



# Halesworth Conservation Area Appraisal and Management Plan

January 2026



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## Public Consultation & Adoption

The Draft Conservation Area Appraisal went on Public Consultation on the 19 June 2025 to 7 August 2025.

This included letters being sent to all those addresses within the existing conservation Area and to those within areas of proposed extensions explaining the proposals and how to have their say.

The consultation was advertised on the Council's web site, where the draft document could be accessed online and comments made. Hard copies were placed in the Halesworth Library and sent out to those who could not access the documents electronically on request.

A public meeting was held in the town on 17 July 2025.

Interested parties were also directly consulted, including, Ward Councillors, Town Council, County Council, Historic England, Suffolk Archaeology and the Suffolk Preservation Society.

All comments received were assessed and where changes were proposed and considered valid, suitable amendments were made to the document.

This document was present to, and approved, by the Council's Strategic Planning Committee on 12 January 2026 with adoption on 28 January 2026.

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## 1.0 Introduction

The historic environment can be described as all aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora (NPPF Dec 2024). Within the historic environment, heritage assets are buildings, places or landscapes which have significance due to their heritage interest; they are an irreplaceable resource and should be conserved in a manner appropriate to their significance so that they can be enjoyed by existing and future generations.

Managing the historic environment is a dynamic process which involves managing change. This does not mean keeping everything as it was, but it does mean that judgements should be carefully made regarding the value and significance of buildings and landscapes.

Critical to these decisions is an appreciation and understanding of an area's character, including its social and economic history and the way 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 provides details and identifies features which contribute to and justify its status. The purpose of this Conservation Area Appraisal is to provide:

- a definition of the special character of the Conservation Area through its special qualities: layout, uses, architecture, setting, open spaces and archaeology.
- an analysis of the area's history, development, and status; and

- a guide to managing future change: small scale affecting households and larger scale affecting new development

## Legislation and Planning Policy

Conservation Areas were introduced through the Civic Amenities Act in 1967. Conservation Areas are defined as "areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance". The identification and protection of the historic environment is an important function of the planning system and is now done through the designation of Conservation Areas in accordance with Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

Conservation Areas make an important contribution to the quality of life of local communities and visitors. The designation safeguards the physical historical features which sustain the sense of local distinctiveness and comprise an important aspect of the character and appearance of our towns, villages, and countryside.

As part of this commitment there is a need to ensure there are the means available to identify what is special in the historic environment, define their capacity for change, and inform planning decisions. Such changes can serve to address environmental quality in addition to achieving the aims of planning for sustainable development.

National planning advice on the identification and protection of historic buildings, Conservation Areas and other assets of the historic environment is set out in the National Planning Policy Framework (Chapter 16 Conserving and Enhancing the Historic Environment) of December 2023. The National Planning Practice Guidance (2019) on the historic environment provides guidance that expands further on policy set out in the NPPF.

## Waveney Local Plan

The Council 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 Local Plan (2019) which sets out district-wide historic environment policies. Local Plan policies do not seek to replicate the National Planning Policy Framework or its accompanying guidance but rather provide local policies that are specific to the District.

### *Policy WLP8.37 – Historic Environment.*

*The Council will work with partners, developers and the community to protect and enhance the District's historic environment.*

*Proposals for development should seek to conserve or enhance Heritage Assets and their settings.*

*All development proposals which have the potential to impact on Heritage Assets or their settings should be supported by a Heritage Impact Assessment prepared by an individual with relevant expertise. Pre-application consultation with the Council is encouraged to ensure the scope and detail of a Heritage Impact Assessment is sufficient. The level of detail of a Heritage Impact Assessment should be proportionate to the scheme proposed and the number and significance of heritage assets affected.*

*Proposals should take into account guidance included in the Built Heritage and Design Supplementary Planning Document.*

### *Policy WLP8.38 – Non-designated Heritage Assets*

*The Council maintains a Local List of Non-Designated Heritage Assets.*

*Proposals for the re-use of buildings which are on the Local List of Non-Designated Heritage Assets or otherwise identified as a non-*

*designated heritage asset will be supported if compatible with the elements of the fabric and setting of the building which contribute to its significance. New uses which result in substantial harm to a building, or its setting will not be permitted unless all other options for the building have been exhausted.*

*Proposals which involve the demolition or part demolition of a building which is on the Local List of Non-Designated Heritage Assets or otherwise identified as a non-designated heritage asset will only be permitted where there are comprehensive and detailed plans for redevelopment of the site and where:*

- The building is structurally unsound and beyond feasible and viable repair (for reasons other than deliberate damage or neglect); or*
- All measures to sustain the existing use or find an alternative use/user have been exhausted.*

### *Policy WLP8.39 – Conservation Areas*

This Policy sets out the local approach for the management of development within the Conservation Areas in order to avoid and reduce harm and to enhance the integrity of the areas. The policy requires that proposals within Conservation Areas take into account the Conservation Area Appraisal and Management Plans in order to conserve and enhance the areas

*Development within Conservation Areas will be assessed against the relevant Conservation Area Appraisals and Management Plans and should be of a particularly high standard of design and materials in order to preserve or enhance the character or appearance of the area.*

*Proposals which involve the demolition of non-listed buildings in a Conservation Area will only be permitted where:*

- *The building has no architectural, historic or visual significance; or*
- *The building is structurally unsound and beyond feasible and viable repair (for reasons other than deliberate damage or neglect); or*
- *All measures to sustain the existing use or find an alternative use/user have been exhausted.*

*In all cases, proposals for demolition should include comprehensive and detailed plans for redevelopment of the site.*

*Proposals for replacement doors, windows and porches in Conservation Areas where Article 4 Directions are in place must be of a suitable design and constructed in appropriate materials. Applications will be assessed with reference to the prominence of the location, the historic and architectural value of the building and the historic and architectural value of the feature to be replaced.*

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

#### *Article 4 Direction*

Standard Conservation Area controls were found to give insufficient protection to certain significant elements of a building, therefore further controls have been placed on the Conservation Area in Halesworth. Local authorities can increase controls within Conservation Areas through the application of Article 4 Directions. These introduce further restrictions on permitted development rights to residential properties. Once imposed in an area, planning permission will be required to make any change of design or material to any part of the property facing a public thoroughfare (defined as a

highway, waterway, or open space). This can include replacing windows; painting previously unpainted buildings or stripping paint from them; erection, alteration, or demolition of part or all of a wall, fence, gate or other enclosure or the construction of a porch. Development within Conservation Areas will be required to be consistent with measures set out in the relevant Conservation Area Character Appraisal and Management Plan, and any related policies in the wider development plan.

A review of the current Article 4 direction is planned for 2026/27.

Further information can be found in East Suffolk Council's Historic Environment Supplementary Planning Document (SPD) June 2021, which contains detailed guidance on Conservation Areas, Listed Buildings, Non-designated Heritage Assets, Historic Parks and Gardens, and a variety of topics relating to the conservation and management of buildings and features. It also contains general principles to follow when considering alterations, repairs, and maintenance work to historic buildings.

## **Halesworth Neighbourhood Plan 2021-2036 (adopted Feb 2023)**

Due to Halesworth residents' concerns surrounding management of change within the natural and historic environment, the Neighbourhood Plan Steering Group have produced the Halesworth Neighbourhood Plan with the stated goal "To make Halesworth an environmentally friendly town: revitalising the waterways, enhancing biodiversity and protecting, improving and expanding our green spaces".

The Plan sets out policies that relate to the development and use of land within only the Halesworth Neighbourhood Area. The whole of

the area lies in Waveney district (under the administration of East Suffolk Council).

In relation to design and heritage the Plan aims to “maintain and enhance the character and heritage of Halesworth’s built environment whilst encouraging sympathetic contemporary design in new developments”.

#### *Policy HAL.DH1: Design*

*A. Development should demonstrate high quality design and layout which respects the local character of Halesworth identified in the Halesworth Design Guide. This includes the development of public buildings.*

*B. In delivering high quality design, development proposals must demonstrate the appropriate use of design, layout, materials and features. The following principles should be considered as part of design proposals.*

*C. All major residential development proposals should include a proportionate statement and illustrations demonstrating how the principles and guidance in the Halesworth Design Guide have been addressed*

#### *Policy HAL.DH2: Views and Gateways into and out of Halesworth Town*

*A. Development proposals should preserve the views of St Mary’s Church tower, Halesworth, as shown on the Policies Map and in Figure 8.1.*

*B. Development adjacent to the gateways into Halesworth town in Chediston Street and Walpole Road must ensure that they create a gradual transition from rural countryside to urban settlement (and vice versa).*

#### *Policy HAL.DH3: Non-Designated Heritage Assets*

*A key objective of the NPPF is to conserve and enhance the historic environment. This policy seeks to conserve and enhance heritage assets of local importance in Halesworth.*

*A. The following, as shown on the map above and the Policies Map, are identified as non-designated heritage assets:*

- *The Maltings at Station Yard*
- *Halesworth Library*
- *18 Thoroughfare/Cross Ram offices*
- *Patrick Stead Hospital*

*B. Proposals for the re-use of Non-Designated Heritage Assets will be supported if they met the requirements of Local Plan Policy W.LP8.38 (Non-Designated Heritage Assets).*

*C. In considering proposals which involve the loss or alteration of a non-designated heritage asset, consideration will be given to:*

*a. Whether the asset is structurally unsound and beyond feasible and viable repair (for reasons other than deliberate damage or neglect); or*

*b. The extent to which measures to sustain the existing use, or find an alternative use/user, have been investigated.*

*Where a development proposal would result in the loss of, or harm to a non-designated heritage asset, a balanced judgement will be made as to the acceptability of the proposal having regard to the scale of any harm or loss and the significance of the heritage asset.*

## 2.0 Halesworth Conservation Area

Halesworth was first designated as a Conservation Area in 1970 and was amended and enlarged in 1979, 1997 and 2006. This appraisal follows the guidance of *Historic England Advice Note 1 (Second Edition): Conservation Area Designation, Appraisal and Management* (2019). It consists of a baseline history of the origin and evolution of Halesworth, and an analysis of the special architectural, historic, and spatial character of the Conservation Area. It assesses the buildings and other heritage assets that make a positive contribution to the area.

### Location and Setting

Halesworth is a market town situated in rural north-east Suffolk, approximately 30 miles north of Ipswich and 20 miles south of Lowestoft. Halesworth lies nine miles from the North Sea Coast and is built around the Town River, a tributary of the river Blyth, which runs inland from Southwold and Walberswick.

Halesworth is set in a gently undulating landscape whose appearance and character 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 towards and surmounted by the church tower.

The principal circulation route for traffic is along Saxons Way which is important in diverting through traffic away from the town centre. The approach from the north along Norwich Road is characterised by modern industrial and commercial ribbon development. From the

south Walpole Road passes through agricultural land and enters through an area of mixed modern and Victorian residential development. From the west the approach via Chediston Street is through agricultural fields following the river valley and enters the historic core of the town, forming an attractive gateway. Wisset Road from the north-west and south also passes through agricultural land and enters Halesworth through areas of modern development. Holton Road from the east has a suburban residential character and enters Halesworth via Quay Street which is lined with 19<sup>th</sup> century terraced houses.

The population of Halesworth was recorded in the 2021 Census as 4,927. This is an increase of 0.42% since the 2011 census.

Halesworth is a market town and service centre for a predominantly rural hinterland. Manufacturing is the most important industry in Halesworth with over one-third of people employed in the sector.

It is thought that at the time of the Norman Conquest 'Halesuworda' was a rural estate combined with two smaller manors with only craft workshops and a church. During the 13th century there was a population explosion and economic prosperity with the settlement probably developing into a small town with a planned market area and all the tenements/building plots laid out in a regular pattern. Archaeological evidence suggests that lead working, spinning, weaving and brewing were carried out in the town. By the 17th century Halesworth was one of the fastest growing towns in East Anglia. In the 18th century it had developed into a town of small businesses supplying the local urban market and the needs of the surrounding countryside. With the river improvement scheme completed, this enabled keels and wherries to sail from Southwold to Halesworth Quay (Halesworth Town Council 2024).

The medieval manorial plan, street pattern and property boundaries survive within the modern 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.

The historic buildings predating the 19th century were predominantly built in a vernacular tradition in that they utilised local building styles, construction techniques and materials. In Suffolk the vernacular style, in broad terms, often includes the use of timber-framing, locally or regionally produced bricks, thatched or tiled roofs, and painted or rendered exteriors sometimes scored to resemble ashlar or with plaster decoration (pargetting). Flint was also utilised for wall construction and wall facing.

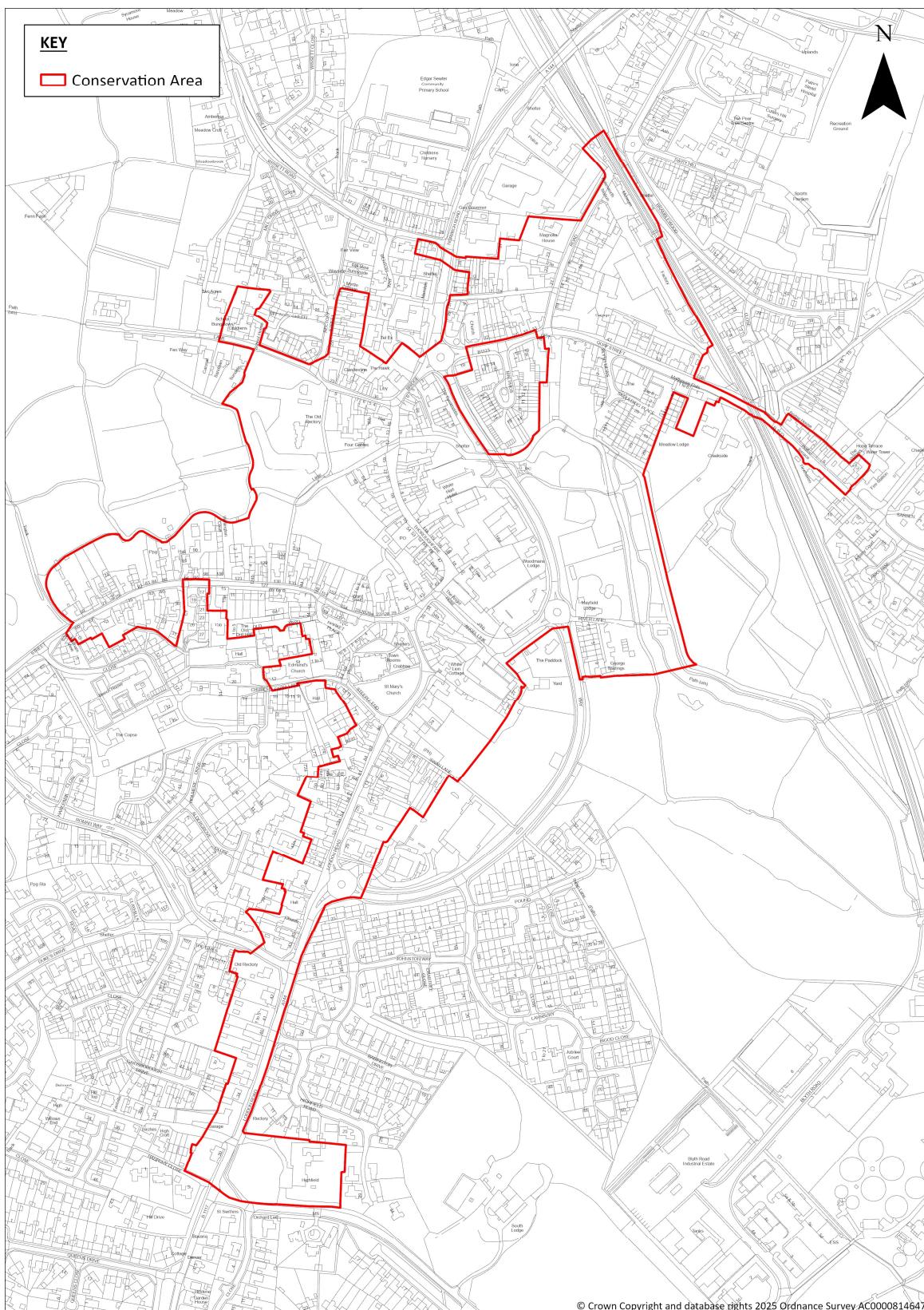
These buildings maintain their historic alignment and have preserved the town's ancient spaces, allowing the medieval, Georgian and Victorian phases of development to be appreciated and understood. Off the main streets are yards once filled by small industries or with terraces of artisan housing. There are larger terraces built at the edge of the expanding town in the 19th century. There are purpose-built Victorian buildings for banks and fine multistorey maltings, and the fashionable houses for merchants, maltsters and brewers, left as a legacy of the booming years of the 19th century. The demolition of several of the former breweries, maltings and works has left gaps in the urban grain of the town.

## Setting of the Conservation Area

The area surrounding Halesworth has been subject to extensive modern development through the mid-20th century and into the 21st century including large parcels of residential development to the south and north, eastwards towards Holton along the B1123, and recently westwards along Chediston Street. The creation of the Millennium Green to the south-east of Halesworth has helped to retain and protect the historic water meadows and open greenspace to the east of Halesworth which are an important part of the historic setting of the town.

The area to the immediate west of Halesworth and accessed from School Lane remains largely consistent with the 19th century landscape and comprises hedgerow bound enclosed fields and marshy ground with small streams. More widely, Halesworth retains much of its surrounding landscape of post-medieval enclosed fields which is an important aspect of the settlement's character and setting.

Figure 1 Conservation Area boundary



## Key Aspects of Character and Significance

<b>Location</b>	<p>The Conservation Area is designed to encompass the medieval and post-medieval core of the Halesworth, a local centre, situated in rural north-east Suffolk, approximately 30 miles north of Ipswich and 20 miles south of Lowestoft. The Conservation Area encapsulates the principal circulation routes through Halesworth comprising the north-south aligned London Road and Norwich Road, and the east to west routes of Chediston Street and Quay Street, as well as an important historic throughfare and river crossing at Bridge Street.</p>
<b>Summary of usage</b>	<p>The Conservation Area includes a mix of late medieval and early post medieval development which includes residential housing, the medieval church and market, commercial buildings, and areas of yards and workshops between and behind houses which were historically utilised for small crafts and industries.</p> <p>Later post medieval development took place within and around the historic core and include a mix of residential housing types, commercial buildings, and public and civic buildings.</p> <p>An important aspect of the town's post medieval history includes canal and river-side development of brewery industries. This industry does not form part of the modern economy but surviving maltings and brewery buildings form important local landmarks. At the north edge of the Conservation Area is the 19<sup>th</sup> century railway.</p> <p>The Conservation Area also encompasses areas of public amenity and greenspace of which the largest is the Town Park, with a small part of the Millennium Green.</p>
<b>Summary of character</b>	<p>The character of the Conservation Area is derived from its development and expansion from the late medieval to modern periods. Important contributors to this character are the survival and overlapping of townscape and built environment features associated with these historical periods, as well as the changes in economy and industry, standards of living, and construction technology and fashion.</p> <p>The importance of the built environment in the national context, and its contribution to the historic character and unique identity of the Conservation Area is demonstrated by the large number of listed buildings which form dense groupings in several areas and are highly significant landmark features within the town. There are also many buildings which have been identified as unlisted buildings which make a positive contribution to heritage</p>

	<p>significance and character of the Conservation Area. The buildings have a multilayered historic character, the product of adaptation to changing economic circumstances and fashion but unified by local tradition and materials.</p> <p>The core of the Conservation Area has an attractive people-oriented scale due to the survival of the narrow, horse drawn vehicle-based street widths. The appreciation of which is enhanced by the Thoroughfare being pedestrianised. The small-scale semi-rural cottage character of the buildings utilising traditional building materials, and the limitation of vistas caused by the serpentine course of the roads. Areas of 18<sup>th</sup> and 19<sup>th</sup> century residential development include closely spaced housing with rear yards with outbuildings and workshops in which a variety of small crafts and cottage industries were carried out.</p> <p>Other areas of 18th and 19th century development expanded outward from the settlement along the main roads and were less constrained by previous land use and settlement boundaries. The earliest, and those closest to the settlement core, comprise denser and smaller cottages with yards and workshops, whilst the later houses were larger and more dispersed with more generous property boundaries and gardens.</p> <p>Evidence for the town's former maltings industry survives in the form of individual buildings dispersed around the town such as the Station Yard and New Cut Maltings, the George Maltings, and the Angel Yard. The surviving elements of the Blyth Navigation helps enable an appreciation of this aspect of the town's history and links the buildings together through the townscape. Commemorative plaques and place names derived from these maltings and associated figures also helps in the preservation of this history and reinforces the historic character.</p> <p>Historical evidence demonstrates that many buildings in Halesworth served as public houses and included small breweries, however due to later alterations this former function is not always readily apparent. The survival of traditional shop fronts within the main commercial streets of the Thoroughfare and Market Place is an important element of the town's historic character. Many buildings in the surrounding character areas, such as Chediston Street and London Road North, include remnant shop front features such as bow windows and decorative ground floor surrounds; these provide clear evidence for the historic industries of those areas and are an important element of the Conservation Area's heritage significance and unique local identity.</p>
<b>Spatial analysis</b>	<p>The Conservation Area fully encompasses the historic settlement core of Halesworth which developed during the medieval period and expanded outward in successive phases of expansion during the post medieval and modern</p>

	<p>periods. Due to its geographically strategic location with road and water links Halesworth was an important local centre for trade and commerce.</p> <p>There are three spaces of high significance within the Conservation Area comprising the Churchyard, Market Place, and the Thoroughfare to Bridge Street, areas which formed the medieval core of Halesworth, and which provided the nucleus for expansion and development in the following centuries. The main roads leading into Halesworth from the main cardinal directions (Chediston Street, London Road, Norwich Street and Quay Street) were likely established routes of access during the medieval period and would have passed through farmland, meadows and water meadows and marsh.</p> <p>Comparison of the modern town plan to known and conjectured historic mapping demonstrates the large-scale survival of the medieval settlement pattern of roads, properties and closes. Whilst there has been substantial subdivision of these spaces the broad outlines of the earlier period remain discernible on plan and on the ground. The medieval Church of St Mary occupies a topographically prominent location adjacent to the medieval marketplace which has a distinctive triangular layout. These areas, and the traditional route to the river crossing would have served as important anchor points and constraints to future layers of development, influencing the layout of road patterns, property boundaries and building alignments.</p> <p>Later post-medieval phases of expansion took the form of infilling within the medieval core, as well as residential redevelopment of peripheral agricultural land along the principal roads. The late 18<sup>th</sup> and 19<sup>th</sup> century saw rapid expansion of the town outward from the historic core. This was enabled and encouraged by investment in transport infrastructure, initially comprising improvements to the road network and canal and river links, and later by the construction of the railway.</p> <p>The area surrounding Halesworth has been subject to extensive modern development through the mid-20th century and into the 21st century including large parcels of residential development to the south and north. The area to the immediate west of Halesworth and accessed from School Lane remains largely consistent with the 19th century landscape and comprises hedgerow bound enclosed fields and marshy ground with small streams. More widely, Halesworth retains much of its surrounding landscape of post-medieval enclosed fields which is an important aspect of the settlement's character and setting. The retention of areas of green space such as the Millennium Green is important in preserving some sense of the town's historic context and scale within the landscape.</p>
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<b>Key sensitivities and opportunities</b>	<p>The Conservation Area includes a high-quality building stock which includes nationally, regionally and locally important buildings many of which retain original features that greatly enhance the historic and architectural importance and historic authenticity of the built environment. The historic character and heritage significance of individual buildings and the Conservation Area can be negatively impacted by incongruous modern development and extensions with unsympathetic massing, scale, design, and materials. The gradual loss and replacement of historic features such as doors and windows, roof surfaces, and historic boundary features has a cumulative impact on the character of the Conservation Area.</p> <p>Traditional shop fronts are an important contributor to the character and heritage significance of the Conservation Area, especially in the Thoroughfare. These features should be proactively managed and conserved. There is an opportunity to remove unsympathetic modern shop signage and replace these with more historically sympathetic ones more appropriate to their context.</p> <p>Redevelopment of derelict sites and gaps in the street scene, such as on Station Road and Quay Street provide an opportunity for enhancement through sensitive reuse and development.</p> <p>Conservation and sensitive reuse and conversion of landmark buildings can enhance the historic character and significance of the Conservation. Buildings such as the Old Rifle Hall on London Road and the Police Station on Quay Street form landmark buildings and provide opportunities for local enhancement.</p>
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## Origin and Evolution

### Prehistory

The prehistoric period begins with the Palaeolithic which spans over 800,000 years. This period featured glacial cycles with variations in temperature and environments. Following the last ice age, increasing global temperature led to sea level rise and flooding of Doggerland which connected Britain and Europe. The formerly frozen tundra was gradually replaced with temperate grassland and woodland. The increased population and migration range of mammals, fish and birds encouraged the expansion of human habitation.

Environmental evidence suggests that from around 4000BC the mobile hunter gatherer economy of the Mesolithic gave way to more settled and agriculture-based subsistence, accompanied by woodland clearance to create areas for arable and pasture. By the first millennium BC the landscape was likely a mix of open farmland punctuated by earthwork burials and ceremonial monuments with small settlements and defended locations. (CgMs 2017 - see 8.0 Bibliography).

Archaeological investigations in Halesworth have found limited evidence of human activity from the prehistoric periods. Finds have included a Mesolithic axe found at Chediston Street, and a Bronze

Age socketed axe head. Iron Age finds were recovered at the Old Angel Bowling Green.

## Roman

There has been Roman activity in the region, with Roman settlements at Wenhampton and Chediston. The modern A144 is believed to mark the alignment of Stone Street, a Roman Road from Caistor to Dunwich. Roman building material and pottery dating from the 2<sup>nd</sup> century AD (CgMs 2017) has been found in Chediston Street. Archaeological investigations ahead of the residential development at the west of Chediston Street revealed evidence of a sustained settlement during the Roman period at this site.

An enclosure containing a masonry-built bathhouse was identified which contained evidence of an underfloor heating system, a hypocaust system. In addition there was evidence of several types of water management features associated with the bathhouse. A pottery kiln was also identified. These structures along with an array of rich metalwork and personal adornments indicates the presence of a high-status Roman building in the vicinity. (Ref: Cutler, H., Minter, F. and Rolfe, J., 2023, Archaeology in Suffolk 2022, Proceedings of the Suffolk Institute of Archaeology and History).

Other finds from the area west of Halesworth include a coffined burial, and evidence for a field system.

## Early Medieval

Halesworth was historically part of the kingdom of East Anglia and is considered to have been founded during the early medieval period between the 7<sup>th</sup> to 9<sup>th</sup> centuries. It was situated on the side of a ridge of sand and gravel close to the Town River. Limited archaeological evidence for this period includes a row of large postholes, a burial dated to 740AD and a pit containing sheep, pig and ox bones with

evidence of butchery. Pottery evidence has implied trading links with the industrial and mercantile settlement of Ipswich and suggests that Halesworth was a dependent settlement of the Royal Estate at Blythburgh.

An archaeological excavation at Church Farm revealed evidence for a possible early medieval sunken building and a pit containing Saxon pottery (CgMs 2017). Three pieces of carved stone dated to the late 9<sup>th</sup> century, are held at the Church of St Mary.

## Medieval

Halesworth is recorded in the Domesday Book and was in the largest 40% of settlements at that time (Open Domesday 2024). By the 11th 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. It is possible that it had become a strategic crossing place where the Town River and the marshy flood plain could be crossed. This strategic importance could have extended to trade and taxation with the town forming a focal point for trade in the upper river valleys.

*"At the time of the Norman Conquest 'Halesuworda' consisted of a rural estate held by Aelfric, and two smaller manors whose freemen were under the patronage of Ralph the Constable and Edric of Laxfield... By 1086 the estates were in the possession of Norman landowners owing allegiance to powerful tenants in chief of William I. The majority of Norman landowners in the Halesworth Area who found demesne farming attractive, probably specialised in mixed farming either arable and general livestock or arable and sheep... The demesne (home farm) at the main Halesworth manor consisted of 120 acres of arable worked by 2 slaves with 2 ploughs, 4 acres of meadow and enough woodland for 100 pigs... Another 120 acres of*

*manorial land was held by tenants who in return provided most of the labour on the demesne" (Fordham 2005).*

The period of the 11th to 13th centuries was marked by an increase in population and expansion of the primary settlement area with Halesworth developing into a small market area and town. A charter granting the right to hold a market and fair was issued to Richard de Argentein, Sheriff of Suffolk and lord of Halesworth Manor in 1223. This was probably followed by the laying out of new plots and tenements around a planned market area north of the church, and close to the administrative centre of the manor. The course of the Town River was also narrowed by building a new bank and reducing the floodplain. The old causeway was eventually replaced by a road, and the marshland became pasture. Later, several houses and cottages were built alongside this thoroughfare.

Economic success of the market increased demand for properties in that area and the tenements and building plots were divided accordingly. By the late 14th century, the market consisted of at least 29 stalls, with most stallholders paying 12d annually to the lord of the manor for ground rent.

Archaeological evidence suggests that there were small craft works to the east of the church and that lead-working, spinning thread, weaving and brewing were being carried out. On the Angel Site, lead fishing weights were cast in sand moulds in a pit (Fordham 2005). During the 13th and 14th centuries a small post and wattle house stood on the Angel Site, with another building stood near the boundary with the Angel Inn Yard. During the 12th century the town may have been extended eastwards to include an area near the Angel Hotel and part of the Thoroughfare next to the original riverbank.

By the late 14th century, the surrounding area was beginning to specialise in animal husbandry (Fordham 2005). This saw the rise of the butcher-grazier who was based in the town and leased land outside for fattening cattle. In 1375 part of Halesworth Market was called the 'Flesh Market,' with stalls being rented by butchers and butcher-graziers.

### Post Medieval

In the 16th century, dairy farming and cattle production grew in economic importance with dairy merchants (such as Robert Norton of Gothic House) trading to London and further beyond to Calais. The 16th century also saw the establishment of shoe making and other industries associated with leather and cloth.

Halesworth was one of the fastest growing towns in East Anglia during the 17th century and underwent substantial rebuilding and growth, which took place along Chediston Street, Market Place, London Road and the Thoroughfare.

By the late 17th century there were more craftsmen employed in the leather industry than any other in Halesworth. This is reflected the continuing concentration on dairying, cattle rearing and fattening, in the river valleys and the wood pasture areas of the clay plateau north and west of the town.

There was an increased concentration of wealth in a small number of Halesworth families; many of the wealthy continued to own land in and around Halesworth, and their town houses reflected affluence in the number of heated rooms they had, this being externally visible in the form of prominent chimneys. Hearth Tax returns of 1674 list 226 households inhabiting 167 houses. 118 households were exempt from paying the tax and consisted of small cottages with a single hearth; of these 46 households were headed by widows and the rest by labourers, shoemakers or those in the seasonal building trades.

At the beginning of the 18th century, Halesworth was a prosperous and orderly market town, and a centre for the surrounding prosperous dairy farms, and for small industries such as the spinning of linen yarn.

An important development for the town's economy and industry was the creation of the Blyth Navigation. In 1753 a group of local landowners, merchants and businessmen decided to improve the river Blyth so that boats of 20-30 tons could sail from Southwold Harbour to Halesworth and thus improve the accessibility of the producers of East Suffolk to the port at Southwold. On 1st April 1757, the Act to make the river Blyth navigable from Halesworth to Southwold was given Royal Assent. The works began in 1759 and included the creation of the 'New Reach', a wide and straight channel running from the Blyth to the new quay basin east of Halesworth Bridge (now identified as the Blyth Mews Character Area). Other improvements included rebuilding bridges and the construction of five locks.

The terminus of the navigation was at the west end of the New Reach where there was a basin and quay. Once established the facilities at the quay grew. In 1762 there was a warehouse and crane, in 1764 a second warehouse was added, and in 1775 a new granary was built. By the late 18th / early 19th century there were cart houses, coal sheds, granaries, stables and a counting house (NAU Archaeology 2006).

Other accessibility improvements included the opening of the Darsham-Halesworth-Bungay, and the Ipswich-Lowestoft-Southtown Turnpike Roads in 1786 which helped improve trade with London.

In the 19th century Halesworth ceased to be a market for local dairy farmers and there was a commensurate growth in grain trade due to higher returns from the demand from London of bread, malt and beer.

Industrial scale malting and brewing had begun in the early years of the 18th century when there were small maltings and breweries associated with the inns in the town. In 1801 there were 19 public houses and a beer hall. The brewing trade in Halesworth began to attract self-reliant entrepreneurs with a solid financial base and capital to invest. They began to acquire and control multiple public houses and came to replace the small-scale retail brewers providing for a single public house.

High grain prices and continued market demand, coupled with improvements to transport infrastructure, and legislative changes including removal of tax on beer and passing of the 1830 Beer House Act led to rapid growth and industrialisation of the brewing industry in the 19th century. In 1839, 12 public houses were recorded in Halesworth and five maltsters - Edward Prime, Samuel Self in Chediston Street, Martin George, William Atmer at the Angel, and Patrick Stead. Maltings of that period include 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.

In 1854 Halesworth was linked with a rail connection and a temporary station became the terminus for the line from Haddiscoe and Beccles, later being replaced with a permanent station in 1859 and the lines extended to Ipswich and London. The arrival of rail resulted in the decline of river trade using the quay which also declined by the end of the century. The new transport links helped to change other aspects of the local economy. Inhabitants were able to migrate to London and the industrial districts, attracted by more permanent employment and better pay (Fordham 2005).

The small-scale manufacturing enterprises in most East Anglian market towns like Halesworth found it increasingly difficult to compete, even in local rural markets, with cheaper products mass

produced in the factories of the Midlands and the industrial North. Within Halesworth, and in response to the changing economic climate, there was an increase in the size of those businesses which were still supplying an established market and were not yet vulnerable to outside competition (Fordham 2005).

Nationally the 19th century saw an improvement in living standards including provisions for public health, sanitation and access to clean water, and education. Examples of such improvements include Patrickstead Hospital and the outlying Isolation Hospital, the schools on School Lane and Horton Road, the Market Place water pump, various chapels and mission rooms, and the Gas Works near Wissett Road.

In many towns and cities, including Halesworth, old cottages considered unfit for habitation were replaced, often by orderly blocks of terraced houses each with a uniform garden and small outhouse. Such developments also began to gradually expand outward from the historic settlement core along the main and intermediary roads such as Wissett Road, Bungay Road, Holton Road and London Road.

Figure 2 1783 County Map of Suffolk (© Library of Congress)

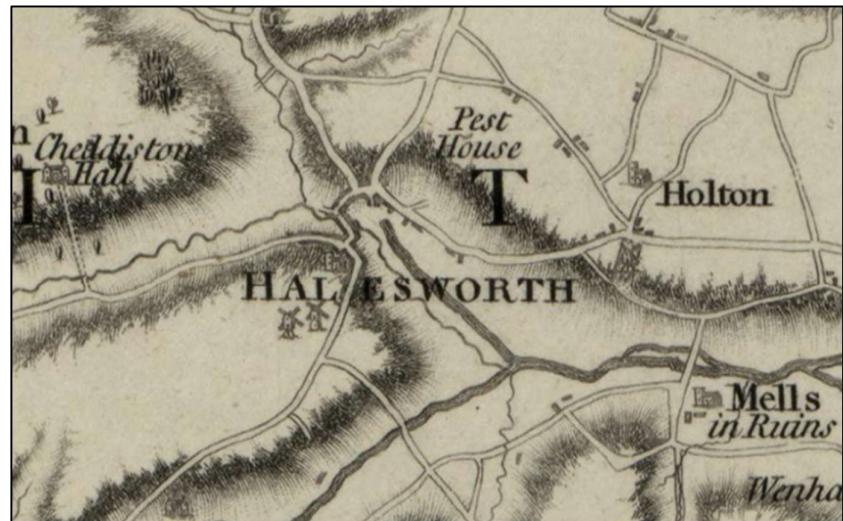


Figure 3 1840 Tithe Map



Figure 4 Ordnance Survey map of 1884



## Modern

From the late 19th and into the 20th century there was a gradual migration of the rural population into the town. Historic mapping demonstrates the gradual expansion and development of Halesworth, both within the existing town area and extending outward along the main roads with former rural land being converted to residential and commercial and industrial use. Local authority housing included new housing off Bungay Road and speculative housing to the east of London Road.

As the ease of navigation on the River Blyth decreased and the branch railway line to Southwold closed in 1929, the Halesworth maltings became largely redundant and the breweries declined, leading to closure and eventual demolition of several of the former maltings, as well as the various works on the former quay (BKHC 2024). The waterways associated with New Cut navigation remained open following clearance at the quay but in the 1930s the canal fell into disuse and disrepair. The Land Drainage Act of 1930 required the closure of four locks and 5km of the navigation, with only the lower part, from Blythburgh to Southwold, remaining navigable (NAU Archaeology 2006).

During the First World War, Patrickstead Hospital saw use as an emergency hospital and the town was subject to air raids conducted by zeppelins. During the Second World War, Patrickstead Hospital again served as an emergency hospital and the town came under attack by air raids, one of which led to a strike on the station house. Visible evidence for this period includes the surviving pillbox located adjacent to the railway sidings near Station Road.

Developments in public infrastructure included the introduction of telephones in 1907, introduction of electricity in 1915, and construction of a waterworks in 1954 which superseded the town

pump at the market and a pump and gas engine in Chediston Street. Gas lighting for streetlights continued to be used until 1949 after which the local gasworks became redundant, was demolished and the site redeveloped.

Other notable changes include the construction of the Norwich Road railway bridge, which provided an alternative to the level crossing by the station with its moveable platform gates.

The construction of Saxon Way and the Angel Link in 1989-1991 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. In 1991 the Thoroughfare was also pedestrianised.

In 1993 the section of the navigation that ran into Halesworth (Halesworth reach) was dredged and restored by the council so that small boats could use this stretch of the river, with bank clearance and a new towpath (NAU Archaeology 2006). The restoration was eventually abandoned following heavy flooding.

Like many towns and cities throughout the UK, Halesworth made provision for the new millennium celebrations including the planting of a Millennium Oak in the Town Park, and the purchase and creation of the UK's largest Millennium Green.

The town continues to be developed through planned strategic allocations for residential, commercial and industrial sites.

## 3.0 Character Areas

Within the Conservation Area thirteen Character Areas have been identified. These can be defined by their locally distinctive spatial layout and access, historical development, age and typology of buildings, or historic or modern land use. To the visitor the boundaries between these areas is not necessarily clearly defined and there are transitional zones and shared areas or buildings of interest.

- CA1 - London Road, South
- CA2 - London Road, North
- CA3 - Church of St Mary the Virgin and Church Farm Lane
- CA4 - Market Place
- CA5 - Old Brewery Yard
- CA6 - Chediston Street
- CA7 - Old Rectory and Riverside
- CA8 - Rectory Street and School Lane
- CA9 - Thoroughfare
- CA10 – Town Park
- CA11 - Blyth Mews
- CA12 - Quay Street
- CA13 - Station Road

### Character Area Assessments

Each Character Area is described in detail below, identifying its significant features. Elements such as Positive Unlisted Buildings and Important Green Spaces and other features which contribute positively to the Conservation Area are also assessed and highlighted on the mapping.

#### Unlisted Buildings which make a positive contribution to the Conservation Area

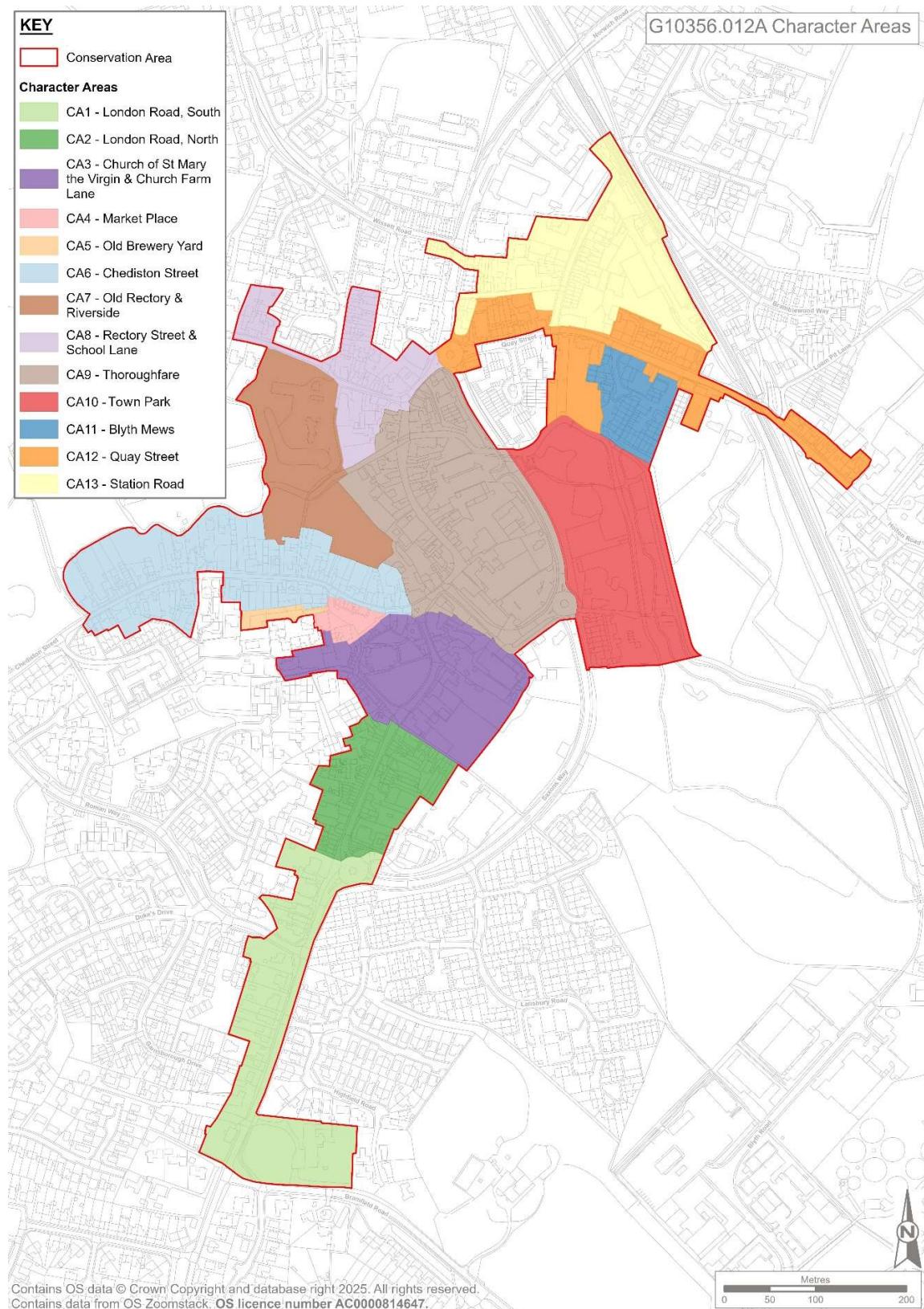
Within each Character Area, buildings have been identified as having sufficient historic and architectural merit to be considered unlisted buildings which make a positive contribution to the Conservation Area (ULB's). These, along with Listed buildings (LB) are shown on the character area map and cross referenced to the accompanying table.

