



Harleston

Conservation Area Character Appraisal and Management Guidelines

December 2016



Content

Introduction	3
Historical Development	4
Character Assessment	6
Conservation Management Guidelines	17
Appendix 1 - Townscape and Buildings	22
Appendix 2(i) - Listed Buildings in Harleston Conservation Area	31
Appendix 2(ii) - Unlisted Buildings in Harleston Conservation Area which are of townscape significance	32
Appendix 3 - Policy & Consultation	33
Appendix 4 - Boundary Conservation Area	35
Appendix 5 - Historic Map	36
Appendix 6 - Streetscape	37
Appendix 7 - Natural Character	38

Introduction

Harleston is a small historic market town with a rich architectural heritage. The settlement provides local facilities for the surrounding area and has many independent shops, some of which have been established in the town for generations.

Under the terms of Planning (Listed Buildings and Conservation Areas) Act 1990, the Local Planning Authority is required to identify areas of special architectural or historic interest whose character or appearance it is desirable to preserve or enhance, and to designate them as a Conservation Area. The 1990 Act also requires local authorities to prepare management guidance and proposals for Conservation Areas. Harleston conservation area was originally designated in June 1975. This document should be read in conjunction with the adopted Local Plan, the National Planning Policy Framework, Planning Practice Guidance, and the South Norfolk Place Making Guide.



Market day in the square

Within the town there is a rich tapestry of different styles and use of building materials, with many interesting decorative features. There are many hidden treasures: houses have earlier medieval fabric hidden behind rendered frontages or later Georgian brick facades. A walk through a carriage archway often reveals an historic yard with picturesque charm.

Even with the arrival of the railway in the mid C19 the town remained relatively compact around the historic core, only beginning to rapidly expand during the later C20. As a result, higher status houses within the centre, such as Caltofts, have retained their landscaped gardens; and side roads, such as Candles Lane, retain a very rural character.

Key Characteristics

- Market town with market square, coaching inns, local shops and historic shop fronts
- Medieval buildings behind later C18 and C19 facades
- Historic enclosed yards off main streets with artisan dwellings and workshops
- Variety of Georgian and Victorian doors and door surrounds
- Variety of civic architecture



The former Chapel of Ease on Market Square



Market Place Late C19
(Copyright Norfolk County Council)

Historical Development (also see historic map in Appendix 5 page 36)

The town of Harleston was established near a point where a bridge was constructed across the River Waveney to carry the main road from London to Great Yarmouth. From pre-history an unusually high number of stone age flint and pot-boilers have been found in the surrounding area. Although there are no bronze or iron age findings, two cropmarks of ring ditches have been identified just to the north of Harleston (NHER 19648 & NHER 11710) There is also some Roman findings, including a hoard of 144 copper coins (NHER 12771), but limited evidence of Saxon occupation.

By the time of the Domesday Survey, the parochial status - civil as well as ecclesiastical - had already become anomalous. The confusion lies with Harleston being part of “Redenhall-with-Harleston”, which meant the southern part of the town, up to Exchange Street and The Magpie, was in the Suffolk parish of Mendham until the late C19. The C15 parish church is in Redenhall, whereas within Harleston there was only a small Chapel of Ease to the north of the market place. This was demolished and replaced with the present church on its new site in Broad Street in 1872, but the name lives on in Old Chapel Yard off to the west.

The name ‘Harleston’ possibly derives from the old English name Heoruwulf, although local legend states that the name derives from the Harolds Stone – a roughly rectangular rock which is situated in a pedestrianised area, Stone Place, between The Thoroughfare and Broad Street. The legend tells that King Harold stood on this stone to apportion land.

The street pattern in the historic core originates from the 13th century when the lords of the small manor of Harleston, the Earls of Norfolk, realised the potential of the location, and obtained in 1259 the right to hold a fair. This later became the market. By 1800 the cattlemarket at Harleston was said to be the largest in Norfolk and Suffolk, and had moved to a permanent site where the Budgens Supermarket is now constructed. It is likely that at one time the market place extended over the whole area between the Thoroughfare, Broad Street, Old Market Place and Exchange Street. A small market still takes place every Wednesday

The town saw some expansion during the C19 following arrival of the Waveney Valley Branch Line, which linked to the main line at Tivetshall. The line was authorised by an Act of Parliament

on 3 July 1851, with the first stage completed from Tivetshall to Harleston on 1 December 1855, followed by the section to Bungay in 1860, and finally on to Beccles to complete the connection. With the merger of railway companies it was soon incorporated into the Great Eastern Railway, and then the LNER. The line closed to passenger services on 5 January 1953 (although there was the odd special for locals and rail enthusiasts!) Final closure came with the Beeching Act in 1966 and the track was swiftly removed. The peak level of services was in 1915 during wartime with eight services a day!

