto the Town Council. A NP, as you may know, is all about land use and infrastructure and the development of planning policies that will apply for the next 15 years or more. Everything in the plan is based on consultation and evidence and ultimately there will be a referendum on whether people want the plan or not.

One of the Chapters is on Design and Heritage. In the early consultations people mentioned how much they liked the historic buildings and wanted them preserved. Halesworth is lucky in having 129 listed buildings and an extensive conservation area. But there are some buildings not covered which we think could benefit from becoming a Non-designated Heritage Asset. This gives some protection and prevents intrusive changes being made to a building of architectural and community importance.

People told us how much they loved and appreciated The Library as part of the community infrastructure. What people recognise but may not always put into words is what a wonderfully designed building it is - an excellent example of contemporary design complementing its historic setting. This fits the criteria laid down by East Suffolk council for designation as an Heritage Asset and we want to make this one of our policies in the Neighbourhood Plan. As well as referencing its architectural merits.

There are three other buildings we want to designate - the frontage of Patrick Stead Hospital, the Maltings building at Station Yard and 18 Thoroughfare (Cross Ram).

I am so hoping your reaction will be the same as (name redacted) - positive and proud! What I need to apologise for is the lateness of this information. The person who had been leading on this chapter had to step down from the group and I have had to step up and had not realised you had not been contacted.

Being designated in this way does not entail work on your part and can in fact be done without owners' permission. It is something written into the Plan and if it is then passed at referendum the policy is made and the Library would be added to the Heritage Asset list kept by ESC. What it would mean is that you would not be able to knock it down or change in any major way the building - the frontage in particular!

I would be grateful if you could let me know your reactions. I am more than happy to call in and talk this through with you.

I look forward to hearing from you.

Kind regards

Joyce

Joyce Moseley

18 Thoroughfare. Contact made with (name redacted)solicitor and owner of the building.

Acknowledgement received. A formal notification of the Regulation 14 consultation was sent but no response/objection to the proposed designation was received (although representation was made on other matters).

Email sent 28 July 2021

Dear (name redacted)

I am writing as the Chair of the Halesworth Neighbourhood Plan Steering Group but we did meet some years back in my role as trustee (now Vice Chair) of Halesworth Campus when I came to your office.

I hope you have heard something about the Neighbourhood Plan that is being produced for the town. This link will give you more information as to what it is and the kinds of things we have been consulting residents on. <https://halesworthtowncouncil.org.uk/neighbourhood-plan-steering-group/>

One of the Chapters is Design and Heritage something which many residents told us they wanted to see protected. The town is rich in Grade 11 listed buildings which makes the town so pleasing to walk around and the Thoroughfare contains many of them. However there are some buildings that are not listed but are still worthy of some protection from unsympathetic development and one we have identified is 18 Thoroughfare. As a group we don't really know why it isn't listed!

The definition of a non designated heritage asset (NDHA) is: Non-designated heritage assets are **buildings, monuments, sites, places, areas or landscapes identified by plan-making bodies** as having a degree of heritage significance meriting consideration in planning decisions but which do not meet the criteria for designated heritage assets. The level of protection is indicated by the answer to whether a NDHA can be demolished: Proposals that seek the demolition (in whole or part) of a local heritage asset are discouraged, **unless it can be demonstrated that the loss is outweighed by the wider public benefits of the proposal.**

We have looked at the criteria for designating a building as a NDHA and believe No 18 meets at least the necessary two of the architectural category:

- **Architectural interest**
 - o **Aesthetic value** - the building or structure, through its intrinsic design value derived from local styles, materials, workmanship or any other distinctive local characteristic, will exhibit a positive external appearance in the streetscene, village or townscape or landscape.
 - o **Known architect** - the building or structure will be the work of an architect of local, regional or national noteworthiness.
 - o **Integrity** - the building or structure will retain a degree of intactness and lack of harmful external alteration and, if part of a group, will make a contribution to the surviving completeness of that group.
 - o **Landmark status** - the building or structure by virtue of its design, age, innovation, construction, position, use or communal associations contributes as a landmark within the local scene.
 - o **Group value** - the buildings or structures will have a coherent design or historic functional relationship as a group.

I am rather late in the day in discussing this with you for which I apologise. I had to take over the work from someone who had to step down from the group and I didn't realise he had not discussed it with you although it would have been difficult to do in the last few months. It is not absolutely necessary for us to seek permission from owners to designate a building as a NDHA, although we believe it is always better to achieve consensus. We do have to make sure a building fits the criteria to minimise the danger of objections during the consultation process that all NPs must go through. For your interest the other buildings we seek to designate are the Library, the frontage of Patrick Stead Hospital and the Maltings at Station Yard. The manager at the Library was delighted!

I am more than willing to come in and discuss this with you in person if that would be helpful. I would be very grateful if you could let me know your thoughts on our wish to designate No 18.

Kind Regards
Joyce
Joyce Moseley

Patrick Stead. NHS Property Services informed of the proposed designation. Shared also with ESC planners because of the imminence of the sale. They too wish to see the building protected especially the frontage.

New Reach. The New reach waterway was designated as a Village Green in the 1960's. It appears to be owned by ESC and maintained by them and the Millennium Green Trust. It runs through the Town Park and the MG. Advice from ESC planning department said the VG designation would not inhibit a NDHA designation. The trustees of MG were informed on 22 Feb 2022 that, following proposals by residents, the revised Plan would include a designation and that if they had any concerns, they could make representation during Reg 16.