(See Summary of Significance Section Figure 150 *Listed and Unlisted buildings which make a positive contribution within Halesworth*, on Page 145 for map of all those identified within the whole Conservation Area).

#### Important Green Spaces and Important Walls

Important Green Spaces and Important walls are also features identified within each Character Area. These are described and shown on the related mapping.

Figure 5 The Character Area





## Character Area 1 - London Road – South

Fig 6 View V3, looking north towards the historic centre of Halesworth

## Character Area 1 - London Road – South

### Summary

This character area encompasses the southern extent of London Road which spans a length of 330m from the junction of Walpole Road and Bramfield Road at the south in a straight line to the Saxon Way roundabout at the north. This is the principal southern approach to Halesworth and links directly to the historic medieval core at the Church of St Mary.

The character area is defined by 18th and 19th century residential housing as part of ribbon expansion into former agricultural land southwards from the historic settlement core. The built form is characteristic of low-density 'villa' housing, handsomely proportioned buildings utilising imported bricks, with hipped roofs, and with classical detailing which contrasts with the regional vernacular tradition. A small number of landmark buildings of civic function are located at the northern edge of the area. The high topography and northward slope allow long-distance views towards the town.

### Physical Character

The Character Area is a linear space consisting of a main road bordered by low-density houses and large gardens with wide vista and long-distance views towards the historic settlement core on the northward approach (**Error! Reference source not found.**). Several side roads provide access to modern housing estates to the east and west.

At the southern end of the Character Area is a large Georgian residence 'Highfield House' which is set within a secluded grounds and garden. The property is deliberately enclosed from the public realm by dense tree planting and walls.

Figure 6 The grade II listed The Elms and its grade II listed front wall



Opposite is a single 18th century domestic residence, No.30, which is Grade II listed (Figure 9). Due to modern development and clearance this is an isolated feature and is located adjacent to a modern car showroom and forecourt. The house is built of red brick in Flemish bond and has an orderly and symmetrical arrangement of door and windows across three bays. The door has an elegant Classical-style wooden door surround, and the windows have rubbed brick flat arch lintels. The front elevation has a full complement of seemingly original multi-pane wooden un-horned sash windows. Minor traditional features that enhance the property's historic character include a cast iron boot scraper and tiled path to the door. The building has a locally unusual arrangement of chimneys in that, due to the double-pile plan, there are two chimneys at each gable, set to each side of the ridge to accommodate an attic-level gable window. The tall stacks are brick-built and fairly plain except for dentils at the apex.

With the exception of Highfield House, the Character Area includes only the buildings on the west side of London Road.

Within the southern half of the character area these consist of large domestic 'villas' all built within roughly the same period in the mid-19th century (Figure 8). The villas feature semi-detached double-pile rectangular plans positioned parallel to the road with small extensions to the rear. The villas are set back from the road in generous grounds and have orderly symmetrical facades faced with gault brick and featuring sash windows and classical door-cases. The villas typically have hipped roofs, prominent chimneys and unadorned eaves. Several of the villas have shallow projecting pilasters at the wall corners and half or full height canted bay windows. Nearly all of the fenestration includes rubbed brick flat arches which on several buildings have been picked out with paint.

Figure 7 Looking north, showing the Rifle Hall and Methodist Church



The forecourts are enclosed with walls, hedges and railings which lends a tranquil suburban character. There are large gaps between the buildings through which there are glimpsed views towards the rear gardens.

Within the northern half of the character area there is a distinct change in building style and materials. This area is visually dominated by two prominent buildings, the Methodist Chapel and the Rifle Hall (Figure 7). Adjacent to these is a double-pile residential dwelling subdivided into three residences (33-35 London Road). Whilst the Grade II listed Rifle Hall was originally built in 1792 as a theatre it was extended and altered in the mid-19th century. The three buildings all feature red brick elevations with gault brick detailing which provides them with a sense of group identity and historic authenticity. In overall form 33-35 London Road are very similar to the villas at the southern end of the road which provides continuity of the built environment.

Adjacent to the Rifle Hall but less prominent due to screening is the Grade II listed Elms which is an 18th century Georgian-style villa with a symmetrical elevation, plainly rendered with a lightly projecting central bay surmounted with a pediment (Figure 6). The hipped roof with slate tiles is balanced by end gable chimneys and the front elevation appears to retain original sash windows and door. The front wall is an attractive feature and is Grade II listed in its own right; the main stretch of the wall is constructed of flint with red brick dressings and coping and includes gault brick piers with wrought iron gates. The property includes large trees within the front garden and the ensemble forms an important visual landmark at an important road junction.

Midway along London Road south The Old Rectory serves as a transition building between the two halves of the Character Area. It is a well-designed large villa building rendered in red brick with half-

timbered gables and presents an attractive asymmetric elevation balanced with tall chimneys and canted bay windows. It is set within a forecourt garden with dense garden planting which enhances the road junction.

*Figure 8 The built environment character showing the scale and massing of the residences*



## Historic Character

The area is outside of the historic settlement core of Halesworth and was developed for residential use in the 18th and 19th century. Prior to that the area was primarily agricultural with smaller residential dwellings and there were formerly two windmills located at the southern extent of the modern character area.

The villas are fairly typical of Victorian larger residential construction and are broadly contemporary with each other as evidenced by their common style and materials. The buildings were present by at least the 1880s and likely post-date the construction of the railway

in the 1850s. The use of Flemish bonding for the brickwork and prevalence of un-horned sash windows suggests a date closer to the mid-19th century. The buildings are not locally or regionally distinctive but are of a good quality of construction and form a cohesive and intact group of buildings which have group value and contributes to their heritage significance.

The Grade II listed building No.30 appears to have been historically associated with, or was adjacent to, a farmstead which is shown on the first edition Ordnance Survey mapping of 1884, and included a pond and gardens (Figure 11). The two windmills appear to have still been extant at that time.

The area of the former farmstead is now occupied by modern residential housing. However to the rear of No.30 there remains a small 19th century outbuilding which is a remnant of the farmstead and has group value. The building materials are consistent with the period of its construction being of brick, under a pantile roof with decorative barge boards, which provide architectural interest.

The agricultural land which formerly bordered London Road has since been redeveloped for residential housing. Given the extent of residential development, it is unlikely that the area has any significant archaeological potential.

Within the northern part of the character area the Rifle Hall is of particular interest, and it is recorded that this was originally a theatre, built in 1792 which was converted to a drill hall in 1862. The distinctive principal elevation was designed by the architects Bottle and Olley and as a building type drill halls are nationally rare. The building therefore has high heritage significance and is an important element of the Character Area.

## Views and Visual Character

London Road - South is a straight approach towards the historic core, and, due to the natural topography which drops 15 meters between the southern edge of London Road and the centre of Halesworth, long-distance views are afforded on the approach into town. The vista towards the town is largely dominated by trees which serve to obscure the buildings however the upper level of the church tower rises above the tree line and is an important visual landmark. There are unfortunately also modern buildings which can be considered to detract from the view of which one of the most prominent is the Halesworth Police Station, a three-storey structure which occupies an elevated position on the northside of the river valley.

At the northern end of the character area the group of buildings comprising the Methodist Church, Rifle Hall, The Elms and 33-35 form an interesting and varied group of buildings on one of the principal routes in and out of Halesworth. These are landmark buildings which create a sense of place and local identity and make a good contribution to the street scene due to their individual interest and spatial proximity. Unfortunately, the Rifle Hall is in poor condition with visible deterioration of the fabric which detracts from the visual quality of the street scene.

Looking south along London Road the view is less visually appealing due to the increased visibility of the modern housing on the west side of the road. The rising topography also restricts the view distance.

Figure 9 No.30 London Road



## Heritage Assets

Designated heritage assets and unlisted buildings which make a positive contribution (locally listed buildings)

Name	NHLE Ref	Grade	Appraisal ID
30, London Road	1239864	II	LB30
The Elms	1239865	II	LB31
Front Wall of Number 46 (The Elms)	1267727	II	LB32
Rifle Hall	1400605	II	LB33
42 London Road	NA	Unlisted	ULB37
Wall to front of Halesworth Methodist Church	NA	Unlisted	ULB38

<b>Name</b>	<b>NHLE Ref</b>	<b>Grade</b>	<b>Appraisal ID</b>
41 London Road	NA	Unlisted	ULB40
39 and 40 London Road	NA	Unlisted	ULB41
43-45 London Road	NA	Unlisted	ULB42
35 and 36 London Road	NA	Unlisted	ULB43
Halesworth Methodist Church	NA	Unlisted	ULB44
37 and 38 London Road	NA	Unlisted	ULB45
The Old Rectory, 42a London Road	NA	Unlisted	ULB46

Figure 10 London Road south, 1840 tithe map

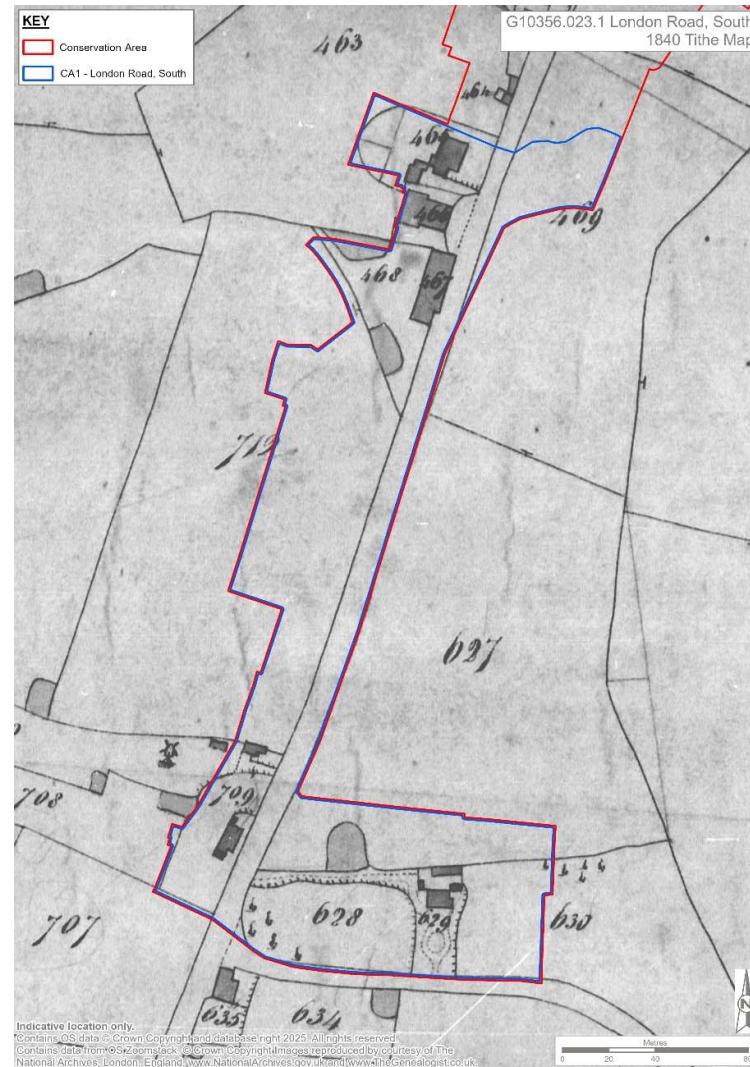


Figure 11 London Road south, 1884 OS map

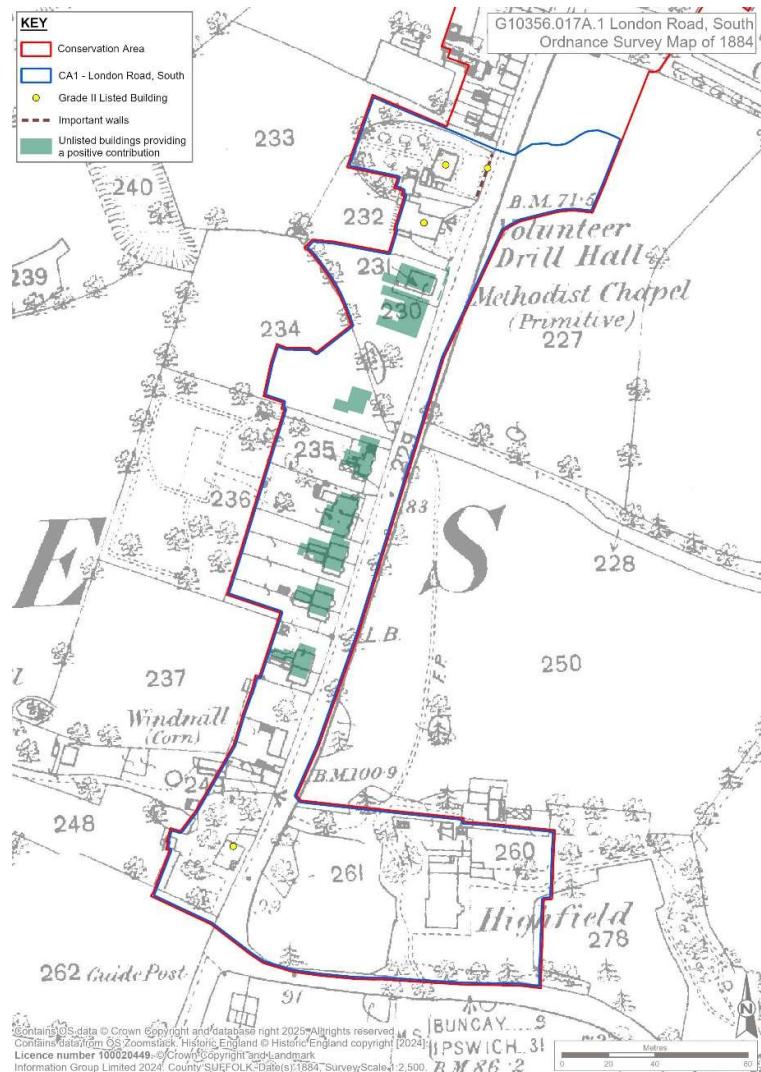
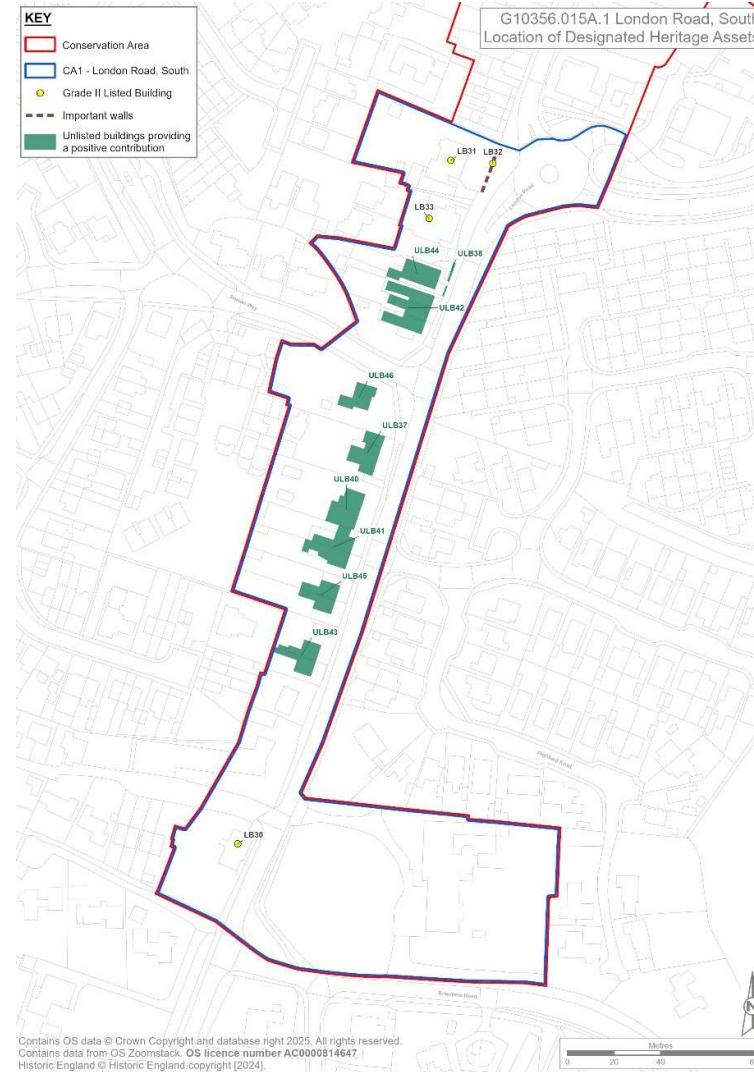


Figure 12 London Road south heritage assets





## Character Area 2 - London Road – North

Fig 14 Looking north along London Road from the Saxon's Way roundabout

## Character Area 2 - London Road – North

### Summary

This character area is primarily residential and encompasses the northern part of London Road (formerly Pound Street) from the Saxons Way roundabout up to the intersection with Steeple Lane south of the churchyard. Whilst London Road continues north and merges to Thoroughfare, the area north of Steeple Lane forms part of the Church of St Mary Character Area.

The Character Area encompasses a large number of grade II listed buildings. These can be characterised as densely planned 18th and 19th century terrace cottages with gardens and outbuildings which developed as a southward ribbon expansion out from the medieval core. This is in contrast to the low density 'villa'-type residences which characterise the London Road South character area. The group value and cohesive nature of the built environment creates a sense of local identity and historic and architectural character.

The Character Area preserves and allows understanding of the historic semi-rural character of Halesworth and this is especially important as it forms one of the main approaches into the historic core of the town and frames the medieval churchyard.

The northern boundary of the character area is defined by Swan Lane, a historic trackway which connects into the rural hinterland. Comparison between historic and modern mapping demonstrates that within the character area the overall layout of historic property boundaries remains legible.

The terraced cottages form a dense street scene with gaps to the yards and include the use of red and gault brick, and traditional pitched roofs surfaced with pantiles and slate. There is an overall sense of architectural and historic unity due to the consistent scale

and massing of the buildings which contributes to the identifiable character of this area. The public perception of the Character Area is primarily derived from the street frontage along London Road with glimpsed views to the east and west via occasional alleys and gaps in the street scene.

There is a degree of variation arising from piecemeal developments and occasional replacement of buildings during the 19<sup>th</sup> century and to a lesser degree the 20<sup>th</sup> century, however none of the buildings are incongruous or detract from the character area.

### Physical Character

In contrast to the London Road - South character area which has a wide road and large detached and semi-detached villas with gardens, the northern character area has a much narrower equine-based road width, and the buildings are smaller terraced houses with an urban cottage feel.

As shown on the 1840 tithe map the properties and land divisions to the west of London Road formed a distinct triangular shape densely subdivided to form individual properties accessed by narrow lanes from London Road (Figure 18). Comparison with modern mapping shows that this outline remains cohesive within the landscape. Likewise, the area to the east of London Road also preserves the broad historic land divisions with housing densely arranged along the street frontage with small gardens and larger land parcels to the rear.

Figure 13 Looking south along London Road (P1230329)



Figure 14 Looking north towards the Church from the Saxons Way roundabout



At the southern entrance to the character area from the Saxon Way roundabout is a mid-19th century terrace of three-storey gault brick houses which visually transitions between the two Character Areas. At the east side of the road junction is the Council Offices (No.29), a late 19th century former police house and law court, which has historical interest in the development of Halesworth and provides visual variety on the approach into the character area (Figure 14).

Between the roundabout and the churchyard there is a visual unity in terms of building massing, height and materials which helps to define a local character. The two-storey brick houses are set against the pavement line and form blocks of terraces with gaps to gardens and yards. The buildings align with the road with the roof pitches parallel with the street and the roof line is broken up by tall brick chimneys. Several of the end of terrace buildings are hipped which enhances the variety of the roofscape. There are occasional glimpses of rear and side gardens and a few narrow strips of front planting which help to impart a semi-rural cottage character.

Despite the unity of building massing and typology there is a good variety of detailing which gives a sense of individuality and enhances the visual interest. The roofs are generally steeply pitched, and surfaces include red and grey pantiles and several buildings include simple dentil embellishment at the eaves. There are several instances of hipped roofs at the ends of terrace rows, such as nos. 12, 53, 58.S

Several of the building frontages are painted white or off-white and there are red brick and gault brick elevations, which, along with the narrow width of the frontages and repeating bays of vertically proportioned windows, provides visual rhythm along the street.

Example of weatherboarding can be found on buildings to the rear of the main street frontage.

Windows vary from multi-light horned and un-horned sashes to wooden casements, and, towards the north of the street there are occasional canted bay windows and bow windows. Window openings are also varied and include plain surrounds, simple flat lintels and rubbed brick flat arches. Likewise, the doorways include simple unadorned openings, simple flat lintels, rubbed brick arched lintels, and classical door casings.

Largely hidden from public view there is a complex arrangement of houses and outbuildings on the land to the rear of the street-facing houses which reinforces a sense of organic development to this area of the town. These areas have a much more enclosed village character due to the informal arrangement of buildings and presence of cottage gardens, garden walls and fencing.

Comparison with historic mapping shows that there has been some large-scale replacement of 19th century or earlier buildings throughout the modern period however there likely still remains a good assemblage of historic buildings including workshops and former stables. This can be most readily appreciated through a wider gap on the east side of the street from through the parallel row of houses (Ebenezer Row) and their gardens can be viewed (Figure 15).

A narrow track 'Swan Lane' leads away from London Road towards the south-east and historically provided access past the former cattle market and into the agricultural hinterland, eventually connecting to the river where there was presumably formerly a ford or footbridge. Despite modern development, the pathway has been preserved as a locally important landscape feature and remnant of the historic settlement pattern.

## Historic Character

Available historical information and reconstructed mapping indicates that the medieval extent of Halesworth ended just south of the church with a small number of closes extending along the upper limit of London Road. To the south of this (beyond the present Saxons Way roundabout) the land was utilised for grazing and pasture. By the 18<sup>th</sup> century, road and canal improvements had allowed for an expansion of the town's agricultural and industrial economy, resulting in population growth and settlement expansion. It is likely that small-scale industries were taking place within the workshops to the rear of the houses. The 1840 tithe map and 1883 Ordnance Survey maps label London Road as 'Pound Street' with the name change occurring after this date (Figure 19).

The high quality and historic and architectural significance of the built environment is demonstrated by the larger number of listed buildings within the Character area. The built environment is largely consistent in terms of the age and type of buildings; primarily comprising small-scale 18<sup>th</sup> and 19<sup>th</sup> century terraced residential buildings.

The buildings facing London Road have a generally uniformity of massing and plan form which is consistent with the period of their construction and is also present in other Character Areas such as Chediston Street. There is a prevalence of historic architectural detailing including pantile roofing, simple eaves detailing in brick, simple brick chimneys, and windows which contributes to the historic authenticity and character of the area. Whilst there is a degree of variation in these elements due to alterations over time, this does not overall detract from the historic character and architectural significance of the buildings. There are a small number of modern uPVC windows which form detractive elements due to

their use of large panes in contrast to the historic scheme of smaller multi-light glazing.

*Figure 15 Parallel row of buildings*



*Figure 16 Cottages and yards behind the street frontage*



The regularity of the London Road frontage contrasts with the rambling and informal layout of access, houses and property boundaries to the rear. The type and pattern of buildings along and to the rear of London Road as well as their associated yards and complex arrangement of outbuildings and workshops indicates that the current form of this area was likely developed in the 18th and 19th centuries, infilling within existing closes and replacing a formerly semi-rural land use with a residential and industrial one. A small number of buildings are recorded as having 17<sup>th</sup> century origins, such as no.59, and nos. 63 and 63a (formerly the Trowel and Hammer Inn), demonstrating that there was settlement within the area prior to the 18<sup>th</sup> century.

The preservation of the narrow, equine-based road width within the Character Area contributes to the understanding of the historic settlement form, and contrasts with the considerably wider road to the south of Saxons Way roundabout and the larger and dispersed villa-type dwellings that characterise the southern stretch of London Road.

Several buildings preserve historic shop fronts at ground level: The grade II listed former Inn, nos. 63 and 63a, retains bow windows with attractive Classical surround, likely dating from the 18<sup>th</sup> century. No.64 includes a bow window adjacent to the front door with a shared cornice. A traditional lantern is also present on this building, conveniently located adjacent to the entrance to an alleyway. At the north end of the Character Area several of the 18<sup>th</sup> century buildings have historic shop fronts likely dating to the 18<sup>th</sup> or 19<sup>th</sup> century. No.9 has a large, glazed opening with moulded cornice and surround which also encompasses the door. Nos. 6 and 7 both have projecting canted windows adjacent to their doors. Given the relatively early date of some of these buildings, such as no.7 which is dated to 1740, the existing shop frontage features are likely later

additions but may replace earlier features. The presence of shop fronts within the Character Area is linked to the historic prevalence of workshops and small crafts industries and reinforces the historic similarities between this and the Chediston Street character areas. These features are an important contributor to the historic character of the area.

## Views and Visual Character

The immediate public perception of the Character Area is derived from the street scene and the view is restricted due to the narrow road width and close-spacing of the buildings. The green space formed by the church yard forms a natural visual focal point when entering the Character Area from the south. The church itself is offset from the alignment of the road so is not visible.

The visual quality of the street scene is primarily derived from the group effect of the buildings, and whilst the buildings individually have historic and architectural significance, few have landmark status due to the consistency of their massing and materials. Landmark buildings within the street scene include the grade II listed terrace comprising nos. 51-53, and the Council Offices which is located directly opposite. The terrace has an attractive 'town house' quality which creates a visual transition between the London Road north and south character areas.

The narrow road and small-scale of the buildings create a semi-rural character which is enhanced by occasional views into gardens and contrasts with the dispersed and larger scale buildings and more open views further south along London Road. There is a variety of building materials and external treatments and detailing which provides visual interest and creates a sense of local identity. Several of the houses have attached traditional-style streetlights and there are also free-standing lampposts which match those

found throughout the Conservation Area. These provide a human-scale to the street scene and enhance the historic appearance of the area.

The historic semi-rural character is enhanced by the visual permeability of the area through gaps between houses and the surviving historic tracks including Swan Lane which has a parallel counterpart located between Gothic House and White Lion in the neighbouring Character Area.

The areas behind the main street scene provide a visual contrast to the regularity of London Road and provide scope for pedestrian exploration (Figure 17). There is an organic and irregular pattern of building and property layout which reflects and preserves the historic settlement pattern and there is a much greater presence of green space in the form of small gardens.

*Figure 17 Glimpsed view of rear yards and residences*



## Heritage Assets

<b>Name</b>	<b>NHLE Ref</b>	<b>Grade</b>	<b>Appraisal ID</b>
60 and 61, London Road	1223237	II	LB12
5, London Road	1239857	II	LB16
7 and 8, London Road	1239858	II	LB17
10, London Road	1239860	II	LB18
25-28, London Road	1239861	II	LB19
51, London Road	1239866	II	LB20
53, London Road	1239867	II	LB21
59, London Road	1239868	II	LB22
63 and 63A, London Road	1239869	II	LB23
90 and 91, London Road	1267309	II	LB24
9, London Road	1267470	II	LB25
6, London Road	1267497	II	LB26
52, London Road	1267728	II	LB27
54-58, London Road	1267729	II	LB28
92-94, London Road	1267730	II	LB29
64-68 London Road	NA	Unlisted	ULB23
17, 18 And 19 London Road	NA	Unlisted	ULB25
Council Offices, 29 London Road	NA	Unlisted	ULB26

<b>Name</b>	<b>NHLE Ref</b>	<b>Grade</b>	<b>Appraisal ID</b>
47-50 London Road	NA	Unlisted	ULB28
81 London Road	NA	Unlisted	ULB29
82-84 London Road	NA	Unlisted	ULB31
69-71 London Road	NA	Unlisted	ULB32
11 and 12 London Road	NA	Unlisted	ULB33
The Barn, 53A London Road	NA	Unlisted	ULB35

Figure 18 London Road north, 1840 tithe map

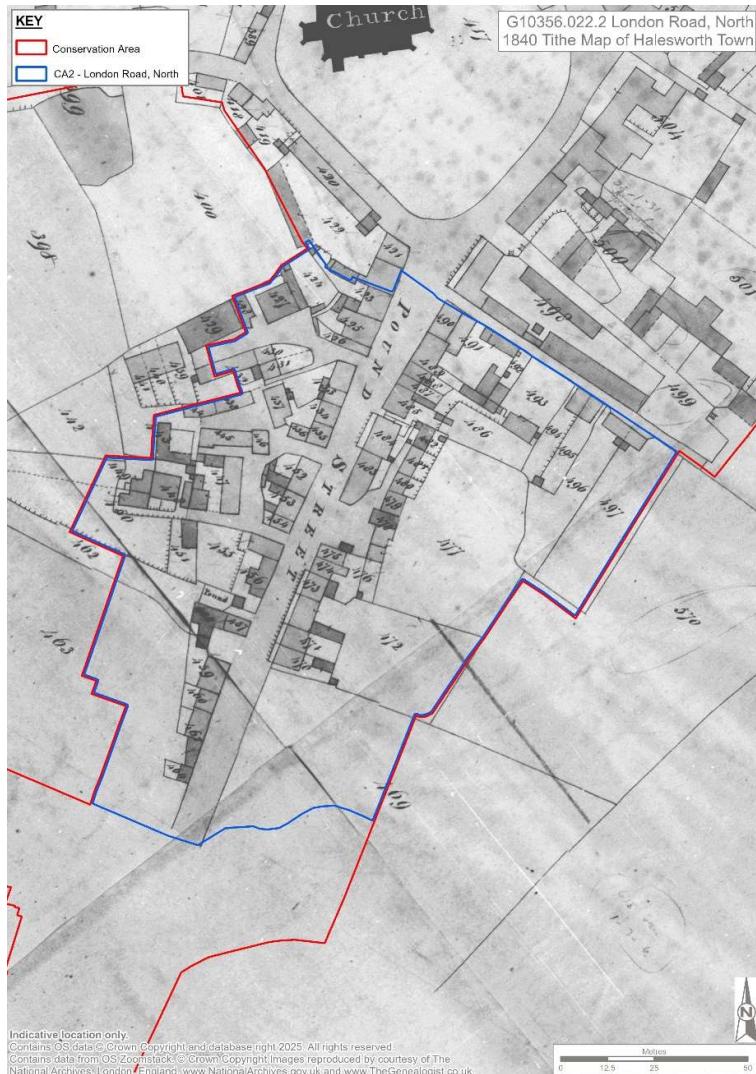


Figure 19 London Road north, 1884 OS

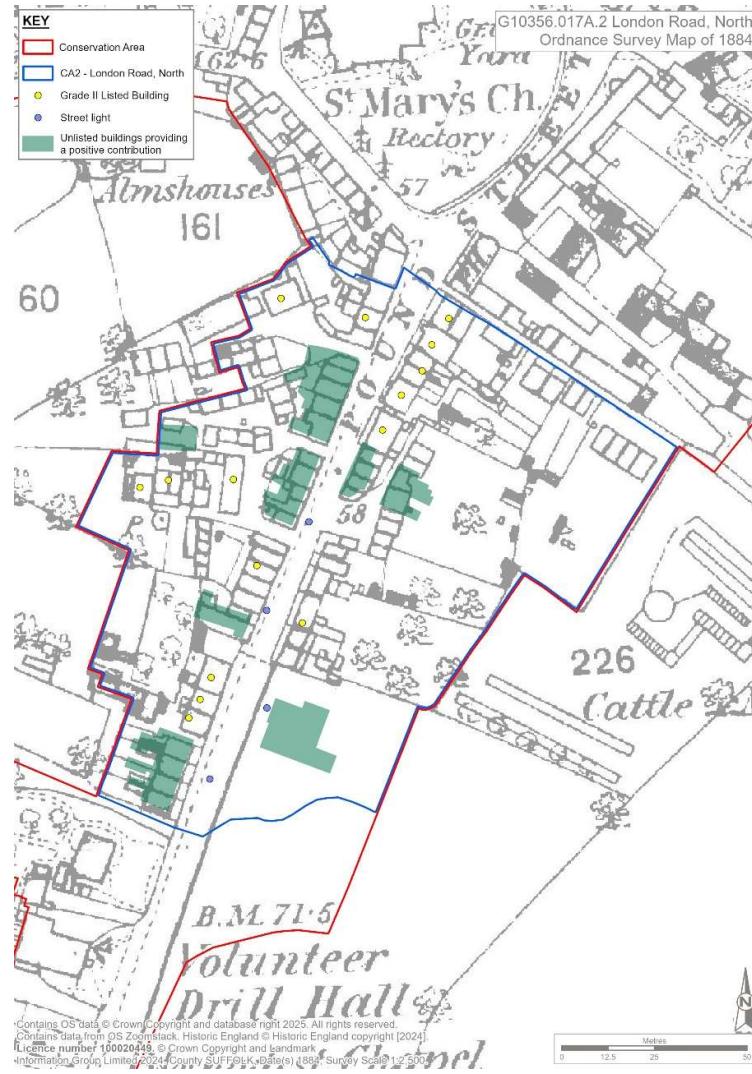
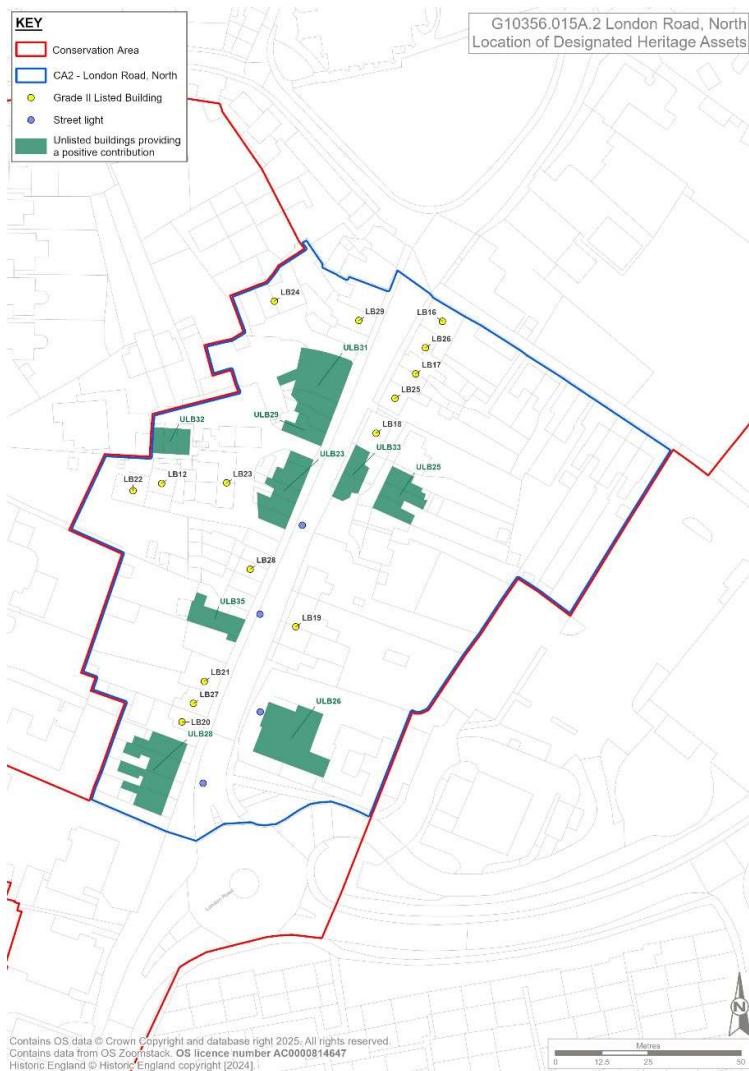


Figure 20 London Road north, heritage assets



## Character Area 3 Church of St Mary the Virgin

Fig 23 View V5, the Church of St Mary and associated churchyard and retaining wall



## Character Area 3 - Church of St Mary the Virgin

### Summary

This Character Area encompasses part of the medieval core of Halesworth and is the town's historic religious and spiritual centre. The Grade II\* listed church is a key landmark building within Halesworth and features in long distance views within the Conservation Area and the wider hinterland. The large churchyard is an important greenspace in the town and is an important element of the setting of several of the town's most significant listed buildings.

The retention of the medieval road pattern and historic property boundaries, and the survival of important historic buildings, as well as the low level of modern interventions gives this area an important sense of historic authenticity and allows an appreciation of the pre-industrial settlement character.

The mapped extent of the Character Area includes all of the buildings which surround the churchyard including those along The Thoroughfare, part of London Road, Steeple End, Chediston Street, and Market Place. The bounds of the Character Area extend eastward to encompass an area of open space and remnant agricultural land which lies between the Thoroughfare and Saxons Way.

To the west of the church, the boundary extends up Church Farm Lane, to also include St Edmunds Church, which was built in 1957.

The importance of St Mary's in the spatial layout of the historic town is evident in that several roads and informal tracks converge and merge in this area and it has a high degree of permeability.

*Figure 21 View V5, looking at the Church of St Mary from Gothic House*



*Figure 22 View across the churchyard towards Gothic House*



## Physical Character

The church forms the nucleus of the historic core of Halesworth and is primary spatial and visual focus of this Character Area (**Error! Reference source not found.**). The churchyard has an informal Gothic character due to the absence of formal planting, large trees and unruly vegetation growth around the leaning and irregularly arranged grave markers and box tombs. The dense trees within the churchyard restrict views of the church to partial glimpses and it is only from the southern edge of the churchyard at the junction of Steeple End and London Road that the full length of the church can be seen.

The Church of St Mary dates to the 14th and 15th century and the tower was completed in c.1420. The church follows a typical parish church plan of nave, chancel and aisles but has a distinctive flint wall construction not found elsewhere in the Conservation Area, with a notable outlier at Wissett Road within the Station Road character area. Flint occurs within chalk which is a major bedrock unit in Suffolk and neighbouring counties and was used extensively in medieval church construction. The church uses flint as the main facing material interspersed with pale stone used for ashlar bands and for decorative dressing and tracery. A contrasting darker variety of flint is used at the end faces of the tower buttresses. Another, less obvious occurrence of flint facing is on the rear wall of No.14 Steeple End, located opposite the church tower. The material is just visible over the garden wall and is painted blue. It is likely that there are other instances of this material within Halesworth, either hidden from public view or underneath render.

Around the north side of the church the buildings face away from the church and towards Chediston Street and Market Place and are mixed residential and commercial. The property bounds preserve the outline of the medieval pattern though with later subdivisions.

The church is largely screened from the north by the adjacent buildings though the tower is visible from the Market Place and is an important landmark feature present in long distance views.

To the north-east of the church at the junction of Chediston and the Thoroughfare is a small, secluded garden laid out around a Grade II listed war memorial unveiled in 1921 (Figure 35). The garden is bordered by a low brick wall and railings and includes two small wooden shelters with benches.

Immediately to the north-west of the church there is a narrow alley which provides access from the Market Place through to the churchyard and Steeple End. The houses at the west and north-west of the church are densely fitted into the space; these are small vernacular cottages with a rambling roof line, presenting their frontages and gable ends in an arc either towards the church or towards the Market Place, resulting in a picturesque and somewhat rustic street scene which is enhanced by the use of cobbles to line the alley leading to the Market Place (Figure 23). The buildings utilise traditional materials including red pantiles, red bricks for the walls and chimneys, wooden-framed casement and sash windows (horned and un-horned) and wooden doors. The elevations are rendered and painted in a range of pastel colours which provides definition and individuality to the buildings and enhances the aesthetic and picturesque appeal of the area. Within this space small details of historic or architectural interest can greatly enhance the visitor experience, such as a commemorative brick for the 'Royal Wedding 1981' which is exposed in the wall of No.7 Market Place.

The Grade II\* listed Old Almshouses, located along Steeple End at the south-west side of the churchyard is an important and area defining structure (Figure 21). The two and half storey building occupies a regular linear plan aligned parallel with the road. The

building is believed to date to the 17th century and is constructed of hand-made red brick in Flemish bond and features distinctive Dutch gabled ends. Almshouses often served a dual-purpose as self-commemoration for their founders and therefore were often deliberately visually dominant and of high-quality construction with fashionable design elements, often incorporating commemorative plaques with the name of the founder. The Old Almshouses were given to the town by William Cary, who died in 1686, and may replace an even earlier almshouses building. The building has five entrances, the whole was divided into 12 single rooms accessed by spiral staircases. The building is of a very high quality of construction at a time when brick was an expensive and fashionable material; the tall chimneys and the Dutch gables which suggest a fashionable continental influence are part of a deliberate outward expression of taste and modern convenience.

To the east of the churchyard the northern end of London Road (formerly Pound Street) merges into Thoroughfare. There are three buildings of high historic and architectural significance located at this juncture which can be dated to the 16<sup>th</sup> century. The greater antiquity of these building provides an interesting architectural variety and a patchwork of changes reflecting developments in building fashion and materials over a longer period of time.

The grade II\* listed Gothic House dates to the 16<sup>th</sup> century and is recorded from documentary evidence to have been occupied by the Bedingfield family from 1547 to 1720 (Figure 30). The buildings designation reflects its high architectural and historic significance.

Gothic House provides a good example of how changes in fashion were implemented and can affect a building's appearance: The southern half of the building has exposed timber-framing and present an obvious vernacular character. The northern half of the building was externally altered during the 19<sup>th</sup> century to include a

stucco finish and 19th century 'Tudor' detailing alongside an original and highly ornate Jacobean porch. It is recorded that the building formerly included sash windows which have been replaced with more 'Gothic' mullion and transom windows complete with medieval-style hood moulds. There is a highly prominent large chimney with six flues located centrally to the roof apex and aligned with the central porch. This feature was a deliberate public expression of wealth and fashion, demonstrating the conveniences of the property.

The complexity of the development of the building is evident in a change in the jetty level at the eastern end of the building which is accompanied by a drop in roof line and suggests a potential extension or alteration of the building during the early post-medieval period. The property is enclosed with low brick walls and railing and the front gardens are attractive and well-maintained which enhances the green quality of the Character Area. Small 19<sup>th</sup> century or modern outbuildings are located within the rear yard of the building.

The grade II listed White Lion is located immediately adjacent to Gothic House and is of a much smaller scale (Figure 31). It is two-storied and occupies a linear range extensions towards the rear (east). The building is aligned with a track or footpath which historically provided access to nearby agricultural land. The building is dated to the 16<sup>th</sup> century and the northern half of the building is rendered and is likely to be timber-framed, whilst the southern half is brick-built and likely to be a later extension. Between White Lion and its neighbouring building No.38 there is a small single storey annex built into the awkward angle between the two buildings. A tall brick chimney rises from this structure and may potentially indicate a historic bread oven.

The grade II listed No.38 is also dated the 16<sup>th</sup> century and is two-and-a-half storied with exposed timber-framing at first floor level. The steep roof is typical for this type and period of construction and is surfaced with plain tiles. The windows are 19<sup>th</sup> century and at ground level there is a 19<sup>th</sup> century canted bay window.

The group formed by Gothic House, White Lion, and no.38 is of high significance within the Character Area. The buildings occupy a visually prominent location and are aligned with their principal elevations towards the road and church and are important contributors to the visual quality of the Character Area. Together they illustrate the pre-industrialised, early post-medieval character of Halesworth and the traditional building style. The individual variation of their development also provides visual interest and has architectural significance.