During the Victorian era the town centre saw some significant changes. The chapel on the square was demolished and replaced with an Italianate tower in 1873, and a general stores on the corner. The tower is the most significant landmark in the town with the market place remaining as the main focal point. An imposing large three storey red brick bank building was built on the west side of the square for Barclays Bank, an important bank in Norfolk where it was founded.

At the end of the C19 and beginning of the C20 early suburban expansion took place to the north and south of town with 'villa' type housing. These areas are now proposed to be included in the conservation area.

The settlement retains much of its historic character. A modern development using the local vernacular Waveney grey brick was built to the east of the market place, unfortunately resulting in the demolition of several medieval structures. A more recent development is the Budgens with its very large pantile roof on the site of the Victorian cattle market. Town schemes in the 1990s improved street surfaces and restored buildings and the town was bypassed with road improvements in the 1980s to the A143 with part of the road following the railway track.

Today Harleston is a thriving small local centre providing employment opportunities and shopping and service facilities for the surrounding area with a catchment population of over 14,000. It retains a strong independent character and charm with many local shops.



Goods trains on the Waveney Valley line continued to pass through the north end of the town until 1960. Photo by Ian Allen. Copyright: www.transporttreasury.co.uk

Character Assessment

(Also see Streetscape and Natural Character Maps, Appendix 6 & 7 page 37 and 38)

The Setting of Harleston

Harleston lies on a relatively flat plateau rising from Starston Beck in the north, and the River Waveney to the south and east. The land falls away particularly sharply to the south with the line of the bypass running along the crest of the valley side. Despite its location between the two valleys, and only a few miles from where they meet at Homersfield, the beauty of the surrounding area cannot be enjoyed from the town centre. These views can only be seen from the outskirts, while there are no extensive views into the town itself. However, there is significant surviving mature landscaping within the town, particularly to the North East, which lends this part of the area a more rural feel, particularly in the area around Love Lane and Candler's Lane. Within the town the tower is a significant landmark, glimpsed above the rooftops from many locations within the centre.

Conservation Area Boundary (See Map, Appendix 4 page 34)

The former Conservation Area boundary was drawn closely around the historic core of the town and includes the main streets and yards leading off them, some of which are enclosed. The boundary has been extended to include areas of late C19 and early C20 development to the north and south. This development reflects the prosperity and growth of the market town at the turn of the C20, a result of better transport links with the arrival of the railway and improved roads, and the general Edwardian period of prosperity and social improvement. An area of mature landscaping is also now included to the North East, which was the former extended garden of Caltofts. Two areas of modern infill housing at the rear of and Old Mill Yard to the west, and Old Police Station Yard to the east, have been taken out of the conservation area.

Street Pattern and Historic Grain

Harleston initially developed around a triangular area, which is likely to have defined the extent of the historic market area. The emphasis of the town, even following various highway improvements, is still north-south. Off the main north-south axis of principal thoroughfares there are a number of small alleyways and yards often tightly enclosed with converted commercial buildings, although in some cases these now also provide useful pedestrian access to newer development.



Widening street and 'polite' Georgian street frontages (Old Market Place)



Industrial character buildings with houses in rear yards (Briars Lane)



Narrow East-West lanes and paths (Straight Lane)

The two sides of the “triangle” are different. London Road leading to The Thoroughfare is relatively straight, but the subtle curve as it approaches the Market Place creates interesting views. It is quite narrow, although the exact building line varies. To the east movement is through a succession of spaces with focal points at the narrowest ends, and broad building frontages at the widest ends. Broad Street widens out at its southern end and branches into Church Street to the west, and then Old Market Place to the east broadens out with buildings and the narrow Mendham Lane leading off in the South East corner.