Southwold to Halesworth Narrow Gauge Railway. The re-laid track, old bridges and reconstructed engine sheds are located on land belonging to the Millennium Green Trust. They were informed about the proposed designation on the 22 February 2022. They will consider whether it impacts on them and make representation at Reg 16 if they think so. The site is maintained and is being restored by the Halesworth to Southwold Railway Society (and formally the Southwold Railway Trust). They have been fully involved in discussions and promoted the designation.

d. Listed buildings – 129 in total

LISTED BUILDINGS IN HALESWORTH

Chediston Street

2,36,40,42,50,51,80,83,84,95,124,139,134,145,146,147,148,151,154

Thoroughfare

1,2,3,4,5,6,8,9,12,13,14+14a,15,16,34,35,36,38,46,49+49a,56,58,59

London Road

5,6,7,8,25,28,30,51,52,53,54,58,59,60,61,63+63a,90,91,92,94,95,97

Quay Street

1,7,8,15,22,25,47,48,49,50,51,54,

Bridge Street

1,3,16,19,

Market Place

1,3,4,5,8,9,19,27,28,

Rectory Street

4,6,9,15,16,17,18,24,27,30

Steeple End

14,15,16,

Station Road 24

Church Farm Lane 1.

Holton Terrace 1,6,

Others

Halesworth station moving platform

Wine Shop

Outbuildings number one

Pump in front of nos 4&5

Quay House

Rifle Hall

South Lodge

St Keym

Angel Hotel

The Elms

Old Almshouses

Old Rectory

Social Club (black dog building)

Town Farm

Towns End Villa

Wall of garden no 24

Walls of garden 36 thoroughfare

White Hart pub

White Swan Pub

White Hart Hall

Link to Conservation map - <https://halesworthtowncouncil.org.uk/halesworth-conservation-area>

The conservation area appraisal was published in February 2006 and the conservation was slightly extended. Given this is fairly recent and little will have changed decided not to pursue any changes to the area or to listed buildings

e. Room sizes

https://www.designingbuildings.co.uk/wiki/Minimum_room_size

<https://www.landlordvision.co.uk/blog/new-housing-space-standards/>

On 30th November it was announced that all new homes in England, delivered through permitted development rights, will have to meet national space standards from 6 April 2021:

Regulation 3 of the Town and Country Planning (General Permitted Development) (England) (Amendment) Regulations 2020/1243 ("Regulations")

The new standards were published in 2015.

"This standard deals with internal space within new dwellings and is suitable for application across all tenures. It sets out requirements for the Gross Internal (floor) Area of new dwellings at a defined level of occupancy as well as floor areas and dimensions for key parts of the home, notably bedrooms, storage and floor to ceiling height."

Given new regulations not much the NP can do

f. Narrative about location and gateways (from a local architect)

Approaching Halesworth

Halesworth is easily approached from all quarters and access to the Town Centre and its associated car parks is direct and user friendly. The principal circulation route for traffic using the town is along Saxons Way, which has landscaped margins and no dominant architectural features - it also borders the Town Park and an overgrown plot adjoining the Millennium Green on the east - it is in effect predominantly green in contrast to the quaintly rural urbanity of the Thoroughfare and Market Place to the west.

The primary approach from the nearest arterial road, the A12, is from the South along Bramfield Road and is distinguished by the parkland setting of South Lodge. Opposite there is a well treed post war housing development behind a landscaped margin beside the road. On joining Walpole Road at the T junction at the top of a hill, the approach to town becomes London Road which descends invitingly into the centre of the town which appears to be contained by the apparently open countryside beyond.

Vehicle access is deflected at the Co-op Roundabout to the curving, green corridor of Saxons Way which skirts the old town and provides easy access to the central car parks - it also effectively acts as a boundary between the town and the wetlands of the Blyth Estuary which include the Millennium Green and the Town Park.

There are three roads into Halesworth from the West; Walpole Road crosses rolling agricultural fields until it meets the abrupt phalanx of the backs of the houses in Dukes Drive, this is partly moderated by rather sparse hedgerow trees but here too a planted landscape margin separates and screens the tract housing behind from the road into the town; Chediston Street, which is a main link to the A14 westwards, and Wisset Road both follow the valleys of their respective streams and arrive neatly in the town as their respective streets. Each act as an entrance point to Halesworth creating distinctive gateways, as changes in character from rural Suffolk countryside to the urban town are experienced. These gateways define the edge of the settlement. The Design Code report commissioned by the Neighbourhood Plan expands on the importance of the town entrances saying – *On the Western edge of Halesworth, along Chediston Street, the landform to the South and hedgerow to the north contribute to the sense of arrival at Halesworth. The junction where Roman Way meets Chediston Street is at the edge of recent residential development, enhancing the focal buildings which define the threshold from urban to rural.....the following are important to appreciating the character of the town and should be considered and conserved in future development – arrival along Chediston Street and Walpole Road and views of St Mary's church"*

The watercourses join together in a watery network of channels just west of the Rectory garden to form the Town River which bisects the town - and occasionally floods the Thoroughfare - and flows through the Town Park into Millennium Green to join the River Blyth. At present these waterways are accorded little significance in the public realm but they present an important and necessary opportunity for improvement in townscape quality and hydraulically.

Approach from the North along Norwich Road is characterised by modern industrial and commercial ribbon development, to some extent alleviated by a few surviving hedge trees but is currently being degraded by some ill-considered in-fill development. The descent from the bridge over the railway offers a welcoming prospect of the Town Centre and verdant wetlands of the Town Park and Millennium Green. The Town is focussed on the Church tower and contained by the high open countryside beyond.

From the East, Holton Road has a more suburban character with individual detached houses of varied design standing in well stocked gardens - the overall effect is predominantly leafy and pleasant - with interest added at Castle Hill, where there is a small green space opposed by the distinguished architectural presence of Georgian Castle House. From thereon more urban development leads to the 'skewed portal' provided by the low railway bridge and the elegant terraces of Quay Street.