The buildings further north along the Thoroughfare and around the north-eastern side of the churchyard date to the 19<sup>th</sup> century and have a mixed residential and commercial character (Figure 32).

Crabtree House includes a commemorative plaque demonstrating a construction date of 1859 and its origins as a Memorial Home (Figure 34). The rendered frontage is scored to resemble ashlar and the windows include hood moulds similar to those on the nearby Gothic House. Adjacent to Crabtree House is the Old Town Hall, a two-and-a-half storey building with its gable end aligned towards the road (Figure 33). The frontage is of finer red brick in contrast to the common brick of the side elevations. It has a single large window with hood moulds at first floor and a large glazed lobby entrance and adjacent separate doorway, presumably providing separate public and non-public entrances. Over the door is a commemorative plaque of 1887. The Old Police Station located immediately opposite is faced in gault brick and has a symmetrical design with two gable chimneys and a projecting central bay with hood mould.

The presence of commemorative and dated plaques on the buildings provides historic interest and enables public understanding of the historic development of Halesworth.

The area between London Road and bound by Saxons Way retains an element of the formerly rural setting though modern residential development is taking place which will reduce the greenspace character. Historic mapping shows that the area comprised subdivided agricultural space with numerous small buildings, as well as two malt houses located in the area of the modern Angel Link. Nos. 27 and 25 Thoroughfare are residential premises identified as unlisted buildings which make a positive contribution to the Conservation Area. No.27 is a two-storey cottage and is likely late 19<sup>th</sup> century in date. The overall form of the building is fairly typical for its type and period and the exterior of the building is rendered with pebbledash. The building includes decorative 'shutters' which are not a common feature within the Conservation Area. No.25 is an early to mid-20<sup>th</sup> century brick-built bungalow. The use terracotta pantiles on both buildings helps to provide a sense of visual cohesion and the rustic, cottage-character of both buildings complements the greenspace nature of their setting.

The White Swan is located at the intersection with Steeple End and is dated to the 17<sup>th</sup> century. It is recorded as having a timber-framed construction but includes a red brick frontage which may be a later re-facing of the building. The street-facing windows are likely later 19<sup>th</sup> century and there is a decorative porch which includes carved swans. This detailing enhances the individual interest of the building and provides a clear sense of identity and function. The continued usage as a public house provides historic continuity and enhances the historic character of the area.

Church Farm Lane leads westwards from the corner of Steeple End and consists of a tarmac vehicle access. The buildings on either side of the road are largely modern development and include a simple church hall and St Edmund Church which dates to the 1950s. The modern infill housing development is in a complementary cottage-style which does not detract from the historic interest of the listed buildings.

## Historic Character

The Church of St Mary Character Area encompasses part of the medieval and early post-medieval historic core of Halesworth and broadly retains a coherent historic character despite Georgian and Victorian developments within this and the surrounding character areas.

“It is a visually ‘romantic’ ensemble of crumbling 18th and 19th 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” (Edwards 2006).

The importance of the built environment in this character area is evident by the density of listed buildings many of which date from the early post-medieval period, with a small number such as the church being constructed in the later medieval period.

Within the Character Area there are distinct groups of buildings with common historic or architectural identities such as Gothic House, White Lion and No.38, or the cottages located around the west and north-west of the church. The buildings strongly illustrate and reinforce the historic character and allow an appreciation of the pre-industrial scale and settlement pattern of the historic settlement core.

Churches historically served as anchor points in the development of settlements influencing the layout of road patterns, property boundaries and building alignments, and typically occupied topographically prominent locations. The Church of St Mary and its churchyard occupy a large area and several historic routes through the town converge and pass around the church.

The church is highly ornate with a strong architectural identity and the tower serves as visual landmark within a wide surrounding area. It has very high historic and architectural significance and includes memorials and plaques for notable persons throughout the history of Halesworth. It maintains its role as an important social and religious venue and therefore has very high communal significance. The distinctive ‘time ball’ at the top of the church was added in 1806 and had a practical application in displaying the passage of time and tidal changes for those on the surrounding waterways. This feature still provides a strong sense of local identity.

The modern Saxons Way bypass has helped to reduce vehicle movement through this area which contributes to the appreciation of the historic character and allows for the churchyard and adjacent memorial garden to function as places for quiet and contemplation.

There has been a limited degree of late post-medieval and modern change which has affected the historic integrity of the area, but these are overall understood in the context of the town’s natural evolution. The historic buildings are largely untouched by unsympathetic modern alterations such as extensions, changes to roofs and replacement of doors and windows.

Church Farm Lane historically led eastward to the semi-isolated Church Farm which was located within agricultural fields outside of the main settlement extent.

As part of the historic core of Halesworth the area has a high potential to include archaeological remains of the post-medieval and medieval periods, and potentially even earlier. The area of the churchyard has been disturbed by long-term use for burials and has been raised over time. Within the churchyard and possibly underlying later burials there is a potential for archaeological remains and burials of the medieval period. The church has significant historic and evidential value and includes fabric and artefacts dating from the medieval to post-medieval periods.

The historic buildings have high historic and evidential value inherent in their built form and representing the evolution of building style and materials over time. Many are likely to include historic fabric and evidence for alterations which may be masked by modern internal changes.

*Figure 23 Cottages on Steeple End*



### Views and Visual Character

The Character Area is a very permeable space affording wide and discrete views punctuated with many buildings and features of historic and architectural interest. Owing to Saxons Way which provides a vehicular bypass around from the town centre the Character Area has relatively low vehicle movement which helps maintain a somewhat village feel.

A short walk via a gap in the buildings allows pedestrian movement between the Market Place and St Marys Church and on the approach provides a full-height view of the church tower. Around the north-west side of the church there is an attractive street scene of cottage-scale houses with a rambling roof line and a variety of pastel-coloured elevations.

The churchyard is one of the principal greenspaces of Halesworth and dominates the centre of the eastern part of the character area,

creating a picturesque and semi-rural setting. The trees and green spaces around the church provide a sense of quiet enclosure and encourage the public use of the space for relaxation, contemplation and reflection which contrasts with the lively and bustling character of the adjacent Market Place and the Thoroughfare Character Areas.

Small walks provide movement through the churchyard and lead around to the small and well-maintained memorial garden which also serves as a gateway to the character area from the north-east. The picturesque timber-framing at the gable end of the Grade II listed No.1 Market Place and its traditional shop front help to set the scene at this entry point.

Outside of the churchyard, views of the church are restricted to glimpses by the large trees within the churchyard whose overlapping canopies effectively screen the building from much of the surrounding area. The clearest view of the church is afforded from the south-east standing in front of Gothic House (**Error! Reference source not found.**). The visibility of the church through the surrounding trees is seasonal depending on leaf cover.

Many of the buildings within the Character Area can be considered as landmark buildings due to the great variety of age, form and massing, materials and decorative treatments. This individuality is a highly important contributor to the unique identity and sense of place of the Character Area. In this context, the construction of incongruous building such as no.3 London Road, can be a highly detractive element. The buildings to the north-west of the church form an important and distinct group of buildings that collectively make an important contribution to the historic character and visual quality of the area.

The large Old Almshouses dominate the south-west side of the churchyard and characterise the approach along Steeple End. Church Farm Lane and the western part of the character area are largely hidden from view from the east side of the character area. Looking back towards the church from Church Farm Lane there is an interesting and attractive view of the rear of the houses and their rambling roofscape with the church tower rising over these and topped with the golden orb weathervane (Figure 25).

A small number of traditional, potentially original, streetlamps survive within the character area which reinforce a sense of historic authenticity. Other features including modern spot lamps around the church and a modern bin located at the important and highly visible junction to London Road are negative features detracting from the historic integrity of the street scene.

*Figure 24 The church weathervane*



The low retaining wall surrounding the churchyard is identified as an important wall due to its historic value as a structure associated with the church, and for its visual contribution to the character area, providing a clear delineation between the churchyard and the street. The wall is constructed of red brick in Flemish bond with simple brick coping and maintains a consistent height across its length, gradually tapering out at its north-west end and ending at a path on its eastern end. The front wall of Gothic House is also identified as an important wall due to its historical association with the important building and its visual contribution to the street scene. The wall is of red brick construction with brick coping and sweeps upwards to meet the taller piers and decorative wrought iron gates. Wrought iron decorative railings have been added to part of the wall. The walls and surrounding green planting enhance the visual appearance of the listed building and the wider surrounding area.

Figure 25 View V9, looking towards the church from Church Farm Lane



From the section of Church Farm Lane, which includes St Edmunds Church there is a clear view of the Church of St Mary's tower. This is an important view of the Character Area and any development in this area would need to protect and enhance its character and heritage significance.

### Heritage Assets

Name	NHLE Ref	Grade	Appraisal ID
Gothic House	1239856	II*	LB1
The Old Almshouses	1224060	II*	LB3
Church of St Mary the Virgin	1267069	II*	LB4
White Swan	1223029	II	LB11
36, Thoroughfare	1223899	II	LB13
38, Thoroughfare	1224535	II	LB14
White Lion	1224536	II	LB15
95-97, London Road	1223420	II	LB34
1, Market Place	1223428	II	LB35
3, Market Place	1223429	II	LB36
6, Market Place	1223430	II	LB37
2, Market Place	1223546	II	LB38
1 Church Farm Lane	1223891	II	LB39
14, 15 and 16 Steeple End	1224112	II	LB41
17 Steeple End	1267070	II	LB43
8 and 9, Market Place	1267224	II	LB44
4 and 5, Market Place	1267262	II	LB45
Halesworth War Memorial Obelisk	1458816	II	LB46
37 Thoroughfare	NA	Unlisted	ULB24
25 Thoroughfare	NA	Unlisted	ULB30
27 Thoroughfare	NA	Unlisted	ULB34
St Edmunds Church	NA	Unlisted	ULB47

Name	NHLE Ref	Grade	Appraisal ID
Wall at 2 London Road	NA	Unlisted	ULB48
Townrooms, Thoroughfare	NA	Unlisted	ULB50
Crabtree House, Thoroughfare	NA	Unlisted	ULB51

Figure 26 Church of St Mary and Church Farm Lane, 1840 tithe map

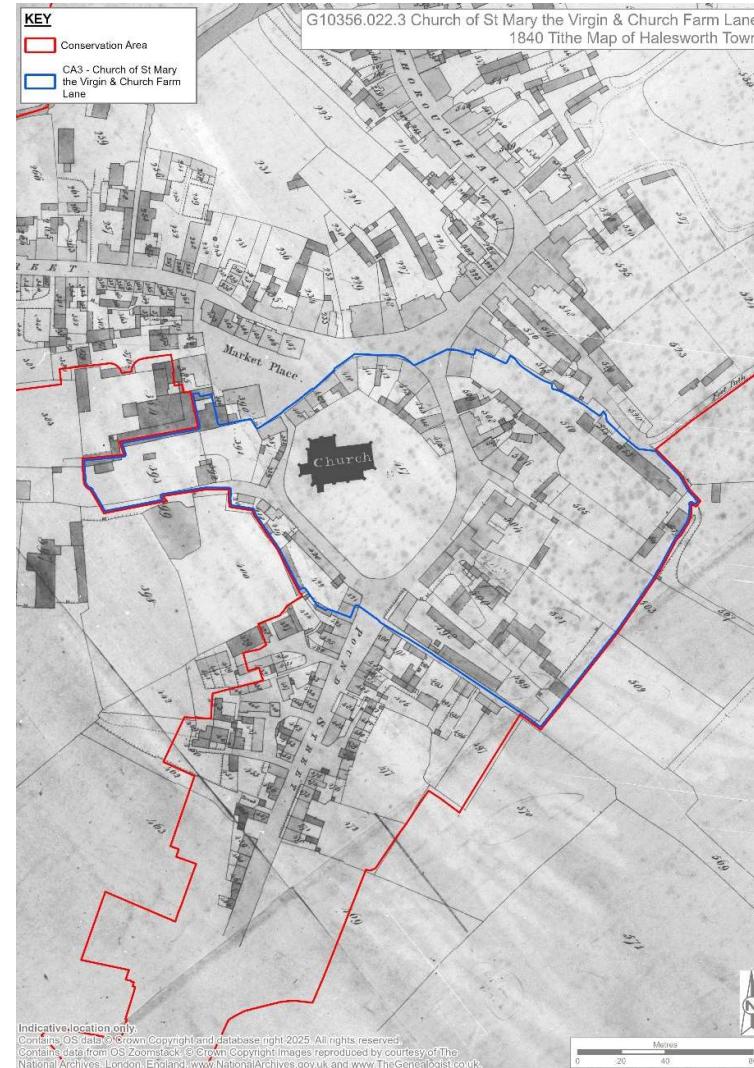


Figure 27 Church of St Mary and Church Farm Lane, 1884 OS

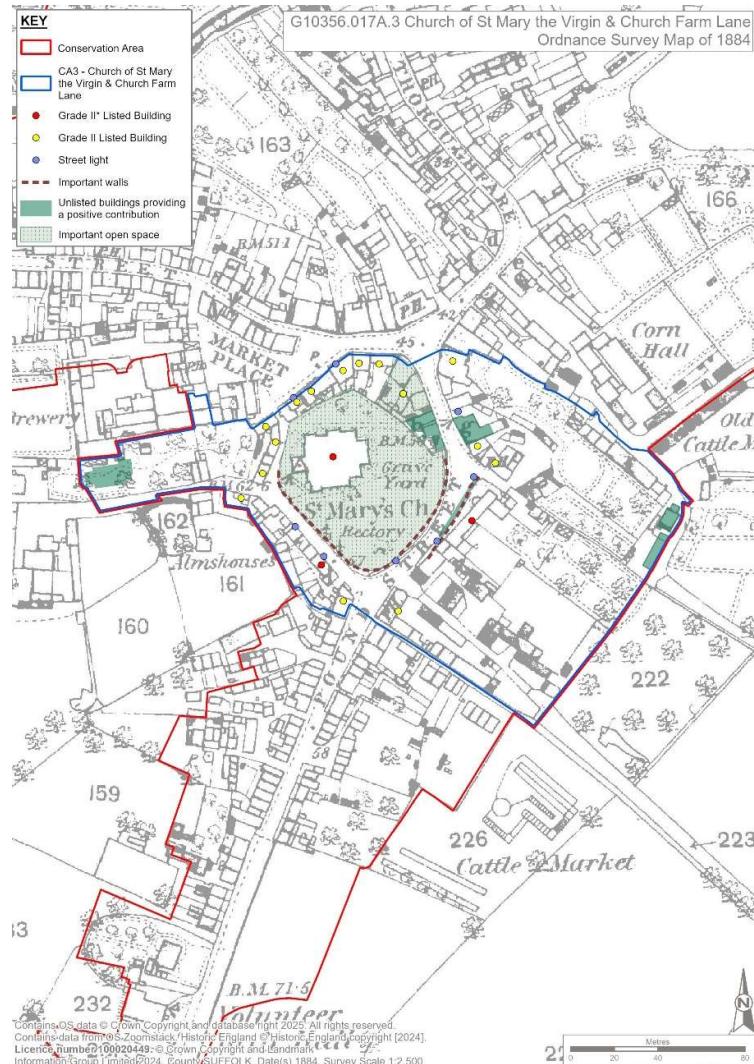


Figure 28 Church of St Mary and Church Farm Lane, heritage assets

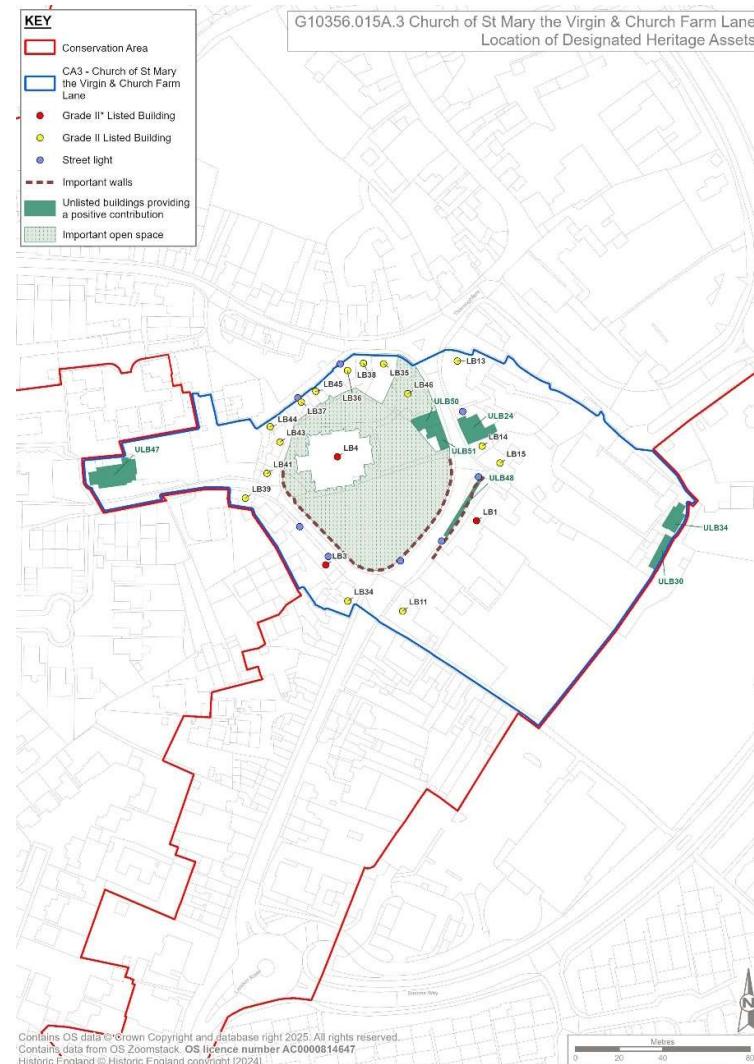


Figure 29 View of Church Farm Lane



Figure 30 Gothic House



Figure 31 The White Lion and 38 Thoroughfare



Figure 32 The former Police Station



Figure 33 The Old Town Hall



Figure 34 Commemorative plaque located on the Memorial Home



Figure 35 The war memorial





Fig 39 View towards the Church and War Memorial from Thoroughfare



## Character Area 4 – Market Place

Fig 40 Typical view of the Market Place

## Character Area 4 - Market Place

### Summary

The character area encompasses the medieval Market Place and includes preserved ancient property boundaries and road pattern. The Market Place is part of the historic core of Halesworth, serving as an important commercial centre and an important circulation space connecting the Thoroughfare, Chediston and St Marys Church character areas, and providing access to the Old Brewery Yard.

Market Place is a bustling commercial centre and its continued use for regular markets preserves an ancient tradition and enhances appreciation of its historic character, ensuring that it remains an important space within the town.

The Market Place occupies a broadly triangular space which preserves the layout of an important medieval area of the town. The north side of the Market Place merges into the eastern end of the Chediston Street Character Area and connects to Thoroughfare. A short road diverts through the marketplace around an island of buildings which occupy the northern side of the space. A short pedestrian cut allows access through to St Mary's Church.

While several of the buildings have earlier post-medieval origins, the overall built form is largely 18<sup>th</sup> and 19<sup>th</sup> century in appearance and the buildings feature a variety of building styles and materials which produces a varied and interesting street scene.

Within and immediately surrounding the character area are several local landmark buildings of high heritage significance. It is in close proximity to the church and there is good physical and visual connectivity between the two important areas

*Figure 36 View of the Market Place from Chediston Street*



*Figure 37 View V6, looking towards the Church of St Mary from the Market Place*



## Physical Character

The area is entirely dominated and enclosed by two and three storey buildings with an almost complete absence of greenspace and planting. Every Wednesday the marketplace is given over to temporary stalls and as such the area's character is less fixed than other areas of the town and can be changed to accommodate public events and festivities. The layout of the area and the form, function and aesthetic quality of the buildings are reflective of the historic function and development over time of the character area.

The Market Place has an irregular plan form with a central open space and smaller confined routes and passages to yards which add variety and interest. The buildings are a mix of commercial and residential and the scale and massing of buildings is of a comfortable human scale with no single building dominating the experience of the area or dictating the architectural character.

There is a variety of building plan form and layout with some being parallel with the roads and other perpendicular, resulting in an interesting mixed roofscape and street scene. This character is a result of the area's piecemeal development over time during which buildings have been replaced, adapted and extended in the prevailing styles and materials.

There is a great variety of building styles, fabric and decorative forms representing fashion and adaptation between the late medieval to modern periods. The two largest buildings, The Three Tuns and St Keynes, have very different building styles and this serves to enhance the aesthetic quality and architectural interest of the area. The Three Tuns dates to the 16th century and is timber-framed with a rendered frontage and includes a prominent chimney, original multi-pane and decorative dormer windows and 19th century Tudor-style decorative porch. St Keynes is built in a formal

and fashionable early Victorian style with exaggerated eaves soffit and utilising bricks finished in a much darker colour which contrasts with the light render and red and gault bricks of the surrounding buildings. At a smaller scale many of the buildings are in a more traditional vernacular style with several recorded as being timber-framed though the majority are externally rendered. The large and decorative 19th century town pump attests to the communal importance of the marketplace and had a historic functionality.

As a commercial centre and circulation space the Market Place is lively with a continuous flow of shoppers, workers and tourists. A small number of the buildings include ground floor shop windows however the majority of the traditional-style shop fronts are to be found along Chediston Road at the north side of the Market Place rather than within the central market area.

*Figure 38 The Grade II\* listed Social Club (Three Tuns)*



## Historic Character

Halesworth was given market town status in 1223 and the marketplace still hosts the weekly market, providing an important historic continuity and sense of place. Conjectural drawings of Halesworth based on reviews of archival evidence suggest that the layout of the Market Place has remained consistent since at least the 16th century. The island of buildings may preserve an area historically utilised for market stalls which became permanent structures in the medieval period as is noted at Saxmundham.

The historic and architectural value and heritage significance of the area is reflected in the density of listed buildings within such a small space. Several of the buildings are likely to have 17th and 18th century origins though the historic fabric is frequently concealed by 19th century render and roof replacements. Within the main market area, The Three Tuns is of greatest heritage significance as evidenced by its Grade II\* listing and provides the most visible example of pre-19th century historic fabric (Figure 38).

Figure 39 The grade II listed pump, detail of replacement urn



## Views and Visual Character

There are broad views within the main area of the Market Place within which the variety of the built form can be appreciated. The irregular plan of the Market Place along with the permeability created by small gaps in the street scene provide glimpsed views between the buildings. An important visual element is the upper level of the Church of St Mary which provides connectivity between the two Character Areas (Figure 37). The island of buildings in the north of the Market Place visually disconnects the Chediston and Market Place areas and contributes to the enclosed visual character.

Several buildings can be considered as landmark buildings due to their individual historic and architectural significance and their contribution to the street scene and overall sense of local identity. The Social Club and St Keyne are the most important of these landmark buildings.

Figure 40 The rear elevation of the Social Club



## Heritage Assets

Name	NHLE Ref	Grade	Appraisal ID
The Social Club	1223564	II*	LB2
Pump in front of Numbers 4 And 5	1223423	II	LB107
St Keyne	1223431	II	LB108
Market Place Wine Shop with Masonic Hall Above	1267238	II	LB109
19, Market Place	1267322	II	LB110

Figure 41 Market Place, 1840 tithe map



Figure 42 Market Place, 1884 OS

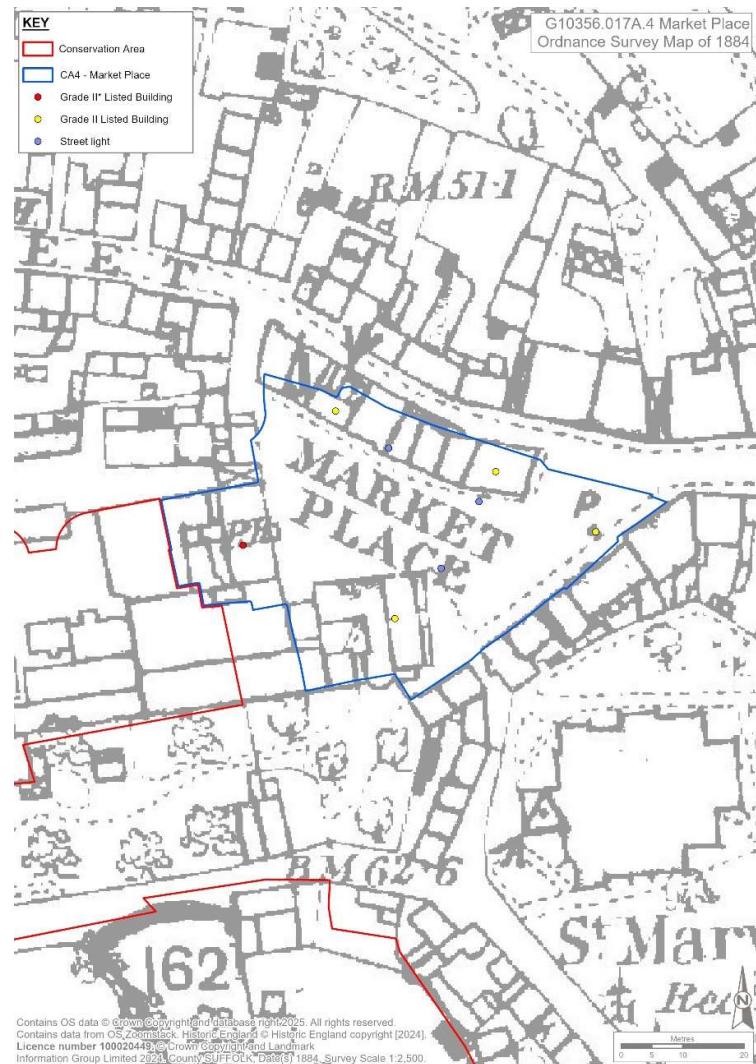
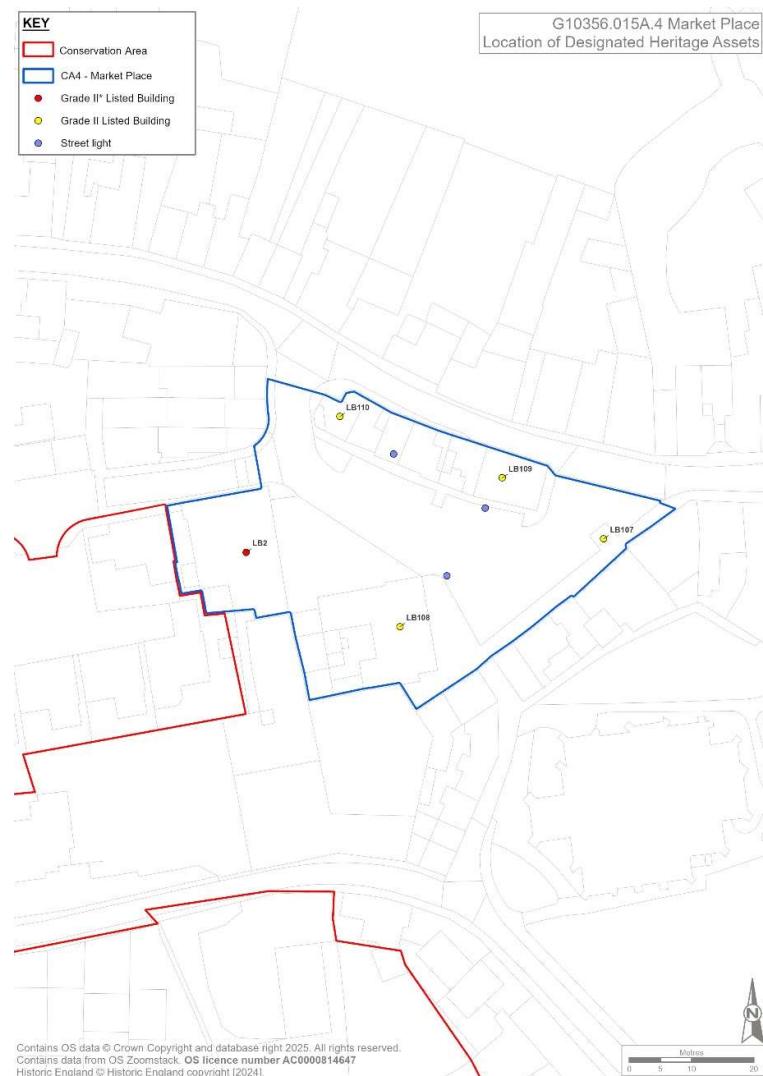


Figure 43 Market Place, heritage assets





## Character Area 5 – Old Brewery Yard

Fig 49 The Old Brewery Yard, looking towards the Market Place with glimpsed view of the church tower

## Character Area 5 - Old Brewery Yard

This small character area encompasses the remains of the enclosed yard formerly associated with the 'Three Tuns' public house (Halesworth Social Club / Blackdog Antiques). The building is noted by Historic England as dating from the 16th century and served as a centre for the district's wool merchants. The character area is bound along the north by a linear range of open-fronted former stables or cart sheds with a short eastern return marking the eastern end of the character area.

The site was a brewery from at least the mid-18th century and continued in that use until 1926 with the last owners being the Colchester Brewing Company (Breen 1998). The Three Tuns public house (Halesworth Social Club / Blackdog Antiques) is noted as likely dating from the 16th century and was the principal dwelling of a member of the town's wealthy mercantile class with the area to the rear forming gardens. A review of historic mapping shows that in 1893 there was a small garden or green area to the rear of the brewery and that between 1893 and 1903 there was a fairly major redevelopment of the brewery site which likely corresponds with the acquisition of the site by Colchester Brewing Company in 1888. As part of this change a linear open-fronted structure was constructed at the northern edge of the brewery site with a narrow yard leading to the land at the rear of the Brewery.

The character area includes a short access on the west side of the historic marketplace which provides a view of the north elevation of the Three Tuns. On the north side of the access are modern residential dwellings with small front gardens. There is a clear view along the lane towards the Old Drill Hall which currently serves as retirement housing. The eastern edge of the view is enclosed by the end elevation and roof slope of the former cart sheds / stables. To

the south of the yard are modern residential houses substantially screened and enclosed from the yard by shrub planting.

The cart shed has been somewhat visually disconnected from the Three Tuns building through the loss of contemporary brewery buildings and introduction of residential dwellings however the historical association between the buildings can be inferred through shared design elements: principally, the northern gable elevation of the Three Tuns and the east elevation of the cart shed include decorative bands of light brick interspersed between the common red brick. Both buildings include evidence for historic blocking and changes to fabric which provides clear evidence for historic adaptation and reinforces their historical association as part of a brewery complex.

*Figure 44 View into the Old Brewery area from Market Place*



The cart shed has had some minor alteration in the form of internal partitioning to create enclosed parking spaces, but its historical function is readily apparent. It includes an attractive pantile surfaced roof with decorative ridge tiles and simple finials and barge boards

which enhance the aesthetic quality of the building. Immediately adjacent to the building on its eastern side is a traditional lamp post of the same style as can be found in the Market Place and Chediston character areas, thus enhancing a sense of local continuity. Lamp posts of the same type are also located within the area of modern housing. The Brewery Yard is surfaced in modern material and apart from its function as a route which preserves a historic space, is of little heritage value.

The cart shed is physically connected to the Old Drill Hall which is a contemporary structure and was part of the historic brewery. A short wall has been built against the cart shed to delineate the property bounds of the Old Drill Hall and somewhat disconnects the buildings. A large gabled entrance bay projects out from the Old Drill Hall and is a later addition to the building. The Old Drill Hall includes the same form of asymmetric roof tiles as the cart shed and this helps to reinforce their historical association.

Looking eastward from within the character area there is a view of the upper part of the church tower, part of the rear elevation of the Three Tuns and a partial view into the Market Place. The Character Area has a strong sense of quiet enclosure with small scale buildings set against a backdrop of large trees and bordered with garden planting. The presence of traditional lamp posts significantly contributes to the domestic suburban feel.

## Heritage Assets

Name	NHLE Ref	Grade	Appraisal ID
Cart Shed and Stables	NA	Unlisted	ULB27
Wall at Old Brewery Yard	NA	Unlisted	ULB102

Figure 45 The former cart shed and stables



The remains of an enclosed yard, historically associated with the 'Three Tuns' (Social Club) public house is accessed off the Market Place. The area includes the 19<sup>th</sup> century cart shed and wall to the rear which have been assessed as unlisted buildings which make a positive contribution to the Conservation Area (ULB27 and ULB102). The Old Drill Hall is also encompassed within the Conservation Area bounds and forms part of ULB27. Despite minor alterations the historical function of the Cart Shed is readily apparent. The survival of these buildings and parts of the historic brewery yard, and their spatial relation to the nearby Three Tuns enables an appreciation of the historic context of the grade II\* listed building and contributes to its heritage significance.

Figure 46 The Old Brewery Yard, 1840 tithe map



Figure 47 The Old Brewery Yard, 1884 OS



Figure 48 The Old Brewery Yard, heritage assets





## Character Area 6 – Chediston Street

Fig 55 The characteristic built environment of Chediston Street, showing the variety of frontage treatments

## Character Area 6 - Chediston Street

### Summary

Chediston Street serves as the historic western approach to the village core and is primarily residential with narrow linear plots extending to the north and south of the road. The plots to the north of the road are bound by the River Blyth which flows into the village a short distance away. At its eastern end Chediston Street opens out to the Market Place and connects to Thoroughfare.

The character area is defined by mid to late post medieval artisan cottages and associated yards and gardens. It was developed in former water meadows and grazing land at the periphery of the settlement core during a period of settlement expansion in which the town's economy began to transition from largely agricultural to more industrial with small-scale crafts and brewing carried out from workshops and yards at the rear of residences.

The houses are built in the vernacular style with traditional materials and form a picturesque and dense street scene with attractive human-scale frontages and occasional glimpses to the yards and gardens and the water meadows that lie at the periphery of the historic settlement. At the eastern end of the road the character gradually transitions to mixed commercial with larger 19<sup>th</sup> century buildings.

The Character Area is a distinctive and important part of the Conservation Area as it illustrates the 18<sup>th</sup> and early 19<sup>th</sup> century semi-rural 'village' character of Halesworth prior to the later 19<sup>th</sup> century expansion and industrialisation. The survival of yards and remaining outbuildings, though largely hidden from public view, provide important evidence of the small-scale crafts and industry that were an important aspect of the town's economy.

Figure 49 Typical built form and house layout of Chediston Street (nos. 81-86)



The high quality and importance of the built environment is reflected in the number of historically and architecturally significant buildings designated as listed buildings many of which are good examples of the vernacular tradition. Despite some loss of historic buildings and addition of non-traditional modern buildings the overall historic character remains legible and is of high significance within the Conservation Area.

The historic character and significance of the built environment is partly derived by the group value of the buildings in which the collective of contemporary buildings with similar layout, form, design and materials, creates the area's unique identity and preserves and illustrates the historic character. This is enhanced by individual buildings of particular interest which retain exceptionally well-preserved features of architectural and historic value. Such buildings provide important visual landmarks within the street scene and enhance the unique identify of the area.

The prevalence of traditional building materials and survival of historic architectural detailing including doors and windows, and decorative elements are an important aspect of the area's historic and architectural significance. The variety of frontage treatments have strong aesthetic value and create a highly picturesque street scene that emphasises the 'village' character of this area.

*Figure 50 Variation of the built environment and roof line*



## Physical Character

The character area is defined by post-medieval residential housing with some examples dating to at least the 17th century. The houses are set against the pavement and arranged in short terraces interrupted by yard access affording glimpsed views to the rear plots.

The historic buildings are interspersed with some modern housing as replacement for earlier buildings. These are frequently set back

from the pavement and include small front gardens and are clearly distinguishable by foregoing the typical built form by including projecting porches, garages, and pedimented projecting bays, as well as the use of modern rather than traditional materials. Several are single-storey bungalows with much lower massing than the earlier buildings.

The historic buildings are two or one-and-a-half storied, with the frontage aligned to the road and the building line placed at the edge of the pavement. The buildings are typically constructed of red brick, either exposed or rendered, and some examples are likely timber-framed with brick nogging and render. Fenestration is symmetrical and tidy, occasionally with small dormers. The prevailing historic window types are multi-paned un-horned and horned sashes or timber casements with plain brick lintels, with occasional examples of bow windows.

Eaves are generally plain with occasional examples of 19th century eaves moulding. The prevailing roof surfacing material consists of orange or grey pantiles, a feature consistent throughout the Conservation Area. Potentially 18th century sash windows may be identified by the window being positioned almost flush with the wall face and having the sash box within the window opening rather than embedded in the brick, a feature predating the enforcement of fire regulations from the late 18th and early 19th centuries (compare the adjacent houses of Nos. 85a and 86 for an example of this evolution).

Chimneys are predominantly in form of plain axial chimneys located either centrally to the plan or at the end gables with the stack projecting from the wall face. A notable chimney example chimney is at 40/41 Chediston Street which is an unusual type combining 5 brick flues. The building may have formerly been a shop and includes an interesting bay window at ground level.

Of interest are two examples of decorative pargetting forming simple decorative bands between the ground and first floor windows (Nos. 123 and 79) (Figure 51). This decorative form may have formerly been more widespread but other examples have been lost. There is a variety of colour to the external renders of the buildings which enhances the aesthetic quality of the character area and provides individual identity to the houses.

Towards the eastern end of the street the residential character gives way to mixed commercial and there are occasional ground floor shops with traditional shop frontages and large bay windows.

Nos. 25 & 26 are a late 19th century former grocer and draper's shop which dominates the eastern edge of the character area. It is a three-storey warehouse with rusticated ground floor, the first and second stories faced with gault brick, and includes prominent bracketed eaves, rusticated quoins and moulded window surrounds. Its scale, materials, and design strongly contrast with the small residential dwellings which characterise the western half of Chediston Street. An arched passageway provides access into one of the remaining rear yards 'Miles Ward Court', which enables some understanding of how the space to the rear of the main street front was historically utilised (Figure 53).

Decorative cast iron streetlamps and lanterns are also present towards the eastern end of the character area where the street approaches the marketplace.

## Historic Character

Despite its current residential character Chediston Street was historically a mix of domestic and small-scale industry. Reviews of historical accounts from the 16th century reveals associations with a range of industries including butcher-graziers, slaughter-houses, curriers (leather finishing), and tallow chandler (candles) (White

1855). Activity associated with these, and other small industries, are likely to have taken place in outbuildings and workshops to the rear of the street-facing buildings. Several of the buildings on the street may have their origins in the 16th or 17th century, however many date to the 18th and 19th centuries and originate as workers housing for the growing industries of that period.

The early 19th century was an important period of the street's development and comprised the establishment of high-density mass housing consisting of irregular groups of small dwellings to the rear of the main road and separated from each other by narrow alleys (Bellamy and Downing 2006). The provision of allotments (visible on early editions of Ordnance Survey maps) is an indicator of a low-income population at that time.

Many of the yard buildings have been lost however a small number of such structures and outbuildings survive and form an important element of the area's character. Despite later developments, the property boundaries and green spaces behind the buildings broadly preserve the late medieval and post-medieval land subdivisions and provide an important contribution in understanding the settlement pattern and development.

Available information about archaeological works within this character area indicate a high potential for buried archaeological remains providing evidence about the use and development of the area since the medieval period. Many of the buildings have a high potential to include historic fabric which will provide evidence for former uses of these buildings and their development and adaptation over time.

Figure 51 Local details of interest (no. 123 Chediston Street)



Figure 52 Historic doors and shop front windows (no.124)



## Views and Visual Character

The character area is primarily experienced from Chediston Street which has pedestrian and vehicle access. Due to the curve of the road the character area is viewed in short sections. The building frontages provide the initial sense of place with glimpsed views into the rear and side yards providing supplementary understanding of the arrangement of historic property boundaries (Figure 63).

The subtle variation of the scale and massing of the buildings, different building fabrics and detailing of elements such as chimneys, doors and windows reflect the development of the character area over the post-medieval and into the modern periods and provide visual and aesthetic interest.

The area has a suburban semi-rural and village character which serves to transition between the main settlement area and the outlying rural landscape. It is defined by the quality and variation of the built environment which is reflected in the number of listed buildings, as well as the preservation of the historic streetscape and property boundaries. The small-scale and relatively dense housing reflects the historically lower income status of this area of the historic settlement and the mixed domestic and small-scale industrial character of the 18th and 19th centuries. The survival of traditional architectural details and materials and the variety of frontage treatments contribute to an informal and picturesque street scene which gradually merges into the commercial centre of Halesworth.

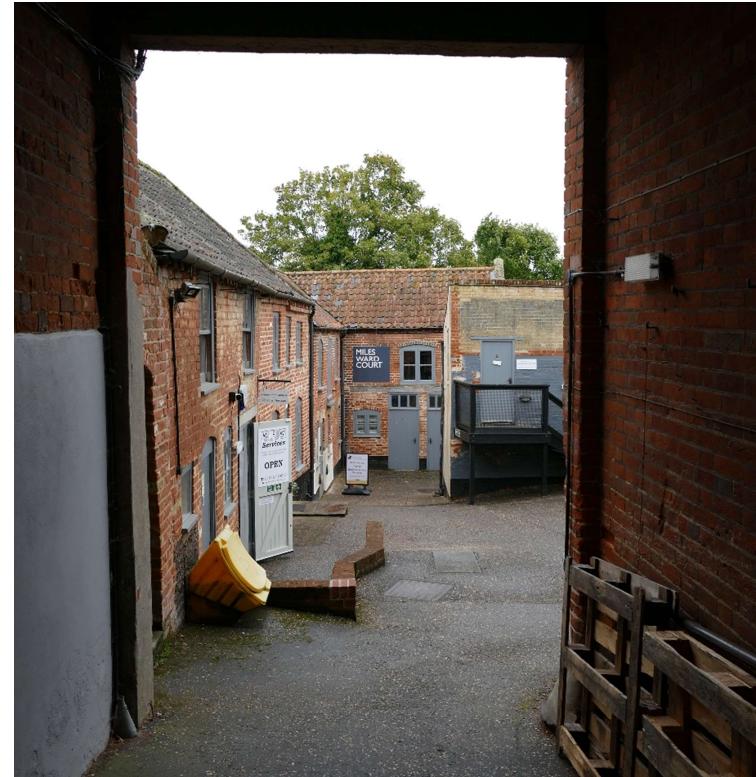
Several buildings within the Character Area can be considered as landmark buildings which greatly enhance the quality of the street scene and create a sense of local identity. Examples of these include nos. 25-26, 40-42, 79, 123, 124b, and Kings Arms. The heritage and architectural significance of the built environment is

evident in the large number of listed buildings; however, the overall consistency of massing and materials of the buildings enhances the significance of their group value contribution of this to the identity of the Character Area.

The predominant greenspace character is derived from occasional small front gardens and glimpsed views of gardens and land to the rear of the street frontage. This enhances and reinforce the semi-rural cottage character of the built environment.

The greenspace to the north of the Character Area is accessible via a public footpath and preserves part of the water meadows and agricultural land of the historic settlement (Figure 62). It is not within the Conservation Area but is a positive contributor to its setting and provides a valuable space for relaxation and enjoyment of the natural environment.

Figure 53 View V10, looking into Mile Ward Court



## Heritage Assets

Name	NHLE Ref	Grade	Appraisal ID
1 and 2, Chediston Street	1031849	II	LB65
15 and 15A, Chediston Street	1031850	II	LB66
40-42, Chediston Street	1031851	II	LB67
Townend Villa	1031852	II	LB68
83 and 84, Chediston Street	1031853	II	LB69
95, Chediston Street	1031854	II	LB70
125-127, Chediston Street	1031855	II	LB71
154, Chediston Street	1222725	II	LB72
25 and 26, Market Place	1223433	II	LB73
147 and 148, Chediston Street	1239854	II	LB74
151, Chediston Street	1239855	II	LB75
134, Chediston Street	1239882	II	LB76
27, Market Place	1267206	II	LB77
28 and 29, Market Place	1267284	II	LB78
130, Chediston Street	1267720	II	LB79

Name	NHLE Ref	Grade	Appraisal ID
145 and 146, Chediston Street	1267722	II	LB80
36, Chediston Street	1352696	II	LB81
50 and 51, Chediston Street	1376639	II	LB82
80, Chediston Street	1376640	II	LB83
124, Chediston Street	1376641	II	LB84
49 Chediston Street	NA	Unlisted	ULB66
15A Chediston Street	NA	Unlisted	ULB67
Wall at front of Townsend Villa, 69 Chediston Street	NA	Unlisted	ULB68
85A and 86 Chediston Street	NA	Unlisted	ULB69
152 Chediston Street	NA	Unlisted	ULB70
Air Raid Shelter to rear of 76 Chediston Street	NA	Unlisted	ULB71
133 Chediston Street	NA	Unlisted	ULB72
90 Chediston Street	NA	Unlisted	ULB73
68 Chediston Street	NA	Unlisted	ULB74

<b>Name</b>	<b>NHLE Ref</b>	<b>Grade</b>	<b>Appraisal ID</b>
6 and 6A Chediston Street	NA	Unlisted	ULB75
33 Chediston Street	NA	Unlisted	ULB76
131 and 132 Chediston Street	NA	Unlisted	ULB77
52 Chediston Street	NA	Unlisted	ULB78
79 Chediston Street	NA	Unlisted	ULB79
71, 72 and 73 Chediston Street	NA	Unlisted	ULB80
81 and 82 Chediston Street	NA	Unlisted	ULB81
123 Chediston Street	NA	Unlisted	ULB82
91 Chediston Street	NA	Unlisted	ULB83
74-78 Chediston Street	NA	Unlisted	ULB84
144 Chediston Street	NA	Unlisted	ULB85

Figure 54 Chediston Street, 1840 tithe map

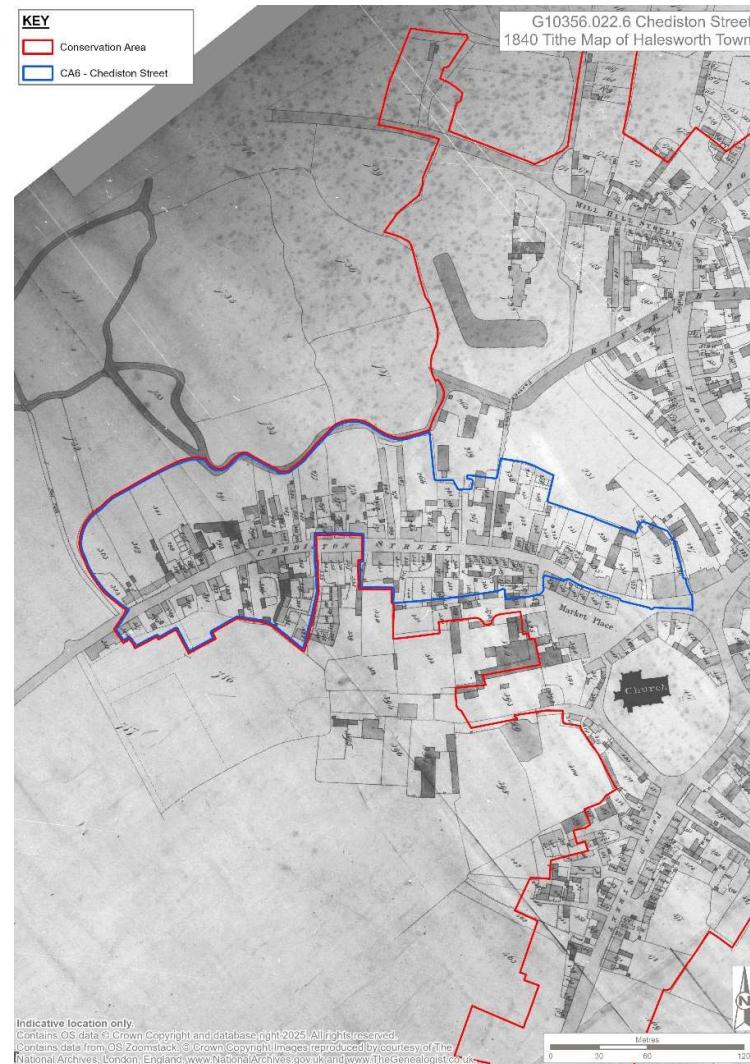
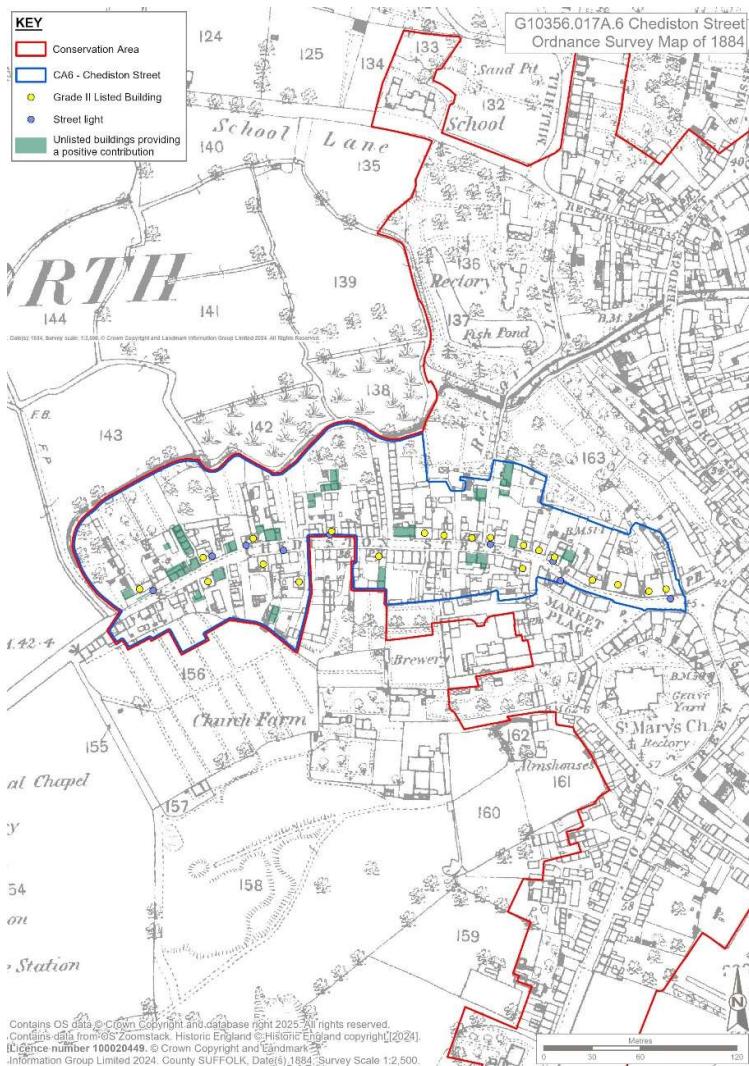


Figure 55 Chediston Street, 1884 OS



*Figure 56 Chediston Street, heritage assets*

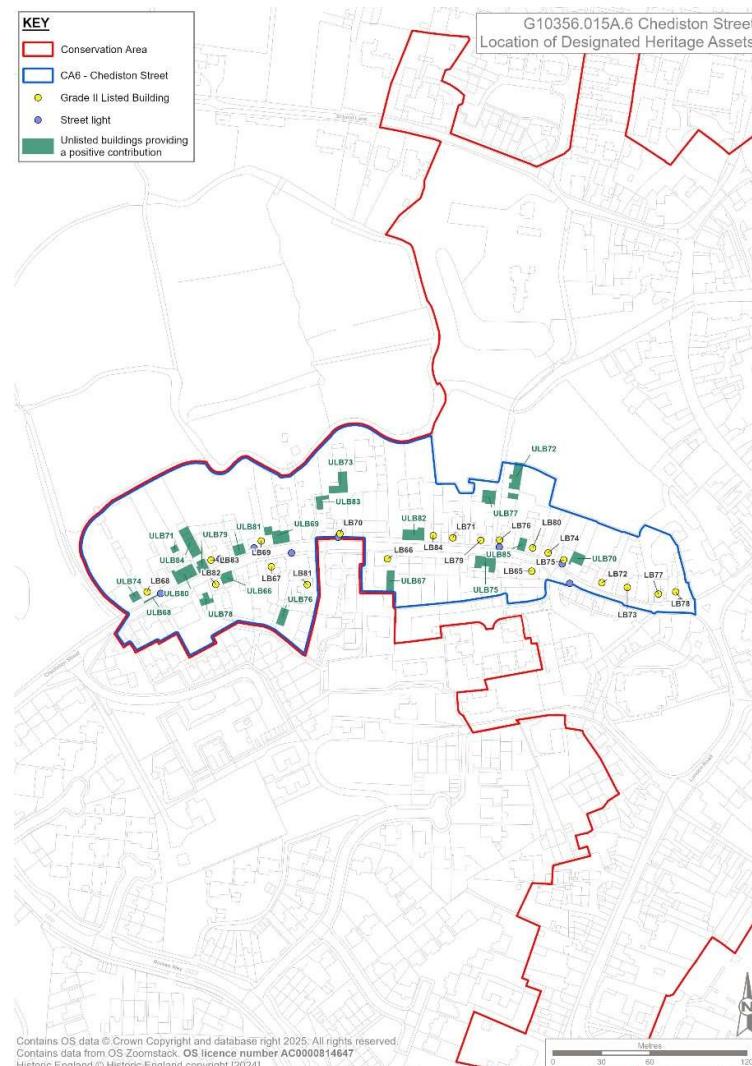


Figure 57 Outbuildings potentially contributing to the historic character



Figure 58 Variety of elevation treatments (nos. 144-148)

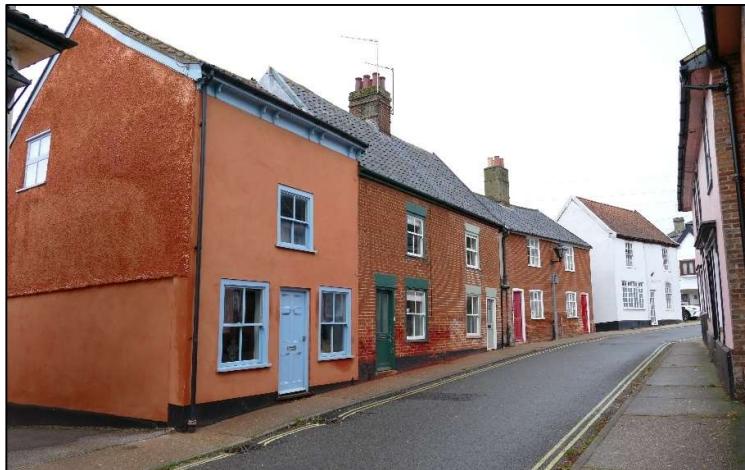


Figure 59 Shop fronts at the eastern end of Chediston Street



Figure 60 Miles Ward Court



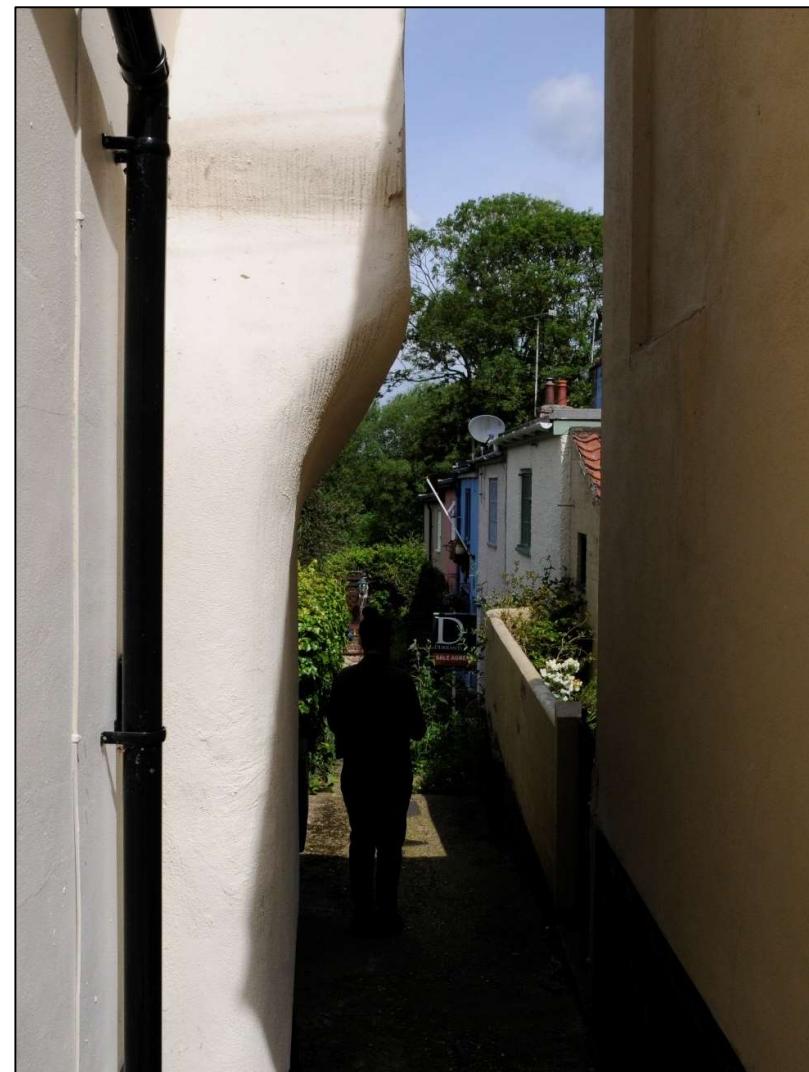
Figure 61 Traditional shop front on Chediston Street (nos. 134-135)

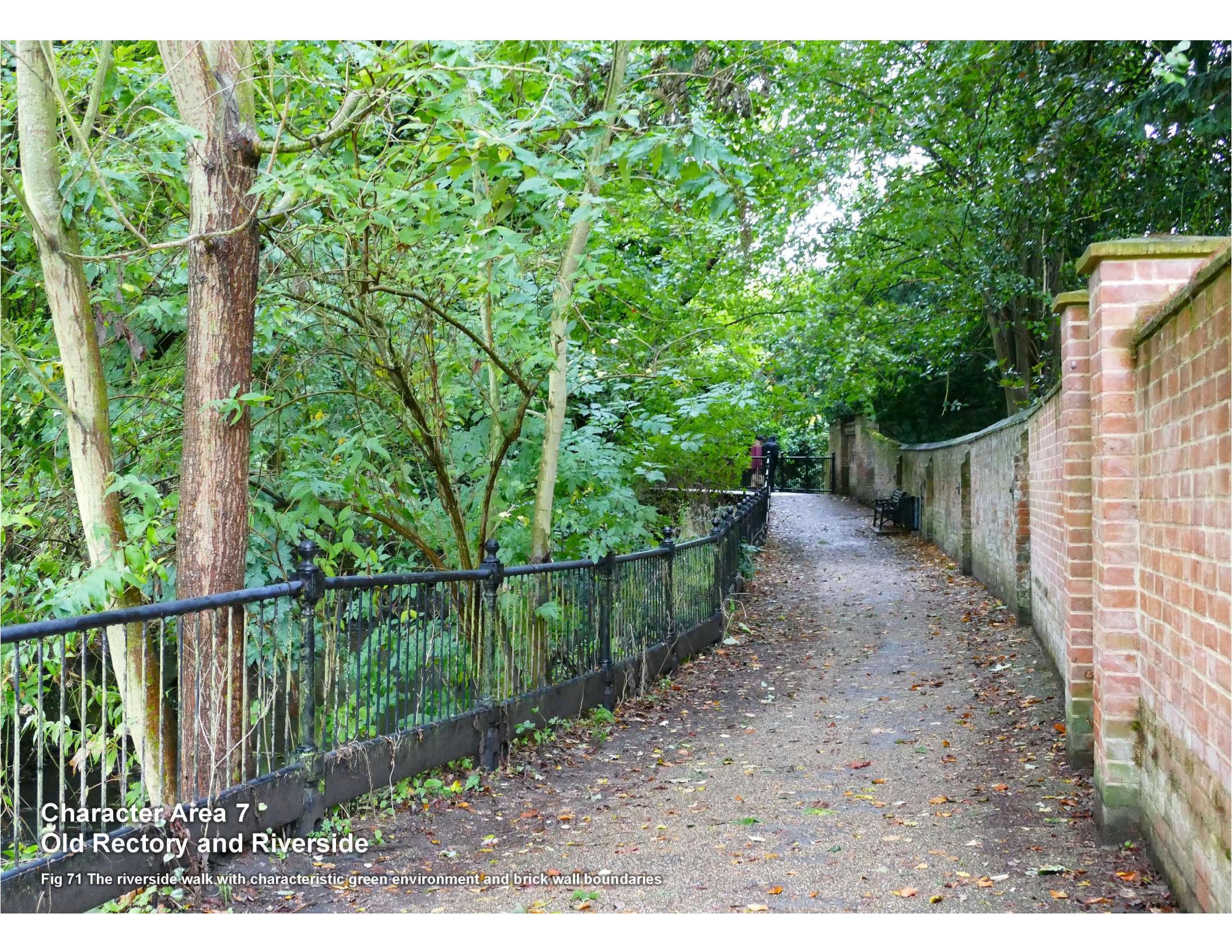


Figure 62 Public footpath to greenspace to the north of Chediston Street



Figure 63 Glimpsed views between buildings





## Character Area 7 Old Rectory and Riverside

Fig 71 The riverside walk with characteristic green environment and brick wall boundaries

## Character Area 7 - Old Rectory and Riverside

### Summary

This character area encompasses riverside greenspace and suburban development to the north-west of the historic settlement core. This is a quiet and attractive pedestrian route and green space which crosses over the river and links the Chediston and Rectory Street character areas. Rectory Lane is labelled as Parson's Lane on the 1840 tithe map.

At the north Rectory Lane passes alongside the large grounds and garden of the Old Rectory, a private residence and Grade II listed building with 16th century origins.

The route of the trackway and the river crossing were likely established early in the town's history however the current appearance of the area is derived from later post-medieval garden planting and property boundary features including brick walls, wooden fences and metal railings.

### Physical Character

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 tall 18th and 19<sup>th</sup> century brick walls, and close boarded fences located to the rear and sides of houses and gardens.

It is a long linear space, with a series of curves enclosing long views. This helps create an expectancy of exploration at the corners, with high rewards in landscape terms with views of the river, the historic brick walls, gardens behind iron railings and the buildings along the route (Edwards 2006).

The southern entrance to Rectory Lane from Chediston Street comprises a narrow gap between the houses with a sudden long-distance view to the north. The path is lined by the sides and rear of 18th and 19th century houses and bordered by brick walls, some straight, others with curved sweeps terminating in decorative finials. There are also a variety of decorative iron railings and wall ties within the brickwork which enliven the brickwork and provide points of interest. Of particular interest is the 'crinkle crangle' wall located on the approach to the bridge, the only instance of such a feature within the Conservation Area (Figure 68). The path and its bordering walls are overhung by trees and garden planting which produce a sense of an enclosed green corridor isolated from the town.

The area to the rear of the houses on Chediston Street forms part of the historic meadows and largely retains the historic settlement bounds. The area is dominated by informal natural tree growth and is not publicly accessible, forming a natural wilderness and green buffer to the town.

The bridge is Victorian with simple traditional metal balustrades and finials. A similar railing scheme is continued further along the path to the north of the river. A bench is located close to the bridge and encourages leisurely enjoyment of the area. The river forms a densely vegetated green corridor greatly enhancing the tranquillity and green quality of this character area. The path sweeps around the southern property bounds of the Old Rectory is bordered by iron railings and brick walls (**Error! Reference source not found.**). The walls are in a simple traditional style of red brick with stone coping, supported by short buttresses and occasional broken with wooden gates. The path turns northwards away from the river and is bounded on both sides by stretches of wall and garden fences. The route remains overhung by trees and garden planting and has a rustic enclosed character.

The lane emerges at a turn of Rectory Street and forms an almost hidden entrance which enhances the effect of isolation and exploration. The Old Rectory is a private residence and is largely screened from public view. The building is in the form of a large country farmhouse with a rambling array of adjoining outbuildings and extensions which attest to its various phases of alterations since the 16th century. The house is set within lawns and informal tree planting and within the grounds there is a large fishpond.

### Historic Character

The character area lies on the immediate north-west periphery of the historic settlement core. Research and conjectured mapping describe the area as historically comprising reed meadow and marsh and meadows. It is likely that a rectory has been present within this area from at least the 14th century though the current Old Rectory has 16th century origins.

The 1840 tithe map records the lane as 'Parsons Lane' and demonstrates that there is a continuity of the historic layout and character of the area. The layout of the modern path follows the path shown on the historic map including the river crossing and short stretch of riverside walk.

The Character Area forms an almost hidden and isolated pedestrian link skirting around the busy town centre and the public experience is defined primarily by the densely vegetated walk bordered by 18th and 19th century boundary walls, railings and wooden garden fences. The Grade II listed 18th century crinkle crangle wall is of significant architectural and historic interest and greatly enhances the aesthetic variety of the character area. It is an important landmark feature and creates a sense of unique identity for this area.

The walls along the route are of various periods and have been subject to ad-hoc repairs resulting in an interesting patchwork of brick coursing and colours along with various designs of wall ties and wall plates. The 18th century wall around the eastern bounds of the Old Rectory is also Grade II listed. The occasional breaks for small garden gates, many of which are historic provides variety and visual interest along the route.

The grounds of Old Rectory and the former areas of marsh and meadow beyond the immediate bounds of the lane have archaeological potential and may include below-ground remains and evidence for medieval activity on the periphery of the settlement core. The retention of the area as greenspace and lack of modern development enhances the historic character of the area and enables appreciation of the post-medieval settlement character prior to modernisation.

### Views and Visual Character

Both access points to Rectory Lane comprise narrow hidden entrances with small discrete signposts. The character area lies outside of the main bustle of the town and is part of a more rambling and slower visitor experience of the town periphery. The character area is an important green link providing quiet pedestrian access skirting around the busy town centre and the sudden emergence of long-distance views from the two entrances encourages exploration.

The green space and tree presence framing and sometimes overhanging the path is an important element of the public experience and character of the area. Due to its peripheral location the area is very quiet, and the green space encourages wildlife and birds which are important public attractor.

Views towards houses on the east side of the Lane are very limited due to the height and close spacing of the walls and fences and the density of vegetation. Likewise, the height of the walls around the Old Rectory restricts views of the house and its grounds. The widest views of the Old Rectory are from its entrance at Rectory Street, and at the northern end of the Lane where the listed boundary wall is shorter.

The various sections of boundary walls, railings and fences add variety and interest to the route and are an important aspect of the historic character. The grade II designation of two stretches of walls along the route highlights the historic significance of these features and their importance to the character area. The ad-hoc repairs and changes in fabric along the walls reflects the historic development of the character area.

## Heritage Assets

Name	NHLE Ref	Grade	Appraisal ID
Wall of Garden of The Old Rectory	1223889	II	LB62
The Old Rectory	1267067	II	LB63
Boundary Wall on East Side of Rectory Lane	1267116	II	LB64

Figure 64 The Old Rectory and Riverside, tithe map

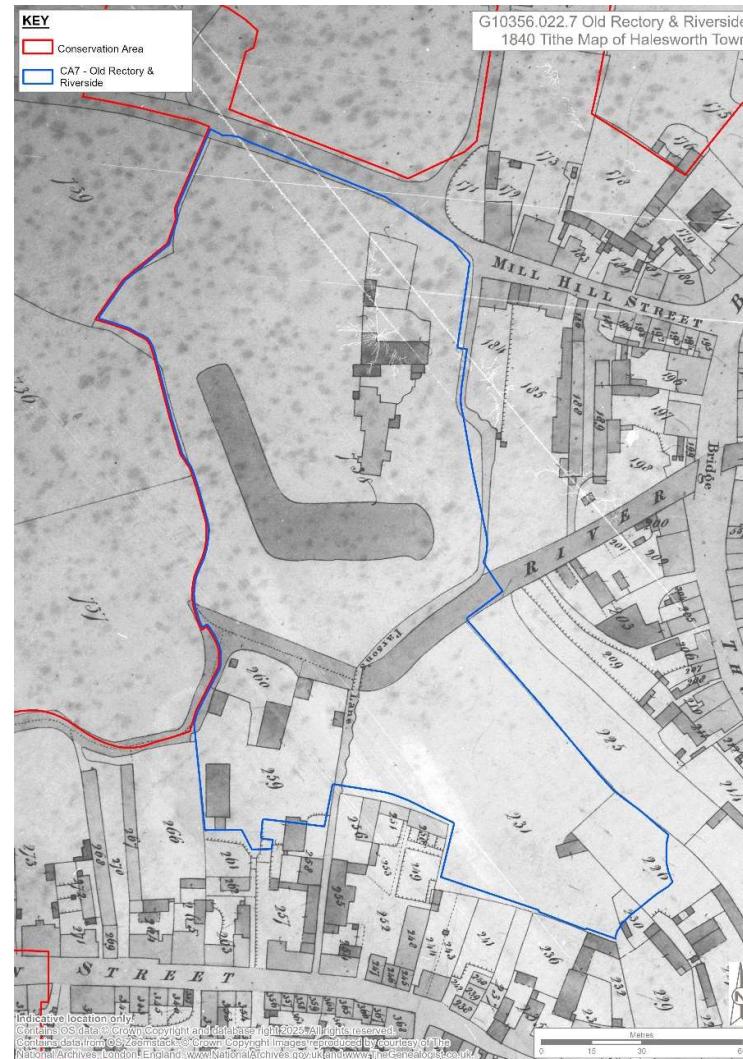


Figure 65 Old Rectory and Riverside, 1884 OS

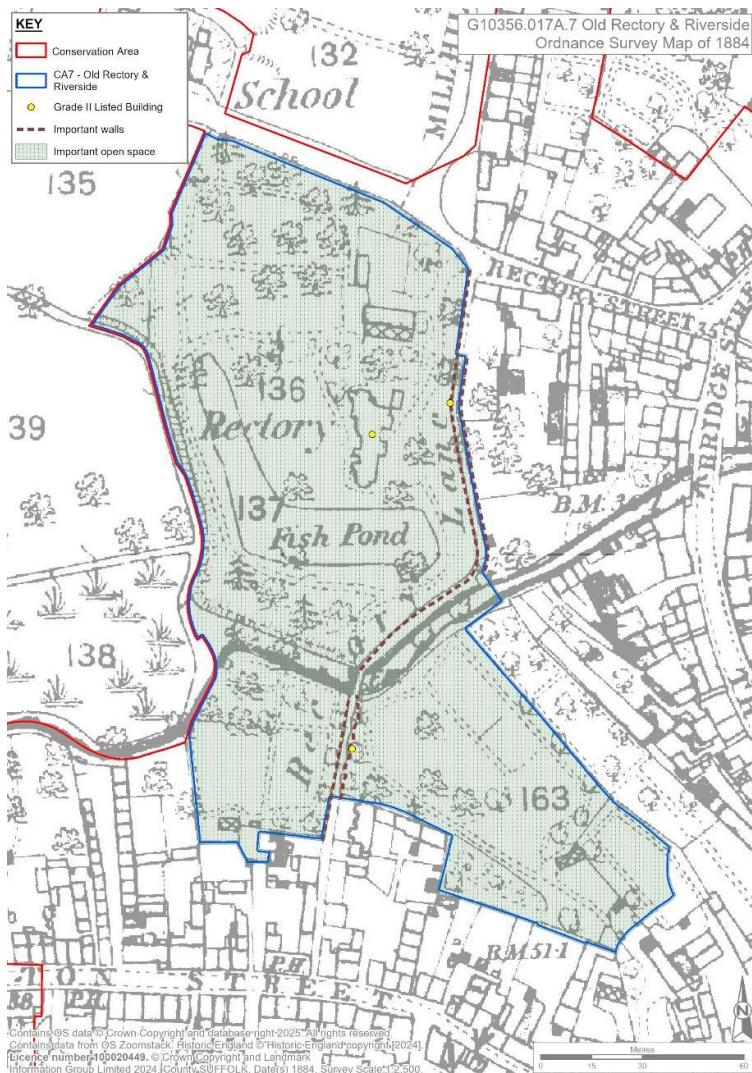


Figure 66 Old Rectory and Riverside, heritage assets

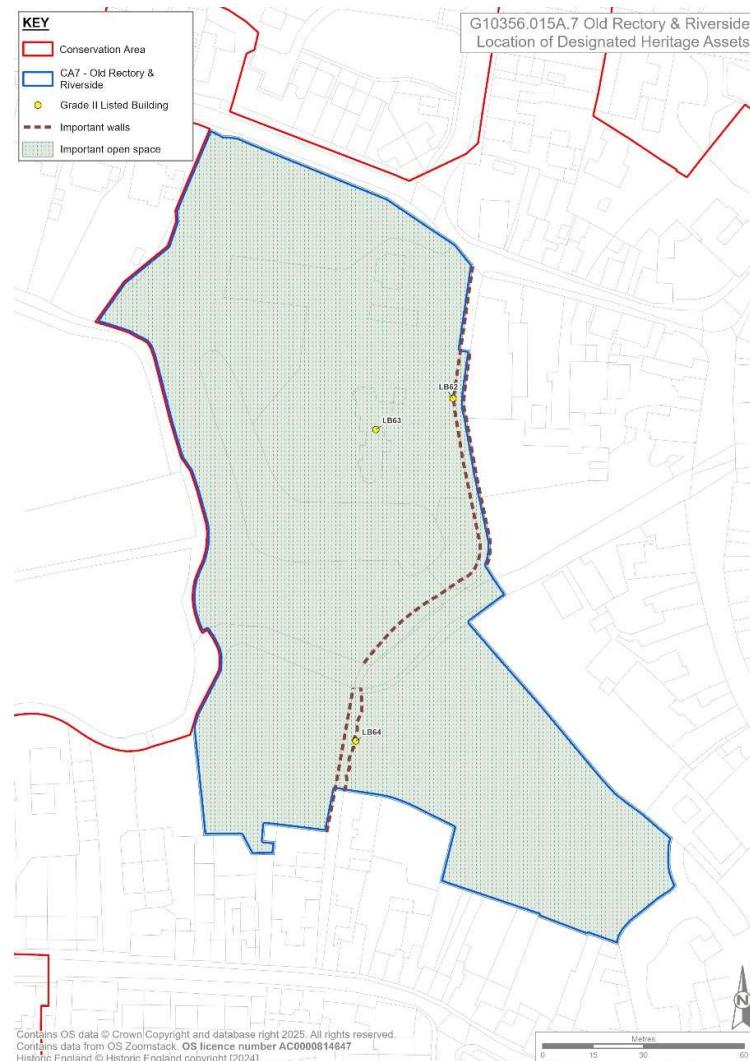


Figure 67 View V11, the approach to Chediston Street



Figure 68 Grade II listed 'crinkle crankle' wall



Figure 69 Glimpsed views of the Rectory grounds



Figure 70 View of the river from bridge crossing





## Character Area 8 – Rectory Street and Riverside

Fig 79 View V16, the characteristic built environment of Rectory Street showing the variety of frontage treatments

## Character Area 8 - Rectory Street and School Lane

### Summary

This character area encompasses an irregular area of 18th century to modern residential development along Rectory Street and to the rear of the Thoroughfare and extending westwards to take in the 19th century school. The character area also takes in part of Bridge Street up to the A144 roundabout.

Rectory Street extends westwards from the intersection of the Thoroughfare and Bridge Street then turns northward, with School Lane in turn extending west from the dogleg. The area was historically and remains peripheral to the main settlement area and to the west of the school the land use is agricultural fields worked from isolated farms.

The area was developed from the 17<sup>th</sup> and 18th century at the north-western periphery of the town and expanded from the medieval settlement into formerly agricultural land. The area is quiet and picturesque with a semi-rural character and includes several listed buildings of high historic and architectural significance. At the eastern end of the Character Area which includes part of Bridge Street the character is primarily commercial and forms a gateway into the Thoroughfare character area.

The earlier buildings follow the Suffolk vernacular tradition in their overall form and materials while the later, 19<sup>th</sup> century buildings utilise imported materials and are less locally or regionally distinct in their overall form and design.

There is an attractive and picturesque street scene at the eastern end of Rectory Street which includes closely spaced timber-framed

and brick cottages, each rendered and painted (**Error! Reference source not found.**). These are set within well-maintained gardens which enhances the 'cottage' character of the area and encourages pedestrian exploration. This sense of exploration and is enhanced by the link to Rectory Lane and the riverside walk to Chediston Street.

*Figure 71 The variety of frontage treatments along Rectory Street*



### Physical Character

The street pattern is principally an east to west route with a northward extension formed by Rectory Street. The buildings, primarily residential, front directly on the street with their gardens and property boundaries extending back from the roads.

At the far eastern end of the character area is a Grade II listed residential building, now a shop, No.19 Bridge Street. At its core this is a 17th century building which has been extended and re-fronted

in brick, resulting in the masking of its historic character. Immediately adjacent is the modern glass-fronted library, described in the neighbourhood plan as having landmark status with a 'sympathetic design that reflects the heritage of the town centre'. A small area of greenspace with seating is located immediately opposite the library.

Figure 72 Rectory Street, showing the variety of massing and frontage treatments



At Rectory Street the road width narrows considerably and the land use changes to quiet residential terraced cottages which is a sharp contrast to the bustling commercial character of the neighbouring Thoroughfare. On the south side of the street the Grade II listed Nos. 4-6 are early 18th century two-storied terraced houses, timber-framed but concealed with stucco, scored to resemble ashlar. Built in a single phase, the houses share decorative eaves with moulded ogee brackets. (Figure 71) The pantile-covered, steeply pitched roof is punctuated by two simple brick-built axial stacks. At ground level

the windows are 3-light width, originally sashes, and at first floor there are un-horned sash windows. Unfortunately, several of the historic windows have been replaced. The doorways are in a simple Classical style with pediments. The adjacent non-designated building, No.7 is of a later, 19th-century, construction, but is of a complementary scale and continues the existing roof line. The exposed brick walls are painted a dramatic red which contrasts with the more subtle pastel painted stucco of Nos. 4-6. Contrasting black paint is also applied to the soffit and gable bargeboard, and along the base of all the houses. The houses are set immediately against the pavement; Nos. 4-6 historically had very small rear gardens whilst No.7 has perpendicular extensions to the rear and a larger associated land parcel.

At the corner of Rectory Street, adjacent to the library, No.30 is also a two-storey house set immediately against the pavement (Figure 72). At least one building appears to include a cellar. The 18th century Grade II listed building may be timber-framed and has a scored stucco exterior which is in poor condition. Part of the building has ogee brackets at the eaves and the windows are un-horned multi-pane sashes. There is a narrow gap between this and the adjacent building. Further to the west, the Grade II listed Nos. 24-27 are a row of two-storey cottages aligned parallel with the road their frontages set against the pavement. The steep end gables and tall brick stacks help to enhance the vertical scale of the street scene and the various rear extensions, where visible draw attention to the garden spaces away from the immediate area of the street front. At the west end of the block the building alignment changes to parallel with the road which provides variety to the street scene. The houses are dated to the early 18th century and constructed of brick with exterior stucco with faint 'ashlar' scoring. Each house subdivision is individually painted in various pastel shades which helps to break up the otherwise broad and blank façade. The

windows are primarily variations of sash window including multi-paned horned and un-horned sashes. The doorways include moulded wooden surrounds and due to the lower street level are accessed by short flight of steps. Small simple dormer windows look out from attic level.

Returning to the south side of the street No.9 which is Grade II listed is built of gault brick, left exposed and unrendered. It has a simple and balanced design with central axial stack and symmetrically aligned un-horned sash windows. There are decorative moulded lintels over the windows but the eaves are plain. The building is surrounded by a well-maintained garden enclosed with decorative railings. The southward view afforded by the break in street scene allows the rear extensions and gardens of the nearby houses to be viewed and also provides a long-distance glimpse of the church tower. Immediately adjacent to No.30 there is a narrow access to Rectory Lane.

The narrow and enclosed character of Rectory Street opens up as the street turns north. At the junction of Rectory Street and School Lane is a semi-detached house (Nos. 1 & 2) which is set within an attractive cottage-style front garden. The surrounding area westward into School Lane has a semi-rural character, providing a sense of transition from town to country.

The east side of Rectory Lane on its north-south alignment has a mix of 18th and 19th century houses with modern extensions. The houses are set against the pavement and include blocks of paired houses and short terraces. Two of the houses have rendered and painted elevations which provides continuity with the eastern part of the street (Figure 76). The Grade II listed Nos.17 & 18 are late 18th or early 19th century and is an interesting design outlier in this area due to the use of shallow brick pilasters to pick out each bay (Figure 77). The doorways are deeply recessed with brick arches and

decorative 'keystones' and include decorative fanlights over the panelled doors. Due to these features the building has significantly greater individual interest than the surrounding buildings which are experienced in a group context. The land to the rear of houses is divided into narrow linear gardens, generally hidden from public view.

At the northern end of the street a narrow alley (Mill Hill public footpath) allows continued pedestrian access northwards out of the character area and connects to Wissett Road (Figure 79). In the context of the nearby Rectory Lane this is important for enabling pedestrian exploration of this part of the town.

Much of the development along School Lane is modern residential with the School itself being an outlier to the town. The mid-19th century school building is competently designed in the prevailing style of connected halls forming an H-plan. The building illustrates the 19<sup>th</sup> century development of public educational institutions and the associated pattern of school architecture (Figure 78).

## Historic Character

The character area is peripheral to the medieval settlement core and was developed for residential use from the 17th or 18th century during a period of settlement expansion. The area between Wissett Road and Rectory Street and which is defined around the west by Mill Hill footpath and at the east by Norwich Road (A144), potentially preserves the outline of a medieval Close (area of enclosed ground) which was later subdivided. By the late 19th century much of the present built form and property boundaries was established. The School was built in an isolated location outside of the main settlement and the immediate surrounding area was agricultural fields with the area to the north comprising of allotment gardens surrounding a windmill occupying a small hill (now

preserved in the name Mill Hill). The area was likely marshy due to the presence of streams and as indicated by the name of a nearby farm 'Fenn Farm' so its main agricultural use was likely for grazing.

The use of timber-framing as the primary construction technique is consistent for the period and the houses are compact with regular subdivisions indicating contemporary construction of a reasonably narrow period of time. In the later 18th and certainly by the 19th century brick construction replaced timber-framing however the overall massing and internal room arrangements remained broadly consistent resulting in a continuity of built form throughout the post-medieval period. The numerous small outbuildings to the rear of the houses were likely utilised for small cottage industries as was typical in Halesworth.

The area has a semi-rural character which remains consistent with the historic settlement pattern and the preservation of many historic buildings provides a sense of historic authenticity. Many of the buildings retain their original or historic doors and windows and there is a good range of historic detailing to the buildings which provides architectural and historic interest. The exterior stucco on the majority of the houses masks the timber-framed construction but is likely to be a continuation of the historic form of external treatment. Many of the earlier buildings have a high potential to retain internal historic fabric and features of historic and archaeological interest as well as evidence for historic alterations which may be masked by modern materials.

## Views and Visual Character

Due to the irregular road layout the character area is experienced as discrete but interconnected zones with a series of views opening at different areas. The modern library has a clear architectural

identity and its location at a highly visible road junction creates a landmark status.

From the intersection of Rectory Street and Bridge Street the character transitions from bustling commercial to quiet, semi-rural residential. Rectory Street narrows considerably and is enclosed by cottage-style houses and gardens giving the impression of a country lane. The pastel shaded frontages give individuality and definition to the houses and creates a very picturesque street scene. The good preservation of historic detailing such as original windows, eaves decoration, and pantile roofs contributes to the historic authenticity of the buildings. As a group these buildings are an important landmark feature within the Conservation Area are a significant contributor to local identity.

At the turning to School Lane the country lane character is enhanced by the naturalistic greenspace and trees around the northern side of the Rectory. The cottage-style garden surrounding nos. 1 and 2 also contributes to the greenspace character and the buildings themselves serve as a local landmark within the Character Area.

This character gives way to a more urban townscape character at the northern end of Rectory Street due to the 19th century and modern suburban development to the immediate west of the street.

Within the character area views are often restricted to the immediate street scene with occasional glimpses of rear gardens in the building gaps. There is very limited intervisibility with the surrounding character areas, though as noted, there is a single glimpsed view towards the church tower over the garden of No.30. The Rectory lies within the Old Rectory and Riverside Character area but is largely screened by trees and the enclosing garden walls but the narrow access of Rectory Lane provides a somewhat

dramatic view southwards and enhance the permeability of the area. Mill Hill also increases permeability and allows visitor exploration through this area.

## Heritage Assets

Name	NHLE Ref	Grade	Appraisal ID
15 and 16, Rectory Street	1223545	II	LB54
9, Rectory Street	1223859	II	LB55
17 and 18, Rectory Street	1223885	II	LB56
24-27, Rectory Street	1223887	II	LB57
30, Rectory Street	1223888	II	LB58
Belrail House	1267066	II	LB59
4-6, Rectory Street	1267290	II	LB60
19, Bridge Street	1352694	II	LB61
13-14 Rectory Street	NA	Unlisted	ULB60
School House, Mulberry School and School Bungalows, School Lane	NA	Unlisted	ULB61
21-22 Rectory Street	NA	Unlisted	ULB62
Halesworth Library, Bridge Street	NA	Unlisted	ULB63
19-20 Rectory Street	NA	Unlisted	ULB64
28-29 Rectory Street	NA	Unlisted	ULB65

Figure 73 Rectory Street and School Lane, 1840 tithe map

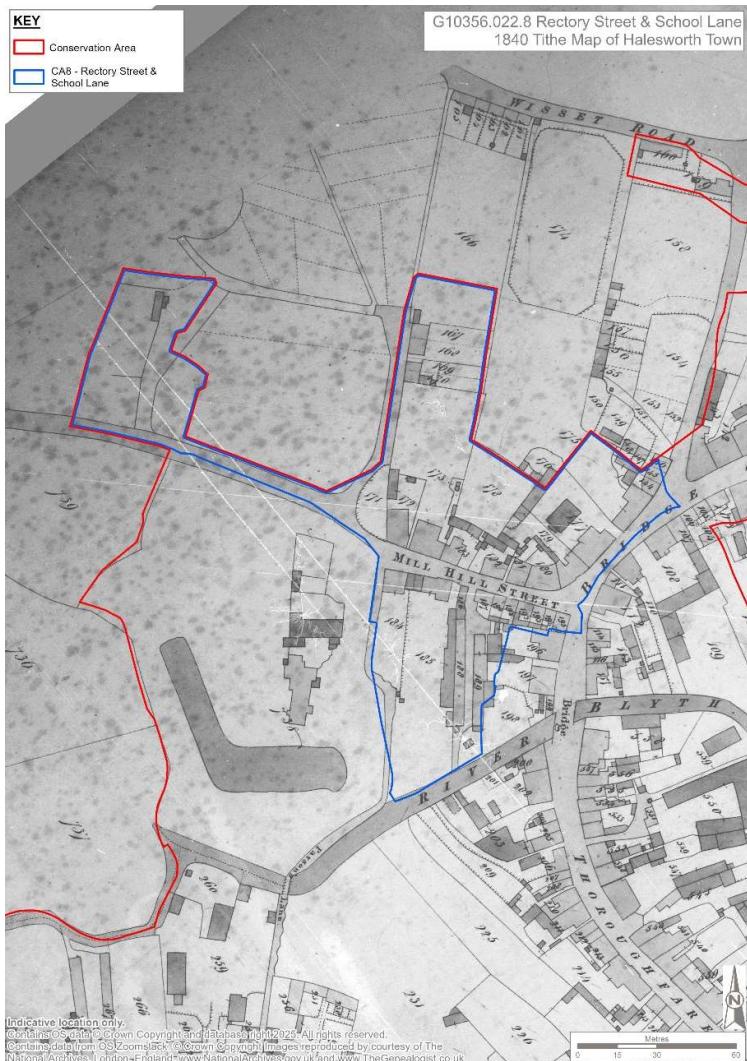


Figure 74 Rectory Street and School Lane, 1884 OS

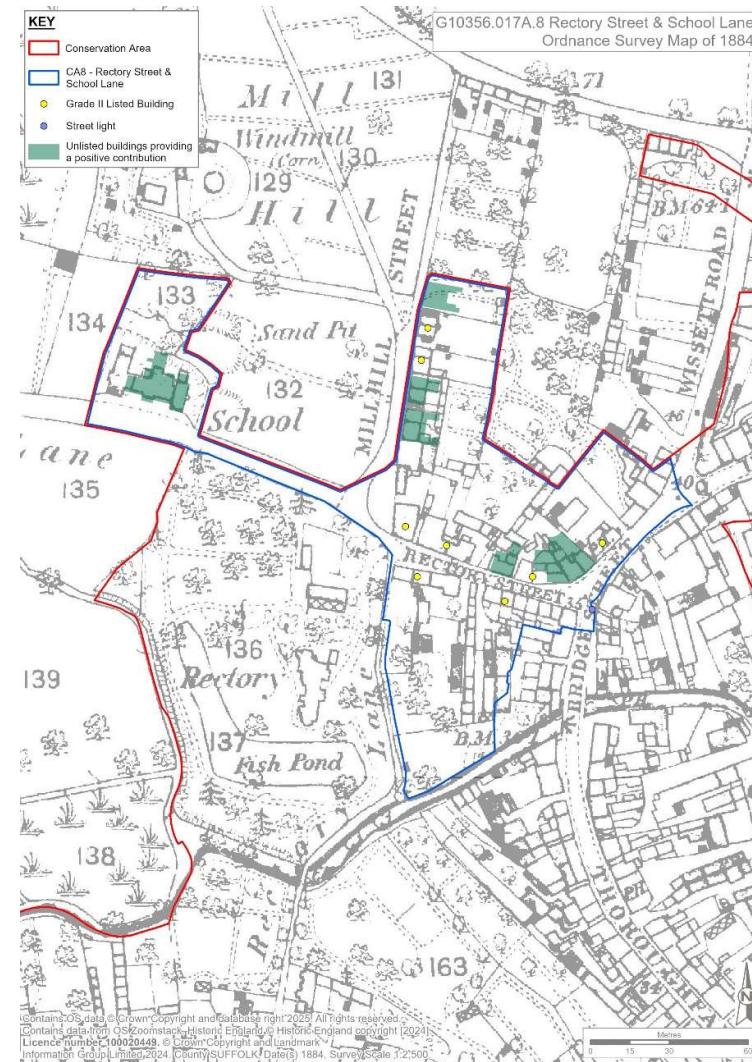


Figure 75 Rectory Street and School Lane, heritage assets

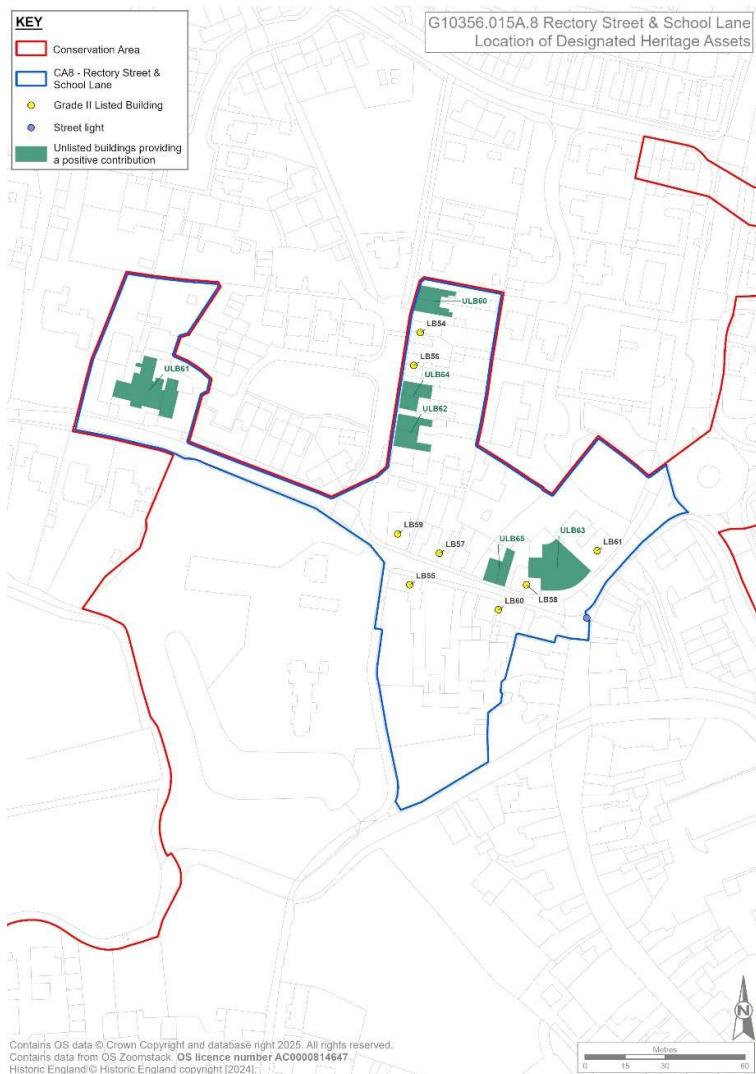


Figure 76 The western end of Rectory Street



Figure 77 Variety of the built form (nos. 17-18)



Figure 78 The 19<sup>th</sup> century School



Figure 79 Mill Hill Lane, looking north





## Character Area 9 – Thoroughfare

Fig 89 View V13, typical daytime view of Thoroughfare, showing the characteristic built environment form and scale

## Character Area 9 – Thoroughfare

### Summary

Halesworth was historically an important market town, and, alongside the Market Place, The Thoroughfare was a focus for historic commercial activity. The Character Area encompasses an important part of the medieval core of Halesworth and was the principal northern approach into the settlement centre as denoted by the church and market place. the Thoroughfare Character Area still serves as an important commercial retail space and is a bustling pedestrianised area attracting a range of independent and specialist retailers.

The Thoroughfare is a long and sinuous linear space, winding through the town centre, forming subsidiary spaces where it changes direction. At the northern end it crosses the river and links to Rectory Street and Bridge Street. At the southern end there is a distinct westward turn which links the Thoroughfare to Chediston Street and Market Place. The Thoroughfare continues a short distance around the eastern side of the churchyard and merges into London Road.

The area was developed from the medieval and early post-medieval periods and broadly retains the spatial layout and boundaries of those periods. The built environment ranges from the late medieval period and 16th to 19th centuries and the importance of the buildings is reflected in the large number of listed buildings.

The relatively narrow width of the street, which reflects its origins for horse drawn vehicles, and the close spacing of the buildings provides a sense of enclosure which reinforces the distinct character and sense of historic authenticity. The primary circulation is along the street, but the area is also permeable with several

alleyways leading to spaces behind the buildings including modern car parking.

The buildings present a variety of building styles and materials and elevation treatments which provides evidence for the historic development of the area as well as changes in architectural styles between the late medieval and modern periods. There is a wide array of historic and architectural details including window types and decoration around window and door openings, decorative embellishments around the eaves, and various forms of traditional shop fronts. There are also traditional street furniture including streetlamps and lanterns. This all contributes to create an interesting and varied street scene.

Figure 80 View V8, looking towards Chediston Street from Thoroughfare



The eastern part of the character area encompasses an area formerly occupied by yards, businesses and workshops to the rear of the buildings fronting the main street, as well as part of a large parkland or garden. The area is currently utilised as public car parking with some modern extensions and outbuildings.

Figure 81 View towards Thoroughfare



## Physical Character

From the west pedestrian movement is naturally funnelled into the Thoroughfare from Chediston Street, Market Place and London Road. Along this approach the road is lined with high quality buildings from the Georgian and Victorian periods each with a distinct principal elevation.

At the intersection of the Thoroughfare and Chediston Road there is a small triangular island with a traditional cast iron lamppost (Figure 80). From here there is a highly varied and picturesque panoramic

view which encompasses the medieval church and adjacent memorial garden, the Grade II 1 Market Place with its exposed timber-framing and traditional shop front and with glimpsed views into the Market Place. Looking southwards there is a glimpsed view of the Grade II\* listed Gothic House. Progressing eastwards into The Thoroughfare the road becomes pedestrianised and narrows to an equine-based street width and the street scene becomes more enclosed by the tall Classically proportioned elevations.

At the southern end of the character area are several large buildings which form a gateway into the Thoroughfare. These include The Kings Arms, an early 18<sup>th</sup> century former public house which is now occupied by a bookshop at ground level, no.36 Thoroughfare which dates to the late 19<sup>th</sup> century and features an attractive gault brick frontage with high quality stone window and door surrounds and parapet moulding, and no's. 34 and 35 Thoroughfare which date from the early 18<sup>th</sup> century and have a common Classically proportioned red brick façade. Other buildings of interest are no. 43-44 a non-designated building and formerly a bank, and no.45 which is also a non-designated building and originated as a bank. No.45 has a small-scale frontage but with surprisingly high-level of ornamentation in the form of large corbels and rosettes at the parapet and large ornamental kneelers and corbels at the gable ends. The central doorway includes a tiled 'BANK' sign and is flanked by large full height windows (Figure 88).

Directly opposite is the Grade II listed 'The Angel Hotel' an important public house and former brewery which dates from the 17<sup>th</sup> century and was originally timber-framed though the current external form derives from later post-medieval modifications (Figure 81). Nonetheless the building is a highly significant local landmark and particularly important within this character area. The retention of the rear yard and outbuildings helps illustrate its historic property

bounds and archaeological investigations within this area have provided important evidence for the development of the town from the medieval period.

Close to the Angel Hotel are a group of 18<sup>th</sup> and 19<sup>th</sup> century buildings including the grade II listed no.46, the non-designated no.18 which was originally a residential building and has a somewhat Italianate style, and the non-designated no.47 which was designed with a distinctive curved plan that follows the curve of the road.

Many of these buildings were architect-designed by professional or semi-professional architects rather than built by traditional craftsmen. This is evident in buildings such as no.45 'The Bank', no. 18 (Cross Ram & Co.), no. 47, and no. 44. This reflects a change in the approach to construction in which there was an emergence of the professional architect using imported materials produced at a mass scale and with rapidly changing architectural fashions. This change was especially prevalent for civic and public buildings.

Beyond The Angel Hotel the road turns sharp northwards and there is a change in built environment character: Many of the buildings along the Thoroughfare and particularly along the southern half of the main length of the road, have late medieval or early post-medieval origins though sometimes this heritage is obscured by external treatment and later alterations. These buildings are typically two-and-a-half storied with attics, occupying single-pile plans arranged in short terraces parallel to the street and occasionally interrupted by short alleys and passages to the east and west. Interspersed with the earlier buildings are 18<sup>th</sup> and 19<sup>th</sup> century buildings which are identifiable by their greater height (often three-storied), the use of exposed red brick frontages, and shallower roof pitches (and occasional hipped roofs) which are sometimes deliberately hidden from view using parapets. This latter feature is

common in the later post-medieval period where there was a deliberate attempt in building design to hide roofs from ground level and emulate classical proportions and is in contrast to the highly visible and steeply pitched roofs of the earlier buildings.

The buildings pre-dating the 18<sup>th</sup> century are frequently timber-framed with brick infill and the frontages are covered with stucco and render. This form of construction and the materials utilised is characteristic of the period of construction and typical for the region.

Several of the earlier buildings may have had their historic frontages rebuilt or re-faced in brick (for example 56-58 Thoroughfare). Several of the stucco-faced buildings include remnant scoring intended to resemble ashlar; this feature was a cheap decorative embellishment deliberately emulating a more expensive frontage treatment and is a feature which is vulnerable to loss through the build-up of later paint applications. A good example of this is the grade II listed no.14-14a which, in addition to the applied 'coursing' includes mock keystones over the windows which emulate a more expensive material and fashionable ornamentation.

Many of the earlier buildings include small gable dormer windows to the attic rooms and there is a variety of eaves treatments in the form of dentils, rosettes and decorative brackets which provide visual and architectural interest (Figure 90). The roofs are steeply pitched and surfaced with pantiles and punctuated with simple brick-built axial chimneys with little or no embellishment.

An example of how an early building can be masked by later alterations to the extent that its early origins are almost completely hidden is the grade II listed no.4 Thoroughfare. This is a small single-storey building dating to the 16<sup>th</sup> century which due to later changes to its frontage provides no indication of this origin and as such the building in its current condition does not contribute to the

appreciation and understanding of the historic character and origin of the street scene.

In contrast, the adjacent grade II listed buildings, nos. 5 and 6, provide a significant contribution to the historic character of the street and the ability for the public to appreciate that significance. These are broadly contemporary with no.4 and date to the 16<sup>th</sup> century. No.5 includes exposed timber-framing and brick nogging at first floor level and no.6 includes an elaborately carved bressummer beam with lions flanking the shield of the De Argentein family (Figure 89). At ground level there are plain late 19<sup>th</sup> century shop fronts. The first-floor level windows to no.5 are late 19<sup>th</sup> century two-light horned sashes whilst no.6 has a single multi-paned casement window.

The Georgian and Victorian buildings are less regionally distinct in terms of their materials and form, but they contribute to the multi-layered character of the street scene and provide variety to the massing and scale.

The White Hart is an 18<sup>th</sup> century brick-built building and has a broad and symmetrically arranged red brick frontage with a central entrance featuring a decorative 19<sup>th</sup> century surround. The five bays of window openings are vertically aligned and include two blind openings at first floor level. The windows are of a consistent design and date which enhances the appearance of the building. At the eaves are simple moulded brackets and the steep roof is surfaced with grey pantiles. The two broad axial chimneys are unpretentious with simply brick banding. The building though simply designed is overall well-proportioned and a positive contributor to the character and heritage significance of the Thoroughfare Character Area.

52-54 Thoroughfare are two and three-storey brick-built 18<sup>th</sup> or 19<sup>th</sup> century buildings with retail space at ground level. No.52 includes

high-quality 19<sup>th</sup> century decorative surrounds to the central door and flanking paired windows. No.53 has a simple but well-built 19<sup>th</sup> century shop front with decorative consoles to the cornice. The brickwork is in Flemish bond and no.53 includes several large tie plates at first floor level. The sash windows are recessed in the window opening and sash boxes set into the wall, indicating a likely early to mid-19<sup>th</sup> century origin since they lack sash horns. The windows include rubbed brick flat arches and there is a three-centered-arch opening of rubbed bricks to a ground floor doorway. No. 52 includes a roof parapet which serves to hide the roof from ground level and gives the impression of a taller building. No.53 does not include parapets but has a deep eaves overhang and shallow roof pitch which effectively screen the roof from the street.

No.8 Thoroughfare is grade II listed and dates to the 18<sup>th</sup> century. It is brick built in Flemish bond and includes shallow projecting pilasters between the bays. It includes a 19<sup>th</sup> century shop front with Corinthian-style columns and curved glazing bars. An adjacent three-centered arch passageway opening is a good example of rubbed bricks. Similarly to nos. 52 and 53 the un-horned sash windows are recessed within the openings and likely date to the early to mid 19<sup>th</sup> century. They also include flat arches of rubbed brick. The eaves have a deep overhang which hides the roof from street level.

Nos. 2 and 3 Thorough are both 18<sup>th</sup> century buildings. The narrow plan form of these structures suggest that they originated as an infill between adjacent buildings. No.3 is of two bays of red brick in Flemish bond with shallow pilasters between the bays. It includes a full width early 19<sup>th</sup> century shop front with 'Classical' detailing. The sash windows are likely early to mid-19<sup>th</sup> century and include flat arches of rubbed brick. The deep overhang of the eaves helps to hide the roof from street level. No.2 is also of brick but the frontage

is rendered. It has a narrow plan of a single bay and includes a 19<sup>th</sup> century shop front and sash windows at first floor level. The use of pilasters and deep cornices, as well as a parapet at second floor level provide the illusion of height.

The Thoroughfare was historically a centre for retail and commerce and the majority of the buildings were constructed with or later adapted to include shops at ground level. The street retains many examples of traditional shop fronts dating from the 18<sup>th</sup> and 19<sup>th</sup> centuries (as well as modern replacements) with large windows and recessed lobby doorways. Several shops include modern retractable awnings; these are generally in-keeping with the retail character of the street and are not overly intrusive within the street scene. Examples of traditional shop fronts include the grade II listed no.58 Thoroughfare which has an 18<sup>th</sup> or 19<sup>th</sup> century bow-window shop front, no.3 Thoroughfare which has an early 19<sup>th</sup> century shop front, and the non-designated no.13 Bridge Street which has an early 20<sup>th</sup> century green glazed brick shop front.

At the north end of Bridge Street the grade II listed no.16 is an 18<sup>th</sup> century building which is recorded as being timber-framed and has a stucco rendered frontage with scored 'ashlar'. At ground level there is a high-quality mid-19<sup>th</sup> century shop front which includes a bow window and features large decorative consoles supporting the cornice. At first level is a 'Chinese' window of which no other examples were noted in the Conservation Area. The steeply-pitched roof is surfaced with terracotta pantiles and includes two large chimneys at each end gable. The roof also includes the use of 'sprockets' or roof kicks suggesting a potential 19<sup>th</sup> century alteration to the frontage and roof. No.s 12 and 13 Thorough also appear to incorporate sprockets in their roof. Other buildings along the street may also include this feature though it is not always clear.

The River Blyth provides a natural break in the street and introduces natural green space into the Character Area. The current bridge is of relatively a modern construction with little architectural interest. The bridge includes decorative railings and there are two traditional lamp posts, one placed centrally on the western edge of the bridge and the other perched on top of the eastern brick parapet. The channel has been subject to artificial coursing during the 18<sup>th</sup> or 19<sup>th</sup> century with flat concrete splay forming the sides of the river. The brick revetments to the east are in a state of disrepair which erodes the visual quality of the area. North from the bridge the Thoroughfare is continued for a short distance as Bridge Street. The northward view from the bridge is dominated by the glazed elevation of the modern County Library building.

Behind the publicly visible street frontage there are an irregular arrangement of extensions, small yards and private residences which do not generally form part of the public experience of the Character Area, except while approaching from the public car parks to the east. The extensions and outbuildings vary in their date of origin and overall form and materials; many have clear 18<sup>th</sup> or 19<sup>th</sup> century origins and as such have architectural and historical significance and likely form curtilage to listed buildings. They contribute to the understanding of the historic development and use of the Character Area.

Figure 82 Northward view in Thoroughfare



Figure 83 Typical view within Thoroughfare



## Historic Character

As can be inferred from the name 'Thoroughfare' this was an important route within the historic settlement core. The street pattern and general arrangement of buildings and their plots in relation to the street is broadly consistent with the 16th century arrangement and is an important contributor to the area's historic character and significance. As a crossing point over the River Blyth the area of the bridge would have been the focus of activity and commercial traffic since the earliest period in the town's history

The area's historic significance and the importance of the built environment is attested by the large number of listed buildings, which have a distinct bias towards the eastern side of the street.

Many of the buildings along the Thoroughfare have late medieval or early post-medieval origins, sometimes this heritage is obscured by external treatment and later alterations. Contrasting examples include no.6 whose 16<sup>th</sup> century origin is readily apparent because of the carved beam over the jettied shop front, whilst the 16<sup>th</sup> century origins of the nearby no.4 is almost completely obscured by later alterations to the frontage.

In addition to the heritage significance of the individual buildings, the common plan form, and frontage design and decorative treatments of the earlier buildings greatly enhances their group value and is a significant contributor to the historic character and heritage significance of this area. Within this grouping, individual notable buildings or features of historic interest have important landmark status and provide points of interest and unique local identify.

The 18<sup>th</sup> and 19<sup>th</sup> century buildings demonstrate a change in the approach to building form and the introduction of imported materials in contrast to the vernacular form of timber-framing using locally

derived materials. These buildings occupy larger footprints and have greater height which is emphasised in their design. The influence of national trends is evident in the Classical influence of the fenestration and the evolution of their window types. This is not a locally distinct change but is important in understanding the development of Halesworth in the regional and national context.

At the southern end of the Character Area buildings such as no.45 'The Bank', no. 18, no. 47, and no. 44 demonstrate an increasing influence of professional architectural design reflecting national fashions and trends rather than traditional regional forms and materials. These buildings help to provide a sense of place and unique identity within the Character Area, since, in the addition to their individual architectural and designed identity, they are associated with local individuals and businesses.

Throughout the Character Area there is a good range of traditional shop fronts ranging in date from the 18<sup>th</sup>, 19<sup>th</sup> and 20<sup>th</sup> century and these have group value with each other and are a significant contributor to the area's character, architectural and historic interest and heritage significance. There are a small number of insensitive modern shop frontages and signs which are overly visually intrusive and detract from the sense of distinctiveness and historic character of the street. Within some of the shops the timber framing (joists and beams) can be seen, though in many instances these historic features are hidden by modern suspended ceilings.

Halesworth was historically an important regional market town and the Thoroughfare, alongside the Market Place, was a focus of that commercial activity since the earliest periods in the town's history and has continued to serve that function to the present day. As such, the commercial and retail use of the ground floor spaces of the buildings is of great importance to the area's historic character and identity. The retention and enhancement of historic shop fronts

is an important element in maintaining and enhancing this significance and identity. Any loss or incongruous replacement of historic shop fronts will erode the heritage significance of buildings individually and will have a cumulative impact on the Character Area and the Conservation Area as a whole.

Within the Character Area there is an interesting variety of historical window types including dormers, bow windows, canted bays, oriel, wooden casements, and sash windows. Some of the sash windows are likely to date to the 18th century and can be identified as being flush to the wall face and with exposed sash boxes. Others are of a range of dates throughout the 19th century and modern period and can be identified by their deeper recesses, larger panes and use of sash horns. An example of 18<sup>th</sup> century sash windows can be seen at No.58 Thoroughfare; these are broadly flush with the wall and have the sash boxes set within the window opening rather than recessed into the wall such as can be seen on the neighbouring no.57 which has late 19<sup>th</sup> century horned sashes.

It is possible that several of the brick-faced buildings which give the outward appearance of an 18<sup>th</sup> or 19<sup>th</sup> century date may have earlier origins. There is a high potential therefore for many of the buildings to include fabric from earlier periods, potentially dating back to the late medieval or early post-medieval periods. Such fabric is likely to be masked by later extensions and applied materials. Where present, any such remains would have high evidential and historic value.

There is a high potential for below-ground archaeological remains to be present in the spaces between and to the rear of the buildings, as well as around the river crossing. Such remains could include wall foundations and surfaces, levelling deposits, refuse pits, and features relating to historic commercial and industrial

activity, and would provide important evidence for the town's historic development.

The car parks to the east of the Thoroughfare have no heritage significance but are important as public spaces since they facilitate access to the town centre and are an important element of the retail experience and commercial life of the area. The positive management of these spaces is therefore important for the economic growth of Halesworth as well as to enhance the significance of the Character Area.

Within the car park, to the rear of nos. 12-14 Thoroughfare, are a small group of derelict outbuildings or former workshops, likely dating from the 19<sup>th</sup> century (Figure 94). These buildings have historic interest and are a limited remnant of the formerly extensive workshops that were once present in this area.

## Views and Visual Character

The Thoroughfare is primarily a pedestrianised retail area with a range of independent and specialist retailers which helps provide variety and sense of local distinctiveness to the street which is often lacking where streets are dominated by large homogenous retail chains.

Many of the buildings can be considered as landmark buildings due to the individuality of their design, as well as the great variety of historic and architectural features and detailing. Alongside the landmark buildings the wider built environment has a strong sense of group identity which is an important element of the area's sense of place.

The street scape is largely devoid of greenery and planting is limited to planting boxes. There are occasional views of trees through gaps in the buildings. At the bridge there are views out

along with the river which is densely lined with trees and vegetation. The bridge or crossing has little historic or architectural interest and therefore provides a very limited contribution to the historic character of the Thoroughfare Character Area. The artificial river channel has historic value as part of the 18<sup>th</sup> and 19<sup>th</sup> century industrial development but has limited aesthetic value and in some respects detracts from the natural setting. This is exacerbated by the poor condition of adjacent revetment walls.

At the junction of Chediston Street and the Thoroughfare there is an enclosed gateway formed by larger buildings, following which the road turns sharply and facilitates a northward view along Thoroughfare. Due to the curve of the road, there are multiple vistas within the Character Area each of which could be considered as being characterised by individual or groups of buildings and points of interest and this is an important aspect of the visitor experience.

To the rear of the buildings forming the main street scene there are a small number of domestic buildings on the west side of the character area which are accessed via small alleys. This provides a degree of permeability to the area and helps to break up the linear aspect of the Thoroughfare.

The street is not overly cluttered with furniture and there are a range of traditional-style lamp posts, lanterns attached to buildings, attached signs, and at least one clock. A single example of a traditional cast-iron postbox was noted within the Character Area. These features help to enhance the historic character and authenticity of the area.

There is an instance of the remains of a historic painted sign which is on the end gable of No.59 (Figure 91) and another is present within the alleyway adjacent to No.6 (Figure 92). Other historic signs may potentially survive below later paint or render schemes.

In addition to their aesthetic appeal and contribution to the interest and variety of the street scene these 'ghost signs' provide tangible evidence for previous business and historic use of the area.

The Thoroughfare is surfaced throughout with modern brick pavers forming a consistent scheme through much of the Character Area. This includes a central drive surfaced in herringbone pattern and flanked by shallow drainage gullies. Small areas of variation appear to preserve an earlier, though likely also modern, scheme of pavers. Occasional areas of stone flags are present at eastward access points. Manhole access points have a matching treatment to the overall scheme which reduces their visual impact. The surface scheme, whilst not overly incongruous in the historic street scene, has no inherent heritage significance and does not contribute to the historic character of the area.

## Heritage Assets

<b>Name</b>	<b>NHLE Ref</b>	<b>Grade</b>	<b>Appraisal ID</b>
59, Thoroughfare	1224541	II	LB100
12 and 13, Thoroughfare	1266851	II	LB101
2, Thoroughfare	1266926	II	LB102
1, Thoroughfare	1267071	II	LB103
White Hart Hotel	1267073	II	LB104
The Angel Hotel	1267074	II	LB105
5, Bridge Street	1352693	II	LB106
1-3, Bridge Street	1031846	II	LB85
16, Bridge Street	1031847	II	LB86
3, Thoroughfare	1223894	II	LB87
5 and 6, Thoroughfare	1223895	II	LB88
8, Thoroughfare	1223896	II	LB89
14 and 14A, Thoroughfare	1223897	II	LB90
Walls of Garden of 36, Thoroughfare	1223898	II	LB91
4, Thoroughfare	1224256	II	LB92

<b>Name</b>	<b>NHLE Ref</b>	<b>Grade</b>	<b>Appraisal ID</b>
9, Thoroughfare	1224312	II	LB93
15 and 16, Thoroughfare	1224419	II	LB94
34 and 35, Thoroughfare	1224497	II	LB95
King's Arms	1224537	II	LB96
46, Thoroughfare	1224538	II	LB97
49 and 49A, Thoroughfare	1224539	II	LB98
56-58, Thoroughfare	1224540	II	LB99
55, Thoroughfare	NA	Unlisted	ULB87
43 – 44, Thoroughfare	NA	Unlisted	ULB88
8 and 9 Bridge Street	NA	Unlisted	ULB89
47, Thoroughfare	NA	Unlisted	ULB90
7 Bridge Street	NA	Unlisted	ULB91
52-54, Thoroughfare	NA	Unlisted	ULB92
12 Bridge Street	NA	Unlisted	ULB93
11 Bridge Street	NA	Unlisted	ULB94
20, Thoroughfare	NA	Unlisted	ULB95
13 Bridge Street	NA	Unlisted	ULB96
6 Bridge Street	NA	Unlisted	ULB97
45, Thoroughfare 'The Bank'	NA	Unlisted	ULB98
18, Thoroughfare	NA	Unlisted	ULB99

Figure 84 The Thoroughfare, 1840 tithe map

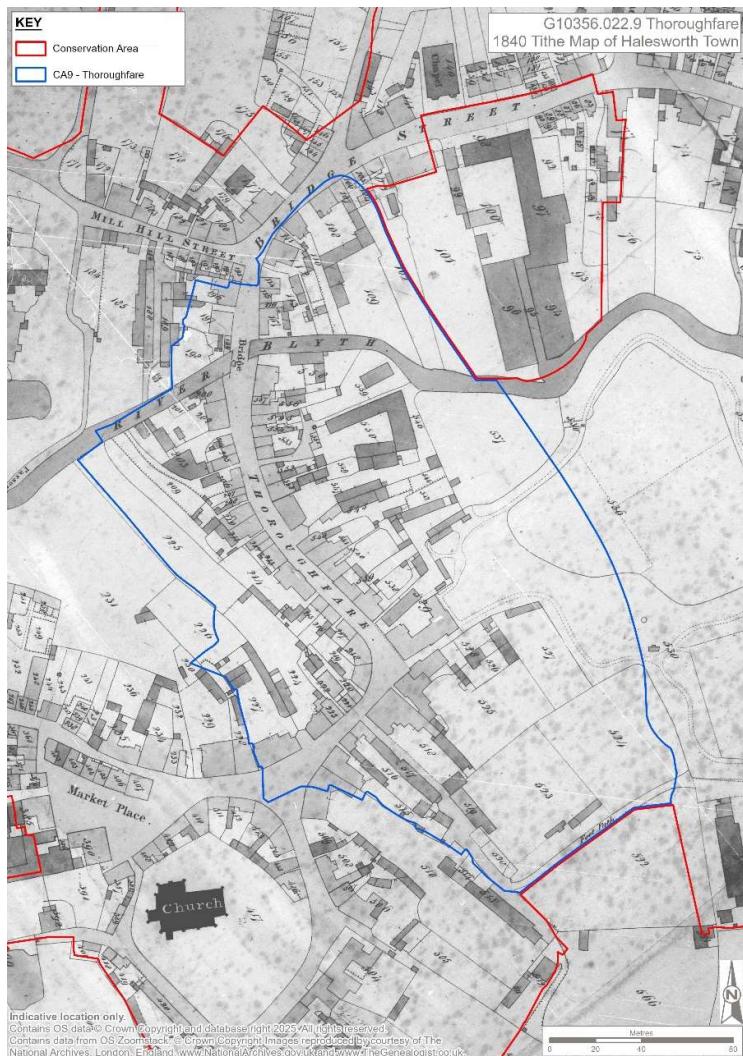


Figure 85 The Thoroughfare, 1884 OS

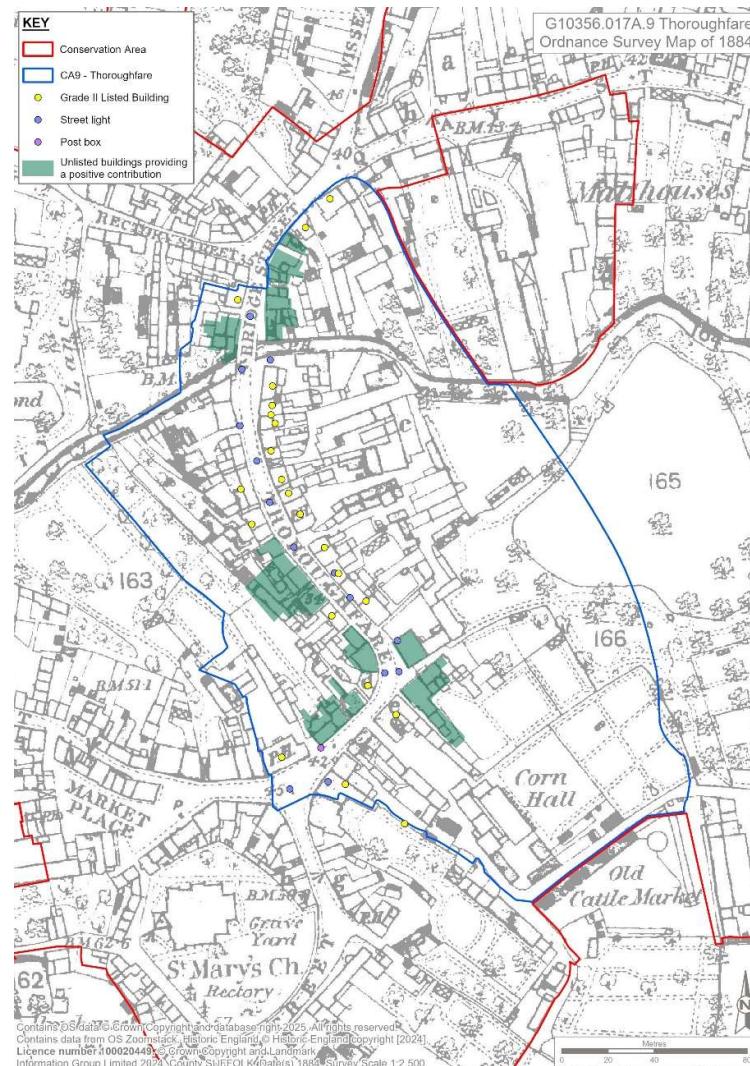


Figure 86 The Thoroughfare, heritage assets

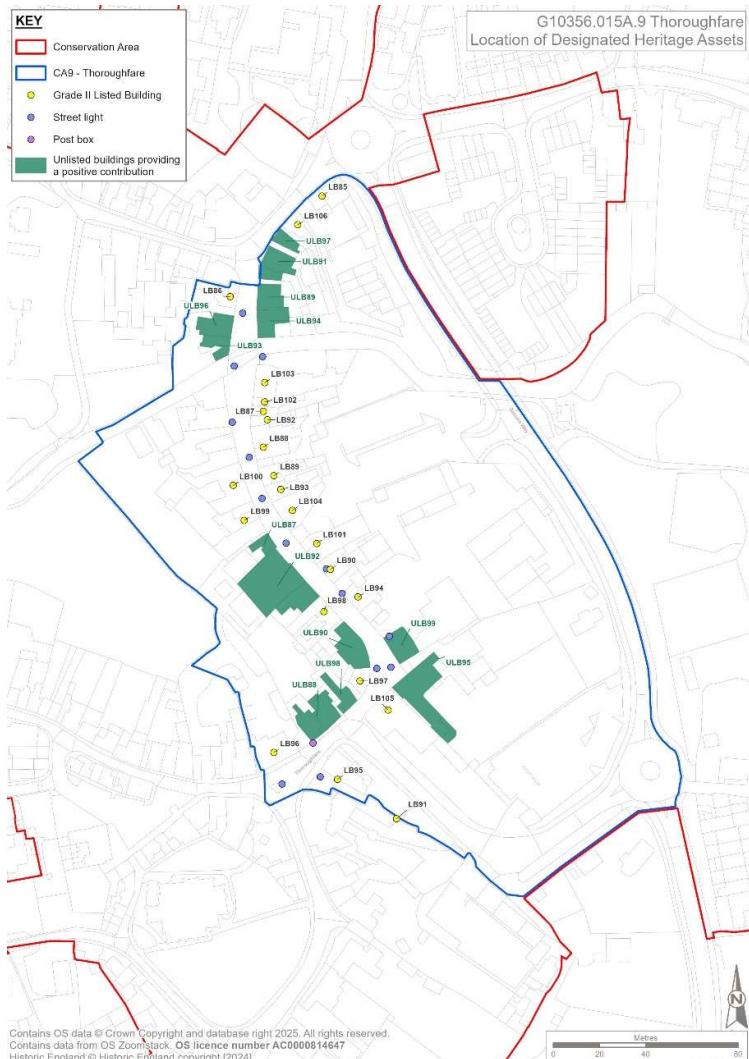


Figure 87 Northern approach into the Thoroughfare and Bridge Street



Figure 88 Architectural detailing, no.45 'The Bank'



Figure 89 Visible historic fabric and timber-framing (no.6)



Figure 90 Example of architectural detailing at eaves level



Figure 91 Remnant painted advertisement (no.59 The Thoroughfare)



Figure 92 Remnant paintwork in passageway adjacent to no.6



Figure 93 Second World War Memorial located at access point

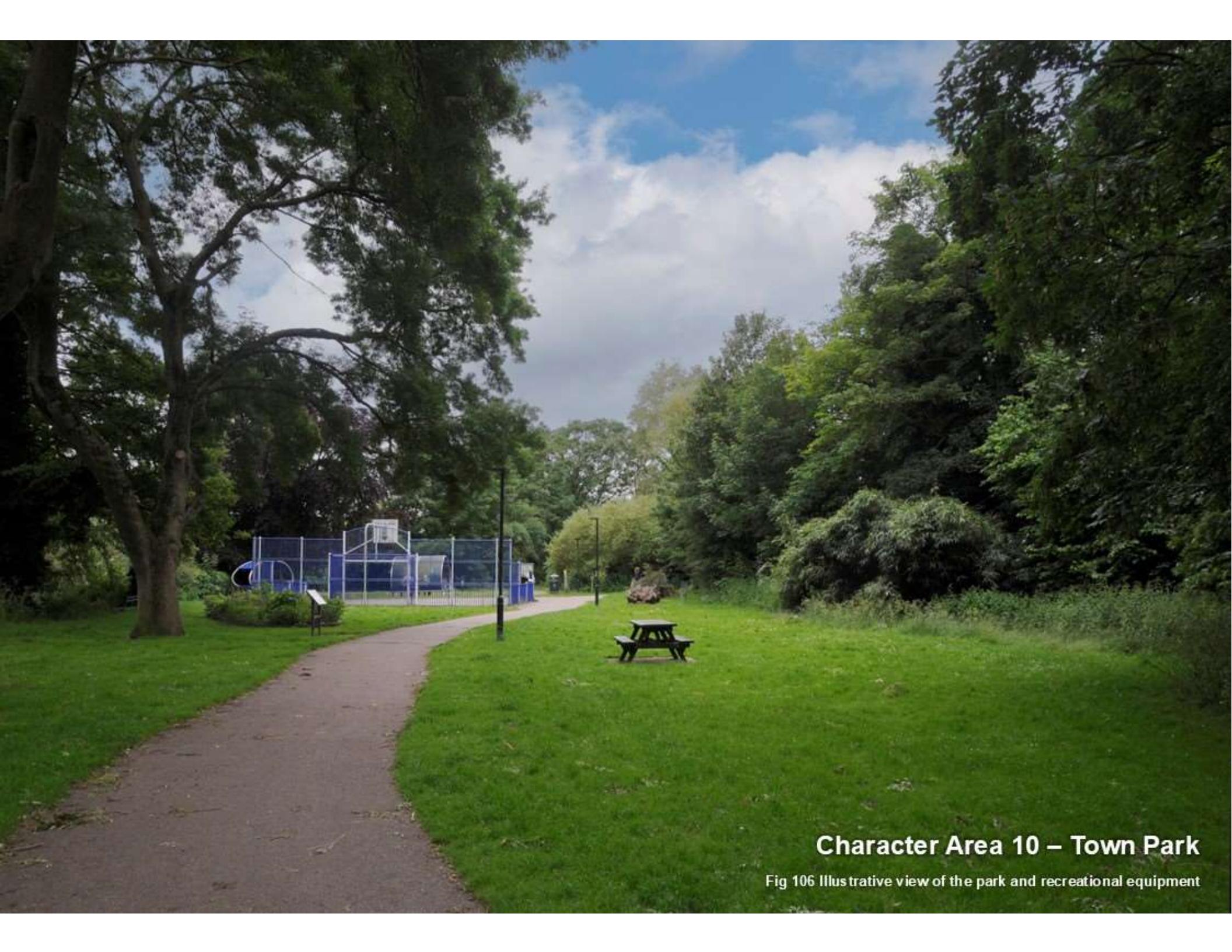


Figure 94 Vacant buildings around the public car park



Figure 95 View westward across the public car park





## Character Area 10 – Town Park

Fig 106 Illustrative view of the park and recreational equipment

## Character Area 10 - Town Park

### Summary

The Town Park character area encompasses an area of c3.3 hectares which includes Town Park, the remaining buildings of the early 19th century George Maltings, and elements of the Georgian quay and navigational cut. The Park serves as a gateway between the town and the Millennium Green, a public greenspace comprising an area of 22 hectares of mixed woodland and grazing marsh within the River Blyth floodplain.

Town Park character area encompasses the area between the New Cut and Saxon Way and is bound at the north by the River Blyth and modern residential development at Blyth Mews, and along the west by Saxon Way. The eastern limit of the park is formed by New Reach, part of the 18th century Blyth Navigation. To the south the park connects to the wider area of Millennium Green.

The character area is almost entirely public realm green space with an informal semi-woodland character with woodland walks, recreation spaces and playground, with a small area of residential housing in the south-west corner.

Part of the park encompasses an area of 19<sup>th</sup> century industrial development. The remaining elements of the Blyth Navigation provide visible reminder of the area's heritage and create areas of interest in the park.

The historic built environment is represented by the former George Maltings and Mayfield both located at the southern end of the of Character Area.

*Figure 96 Recreation equipment within the park*



*Figure 97 View within the park with public facilities and pathway link to Saxon's Way*



## Physical Character

The Town Park was originally created by Donald Newby, Chairman of Halesworth Urban Development Corporation (UDC) (1970-1971) and with the help of Lady Rugby who donated some of the land. It totals 0.86 hectares and now provides open space and activities for toddlers through to teenagers in the form of children's play areas, a skateboard park and a half basketball court.

A large proportion of the park is maintained to maximise wildlife and biodiversity. There is an abundance of wildflowers, bulbs and mature trees, which make this park extremely attractive. The river also flows around the Town Park and on into the Millennium Green. There are a number of paths through the park providing access to the old navigation canal and the old Halesworth to Southwold railway line. In addition, the town centre and Millennium Green are both within easy reach.

It has an informal and naturalistic layout somewhat retaining pre-existing boundaries with woodland planting and large established trees, much of which was already established prior to the Park's creation. A network of tarmac paths leads through the Park from its various access points and connect to the public recreation facilities which include basketball court, children's playground and picnic areas.

From the north there is pedestrian and cycle access to the Park via Blyth Mews. A small wooden bridge crosses over the New Reach; this comprises an artificial channel lined with brick and concrete revetment which has been partly silted up and reclaimed with vegetation but provides a hint at the former industrial history of the town.

The George Maltings at the southern end of the Park is a locally important survival of an early 19th century maltings which was built

in 1837. Although internally it has been converted for residential use and likely has lost much of its historic fabric, externally its historic function is readily apparent and of historic and architectural interest (Figure 99). The building is largely hidden from view from Saxons Way at the west though the tops of the kiln roofs can be seen, however from River Lane there is a clear view of the east-facing elevation.

The maltings occupies a typical linear planform with a long two-storey malthouse building with germination floors at one end and kilns at the other. The building retains the two kiln roofs which are an important element of its historic and evidential value, and which are a feature frequently lost to later development. The maltings are of a good quality of construction and each section of the building has its own distinct arrangement of openings which remain broadly consistent, or at least recognisable, with their original scheme despite additions and alterations. Due to the internal subdivisions to facilitate residential conversion, a series of new doorways have been inserted into the malthouse and new dormer windows have been added on both sides of the roof. The original windows have likewise been replaced in forms more suited for residential needs. The space adjacent to the building has been subdivided to form small gardens and the overall arrangement is pleasant and attractive.

Mayfield Lodge which is located to the immediate north of George Maltings is an attractive 19th century residential property built of gault brick with red brick detailing (Figure 98). It has a steep pitched roof with decorative ridge tiles and two tall decorative chimneys. The building is a good complement to the George Maltings and together they greatly enhance the visitor experience at the southern access of the park and further through to Millennium Green.

Figure 98 Mayfield Lodge



Figure 99 The George Maltings showing the distinct roof form



## Historic Character

In the 19th century the area of the Park lay on the periphery of the settlement and comprised riverside greenspace with adjacent maltings and industrial development. The creation of Saxon Way and Angel Link in 1991 marked a significant change to the historic character and road layout of the town and its eastern setting.

The Park includes surviving elements of the New Reach, part of the mid-18th century Blyth Navigation. These features provide a visible reminder of the town's industrial heritage and their continued use as water features enhances their evidential value as well as providing ecological habitat. The channel forms part of the Malt Heritage Trail linking remaining elements of the malting industry in the Town Park, Quay Street and Station Road character areas.

Despite residential conversion and modern alterations, the George Maltings remains of historic and architectural interest and is an attractive building. The Maltings was founded by Martin George, a Halesworth farmer, and his sons who diversified into trading and malting in the 1830s. The building was constructed in 1837 and includes a commemorative dated stone. Thompson George who took over the business in 1841 had the maltings doubled in size and had a channel dug from the river to allow boats to reach the maltings. The George Maltings and adjacent Mayfield Lodge represent the main built heritage assets within the Town Park character area and are locally important buildings illustrating the 19th century malting industry and higher quality residential form.

At its southern corner the Town Park connects to the Millennium Green, created as part of the Millennium celebrations and is an element of the town's recent history.

## Views and Visual Character

The Park is somewhat isolated from the town due to distance and separation caused by Saxon Way and the car parks at the rear of Thoroughfare. There is a lack of pedestrian access through to the Park which limits the contribution of the Park to the setting and visitor experience of the town centre.

The park is one of the most important green spaces within the Conservation Area and provides a space for public enjoyment and social activities. The area has a woodland character with numerous large trees of a variety of species. The tree planting around the perimeter of the park helps to enclose it from the surrounding area and creates a sense of place and clear transition from town to park. Within the park the tree planting help to frame and enclose discrete areas such as playgrounds and the absence of formal planting schemes imparts a sense of exploration.

A path enters the Park from the north through Blyth Mews and leads through the park southwards towards the wider Millennium Green, taking in the New Reach and various picnic and play areas.

The George Maltings and Mayfield Lodge are largely screened from Saxons Way and the Park but form an important historic and visual element of the southern entrance to the Park and Millennium Green.

## Heritage Assets

Name	NHLE Ref	Grade	Appraisal ID
Mayfield Lodge, River Lane	NA	Unlisted	ULB59
The George Maltings, River Lane	NA	Unlisted	ULB86

Figure 100 Town Park, 1840 tithe map

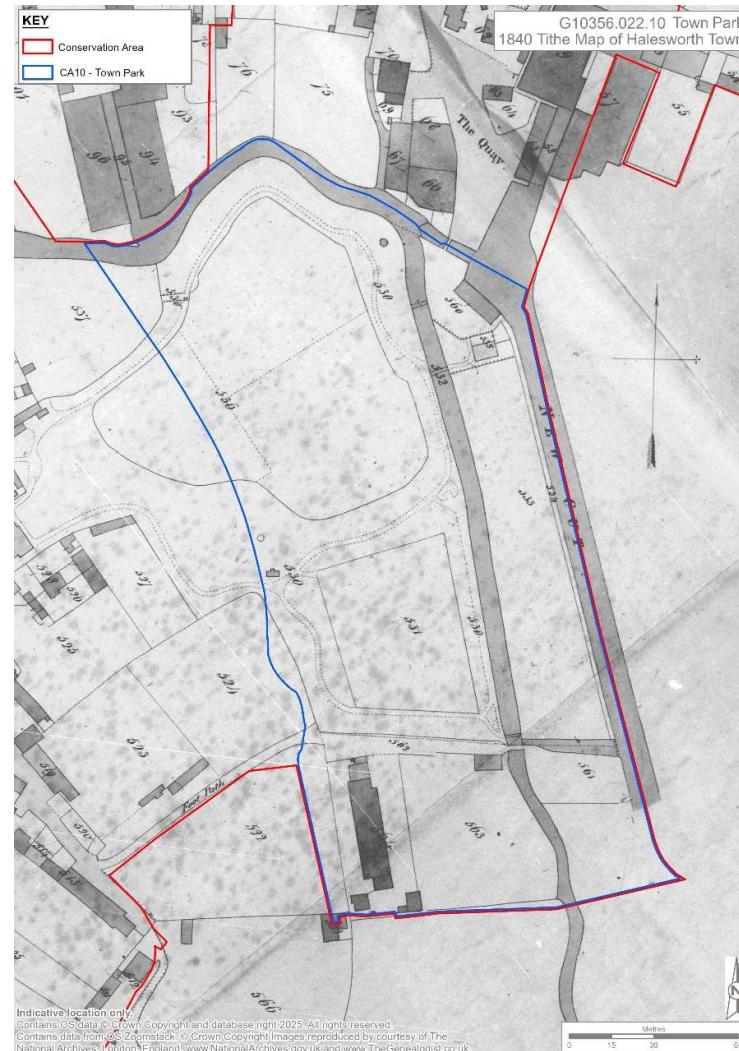
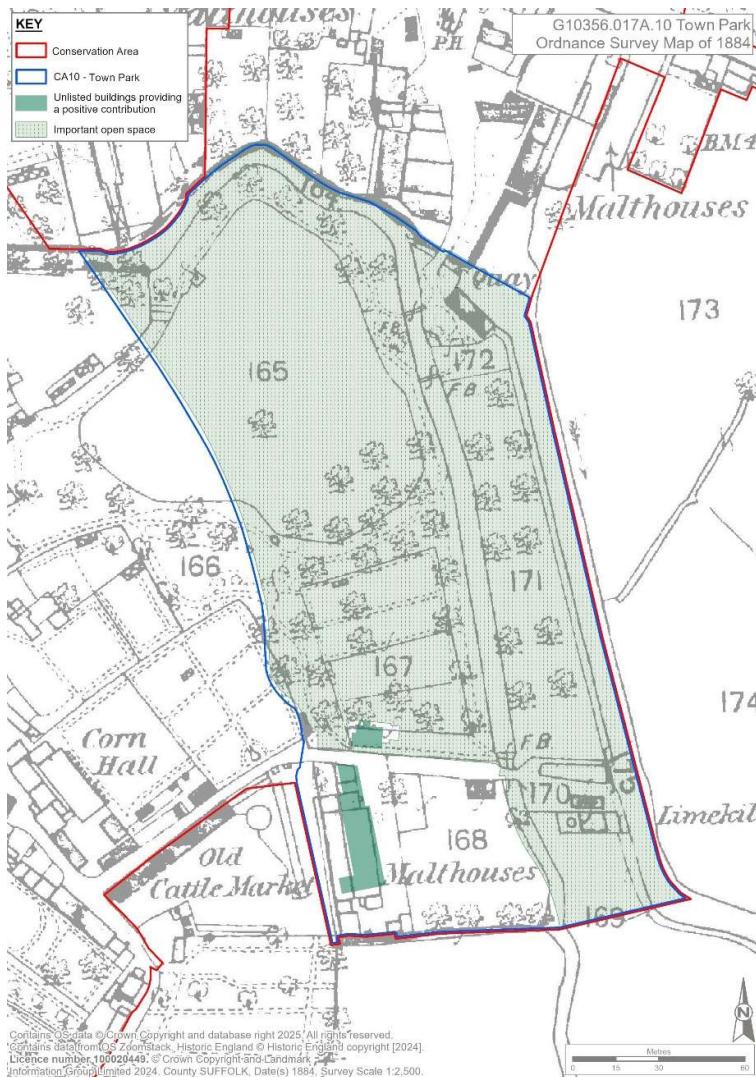
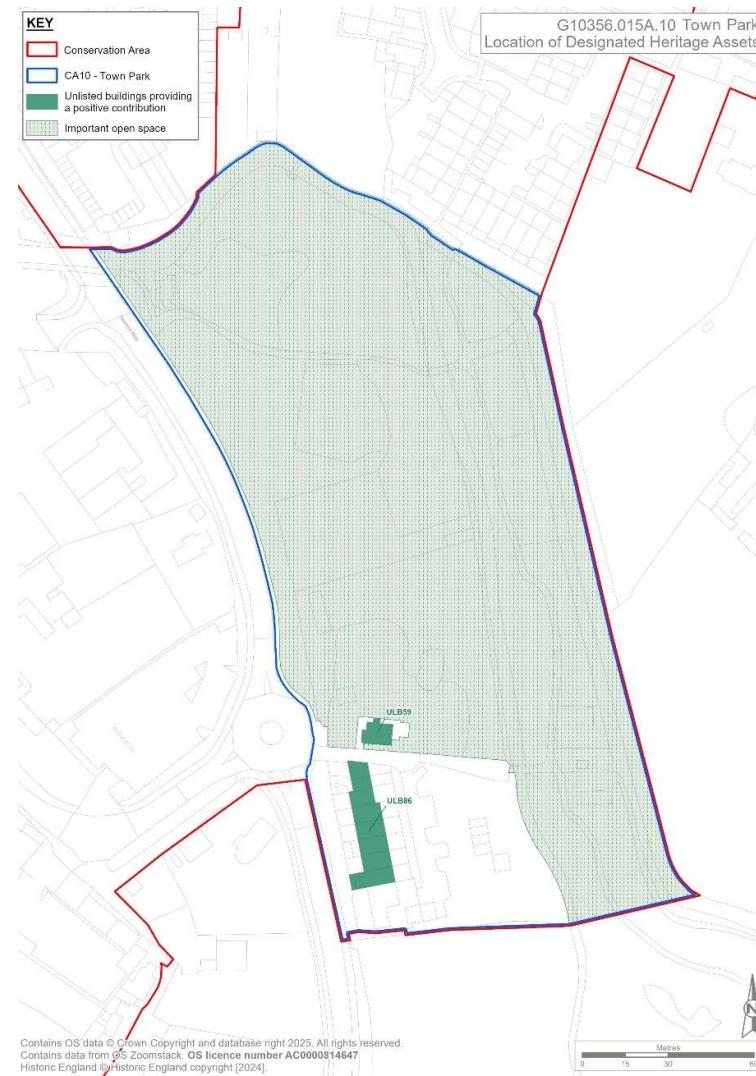


Figure 101 Town Park, 1884 OS



*Figure 102 Town Park, heritage assets*





## Character Area 11 – Blyth Mews

Fig 114 Modern residences of Blyth Mews alongside the 19th century building 'The Wherry', and with a glimpsed view of the roof of Station Road Maltings

## Character Area 11 - Blyth Mews

### Summary

Blyth Mews is a modern residential development located between Quay Street and the Town Park and serves as a through corridor to the north side of the park. The railway passes a short distance to the east of the character area. The area lies within the medieval core of Halesworth on the north side of the River Blyth and was developed during the 18th century as part of the establishment of canal-side facilities following canalisation of the river.

The site is accessed from Quay Street by Blyth Mews with an offshoot road, 'Skoulding Place' providing access to the eastern part of the character area (Figure 106). It forms an important link between the adjacent Quay Street and Town Park Character Areas.

The character area was formerly occupied by 19<sup>th</sup> century maltings and industrial development however very little remains of the historic character of this area.

Despite being a modern development Blyth Mews does not detract from the historic character and significance of the adjacent Quay Street area due to its considered and sympathetic design and massing of the buildings and the use of appropriate materials. It is a good example of how modern development can be successfully integrated into a historic townscape.

### Physical Character

The site is primarily modern (early 2000s) residential housing comprising a mix of detached, semi-detached and terraces, and multi-storey apartment blocks. The building design is not architecturally distinctive but provides sufficient variety of massing and built form to provide the development with its own inherent

character and aesthetic interest and does not detract from the historic character of the nearby Quay Street character area.

The buildings feature a range of fabric including buff and gault brick, render, weather boarding, and a mix of asymmetric and plain tiles on the roofs.

The character area is somewhat visually isolated and there is little visual connectivity with the surrounding character areas due to a distinct rise in ground level to the north at Quay Street. A footpath leads around the southern edge of the character area and joins to the Town Park via a small bridge.

At the north side of the character area is a somewhat awkward arrangement of retaining walls and covered parking from where the rear and west gable of the Malthouse can be seen.

### Historic Character

The area of Blyth Mews was developed as part of 18th century efforts to improve river connection to the coast at Southwold. In 1761 the Blyth Navigation was set up following an Act of Parliament 'for making the River Blyth navigable from Halesworth Bridge'. This included the construction of several locks between Halesworth and Blythburgh and allowed for the export of agricultural produce, coal and building materials. The terminus of the navigation was a Basin formerly located at Blyth Mews.

The maltster Patrick Stead was one of five principal brewers and maltsters in Halesworth in the early 19th century and he purchased land to the east and south of the old brewery in Bridge Street and constructed several new malthouses and kilns. He also funded new locks and deepening of the river to connect with the Blyth Navigation which allowed for wherries to sail past the Quay Street maltings.

Early facilities included warehouses, granaries, coal and cart sheds and by the mid-19th century a substantial malt house was built adjacent to the quay in the eastern side of the character area. The navigation was largely rendered obsolete by the establishment of the railway and the navigation and quay were closed and infilled in the early to mid-20th century.

No buildings relating to the quay and maltings survive within the character area. The only 19th century building remaining within the character area is the 'Wherry' a former public house which appears to be present on the 1840s tithe map (Figure 103). Due to its location at the character area entrance the Wherry serves as a 'gateway' building and is a positive contributor to the character area. The surrounding modern development is visually complementary to the historic building.

## Views and Visual Character

The layout of roads and the alignment and form of buildings provides an informal and enclosed sense of character. Whilst being essentially of a single phase of construction the buildings have a varied design and materials palette which gives an impression of organic rather than uniform development.

Within the character area there is limited intervisibility with the neighbouring character areas of Quay Street and Town Park. From Quay Street there is a limited view into the character area from the junction to Blyth Mews. There are also limited views of the roof scape looking south from Quay Street.

Views to and from Town Park are restricted by trees and a large building which forms the southern boundary of the Blyth Mews development.

Whilst not having a distinctive historic character due to the extent of modern development and loss of historic buildings and features of historic interest, the Blyth Mews character area is included within the Conservation Area due to its function and a connection between the Quay Street and Town Park character areas (Figure 107). This will also help ensure that any changes within this area do not negatively impact the setting and views from the surrounding area.

## Heritage Assets

Name	NHLE Ref	Grade	Appraisal ID
The Wherry, Quay Street	NA	Unlisted	ULB52

Figure 103 Blyth Mews, 1840 tithe map

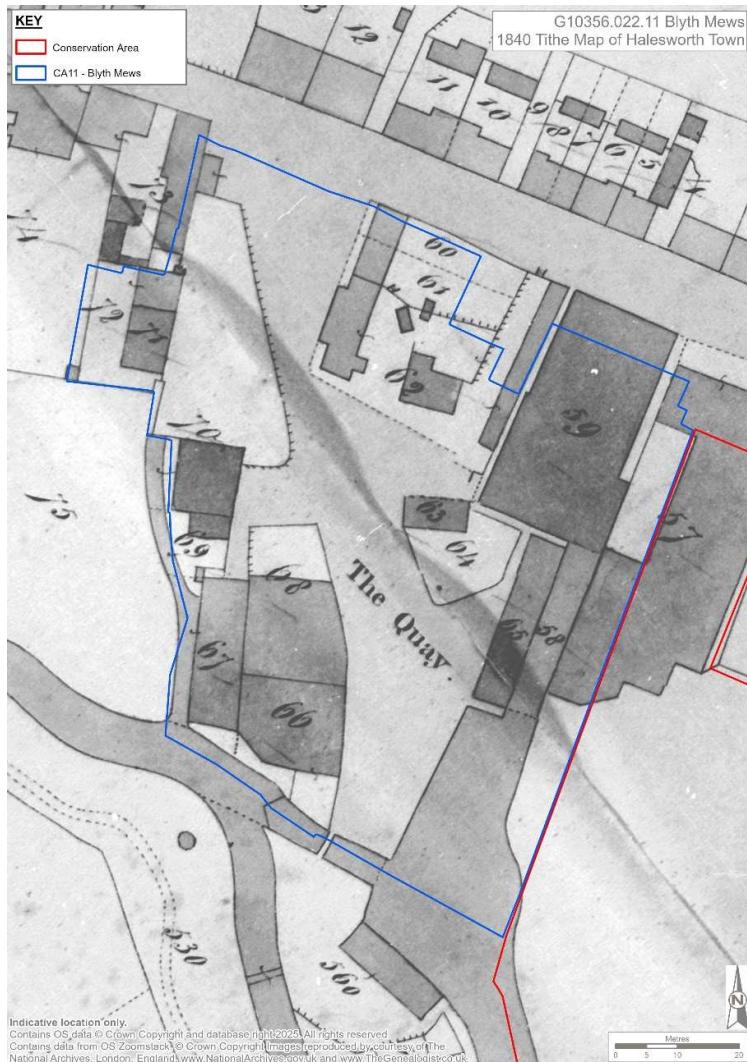


Figure 104 Blyth Mews, 1884 OS

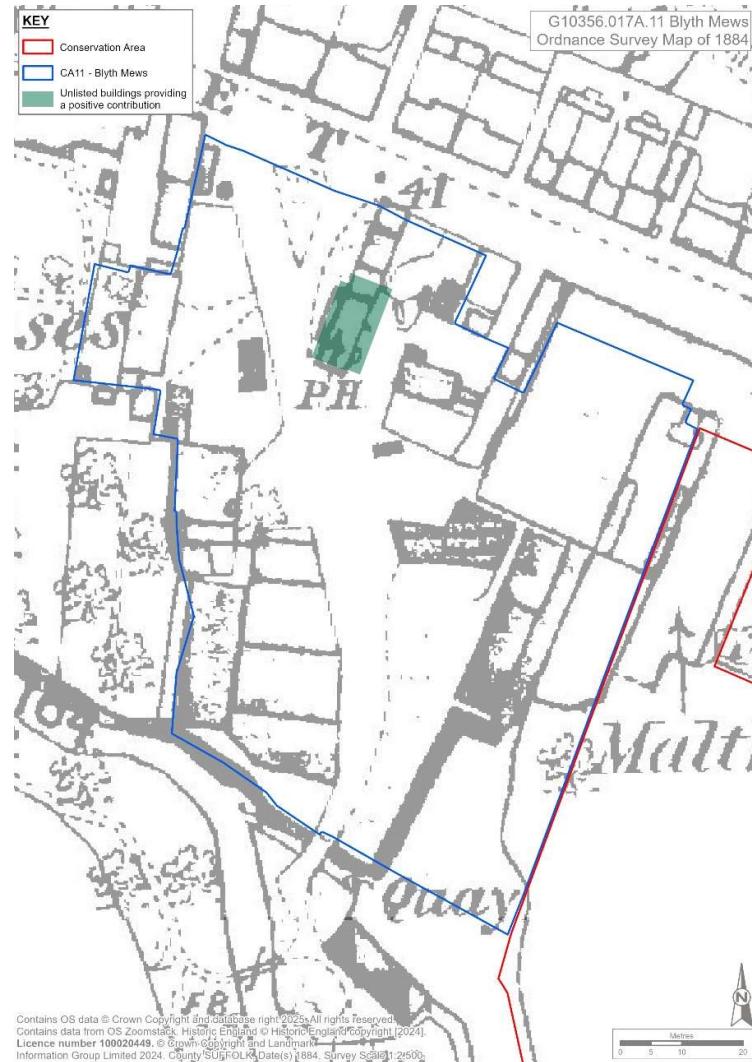


Figure 105 Blyth Mews, heritage assets



Figure 106 Entrance to the modern housing estate



Figure 107 Houses facing towards Town Park





## Character Area 12 – Quay Street

Fig 120 The characteristic terraced houses along the eastern length of Quay Street

## Character Area 12 - Quay Street

The Quay Street Character Area extends from the roundabout junction to A144 at the west to the railway bridge and further eastward to encompass part of Holton Road.

The character area encompasses historic buildings and associated gardens and property boundaries on the north and south side of Quay Street and the north side of Holton Road. These originate as a linear zone of 18<sup>th</sup> and 19<sup>th</sup> century residential ribbon development extending east from the historic settlement bounds along the main eastern approach into Halesworth. This expansion was part of a wider modernisation and industrial development of Halesworth during which large-scale brewing and malting and other industrial enterprises were established to the north of the historic settlement extent. This development was enabled first by the construction of the Blyth Navigation, and later by the railway.

Figure 108 View of Quay Street from A144 roundabout



The historic character derives from the high quality of the built environment and retention of the historic authenticity of those buildings. The 18<sup>th</sup> century terraced townhouses are of a high quality of construction, and many retain historic detailing such as original doors and windows. These buildings contrast with the smaller artisan cottages of the earlier periods, such as on Chediston Street, and demonstrate the increased use of imported building materials and transition away from the traditional vernacular building style.

There are several individually distinct landmark buildings which include listed buildings and unlisted buildings of local interest. Where there has been modern development, it is generally unsympathetic to the local character in terms of materials, design, form and massing and detracts from the historic character.

### Physical Character

Quay Street and Holton Street historically served as the principal eastern route into the settlement and continue to serve this role. The buildings within the character area are primarily residential with some commercial, industrial and civic buildings.

Due to loss of historic buildings arising from modern development the character area includes a mix of cohesive areas of historic buildings, and individual buildings of historic interest interspersed with modern buildings with no heritage interest; this is particularly evident in the western side of the character area.

The area has a townscape character with late Georgian Victorian cottages and artisan housing interspersed with landmark buildings of high architectural interest, some in visually dominant locations. Many of the buildings were constructed by the 1840s in the typical restrained but well-built style of the late 18th and early 19th centuries. In contrast to areas such as Chediston Street, the

housing at Quay Street feels less dense, more prosperous and spacious.

At the western edge of the character area are the United Reformed Church and Hooker House which have a complementary design and fabric and serve as a gateway into the character area.

There are several groups of two-storied terraced houses located on the north side of the road with the frontages aligned with the road and either set against the pavement or with short front gardens with railings or walls. Though broadly consistent in their massing, they feature a range of building materials, detailing, and fenestration styles which helps to pick out groups of contemporary structures and greatly contributes to the aesthetic variety and historic and architectural interest of the character area. Gardens with outbuildings lie to the rear of the buildings and there are narrow alleys between the terrace blocks which provide glimpsed views beyond the frontages.

Facing materials include pale gault brick and red brick as well as some rendered elevations. Fenestration is tidy and symmetrical with multi-pane horned and un-horned sashes with flat arches of gauged bricks. Doorways include round arches with fanlights or flat arches with decorative wooden cases. Roofs include ridged and hipped styles with both plain tiles and asymmetrical tile surfacing. End gables are typically plain with occasional small windows to attics. The axial chimneys are simple with little decorative embellishment.

Adjacent to Lime Pit Lane is Bridge House. This is a symmetrical, two storey, rendered cottage, with sash windows, shallow, hipped clay pan-tiled roof, with large central chimney. Ground floor, bay windows flank the plank front door, under a hipped plain tiled roof. At the eastern limit of the character area The Willows and 2 & 3 Holton Road (Figure 120) appears to correspond with a school and

children's home shown on late 19th and early 20th century Ordnance Survey mapping. The building is one-and-a-half storied and includes decorative barge boards at the end gables and distinctive multi-flue chimneys. The area to the east of the railway bridge has a leafier suburban character than the area to the west.

The south side of Quay Street has much less of a cohesive historic character due to loss of buildings resulting in wide gaps in the street scene. The buildings are individually distinctive and with historical interest but appear detached from the overall sense of place; this is especially the case for the mid-19th century Police Station and its adjacent workshop or outbuilding.

### Historic Character

The area has a late 18th and 19th century townscape character which is most apparent where there are cohesive and connected groups of buildings. This character is greatly diminished where there are significant gaps in the street scene or where there has been unsympathetic modern development such as at Maltings Close.

The terraced houses are largely unaltered and retain authentic detailing such as doors and windows. Individual buildings of historic interest (both listed and non-listed) such as no.32 (Richardson's Gunsmiths) with its 19th century shop front and overlying portrait busts (Figure 109 Figure 110), Malthouse Flats as the only surviving building of the formerly extensive quayside maltings (Figure 118), and Quay House with its unusual projecting curved bays (Figure 116), are significant contributors to the distinctive character of this area and provide variety and interest to the street scene. Associated property boundaries, rear gardens and outbuildings, though not publicly visible, form part of the historic character and enable understanding of the historic development of this area.

Figure 109 No.32 Quay Street

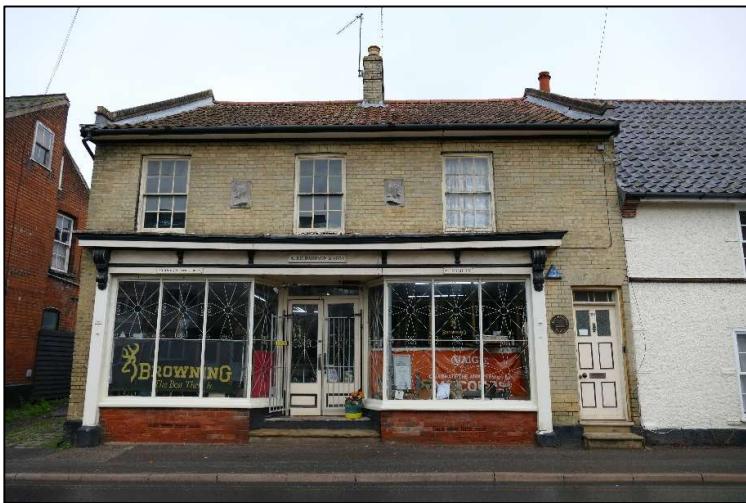


Figure 110 Detail of local interest on no.32 Quay Street



## Views and Visual Character

Within the Character Area there are several individual or groups of buildings which contribute to the sense of place and unique identity. The group formed by United Reformed Church, Hooker House and the adjacent terraced houses nos. 22-25, have a clear group identity and occupy a visually dominant location. The residential development at Maltings Close detracts from the setting of the historic buildings and is a negative contributor to the historic character area.

Towards Station Road there is an increased sense of unified historic visual character which extends northwards along Station Road. No.32 (Richardsons Gunsmiths) is a distinctive presence with eye catching and unusual features and greatly enhances the area's sense of unique identity and architectural interest. Further to the east, Quay House (nos. 5 and 6) is also visually and architecturally distinct and forms a landmark building.

From the junction with Station Road, Quay Street turns and there is an uninterrupted view towards the railway bridge (Figure 117). This view is enclosed along the north by the terraced houses which provide a consistent character and sense of place, but which is lacking on the south side of the road where there are openings towards Blyth Mews character area. The rows of terraces form distinct architectural groupings which is an important contributor to the local identity and enhances the visual quality and architectural interest of the Character Area.

The Police Station and adjacent outbuilding or workshop is a historically interesting building but is visually detached from the adjacent buildings. The wide gap between the Police Station and the Malthouse Flats detracts from the visual unity of the character area.

## Heritage Assets

Name	NHLE Ref	Grade	Appraisal ID
15, Quay Street	1223438	II	LB5
22-25, Quay Street	1223439	II	LB6
Congregational Church	1267197	II	LB9
7 and 8, Quay Street	1223437	II	LB47
49 and 50, Quay Street	1223440	II	LB48
51-54, Quay Street	1223441	II	LB49
Quay House	1223637	II	LB50
47 and 48, Quay Street	1223792	II	LB51
Outbuilding to Number 1	1267220	II	LB52
1, Quay Street	1267252	II	LB53
Front Wing Walls & Railings Number 1	1223436	II	LB53A
1-6 Holton Terrace	1267723	II	LB111
Bridge House, Holton Road	NA	Unlisted	ULB53
2 Quay Street	NA	Unlisted	ULB54
Warehouse to the East of Quay House, Quay Street	NA	Unlisted	ULB55
55-57 Quay Street	NA	Unlisted	ULB56
Storage Building to Left of 2 Quay Street	NA	Unlisted	ULB57

Name	NHLE Ref	Grade	Appraisal ID
Malthouse Flats, Quay Street	NA	Unlisted	ULB58
The Willows and 2-3 Holton Road	NA	Unlisted	ULB100
33 Quay Street	NA	Unlisted	ULB14
26-27 Quay Street	NA	Unlisted	ULB17
32 Quay Street	NA	Unlisted	ULB20

Figure 111 Commemorative plaque demonstrating Halesworth's cultural associations and historic interest



Figure 112 Quay Street, 1840 tithe map

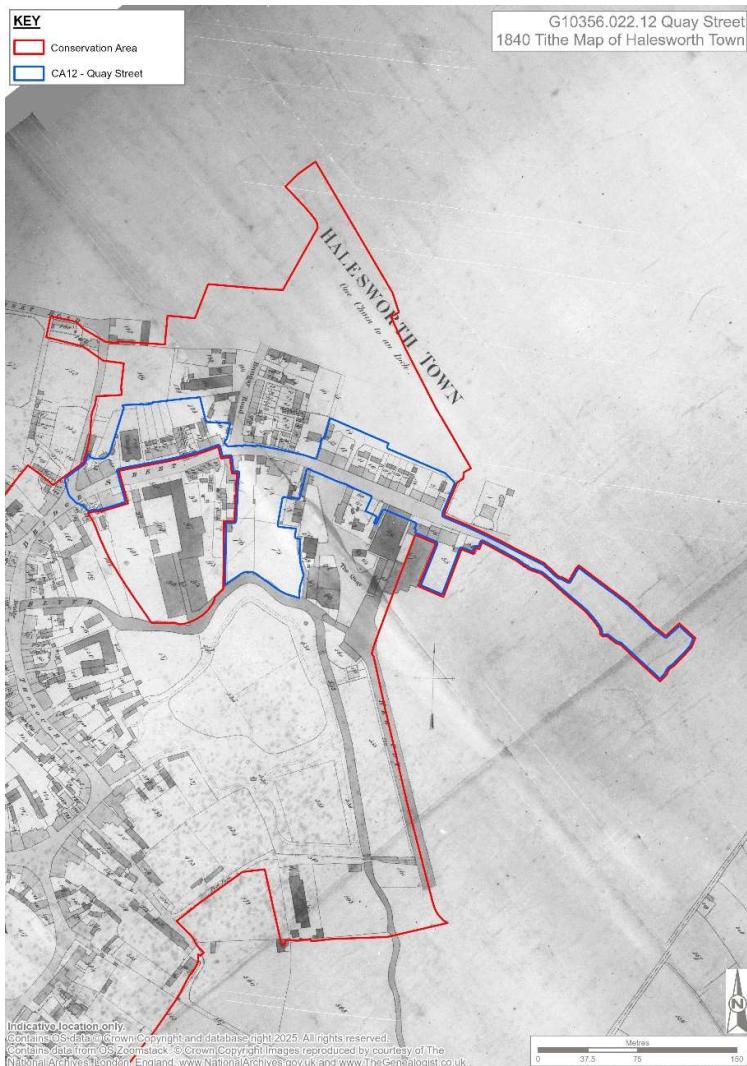


Figure 113 Quay Street, 1884 OS

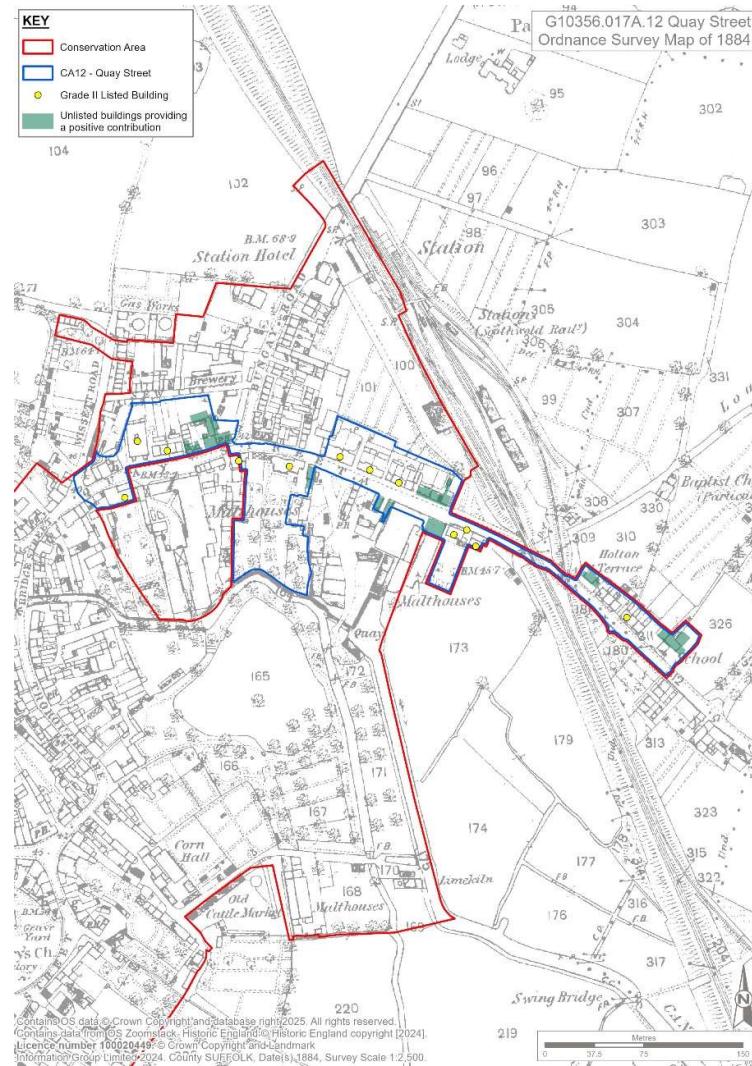


Figure 114 Quay Street, heritage assets

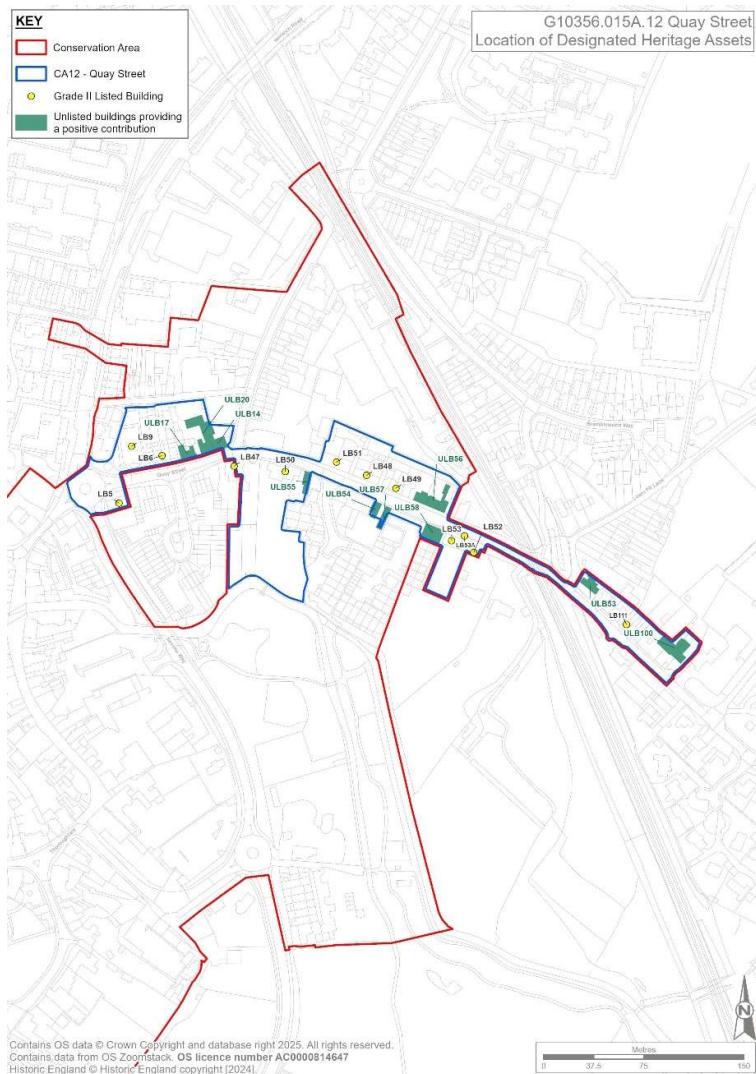


Figure 115 View of Quay Street from the junction to Station Road



Figure 116 View westward along Quay Street (no.6 Quay House)



Figure 117 Terraced housing along Quay Street



Figure 118 Malthouse Flats



Figure 119 Housing along Holton Road



Figure 120 The Willows and Nos. 2 & 3 Holton Road





## Character Area 13 – Station Road

Fig 134 View 15, southward view along Station Road with intervisibility towards Quay Street and the New Cut Maltings

## Character Area 13 - Station Road

This Character Area is characterised by 19th century residential and industrial development focussed around the area of the railway station and was part of a northward expansion from the historic centre of Halesworth

At the north and east the Character Area is bound by the mid-19th century railway line and to the west by Norwich Road. To the south the Character Area borders property boundaries along Quay Street. The main street within this area is Station Road which leads north to south between Quay Street and the railway station. A smaller access, New Cut, links east to west between Station Road and Norwich Road. The Conservation Area boundary extends across Norwich Road to encompass a small row of cottages on Wissett Road.

Historically the area had an important industrial function; The New Cut and Station Yard Maltings were among the largest of the 19<sup>th</sup> century brewing concerns and form important landmark buildings within the surrounding area and are important reminders of the town's industrial and malting heritage.

Halesworth was historically a regionally significant market town, and the railway station was important in connecting the town to the wider area for movement of people, raw materials and goods. It continues to serve as a gateway for rail travel and this continuity of function is important for the area's historic significance and character. The railway station takes the form of a traditional small-town station and is notable for its grade II listed movable platforms and level crossing. The nearby 19<sup>th</sup> century Station Hotel has group value with the railway station and helps create a sense of local identity. A Second World War pillbox is located close to the station is

an important physical reminder of the town's modern history and national context.

Station Road connects to the town centre via Quay Street and is an attractive and tranquil road with a suburban character (**Error! Reference source not found.**). The buildings along Station Road are of a high quality of construction and many retaining authentic detailing such as doors and windows. The associated gardens are of a high quality and well-maintained which greatly enhances the overall character of the area.

*Figure 121 Group of buildings adjacent to New Cut Maltings*



## Physical Character

Unlike the majority of other character areas the Station Road character area has much less of a unified character, built form and layout, and encompasses several areas of different periods, building types and land use.

At the north is the 19th century railway station and station hotel along with associated rail infrastructure and platforms. At the east the land use is predominantly 19th century industrial encompassing the substantial Station Yard Maltings and adjacent goods sheds. Along Station Road the character is suburban residential with cottage terraces and larger villa-type houses. These are set against the backdrop of the large three-storey warehouse on New Cut adjacent to which there are further residential terraces.

Figure 122 Cottage terraces, view towards the Station



Station Yard Maltings is broadly typical of 19th century brick-built industrial buildings but is notable due to the survival of its distinctive

kiln roof form. It is one of the largest and most visually dominant of the historic buildings in Halesworth, in part due to its scale and massing but also due to the elevated topography on which it is located. It is an important landmark building and can be glimpsed from several distant locations; within its immediate area of Station Road and Quay Street it is screened by surrounding buildings with occasional views through gaps between buildings and where there has been modern demolition of intervening buildings.

The Maltings was constructed adjacent to the railway line for ease of transportation of goods and raw materials. Between the Maltings and railway are several modern linear buildings comprising storage and workshops and the area has a light industrial character though it is largely derelict. In the immediate vicinity of the Maltings is its associated hardstanding yard which is a largely vacant space with little positive contribution to the character area.

Station Road is primarily residential housing with a varying pattern of built form on the west and east sides of the road. The houses on the east side of the road mainly comprise short lengths of two-storey terrace cottages with a uniform pattern of fenestration. The southern terrace consists of six dwellings (Nos. 14-19) set against the pavement edge, each of two bays with one entrance bay and one bay of vertically aligned un-horned wooden sash windows which are likely original to the building (Figure 122). The wooden doors are of the same design and are likely all original to the building. At the eaves are simple dentil embellishment. The main elevation is rendered, and each house is painted in a range of pastel shades which helps provide rhythm to the otherwise very plain frontage. The pitched roof is surfaced with red pantiles and there are three simple axial chimneys. The end gables are entirely plain, and views of the rear gardens are limited to very restricted glimpses through the gap at each end of the row.

Adjacent is a semi-detached two-storey cottage (Nos. 9 & 10), simply designed but well-proportioned and rendered in gault brick with good quality detailing in the form of gauged brick flat arches at the windows and round arch over the doors, and with a prominent central axial stack. The houses are set back from the road with attractive front gardens bordered by hedges and decorative metal railings. The windows are wooden multi-pane un-horned sashes which appear to be original. The matching doors are also likely original to the building.

An adjacent lane leads eastward towards the Station Maltings and historically wrapped around the rear of the street-front houses and provided access to dwellings at the rear (now demolished). The houses fronting the lane are set perpendicular to Station Road and have a similar cottage feel with well-maintained front gardens and well-balanced front elevations rendered and painted. Due to the eastward rise in ground level, there is a view of the Station Yard Maltings roof.

Nos. 4-7 Station Road is also a terraced block of two-storey cottages which are set back from the pavement with attractive and well-maintained and well-planted front gardens. The frontage is of exposed red brick with simple but good quality detailing in the form of gauged brick flat arches over the windows and round arches with springers over the doorways. The multi-pane un-horned sash windows appear to be original. There is some evidence for internal alterations in the form of a blocked doorway. The building was extended eastwards by the construction of Clarence House.

Nos. 2-3 Station Road is a larger villa-type semi-detached house with taller proportion to the fenestration (Figure 123). It is faced with gault brick and the bays are divided by projecting pilasters which serve to emphasise the vertical proportion. The gauged brick flat arches over the windows (un-horned multi-pane sashes) and

segmental arches over the doorways provides consistency with the other houses on Station Road. The hipped roof is consistent with the villa design and provides some variation from the prevailing pitched roofs. Orderly gardens separate the houses from the pavement and have a more formal character than the somewhat rustic cottage-style gardens along Station Road.

Figure 123 The approach to the Station



In contrast to the exposed frontages and close spacing of the houses on the east side of Station Road, those on the west are widely spaced and set further back from the road, often screened with walls and street-side tree planting. They also have a greater degree of individuality in terms of their design and massing. No.22 is of local significance and has unusual, rounded brick pilasters flanking the central doorway. Its bright yellow painted frontage coupled with the red pantiled roof and maintained front garden creates an attractive cottage-style vista. This makes an interesting

contrast with the large warehouse of The Cut which is located to the rear of the cottage (Figure 121). The adjacent Nos. 23 and 23a which were originally a single dwelling has a similar design as Nos. 2-3 Station Road with tall proportions emphasised by pilasters between the bays. The building also includes two canted bay windows which is a window form not present on the east side of the road. Due to a westward slope the building is elevated from the road which further emphasises its height. The well-maintained front garden with brick retaining walls provides an attractive setting to the house.

The 19th century New Cut Maltings, now known as The Cut and operated as a theatre and museum, visually dominates the west side of the character area due to its scale and higher topography of its site (Figure 127). The maltings provides an interesting contrast to the small-scale cottages on Station Road and terraced residential dwellings along New Cut. The large former maltings building is fairly typical of late 19th century industrial architecture with broad red brick elevations broken up with regularly spaced vertically aligned window separated by shallow pilasters. The upper part of the east facing gable is enhanced through the use of stepped brickwork and recessed panels. The scars for former extensions and ancillary structures can be seen on the brickwork. A lane alongside the maltings leads to a yard which is lined with smaller-scale 19th century industrial structures though these are largely hidden from the public realm.

The residential terraces along New Cut have a more urban character than the cottages along Station Road, due to the proximity of the large maltings and the lack of greenspace and gardens. The houses are typical of the type and period, each of two bays, faced with red brick in Flemish bond and pitched roofs surfaced with red pantiles. The frontage is enhanced with the use of

contrasting gault brick for the door and window flat arches. Unlike Station Road where the houses largely retain the original windows, those on New Cut have all been replaced with modern uPVC sashes, except for the westernmost house Malting Cottage which appears to retain its original windows and door. The western block of terraces have pebbledash render applied to the frontage, however the gable elevation of Maltings Cottage is plastered with scored panels applied to break-up the otherwise plain wall.

### Historic Character

The character area is largely 19th century mixed residential and industrial development. Station Road was originally part of Bungay Road which extended north from Halesworth. This connection was interrupted with the construction of the railway in c.1854. Halesworth Station was built in 1859, and the platforms were extended in 1889 to accommodate longer trains. The Station was bombed in 1941 resulting in damage to the station house. The current station building is a post-war reconstruction of the original building with a smaller station house than its predecessor. The building is a fairly simple red brick structure with hipped roof and two tall chimneys. Next to the platform is a simple canopy supported on simple iron columns and brackets typical of small-town stations (Figure 124).

The Station is notable for its unusual movable platforms and level crossing which are grade II listed in their own right and noted by Historic England as '*exceptional rare survivals as an innovative engineering solution*' and provide '*tangible evidence of mid to late 19<sup>th</sup> century development and expansion of the railway and a bespoke solution to the conflicting needs of rail and road transport*'. The pedestrian gates were renewed in 1922 by Boulton and Paul and include a maker's plate.

A Second World War pillbox lies close to the railway station and overlooks the rail lines; however, it is largely hidden by vegetation overgrowth and not immediately visible to the public (Figure 125). This feature contributes to the historic interest of the area and is one of very few visible reminders of wartime defence infrastructure in Halesworth.

Figure 124 The rail station and platform



The Station and associated buildings and infrastructure have special historic interest being illustrative of the mid and late 19<sup>th</sup> century development of Halesworth and the importance of the railway in the growth of the town and evolution of its economy. The continued use of the Station for rail travel enhances the regional importance of Halesworth as a traditional market town and provides an important historic continuity and sense of place

Figure 125 Second World War pillbox adjacent to the railway line



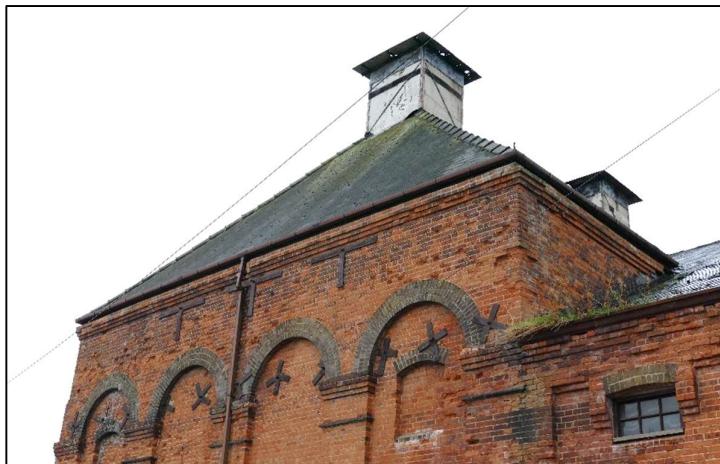
Adjacent and parallel to the railway line is the large Station Yard Maltings which was built in 1892 by the merchant James Parry (). The maltings were designed with six floors and incorporated Richard Hardy's patent kiln design with a steeping capacity of 80 quarters of malt. The building was a relatively late construction in the context of Halesworth's malting history and development and by the 1930s Halesworth's breweries and maltings became largely redundant as the brewing industry declined, leading to demolition of many of the former maltings buildings. The building is relatively typical of late 19th century industrial construction with fairly plain red brick elevations broken up by repeating bays of windows and pilasters, however it is locally and regionally significant as a surviving part of the town's and Suffolk's brewing history. Assessment and research undertaken to inform an application for listing noted that the malthouse contains the best surviving evidence of Richard Hardy's patent kiln design as evidenced by the

three kiln cowls; however, none of the furnaces, floor structures or associated internal features survive within the building. Some surviving original features include a bucket elevator, steeping tank, barley screen and bagging machine.

The survival of the distinctive kiln roofs is an important element of the building's heritage significance and an important contributor to the area's local character and visual distinctiveness (Figure 126). Station Yard maltings has an important functional relationship with Halesworth Station and illustrates an important local industry and contributes to the regional distinctiveness of Suffolk market towns.

The roof, cowls, and upper part of the building are a distinctive and dominating feature of the character area and are also visible from many locations in the Conservation Area. The New Cut, formerly New Cut Maltings, is a good companion to Station Yard Maltings and is of a comparable scale and massing, utilising similar built form and materials.

Figure 126 Detail of the Station Yard Maltings roof



The New Cut Malting replaced an earlier maltings which was similar in scale and design to the surviving George Malting in the Town Park character area. The earlier maltings was operated by Edward Prime, a Halesworth builder, and it was Prime who had the adjacent row of cottages built to accommodate his workers. In 1851 the business came into the hands of Farley Brisbane Stratherne and, following the repeal of the Malt Tax in 1880, the earlier buildings were demolished and a new and much larger and more modern maltings was constructed in 1898. Similar to Station Yard, the New Cut Maltings was sited to take advantage of the railway to transport produce to London and the Midlands. A smaller independent brewery, the Prince of Wales Brewery, stood next to the New Cut Malting and included an attached pub which now stands as a detached building (No.21) and has been converted to residential use. The New Cut Maltings operated until its closure in 1967 and was briefly used as a factory until being converted in 2003.

Figure 127 The New Cut Maltings





Fig 142 Station Yard Maltings viewed from the railway platforms

Examination of historic mapping demonstrates that there has been some clearance of former residential buildings located between Station Road and Station Yard maltings, however the buildings which form the main street scene are consistent with the 19th century pattern. There is a good variety of housing style along Station Road including cottage terraces, semi-detached houses and larger villa houses. These are broadly consistent with the 19th century pattern of development, and many include original detailing and fenestration which increases their historic interest. The high quality and well-maintained garden planting provide an attractive setting to these houses and enhances the visual quality of the street. Several of the buildings have an individuality of design which increases the historic and architectural interest of the Character Area. The historic character of the houses along New Cut have been somewhat diminished by the loss of original doors and windows.

At the junction of Wissett Road and Norwich Road at the western limit of the character area are Nos. 6-9 comprising a short row of 19th century cottages surrounded by later residential housing (Figure 128). The cottages are locally distinctive due to the use of flint as facing material on the principal elevation and partially on the end gables. The building is subdivided into four residences, each of two bays, with a tidy and compact arrangement of door and windows. Red brick has been used as detailing around the doors and windows, at the corner of the walls, and large dentils at the eaves. The roof is surfaced with locally typical red pantiles. The cottages are set immediately against the road with the rear gardens being hidden from view. The cottages retain original features including plank doors and un-horned multi-pane sash windows, except for No.7 on which the original sash windows have unfortunately been replaced. The buildings form a distinctive and

attractive outlier in contrast to the surrounding modern houses along Wissett Road.

*Figure 128 Terraced houses on Wissett Road*



## Views and Visual Character

From the wider area the Station Road character area is experienced as 19th century industrial development due to the visual prominence of the Station Yard Malting and New Cut Malting. From New Cut it is possible to view the Station Yard Malting and New Cut Malting in the same vista which allows a greater appreciation of the town's industrial and malting history (Figure 129).

At the northern end of Station Road, the 19th century Station Hotel building is a good complement to the station (Figure 123). To the west of the road an embankment and green planting helps to partially screen the unsympathetic modern buildings off Norwich Road. Enhancement of green planting to provide a westward

screen would help maintain the seclusion and suburban character of Station Road and enforce screening of the modern buildings.

From the southern approach of Station Road there is a clear view of the south and east elevations of the New Cut Warehouse, due in part to the rising topography to the north and a vacant land parcel now serving as a car park. A partial view of the Station Yard Malting is also afforded from here due to partial clearance of intervening structures. The view is partly interrupted by unsympathetic modern light industrial sheds adjacent to the maltings. Further up the road and past New Cut the view becomes enclosed with small-scale housing and has a very green and tranquil suburban character. The houses are well-maintained and of attractive design and many have painted and rendered frontages, which, along with the high-quality and well-maintained front gardens, makes for a very pleasant approach to the Railway Station. The partial views of the industrial buildings provide an interesting visual contrast behind and between the houses and the road serves as a pleasant gateway into Halesworth for visitors arriving by rail.

Figure 129 View 14, Station Yard Maltings viewed from New Cut



The Grade II listed wall to no.24 Station Road is an important wall in the character area. The gault brick wall rises to head height and includes several brick piers capped with ball finials. Large trees behind the wall almost fully screen the house from view. The wall and trees provide a picturesque screen along the pavement and enhance the suburban character of the area. The decorative piers and finials add visual interest along the walk.

## Heritage Assets

Name	NHLE Ref	Grade	Appraisal ID
Halesworth Station Moving Platforms	1454344	II	LB10
Wall of Garden of Number 24	1223890	II	LB7
24, Station Road	1267068	II	LB8
6-9 Wissett Road	NA	Unlisted	ULB1
14-19 Station Road	NA	Unlisted	ULB10
5-7 New Cut	NA	Unlisted	ULB11
Clarence House, 4 Station Road	NA	Unlisted	ULB12
9-10 Station Road	NA	Unlisted	ULB13
Station Yard Maltings, Station Road	NA	Unlisted	ULB15
21 Station Road	NA	Unlisted	ULB16
2-3 Station Road	NA	Unlisted	ULB18
Prince of Wales Brewery, The Maltings, New Cut	NA	Unlisted	ULB19
5-7 Station Road	NA	Unlisted	ULB2

<b>Name</b>	<b>NHLE Ref</b>	<b>Grade</b>	<b>Appraisal ID</b>
22 Station Road,	NA	Unlisted	ULB21
23 Station Road	NA	Unlisted	ULB22
8 Station Road	NA	Unlisted	ULB3
The Railway Station, Station Road	NA	Unlisted	ULB4
World War 2 Pill Box, Station Road	NA	Unlisted	ULB5
1-4 New Cut	NA	Unlisted	ULB6
37 Norwich Road	NA	Unlisted	ULB7
The Traveller's Club (Station Hotel), 1 Station Road	NA	Unlisted	ULB8
Outbuildings at the Traveller's Club, 1 Station Road	NA	Unlisted	ULB9
46 Quay Street	NA	Unlisted	ULB101

Figure 130 Station Road, 1840 tithe map

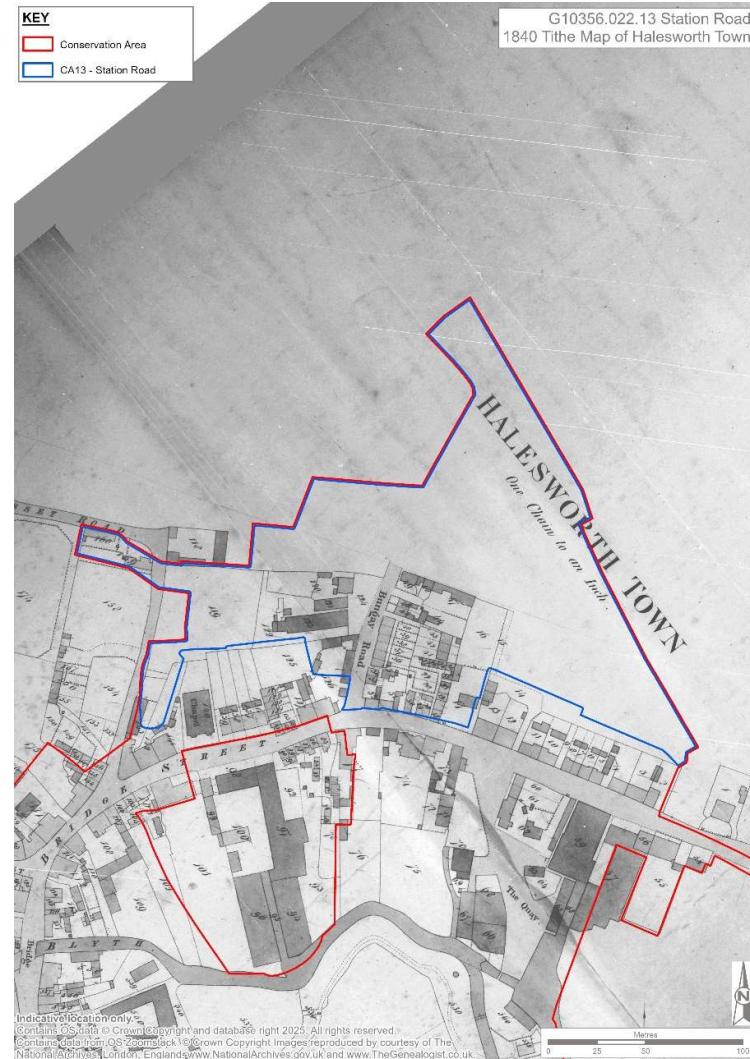
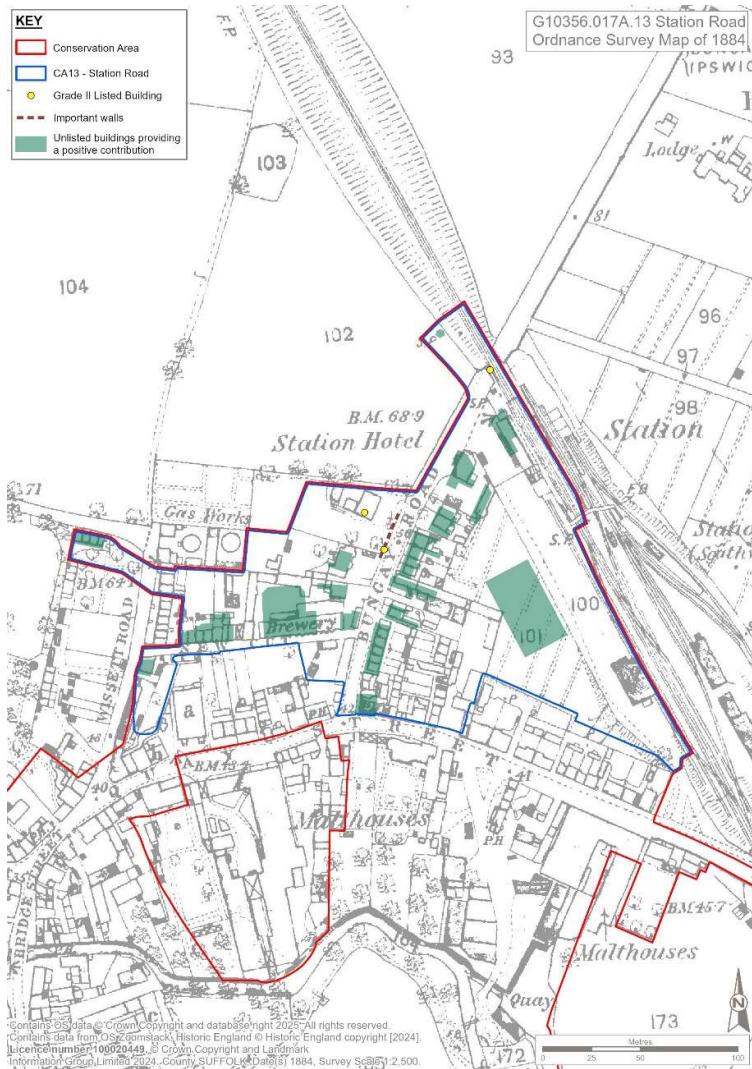
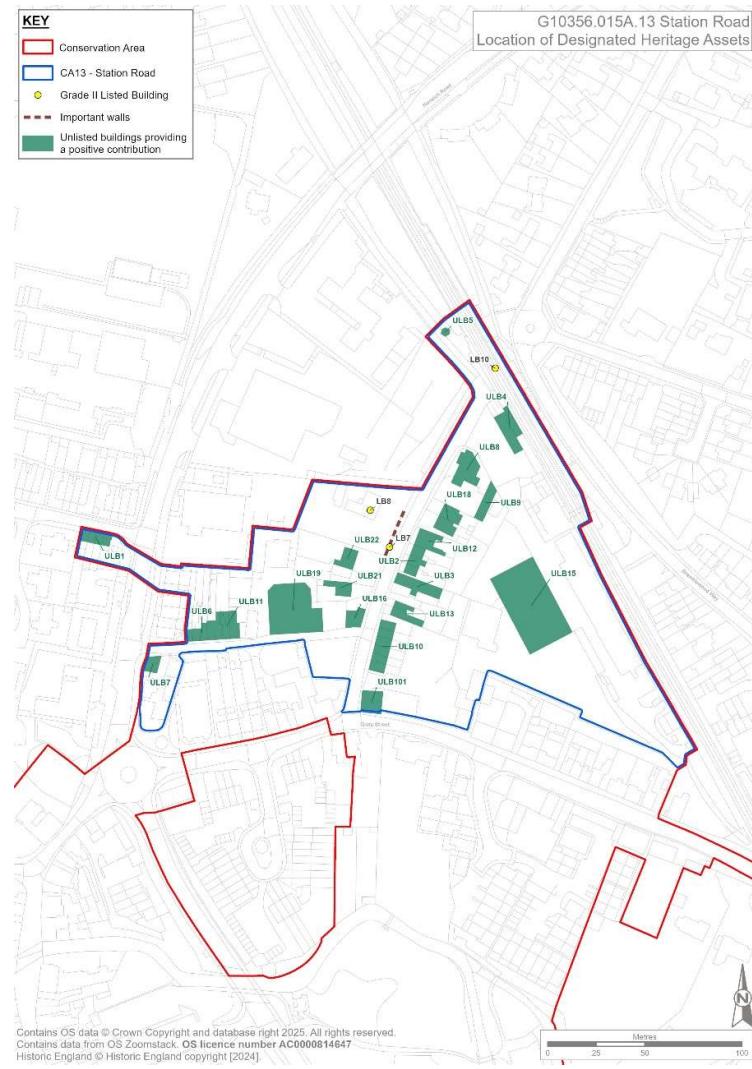


Figure 131 Station Road, 1884 OS



*Figure 132 Station Road, heritage assets*



## 4.0 Assessment of Significance

Significance (for heritage policy) is defined in the NPPF glossary as:

The value of a heritage asset to this and future generations because of its heritage interest. The interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting.

Setting of a heritage asset is defined as:

The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.

### Summary of Character

The 2006 Conservation Area appraisal identified three spaces of high significance within the Conservation Area, comprising the Churchyard, Market Place, and the Thoroughfare to Bridge Street, areas which formed the medieval core of Halesworth, and which provided the nucleus for expansion and development in the following centuries. The main roads leading into Halesworth from the main cardinal directions (Chediston Street, London Road, Norwich Street and Quay Street) were likely established routes of access during the medieval period and would have passed through farmland, meadows and marsh.

Comparison of the modern town plan to known and conjectured historic mapping demonstrates the large-scale survival of the medieval settlement pattern of roads, properties and closes. Whilst there has been substantial subdivision of these spaces the broad

outlines of the earlier period remain discernible on plan and on the ground.

Within the medieval core the form and layout of the streets had and important buildings such as the Church of St Mary served as anchors and constraints to future layers of development. The buildings, which remain in use as shops, workshops and dwellings, are built alongside the street, aligned now against the back of the pavement. They have a multilayered historic character, the product of adaptation to changing economic circumstances and fashion, but retain a unity born of local tradition and local materials. At intervals off the sides of the main streets are yards, small subsidiary spaces containing rows or scattered groups of cottages (Edwards 2006).

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.

The cottages of Chediston Street were developed mainly during the 18th and 19th centuries in response to the rapidly expanding industries and to house workers. The closely spaced housing includes numerous rear yards with outbuildings and workshops in which a variety of small crafts and cottage industries were carried out. Unfortunately, many of the yards have been enlarged or lost to later development and many of the outbuildings have been demolished. Miles Ward Court on Chediston Street provides a publicly accessible example of these yards.

Other areas of 18th and 19th century development expanded outward from the settlement along the main roads and were less constrained by previous land use and settlement boundaries. These areas include the developments along London Road which are in

two main phases, the earliest and those closest to the settlement core comprising denser and smaller cottages with yards and workshops similar to those of Chediston Street, whilst the later houses were larger and more dispersed with more generous property boundaries and gardens. A similar pattern of development can be seen at Quay Street and Station Road.

Evidence for the town's former maltings industry survives in the form of individual buildings dispersed around the town such as the Station Yard and New Cut Maltings, the George Maltings, and the Angel Yard. The surviving elements of the Blyth Navigation helps enable an appreciation of this aspect of the town's history and links the buildings together through the townscape. Commemorative plaques and place names derived from these maltings and associated figures also helps in the preservation of this history.

To the south of the Conservation Area and away from the historic settlement core are substantial areas of modern residential development, however these do not affect the significance or special interest of the Conservation Area and do not generally affect the heritage significance or setting of the individual heritage assets within the town. To the north of the town residential development has been more dispersed in its overall expansion and there are outlying business and light industrial developments.

The retention of areas of green space such as the Millennium Green, and farmland to the west of Halesworth is important in preserving some sense of the town's historic context and scale within the landscape, as well as to enhance the wellbeing of residents and to conserve and enhance the natural environment.

## The Architecture

### *Medieval and post-medieval building tradition and materials*

The 14th century Church of St Mary represents the earliest surviving building in Halesworth and most of the designated and non-designated buildings of interest within the Conservation Area, with some exceptions, date from the 17th century onwards. In many of the buildings the historic fabric is often masked by external treatment or by Georgian and Victorian alterations.

The majority of buildings pre-dating the 19<sup>th</sup> century were constructed in a regionally distinctive vernacular style in that they utilise locally or regionally available building materials which in turn influenced the construction techniques and overall form of the buildings. The predominant building form is of the single pile plan; about five metres in width, of one and a half or two storeys with steep pitched roofs and substantial axial chimneys. The buildings set typically side on to the street and present a continuous street scene with occasional gaps to gardens and rear yards.

The architectural character is unified by the local palette of materials. Roofs principally utilise red clay plain tiles, red clay pantiles, and later black glazed pantiles and Welsh slate. The timber-frame tradition is strong though only in rare instances is the frame exposed. The use of timber-framing was gradually superseded by bricks during the 16<sup>th</sup> and 17<sup>th</sup> centuries. Prior to the 19<sup>th</sup> century bricks would frequently have been locally or regionally produced. Halesworth Conservation Area also includes examples of the use of flint walling, a material whose usage is linked to the availability of chalk bedrock.

Generally, the buildings are clad in colour-washed lime plaster with 'classical' fenestration and proportion. The plaster render would sometimes be scored to resemble ashlar and there are some

instances of decorative plastering. 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 19th century.

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 many small shops, public houses and dwellings whose picturesque shopfronts survive, with some subdivision of the larger buildings having taken place to accommodate the increased population and additional businesses.

#### *The 19<sup>th</sup> century*

The construction of the railway in the mid-19th century allowed for greater variety of building materials such as imported stone and mass-produced common brick to become available and led to the decline of the vernacular tradition. From the late 18th and through the 19th century there is the appearance of architect-designed buildings with distinct identities detached from the local vernacular and more likely to be influenced in architectural trends at a national level. These are especially prevalent for civic and commercial buildings, as well as higher status residential dwellings, such as those at the southern end of the Thoroughfare including the former post office & bank (No.47 The Thoroughfare) and No.18 Thoroughfare (Cross Ram's), Patrickstead Hospital, Nos. 25 and 26 Market Place, St Keynes, the Rifle Hall and Methodist Chapel on London Road, and the Congregational Church and Hooker House on Quay Street.

#### *Fashion and trends*

The influence of changes of fashion and trends of architectural development superseding the vernacular tradition can be seen at the small-scale domestic level. The Georgian and Victorian façades

of domestic residences throughout Halesworth 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. Many of the buildings, both individually and in groups, retain a full complement of original windows and doors which greatly enhances their heritage value and the historic authenticity of the Character Area and wider Conservation Area. Examples include the terraced houses on Station Road, Wissett Road, and Quay Street. The unsympathetic replacement of doors and windows on one house can affect the appearance of neighbouring houses of the same type and has an accumulative detractive effect on the surrounding area

#### *Traditional Shop Fronts*

There are many good traditional shopfronts, ranging in date from the 20<sup>th</sup> and 19<sup>th</sup> century and potentially 18<sup>th</sup> century. Shops and workshops were integral with the artisan or merchant's dwelling, and a shop front of the 18th century was likely a counter across which trade took place. With the advent of larger panes of transparent glass, large sash windows and bay or bow windows were utilised for shop fronts, notable examples of which include No.124 Chediston Street (18th century) and Nos. 134/5 Chediston Street (19th century). The Thoroughfare includes a wide array of shopfront and window variants and associated detailing. The prevalence of small independent retailers on The Thoroughfare, as well as the generally small-scale and restrained nature of the fascia signs enhances the appreciation of the historic character of this area.

#### *Historic Roofing*

Throughout the Conservation Area the prevailing historic roof type is the pitched roof surfaced with pantiles. In the later 18th and in the

19th century larger buildings such as the villa-type residences of London Road and Station Road utilised fashionable hipped roofs. There are also many good examples of chimneys dating from across the post-medieval period. These are predominantly axial stacks located centrally between subdivisions and at the gable ends. Generally, they are plain stacks or include varying degrees of embellishment through the use of coloured brickwork. Though now many are now non-functional, chimneys are important to maintaining historic authenticity and historic character and provide significant visual interest to the roofscape.

#### *Boundaries*

The Conservation Area includes a good variety of traditional brick walls for garden and property compartments dating from the 18th and 19th centuries. These are generally constructed of red brick or occasionally gault brick, capped with splayed or saddle-back copings and occasionally include ball finials at piers. The positive contribution of boundaries walls is exemplified in the Old Rectory Character area which also includes a distinctive crinkle crinkle wall. Traditional iron railings also survive in places though less frequently than brick walls and where present enhance the historic character and authenticity of the street scene.

#### *Individual Identity*

Within the character areas the buildings are often appreciated for their group value and sense of place and character which they collectively create. Individual landmark buildings within these areas create points of interest and local distinction. They stand out for a variety of reasons including the individuality of their design, survival of historic fabric such as timber framing, or larger massing or atypical alignment within the street scene. Small details of historic or architectural interest can greatly enhance the heritage value of a building and its contribution to local distinctiveness and sense of

place Examples include the carved timber beam of No.6 Thoroughfare, the decorative plasterwork at No.123 Chediston Street, the decorative plaques on No.32 Quay Street, the personalised pattress plates on Malthouse Flats, and various historical building plaques and datestones which can be found throughout the Conservation Area.

#### *Building Designations*

Within the Conservation Area there are four buildings designated as Grade II\* significance, these being the Church of St Mary, the Old Almshouses, Gothic House and the Social Club all of which lie within close proximity to each other within the historic core of the town. All other listed buildings are designated as Grade II heritage significance. Many buildings have been identified as having local heritage significance due to their historic or architectural value and are considered non-designated heritage assets in planning terms (NPPF 2024).

## Local Details and Building Materials

The architecture and local detailing found throughout the Conservation Area is highly varied and as well as contributing to the heritage significance of individual buildings, is an important aspect of the area's special interest and unique identity. The variety of styles and materials reflects the multi-phased development of the area and illustrates the construction date of buildings and the changes in fashion, construction techniques and materials over time. Consistency of materials and architectural design allows appreciation and understanding of the group value and phasing of the building environment in different Character Areas.

A Design Guide has been developed for the Halesworth Neighbourhood Group to help inform new development proposals. It includes a summary of key characteristics of the Halesworth Neighbourhood Area and identifies focal buildings, and opportunities for enhancement.

The document also provides design principles which consider building heights and massing, typical features of the existing built environment, and the materials pallet.

Buildings pre-dating the 18<sup>th</sup> century can broadly be characterised as utilising locally and regionally derived traditional materials. They are frequently timber-framed with brick nogging or wattle and daub infill and the framing would typically be protected by an external render. The steeply pitched roofs often include garret rooms with small dormers are typically surfaced with red clay pantiles, plain tiles and slate. Fenestration is orderly and generally symmetrical, comprising timber sash windows or casements. Brick stacks are tall but not overly ornamented. No examples of mathematical tiles are recorded.

During the 18<sup>th</sup> and 19<sup>th</sup> centuries there was a gradual transition of building materials and construction style whereby timber-framing was replaced with structural brick construction. During the earlier period the bricks utilised for this work are likely to have been derived from local and regional brick pits, resulting in localised variation in dimensions and colour due to varying clay types and firing. Improvements to transport links via the river and later, rail, allowed the import of materials from further afield, resulting in greater consistency and uniformity of buildings. This is particularly noticeable on 18<sup>th</sup> and 19<sup>th</sup> century terraced housing which were constructed as single phases of construction.

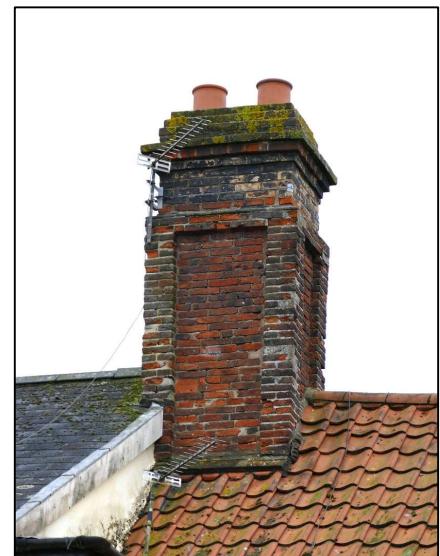
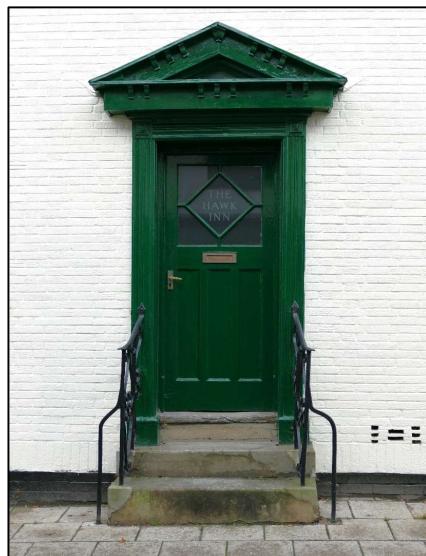
Buildings in Halesworth include a mix of red brick and gault brick, with the latter typically being found on larger residences, and sometimes utilised only on the principal elevation with the rear and sides utilising cheaper common bricks. There are likely to be examples where a timber-framed elevation has been rebuilt in brick as a relatively cost effective way of fashionable uplift. Scoring of render to resemble ashlar was also common. It is not clear how widespread decorative pargetting was within Halesworth as only two examples were identified and it is not certain whether those examples are historical.

Larger and architect-designed buildings stand out due to their non-traditional designs influenced by national and international trends and architectural motifs. They also incorporate imported materials such as glazed bricks and have greater ornamentation such as elaborate decorative moulded bricks, stones and cast stones.

Boundary walls are typically constructed of red brick, with occasional ornamentation along the coping and piers, and can also incorporate decorative ironwork.

Figure 133 Showcase of local materials and architectural detail





## Cultural Associations

Halesworth has a rich cultural history, centred around the Hooker brothers who lived in Halesworth from the early 19<sup>th</sup>C (AECOM 2019). Sir William Jackson Hooker and Sir Joseph Dalton Hooker are both described as 'two of Kew's most illustrious Directors' (quote from Christopher Mills of The Royal Botanic Gardens Kew). The Hookers were plant collectors, and they carried out expeditions across the globe in search of rare species, which they donated to Kew Garden's seed collection. Joseph Hooker was a published author producing the 'Handbook of the British Flora' and a close friend of Charles Darwin. The two frequently compared notes on the their botanical expeditions. However, Joseph Hooker was not just a botanist, having many skills, being a qualified doctor, geographer, meteorologist, cartographer, as well as a skilled writer and artist.

The New Cut Maltings represents an important part of Halesworth's history as one of many local maltings (AECOM 2019). Various owners developed the premises and added storeys and architectural details up until 1967, when the building was closed. It reopened in 2003 after being converted into a multi-functional arts space. Other examples of converted maltings, mainly for residential use, include those at River Lane.

## Trees

Trees contribute significantly to the character and appearance of Conservation Areas, such as by providing visual, environmental, and ecological value. They may also have historic interest in their own right or by association with structures and locations. Tree management in these areas is subject to greater oversight to ensure any changes do not harm the area's overall integrity. Tree management in Conservation Areas must balance the need for safety and maintenance with the legal requirement to protect local

heritage and character. Planning and communication with the local authority are essential before any significant tree work is undertaken.

Before carrying out work on most trees in a Conservation Area, individuals must give six weeks' written notice to the local planning authority (called a "Section 211 notice"). This includes pruning, lopping, topping, or felling trees. The rules apply to trees with a diameter of more than 75mm, measured at 1.5m above ground level (or 100mm if the work is to improve the growth of other trees). After receiving a notice, the authority may make a Tree Preservation Order if they consider it to be in the interests of amenity to protect the tree.

It is particularly important that the management of trees within Conservation Areas is based on good advice, carefully planned, and follows best practice. In general, this means engaging a qualified arboriculturist for inspections and maintenance recommendations; aligning tree care with ecological and heritage values; planning tree works outside nesting season and checking for wildlife protections (e.g., bats, birds); and considering the aesthetic and historical context of the area when making decisions.

The Halesworth Neighbourhood Plan notes that 34 'heritage' trees have been identified by Halesworth in Bloom. These are typically a large, individual tree with unique value, which is considered irreplaceable. Whilst not necessarily ancient, the major criteria for heritage tree designation are age, rarity and size, as well as aesthetic, botanical, ecological, and historical value, decided by the Halesworth in Bloom tree wardens. Policy HAL.ENV5: Heritage Trees states that "*Proposals for development of land on or immediately adjacent to a heritage tree must demonstrate how they will preserve the tree and avoid damage to its root structure*".

## Landscape and Open Spaces

Within the Conservation Area there are three areas of green space which make a notable contribution to the character of the Conservation Area. These areas comprise the Town Park (CA10), the churchyard and memorial park at the Church of St Mary (CA3), and the grounds and riverside walk within the Old Rectory and Riverside Character Area (CA7).

These three areas have very different historic origins, scale, habitat and natural diversity, and public accessibility. These areas include fully mature trees which make a significant contribution to the overall character and public enjoyment of the Conservation Area.

The Town Park is an important social amenity and recreation area due to the presence of areas of open space, children's play facilities, and public restrooms. It also forms a pedestrian movement corridor between the residential areas to the north and Millenium Green to the south. The area is in active and continuous use for both transitory movement, dog walking, and sports and recreation for individuals and groups. The Park includes large mature trees in an informal arrangement across the Character Area, lining the sides of the paths and screening the adjacent road. The remains of the Blyth Navigation around the north and east provide historical interest.

The Church of St Mary is the spiritual hub of the historic town. The churchyard surrounding the church is an important open space with high archaeological interest and is an important spiritual space and part of the setting of the church and many of the surrounding listed buildings. The churchyard contains gravestones, tombs and carved ornaments which have high commemorative and communal significance, as well as historic and architectural interest and are important contributors to the aesthetic quality of the area. The

churchyard includes large mature trees which create a green buffer around the church. Footpaths lead through the churchyard and around the church and link to adjacent Character Areas. Benches are located adjacent to the church and create an inviting space for rest. The adjacent memorial park is a more formally arranged space with designed covered shelters set among small lawns and flower beds. The War Memorial stands at the centre of the space and is a visible monument with historic and communal interest. The open space remains highly important for spiritual contemplation and relaxation.

Old Rectory and Riverside is a peripheral quiet walk providing access around the busier areas of the town. Public access is restricted to the path however the wider natural environment provides an important green buffer, creating a sense of natural seclusion. The river crossing creates a natural stopping and vantage point and the presence of a bench encourages rest and relaxation. Historic map evidence demonstrates that the current layout and character of the area remains consistent with the 19<sup>th</sup> and 18<sup>th</sup> centuries which greatly enhances the area's contribution to the historic significance of the wider Conservation Area.

Well-maintained private gardens to the front, sides and rear of houses make an important positive contribution to the character and appearance of the Conservation Area and greatly enhance public enjoyment of the space. In many places the houses and buildings front immediately against the pavements and the gardens are experienced as glimpses through gaps and narrow passes between the houses.

Some areas, such as along Quay Street, include narrow strips in front of the houses which provide opportunity for planting, whilst in other areas such as Station Road and London Road - South, the houses include generous gardens at the front and sides, and these

are often well-maintained and greatly enhance the street scene. Review of historic mapping demonstrates that many houses included small outbuildings and workshops within their gardens and yards. Where these survive, they contribute to the sense of place and historic character of the Conservation Area.

In the Thoroughfare Character Area green planting is provided by means of potted trees and planters. The River Blyth crosses through this area and provides an important natural contrast to the built environment.

The grounds of Highfield House include a large number of mature trees which also serve to screen the property from the adjacent roads; however, the grounds are not publicly accessible or visible and therefore the contribution of the green space to the public experience and character of the Conservation is limited.

Within Halesworth there is an abundance of roadside and verge planting which enhance resident and visitor experience and wellbeing. These are addressed in the Neighbourhood Plan in Policy HAL.ENV4: Verges.

In several of the character areas there are wall-mounted traditional-style streetlamps. It is uncertain whether these are historic or modern however the consistency of their design which is complementary to the local architectural character means that they are a positive contributor to the significance of the Conservation Area. The locations of these features is highlighted on the individual character area maps.

## Water Courses

The Town River is the combination of three streams from the Spexhall, Wissett and Chediston valleys, which join west of Halesworth Bridge, flow around the ridge spur in a narrow channel,

before turning south to meet the main Blyth River. At Halesworth, the division of the floodplain into two smaller valleys, meant that here a north/south route could cross the Blyth, and its northern arm the Town River.

It appears that the Town River has altered its course, depth and flow several times since the Anglian Ice Advance (c.500,000BC). At the end of the Ice Age the river was possibly 200m wide, and flowing in a deep channel cut into the Crag Sands 3m below its present depth. Later it narrowed to only 30m, but an area 135m wide was low lying and full of reed beds. Much later the river flowed on top of a bed of grey pebbles, 1.5m above its present course (Fordham 2005).

In 1757 an Act to make the river Blyth navigable from Halesworth to Southwold was given the Royal Assent. The Navigation was established in 1761 and flourished for 100 years before being made redundant by the construction of the railways. For much of its length it made use of the River Blyth itself. However, the last section, of nearly a kilometre up towards Halesworth itself, was a newly dug route called the New Reach. This avoided the large number of meanders that existed on this section of the Town River.

The New Reach starts at Halesworth Lock which is still a substantial structure although now the river runs through it and large trees are growing through the brickwork causing damage. It continues under a relatively new bridge under the main line railway, under White Bridge which is shown on early maps as a swing bridge and then arriving at the basin which has been filled in for many years. In the 1830s Patrick Stead, the malting entrepreneur, built another lock so that his wherries could get back into the Town River and get direct access to more of his maltings. Remains of the lock can still be seen in front of the Langley Quay development.

## Heritage Assets

The significance of a heritage asset is described in terms of the value of the heritage asset because of its heritage interest (architectural, archaeological, artistic or historic) as defined in NPPF, and is also described in relation to the asset's heritage values (evidential, historical, communal, and aesthetic) as defined in Conservation Principles (HE, 2008).

For designated assets (World Heritage Sites, Scheduled Monuments, some Listed Buildings and Registered Parks and Gardens, and Registered Battlefields), the importance is 'high' or 'very high' as these assets meet the national criteria for designation under the relevant legislation. Listed Buildings and Registered Parks and Gardens are graded (I, II\* and II) according to relative significance.

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. Within this report, non-designated buildings are referred to as 'unlisted buildings which make a positive contribution'.

A substantial majority of buildings have little or no heritage significance and thus do not constitute heritage assets. Only a minority have enough heritage significance to merit identification as non-designated heritage assets.

The four buildings designated as Grade II\* are of national importance, including the Church of St Mary, Gothic House, the Old Almshouses, and Social Club. They have a much higher level of evidential and historic value and greater degrees of communal and aesthetic value. They also have a greater degree of national rarity in

terms of their age, building type, and extent of survival of fabric and features of heritage interest. These are located within a constrained geographical area comprising the medieval settlement core and demonstrate the historic importance of that area of Halesworth.

The majority of the listed buildings in Halesworth are Grade II listed due to their special architectural or historic interest. The heritage interest of these buildings will largely derive from their evidential and historic values though some will also have communal value (such as churches and chapels or schools), and aesthetic value arising from their high-quality designs or decorative elements. The majority of listed buildings are within the medieval core and areas of post-medieval development up to the 19th century, with a smaller number or outliers located within areas of 20th century development. The large number of listed buildings within character areas such as Thoroughfare, Chediston Street, Market Place / Church of St Mary, and London Road - North, demonstrates the high quality and importance of the built environment of the Conservation Area.

The group value of listed buildings is a significant element of the historic character and heritage significance of the Conservation Area and many listing entries highlight this importance. Group value is described as "the extent to which the exterior of the building contributes to the architectural or historic interest of any group of buildings of which it forms part" (DDCMS 2018). This can include architectural or historic unity, or where there is a historical functional relationship between buildings.

Notable examples of groups of listed buildings include the buildings around the west and north-west sides of the churchyard, the central stretch of Chediston Street, and the buildings along Thoroughfare.

Unlisted buildings which make a positive contribution are locally important buildings with inherent architectural, archaeological, artistic or historic interest. They also contribute to and enhance the local historic character and often form local landmarks. The group value of these buildings is an important aspect of their overall heritage significance and their contribution to the historic character and significance of the Conservation Area.

Changes to these buildings could detract from their individual heritage interest and negatively impact on the special historic character of the local area. The Station Road and London Road - South character areas, have a greater proportion of unlisted buildings which make a positive contribution than they do listed buildings.

## Summary of Significance

Halesworth's heritage significance is derived in a large part from the survival of its distinctive medieval road and settlement pattern which remains readily legible on the ground and in plan. The narrow sinuous roads preserve the equine based street widths and skirt around the large medieval churchyard and triangular marketplace, and along the Thoroughfare to cross over the bridge. These three areas represent the historic core of Halesworth and can be demonstrated from archaeological remains to have anchored the town's development from the 11th or 12th centuries, influencing the later pattern of settlement expansion and property boundaries. Several buildings of national heritage importance can be found within this area.

The surrounding character areas represent the town's development and expansion during the later medieval and post-medieval periods as the town's economy and industrial productivity developed. The built environment in these areas provides important evidence for the

living standards and occupations of the town's inhabitants from the poorest to wealthiest inhabitants, such as the small artisanal cottages and associated workshops at Chediston Street at one end of the social ladder, and the large Gothic House and Social Club (Three Tuns) at the other. Economic improvements of the 18th and 19th century and associated changes in social expectation, fashion and developments in domestic architecture can be traced through areas such as Quay Street and London Road where there are elegant and spacious town houses and villas. Local authority housing and speculative development in the modern period can be seen in areas such as Bungay Road.

The town's economic and industrial development can also be traced through the settlement pattern and built environment. The town remains enclosed by agricultural land, both pasture and arable, attesting to its historic agricultural economy. The town was granted a charter for market and fair in the early 13th century and the distinctive triangular layout of the marketplace and its island of buildings was established and remained anchored by the planned layout of market plots and tenements. Throughout the medieval and into the post-medieval period the town's inhabitants engaged in a variety of crafts and industries often taking place in yards and workshops to the rear of the cottages. Areas such as Chediston Street retain good examples of these yards and workshops which are an important aspect of the town's distinctive historic character.

The later post-medieval industrial development of Halesworth is evidenced in the survival of several maltings which now form landmark buildings within the town. Buildings such as the George Maltings and Station Yard Maltings are an immediately recognisable building type and illustrate the industrial and brewing history of the town. Station Yard Maltings is an important local landmark and

contributes to Halesworth's local identity as well as contributing to the regional distinctiveness of Suffolk market towns.

Due to its geographically strategic location Halesworth was historically an important large settlement and centre for trade and commerce. The Conservation Area is of regional importance as it enables understanding and appreciation of Halesworth's unique development. Within the Conservation Area the built environment includes a wide variety of buildings ranging from national to regional and local significance, providing tangible evidence for the inhabitant's living conditions and occupations, and the development of these through time up to the modern period. The built environment also contributes at a regional level to the understanding of architectural history and development of the Suffolk vernacular tradition in terms of built form, construction materials and techniques.

Many of the buildings have potential to include historic fabric which may be masked by later materials and interventions, and which would help to enhance the understanding of the town's development. The town has a demonstrable potential to include below-ground archaeological remains going back to the prehistoric period. Investigations within the medieval core including around the Church and in the area of the Thoroughfare have provided valuable evidence for the town's medieval development and demonstrate the importance of conducting archaeological investigations in advance of development.

*Figure 149 Location of Halesworth with Designated heritage assets within 5km*

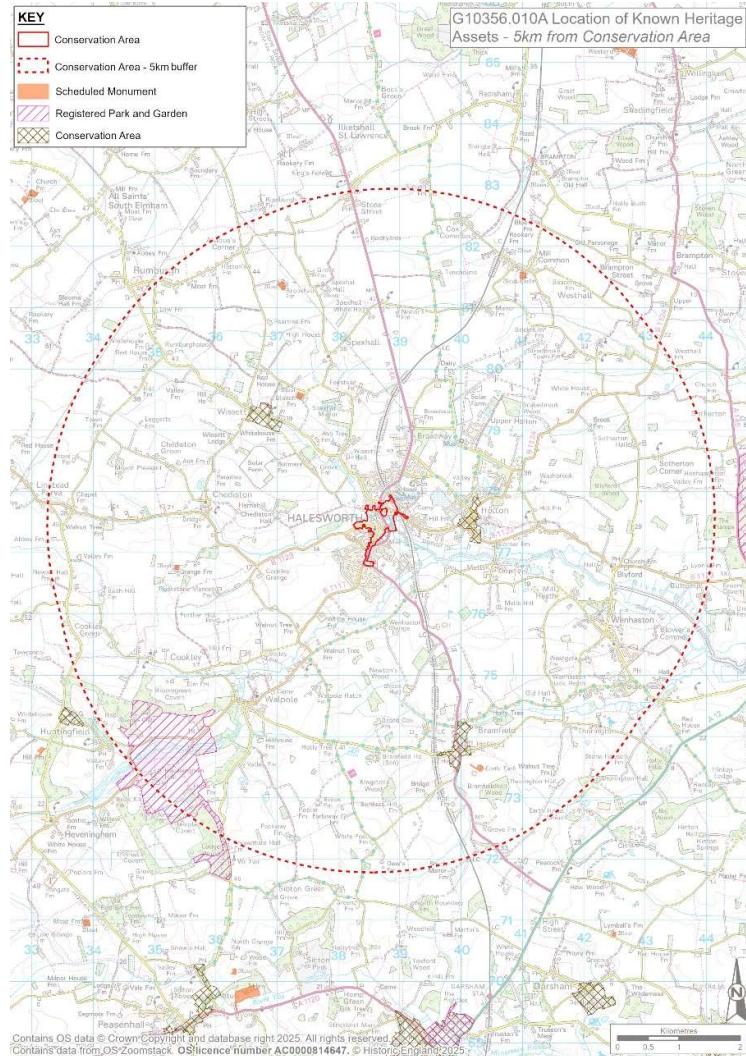
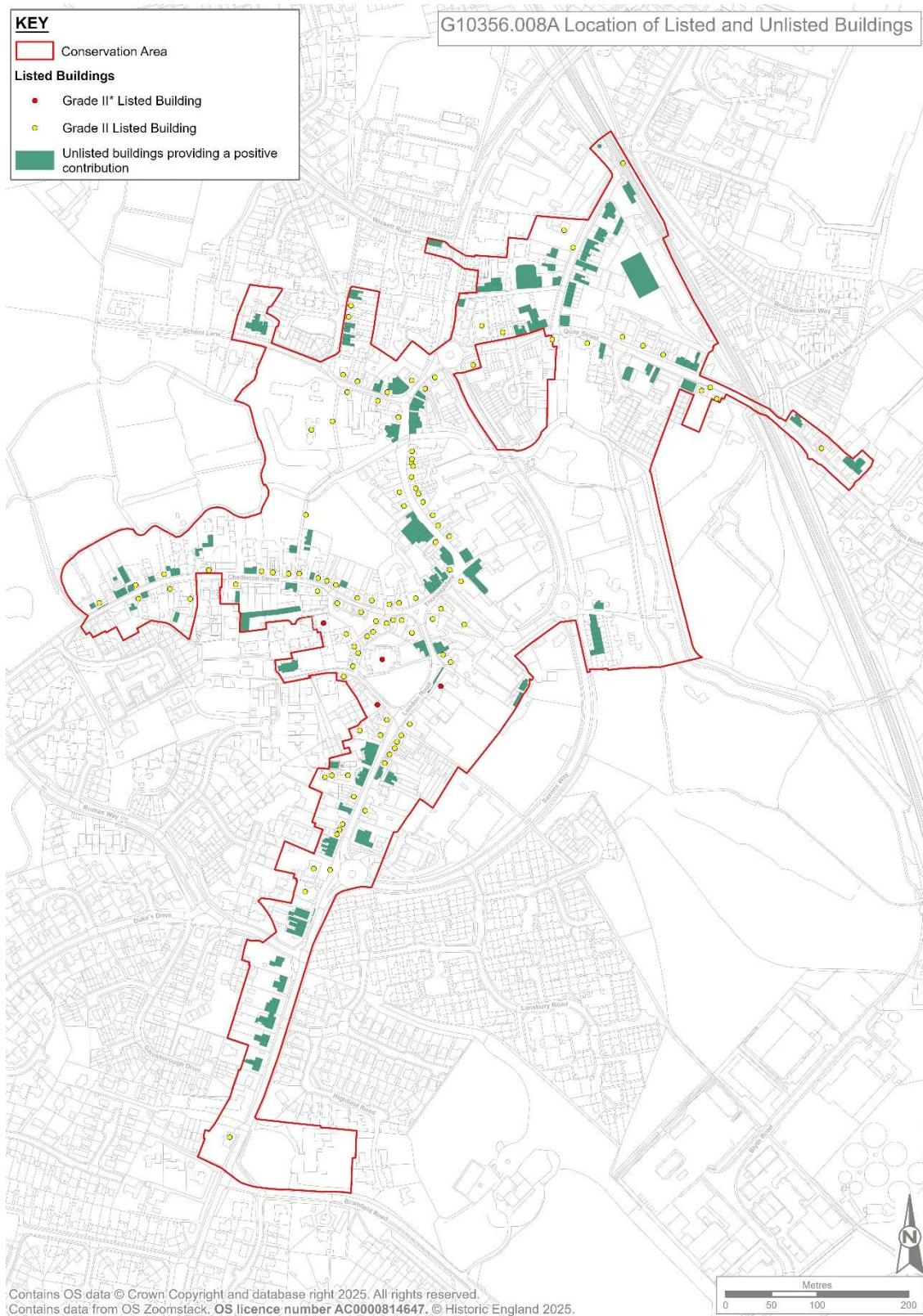


Figure 150 Listed and Unlisted buildings which make a positive contribution within Halesworth



## 5.0 Key Views

Halesworth's Neighbourhood Plan includes Policy HAL.DH2, *Views and Gateways into and out of Halesworth Town* which states:

*A. Development proposals should preserve the views of St Mary's Church tower, Halesworth.*

Several views towards the church are identified within the plan and additional views have been identified for this appraisal. Other important views of local landmark buildings or areas of particular visual interest have been identified by this appraisal.

Table 1 - Key views of St Mary's Church

View 1 – Long-distance view of top of church tower, looking north-east from Saxon Way through modern residential development.	<ul style="list-style-type: none"> <li>Landmark significance and provides visual connection between modern residential development and the historic settlement core.</li> <li>Vulnerable to tree growth and tall garden planting, street furniture, new houses or extensions which could block the view.</li> </ul>
View 2 – Long-distance view of church tower, looking south from an elevated approach along Norwich Road and overlooking the historic town centre (Figure )	<ul style="list-style-type: none"> <li>Landmark and wayfinding significance on a major approach to Halesworth.</li> <li>The view is vulnerable to tree growth, tall modern development, street furniture and signage.</li> </ul>
View 3 – Long distance view of the church tower, looking north	<ul style="list-style-type: none"> <li>Landmark and wayfinding significance at a major</li> </ul>

from an elevated approach along London Road and overlooking the historic town centre ( <b>Error! Reference source not found.</b> )	<p>entry to Halesworth. Appreciated within the context of 18th – 19th century and modern residential development.</p> <ul style="list-style-type: none"> <li>Vulnerable to tree growth and tall building development.</li> </ul>
View 4 – Long-distance glimpsed views towards church tower, looking north-west towards the church across 'Lester's Place' in Millennium Green.	<ul style="list-style-type: none"> <li>Landmark and wayfinding significance.</li> <li>Vulnerable to tree overgrowth which could restrict views. Modern development of inappropriate massing could intrude into the view.</li> </ul>
View 5 – View of the church from the edge of the churchyard standing in front of Gothic House at London Road ( <b>Error! Reference source not found.</b> )	<ul style="list-style-type: none"> <li>One of the few places from which the main aspect of the church can be appreciated without vegetation blocking.</li> <li>Vulnerable to modern street furniture, vegetation growth and tree crowding.</li> </ul>
View 6 – View of the church tower through a gap in the buildings which line the south edge of the Market Place (Figure 37). The church tower is visible from several places within the Market Place.	<ul style="list-style-type: none"> <li>Provides an interesting and locally unique view of the church tower. Visually connects the St Mary's Church and Market Place character areas and encourages exploration between the areas.</li> <li>Vulnerable to inappropriate street furniture or signage</li> </ul>

	which might block or intrude into the view.
View 7 – Long-distance view of upper part of church tower, looking south-west along Bungay Road across the train station and railway lines.	<ul style="list-style-type: none"> <li>• Landmark and wayfinding significance.</li> <li>• Provides a long-distance visual connection to the historic settlement core from an outlying area of the town.</li> <li>• Vulnerable to tree outgrowth and modern development and street furniture.</li> </ul>
View 8 – Glimpsed views of the upper part of the church tower from the exit from the Thoroughfare ( <b>Error! Reference source not found.</b> ). Within the same view is the Memorial Garden and the exposed timber-framing and traditional shop front of No.1 Market Place (Figure 80).	<ul style="list-style-type: none"> <li>• Locally important view taking in the church and several adjacent heritage assets and provides visual connectivity between Character Areas.</li> <li>• Vulnerable to tree outgrowth, modern street furniture and shop signage.</li> </ul>
View 9 - View of the west elevations of the church tower and adjacent listed buildings (Figure 25). The church tower is clearly visible above the roof line of the smaller buildings and the view forms an attractive ensemble with a green backdrop provided by the churchyard trees.	<ul style="list-style-type: none"> <li>• Locally unique view of an ensemble of listed buildings taking in the church and adjacent heritage assets.</li> <li>• Vulnerable to modern development within the Church Farm Lane area.</li> </ul>

Figure 151 View V2, glimpsed view of church tower from the A144



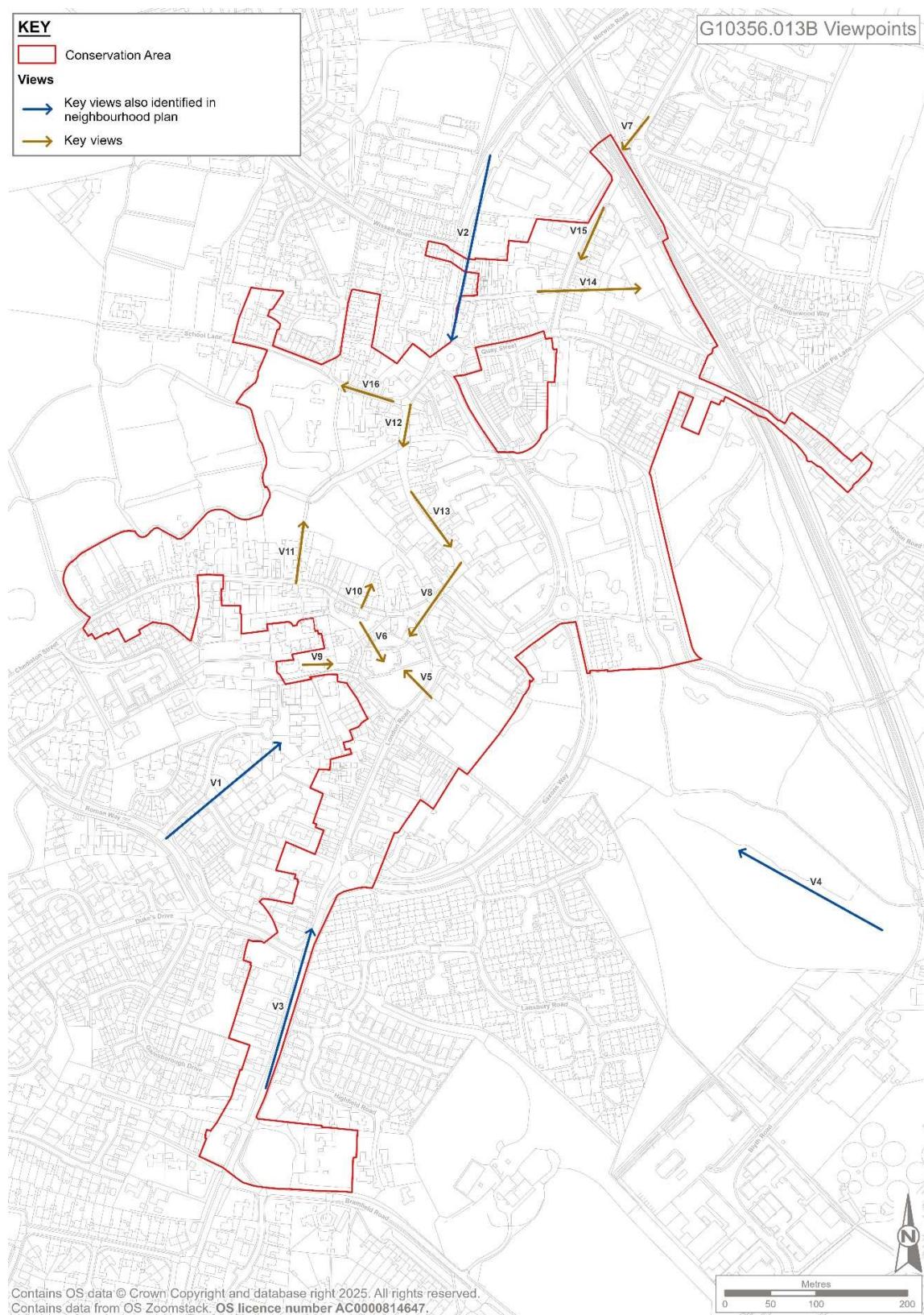
Table 2 - Key views within the Conservation Area

View 10 – View from Chediston Street into Mile Ward Court through an arched gateway (Figure 53).	<ul style="list-style-type: none"> <li>• Provides permeability and interest within the street scene and encourages public exploration.</li> </ul>
View 11 – Views between Chediston Street the Old Rectory and Riverside along a public footpath (Figure 67). The path is lined with a variety of historic walls including a locally distinctive Grade II listed crinkle-crankle wall. A similar and complementary view is	<ul style="list-style-type: none"> <li>• Sudden long-distance view from the enclosed Chediston Street encourages public exploration outside of main town area.</li> </ul>

provided from the northern end of Rectory Lane.		
View 12 – View along Bridge Street and the Thoroughfare at the northern approach into the main shopping street (Figure 87). The street is lined by designated and non-designated buildings of historic and architectural interest. The shops are small-scale and include many independent retailers. The street scene includes traditional lamp posts and small areas of outdoor seating which enhance the traditional character and human scale of the retail space.	<ul style="list-style-type: none"> <li>Transitions into the main retail street from the residential areas of the town.</li> <li>Highly vulnerable to inappropriate street furniture and shop signage.</li> </ul>	<p>Yard Maltings, also including the Prince of Wales public house and 18th / 19th century residential houses (Figure 129). These elements are also visible from the northern approach up Station Road.</p> <p>largest surviving 19th century maltings.</p> <ul style="list-style-type: none"> <li>Development within the immediate vicinity of Station Yard and open space adjacent to New Cut Maltings must be carefully managed to retain the view and visual connectivity as far as possible.</li> </ul>
View 13 – View along the Thoroughfare shopping street, looking in both directions ( <b>Error! Reference source not found.</b> ). The street is lined with designated and non-designated buildings of historic and architectural interest and includes a variety of traditional and modern shop fronts. The shops include many independent retailers, and the street scene has a traditional character and human scale.	<ul style="list-style-type: none"> <li>The view includes a variety of buildings of historic and architectural interest, including decorative details and historic fixtures and fittings and traditional shop fronts.</li> <li>Highly vulnerable to inappropriate street furniture and shop signage, and loss or masking of historic fabric and details of interest.</li> </ul>	<p>View 15 – Station Road, looking south from the train station (<b>Error! Reference source not found.</b>). An important gateway to visitors this view includes a tranquil and attractive street scene of well-maintained 18th and 19th century houses and gardens.</p> <ul style="list-style-type: none"> <li>At the northern end of Station Road, the unsympathetic and large massing of modern buildings off Norwich Road detracts from the view. The introduction of planting at the edge of the car park would mitigate the visual intrusion.</li> <li>Vulnerable to inappropriate alterations to the exterior of the houses on Station Road and introduction of inappropriate street furniture or signage.</li> </ul>
View 14 – View between the New Cut Maltings and Station	<ul style="list-style-type: none"> <li>Locally distinctive view encompassing two of the</li> </ul>	

<p>View 16 – Rectory Street. Characterised by small-scale residences with colourful elevations and traditional detailing (<a href="#">Error! Reference source not found.</a>). This is a relatively quiet street which encourages pedestrian exploration and links to the fields west of Halesworth.</p>	<ul style="list-style-type: none"><li>• An important part of a public walking route linking to Old Rectory Lane and Thoroughfare. Provides a quiet contrast to the bustling Thoroughfare area.</li><li>• Vulnerable to unsympathetic alterations to the exterior of the residences.</li></ul>
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**Figure 152 Key views within Halesworth Conservation Area**



## 6.0 Conservation Area Amendments

Since the Conservation Area was first designated 1970 the boundary has been amended in 1979, 1997, 2007 and most recently in 2026. The most recent amendments, including identification of additional positive unlisted buildings, were as follows:

### London Road South

A minor expansion of the Conservation Area boundary to encompass a small 19<sup>th</sup> century outbuilding located to the rear of no.30 London Road. This building forms curtilage to the listed building and was historically part of the former farmstead. The outbuilding has historic interest as a remnant of a former farmstead and has group value. The building materials are consistent with the period of its construction and it has a pantile roof with decorative barge boards which provide architectural interest.

### Old Brewery Yard

Expansion to encompasses the remains of an enclosed yard historically associated with the 'Three Tuns' (Social Club) public house. The area includes the 19<sup>th</sup> century cart shed and wall to the rear which have been assessed as unlisted buildings which make a positive contribution to the Conservation Area (**ULB27** and **ULB102**). The Old Drill Hall is also encompassed within the Conservation Area bounds and forms part of ULB27. Despite minor alterations the historical function of the Cart Shed is readily apparent. The survival of these buildings and parts of the historic brewery yard, and their spatial relation to the nearby Three Tuns enables an appreciation of the historic context of the grade II\* listed building and contributes to its heritage significance.

Removal of No 1 Old Brewery Yard was made as this 21<sup>st</sup> C dwelling together with part of its curtilage has been built across/straddling the boundary. The change was required to restore a defined Conservation Area boundary. No 1 was not of historic significance.

### Quay Street

The Conservation Area has been expanded eastward to encompass buildings along Holton Road. This includes the grade II listed building 1-6 Holton Terrace. The expanded Conservation Area boundary encompasses Bridge House (**ULB53**) and comprising The Willows and 2-3 Holton Road (**ULB100**), all of which have been assessed as unlisted buildings which make a positive contribution to the Conservation Area. The inclusion of these buildings in the Conservation Area is in part due their inherent historic and architectural significance and group value, and also their visual presence framing the principal eastern approach into Halesworth town centre.

46 Quay Street, Station Road Character Area (**ULB101**). This is a 19<sup>th</sup> century building located at the intersection of Quay Street and Station Road and has an important visual presence when travelling west along Quay Street. The building historically served as a public house which is reflected in the large windows at ground level. The building has a relatively simple design with no external ornamentation. However, the overall plan and massing is suited to its location and it is well-balanced with a short, angled wall at the intersection of its two ranges in which the main door is located. At first floor level there is a consistent scheme of 19<sup>th</sup> century horned sash windows. Its assessment as a heritage asset will help protect the building itself and ensure that any future planned changes to the exterior, such as commercial signage, take into consideration the potential to detract from the visual quality of the area.

## Church Farm Lane

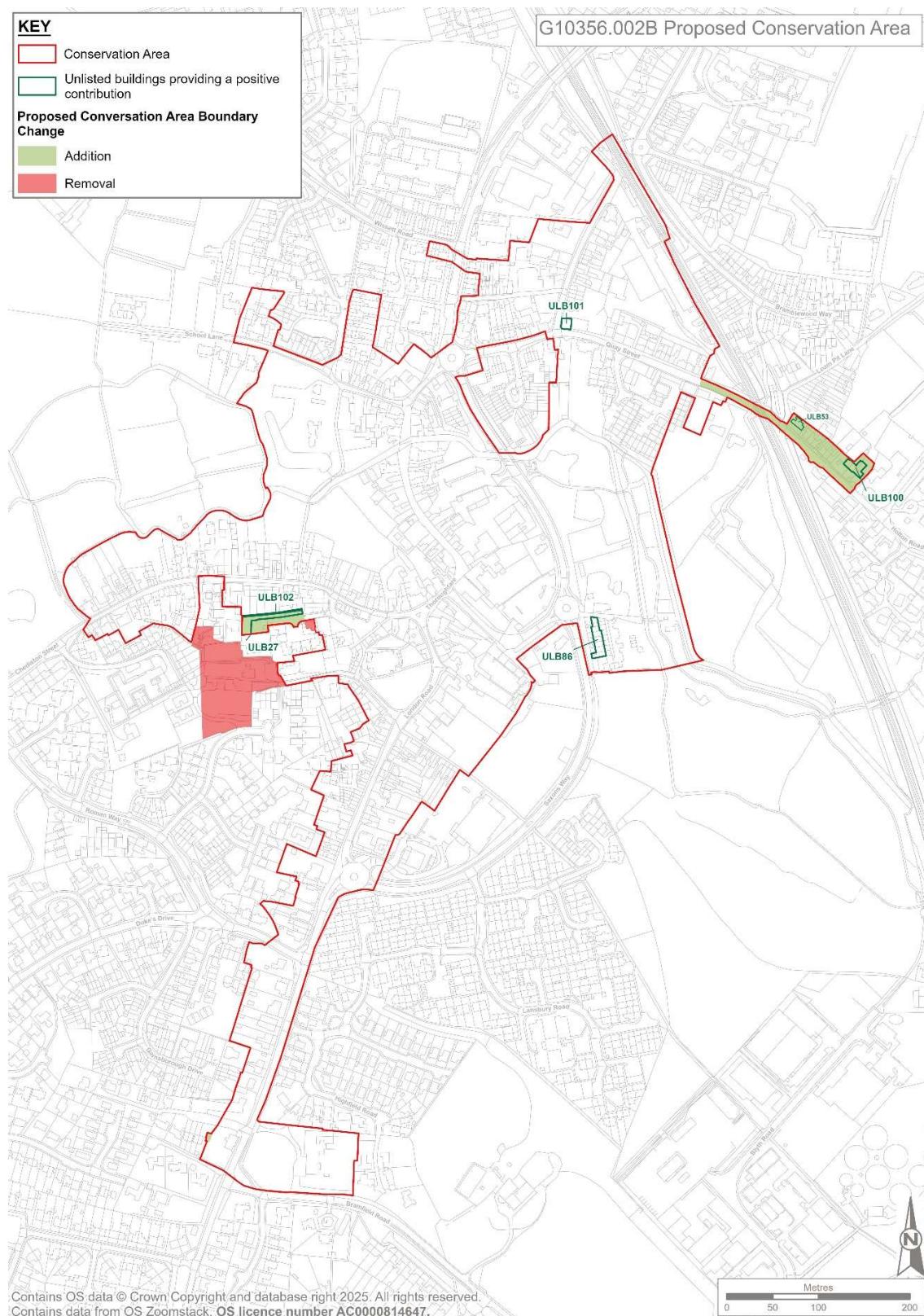
Church Farm Lane extends west from the church and encompasses a short lane which historically provided access to agricultural land to the west of Halesworth. The area encompassed three dwellings, including two grade II listed buildings: 20 Church Farm and Church Farmhouse. Modern residential development was considered to have largely removed the former semi-rural character and agricultural setting of the listed buildings; so the area was not considered to contribute to the overall character of the Conservation Area and the boundary amended to exclude this section.

## River Lane

The George Maltings, River Lane, within the Town Park Character Area (**ULB86**). The building has been subject to internal and external alterations however the plan form and distinctive roof structure easily identify its historic function and contribute to its architectural significance. The building has historical association with Martin George and Thompson George which enhances its historical significance.

Its assessment as a heritage asset will help protect the building itself and ensure that any future planned changes to the exterior, such as commercial signage, take into consideration the potential to detract from the visual quality of the area.

Figure 153 Conservation Area amendments of 2026



## 7.0 Management Plan

The 1990 Planning (Listed Buildings and Conservation Areas) Act places a duty on Local Planning Authorities to formulate and publish proposals for the preservation and enhancement of its Conservation Areas. This Conservation Area Appraisal document is designed to inform planning decisions, and other actions taken by the Council and / or property owners within the designated area. The role of the Management Proposals is to identify actions that could contribute to the enhancement of the special character and appearance of the area by the Council, owners and other stakeholders alike.

The main threat to the character and appearance of any Conservation Area is the cumulative impact of numerous alterations, some quite small in themselves, to unlisted buildings which make a positive contribution within the designated area. Such alterations can include the replacement of traditional windows with uPVC double-glazing, replacement of original doors, minor additions such as additions of porches, addition of render in areas traditionally non-rendered, or removal or repainting of render where these are a characteristic feature of the traditional buildings. Repointing of historic brick walls with inappropriate cement can result in long-term issues and damage to historic brickwork. Other accumulative impacts include the demolition of historic outbuildings and workshops, traditional brick-built property walls, and construction of extensions using unsympathetic materials or with massing that detracts from or intrudes into the traditional street scene.

Such alterations to unlisted residential properties are for the most part permitted development and therefore do not require planning permission. Unauthorised alterations and additions may also be a cause for concern and are often detrimental to the appearance of a

property. Both unsympathetic permitted development and unauthorised development cumulatively result in the erosion of the historic character and appearance of the Conservation Area.

The aim of management proposals is not to prevent changes but to ensure that any such changes are both sympathetic to the individual property, sympathetic to the streetscape and overall enhance the character and appearance of the Conservation Area.

The General Permitted Development Order explains what is permitted development in Conservation Areas. Building owners should also check there are no restrictive covenants or removal of permitted developments rights on their property.

Demolition in a Conservation Area (previously covered by 'Conservation Area consent') is now covered by planning permission.

A listed building will always require Listed Building Consent for demolition and major alterations.

### General Proposals for Preservation and Enhancement

The Halesworth neighbourhood Plan (2021 to 2036) includes a number of management proposals relating to the preservation and enhancement of the historic character of Halesworth. The Halesworth neighbourhood Steering Group have also commissioned a Design Guide to ensure that new development is designed and planned with regards to the existing character and context of the Halesworth neighbourhood area (AECOM 2019).

#### *Settlement form*

The medieval street pattern should be retained and respected. Development proposals must ensure that the development

integrates with and enhances the form of its existing surroundings and are responsive to the historic layout of the town, including plot widths, proportions and density.

Wherever possible opportunities to remove inappropriate and unsympathetic modern interventions or detractive elements within the medieval settlement core should be explored and actioned.

The surrounding rural environment is an important aspect of Halesworth's setting. Development has an accumulative erosive effect on the rural hinterland and should be carefully managed to avoid harming the setting and historic character of the Conservation Area.

The location, scale and massing of development outside of the Conservation Area boundaries must consider the setting and intervisibility of the Conservation Area.

#### *Archaeology*

Archaeological remains are a significant resource for evidence of the early history and development of Halesworth. Development proposals within the Conservation Area should consider the impacts on archaeological remains and seek opportunities to enhance the historic environment. Suffolk County Council Archaeological Service (SCCAS), would advise that there should be early consultation of the Historic Environment Record (HER) and assessment of the archaeological potential of any potential development site at an appropriate stage in the design stage, in order that the requirements of NPPF and East Suffolk Local Plan are met.

#### *Boundary treatments*

Traditional brick walls and cast and wrought iron railings make a valuable contribution of the historic character. Demolition and inappropriate repair or replacement of these features should be

resisted. Opportunities to reverse unsympathetic historic interventions such as inappropriate mortar or repairs using non-traditional bricks should be identified and actioned.

#### *Retention of historic features and building maintenance*

Historic windows and doors make a significant contribution to the appearance of buildings in the Conservation Area and the unsympathetic alteration of these minor features could have a significant and accumulative impact on the character and appearance of Halesworth.

The current Article 4(2) Direction of the Planning Act is in force over the Conservation Area, with the exception of new extensions. This existing Article 4 direction is planned to be reviewed by the Council in 2026/7.

The effect of a Direction means that planning permission will be required for specific works previously regarded as permitted development. The Article 4 Direction will not necessarily stop changes taking place but will require any proposed changes to first gain planning permission. This will ensure that any changes are controlled so that they improve the quality of the area. The aim is to encourage good quality design that will enhance the Conservation Area.

Traditional architectural details and local materials are important and should be retained, repaired or reinstated where lost. It is important that traditional techniques and materials (lime mortar, traditional renders, appropriate timbers and joinery, and like for like repair of buildings) are used to retain the special historic character and appearance of the Conservation Area. Traditional door and window surrounds should be repaired and maintained, and replacements should be like for like. Where possible non-

sympathetic modern replacements should be replaced with more traditional forms.

#### *Character of roads, lanes and paving*

The historic roads through Halesworth remain legible within the streetscape and are a significant part of the town's character. Any changes affecting these roads, such as new junctions, widening works, changes to surfaces, should be carefully considered and planned to avoid impacting on the area's special historic character.

There is an almost complete absence of historic or traditional paving and surfaces within Halesworth. Throughout the Conservation Area there is a patchwork of modern materials and designs and ad-hoc repairs. This creates visual clutter and results in an absence of unifying visual character and material pallet.

Where possible high quality and traditional forms of paving materials should be used utilised for highways repair and maintenance works. Consideration should be given to identifying an appropriate surface materials palette to be implemented within the different Character Areas. This would reduce visual clutter and create local identity.

#### *Renewable and Low Carbon Energy*

The installation of photovoltaic systems (PV) must be carefully managed to balance the need for sustainable energy against the appearance and historic character of the Conservation Area and the heritage significance of listed and unlisted buildings.

For PV installations fixed directly to or within the setting of heritage assets such as historic buildings, the significance of the asset will need to be properly assessed and the impact of the installation on significance evaluated before applying for permission.

If the installation will harm significance, alternative options should be considered. Some heritage assets will not be suitable for PV installations, for instance listed buildings where the only practical location for panels is a prominent roof-slope.

Historic England provides guidance to help property owners and those involved in managing, maintaining, or making changes to historic buildings understand the issues to be considered when designing and installing solar power systems (HE 2024a).

Consent is required for installing any type of PV installation on a listed building or scheduled monument. Planning permission may be required for a building in a Conservation Area.

The installation of a ground source heat pump or a water source heat pump at domestic premises is usually considered to be permitted development, not requiring planning permission. However, Consents are likely to be required for installing any type of heat pump in listed buildings or buildings in Conservation Areas, scheduled monuments, or installations that affect designated wildlife sites (HE 2024b).

The installation of ground source heat pumps may also need to consider impacts on potential below-ground archaeological remains.

### **Specific Management Proposals**

#### **London Road - South**

The forecourts and principal elevations of the Rifle Hall and adjacent Methodist Church show visible signs of deterioration, neglect and disrepair. As landmark buildings there is an opportunity to enhance the visual appearance of the Conservation Area by undertaking repairs and enhancement of these properties.

The provision of soft landscaping along the east side of London Road would help soften the visual impact of the mid-20th century housing which do not positively contribute to the historic character.

## Church of St Mary the Virgin

The churchyard and immediate surrounding area are of vital importance to the historic character and overall heritage significance of the Conservation Area. Modern development to the west of the Church of St Mary character area has resulted in this area becoming surrounded by modern development and detached from its former rural hinterland. Development within this area must be carefully designed to retain the semi-rural green nature and complement or enhance the built environment.

The churchyard is an important green space but has an unkempt appearance and several of the monuments require repairs. A management plan which reconciles the conservation of the historic environment and wildlife with the needs of the congregation, residents, and visitors should be drawn up.

The trees surrounding the church should be monitored and managed to avoid restricting views of this important landmark building from within the Conservation Area and the wider surrounding area.

Street clutter in the area around the churchyard such as the visually intrusive bin at the corner of Steeple End should be tidied and rationalised.

## Thoroughfare

The commercial use of the Thoroughfare is a critical aspect of the historic character and significance of the Character Area. The survival of traditional historic shop fronts and the prevalence of independent retailers greatly contributes to the area's individual

identity and local interest and is in keeping with the human-scale of the built environment.

As a commercial street there is a relatively high rate of change to shop fronts in terms of design and signage and types of businesses. As well as the immediate impacts on the appearance of the character area, the potential long-term cumulative impact of these changes on the physical fabric of the historic buildings must be taken into consideration when reviewing planning applications. Existing historic shop fronts should be maintained and enhanced and any opportunities to remove unsympathetic modern interventions and reveal earlier schemes should be explored.

There is a degree of clutter arising from a proliferation of signs, litter bins, bollards and lights. These should be managed, and detractive elements removed or replaced. Planters facilitate the creation of localised areas of greenery but also risk creating clutter and forming obstacles to movement. Carefully designed window boxes may help facilitate planting and could replace some ground level planters.

The design and scale of shop fronts, especially of mainstream corporate retail outlets should be managed to avoid visual intrusion and domination of the street scene and key views. A Shop Fronts and Advertisements Design Guide would help ensure a consistent approach to these elements.

Shop window displays and graphics should enhance the attractiveness of the individual businesses and the wider Character Area; displays which obscure traditional shop fronts and are visually incongruous should be discouraged.

Lighting from shop windows can help increase security after dark and encourage movement through the space. Lighting should be designed to facilitate night-time use of the area whilst avoiding creating light pollution.

Security features associated shop window displays should be internal in order to avoid harming the appearance of the shopping area and create clutter.

The current modern road surfacing scheme is not overly incongruous but does not contribute to or reflect the character of the historic built environment. Opportunities to enhance the current scheme or introduce a new scheme that enhances the area's historic character should be considered.

The car parks to the east of the Thoroughfare have no heritage significance but are important as public spaces since they facilitate access to the town centre and are an important element of the retail experience and commercial life of the area. The positive management of these spaces and improvements to the spatial and designed quality of the car parks is important for the economic growth of Halesworth as well as to enhance the significance of the Character Area and the Conservation Area.

Within the car park, to the rear of nos. 12-14 Thoroughfare, are a small group of derelict outbuildings or former workshops, likely dating from the 19th century. These buildings have historic interest and are a limited remnant of the formerly extensive workshops that were once present in this area. The visible dilapidation of the buildings detracts from the visual quality of the area and will affect their historic significance in the long-term through loss of historic fabric. Opportunities to repair the buildings and potentially bring them into active should be considered.

A few of the buildings (in particular Nos. 12 & 13) have overly large rear extensions which detract from the scale and character of the buildings when viewed from the rear. Where possible these should be replaced with more visually and historically appropriate buildings.

Any development within this area must have an appropriate scale and massing in relation to the historic buildings and avoid intruding into view of the rear elevations. It is desirable that the new buildings make spaces of a human-scale compatible with the existing character and that there is a visually coherent design to the buildings. A high standard of hard and soft landscaping will be necessary, including the boundary against Saxon Way.

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.

The townscape is not yet fully recovered from the 1991 relief road changes, and the Angel Link still appears visually inappropriate, having introduced 20th 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.

## Market Place

Similarly to the Thoroughfare, the character of the Market Place and immediate surrounding area of Chediston Street is vulnerable to inappropriate shop façades and advertisements which could visually intrude or dominate the street scene and detract from the scale and appearance of the traditional shop fronts. A Shop Fronts and Advertisements Design Guide would help ensure a consistent approach to these elements.

Care should be taken that car parking signage, markings and other necessary street infrastructure do not clutter the area.

## Chediston Street

In some parts of Chediston Street, particularly on the south side, the yards have been substantially enlarged for residential development, and several cottages built against the pavement edge have been lost. This has created gaps in the historic building line where the historic grain has been diluted with non-contextual 20<sup>th</sup> century development. The reinstatement of the traditional building line along or set back a little from the pavement edge would help restore the historic character.

The removal of historic outbuildings and workshops in yards to the rear of houses detracts from the historic character of the area. Whilst these are not publicly visible, they are an important tangible element of the historic crafts and industry from which the area draws its character. The repair and continued usage of any remaining historic outbuildings should be encouraged.

The pavements within this area are a patchwork of repairs which visually clutters the area and reduces the aesthetic value of the street. A cohesive large-scale replacement and enhancement scheme using appropriate materials would improve the appearance of this part of the Conservation Area.

Opportunities to reduce traffic flow through Chediston Street should be explored. The reduction of through traffic would help to enhance the quiet village character of this area.

## Quay Street

Clearance of the yard surrounding the Station Yard Maltings provides an opportunity for a high-quality development which can enhance the Station Road and Quay Street character areas. The removal of unsympathetic modern extensions to Nos. 5 & 6 Quay Street provides further opportunity for a high-quality development in

keeping with the historic street scene and would remove the large gap in the building line. Inspiration for redevelopment could be drawn from the 19th century layout of this area. As far as possible key views towards the Maltings should be retained.

## Station Road

The small carpark at the corner of New Cut and Station Road has an untidy appearance and detracts from the visual appearance of this road. The replacement of the unattractive post and chain link fence with planting or a traditional brick boundary wall would improve the visual quality on the approach towards the Station.

At the northern end of Station Road views of the large modern buildings off Norwich Road detract from the human-scale and suburban character of the area. Soft planting along the embankment would screen the car park and modern buildings and improve the visual quality of the area.

The Second World War pillbox located adjacent to the rail sidings is overgrown and neglected. Minor repairs will help ensure the long-term future of this asset and the removal of overgrowth will allow its public appreciation. An appropriate barrier to entry into the structure would help prevent anti-social behaviour and vandalism.

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