Yards lead off the main streets within the historic core, many accessed under carriage archways within the long established street frontage. Originally centres for small cottage industries at the rear of burgage plots, they often included labourers cottages, some built quite late in C19, as well as in some cases higher status houses associated with yard ownership. Today, buildings are mostly residential, with former warehouses and factories converted into housing.

A tight, back of the pavement street frontage characterises development for most of the central core, with higher status houses having broader frontages symmetrically balanced around an often highly decorative central door surround, with small landscaped frontage areas. Candler's House is the best example of this with its very prominent topiary bushes, and the house is often referred to as the finest house in Harleston.

Further from the core the larger properties have large gardens – the significant exception to this being the centrally located Caltofts within its very large grounds next to the Victorian church. Some higher status properties in peripheral core areas are set back slightly from the street with some frontage area.

Late Victorian and Edwardian suburban development was developed in larger grouping of regular plots and terraces, with building regulations requiring a further set back from the street behind small front gardens with walls and railings, although some railings have inevitably been lost. A few of the larger and higher status properties, which were formerly to be found around the periphery of the town are now interspersed within the built up area. Where mature landscaping survives it creates a pleasing contrast with the tighter building frontages.



Buildings back onto the pavement within the centre



Higher status houses broader in plan and slightly set back from street.

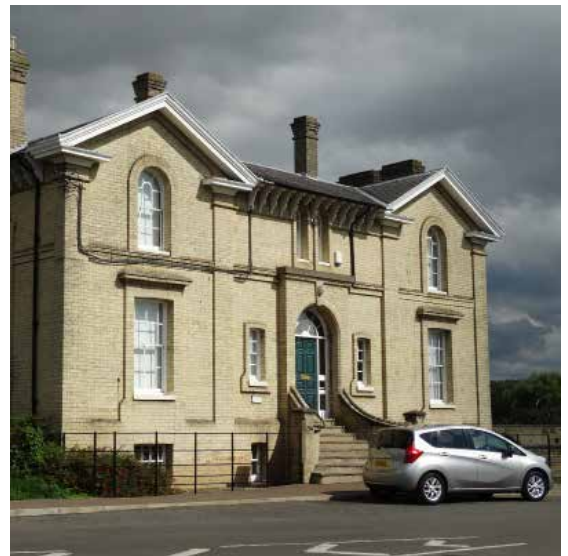


Victorian villas on approach roads set back behind small front walls, railings & gardens

Architecture

Harleston has a rich variety of buildings of architectural and historic importance, with 163 buildings included on the statutory list and many other buildings contributing positively to the townscape of the town. Being a market town serving the surrounding rural area, buildings range from ornate civic buildings to more humble cottages.

For the size of the town the Victorian St John the Baptist church (1872 by local Norwich architect R.M.Phipson) is small by Norfolk standards. In fact, the oldest remaining ecclesiastical building in the town is the United Reform Church on Mendham Lane, formerly the Congregational Chapel, which was established in 1706. The current building originally dates to 1819, but with significant remodelling, including a revised façade, by Edward Boardman carried out in 1886. A small and simple red brick Wenslyan Chapel was built on Swan lane in 1837, and has now been converted to a house, although pleasingly the building retains the painted name and date of construction on its front elevation. The Methodist Church on London Road is a notable landmark in the street, but architecturally typical of the mid to late C19 church design found in many market towns across the country. A stone plaque marks the date of construction in 1896.



Former Railway Station

The town's civic architecture predominantly dates from the mid C19. The Corn Exchange built in 1849 by John Bunn, has a windowless front and giant Tuscan columns supporting what the architectural historian Pevsner described rather unkindly as a 'ponderous and featureless' architrave. In townscape terms however the building does have an imposing presence within the street. The plain interior has now been converted and enriched as an antiques emporium and tea room, thereby retaining public access. The former railway station stands majestically at the north end of the town. Built in 1855, it is designed in a more graceful Italianate style with gault brick, now converted to offices and a warehouse. The town's most significant landmark structure is the clock tower, dating from 1873 by H. H. Collins.



St John the Baptist Church



Clock Tower



Corn Exchange

There are several notable commercial properties in the town. The grandest establishment is the Swan Hotel, the town's principal coaching inn, which dates back to the C17. The front has been remodelled with a later C18 three storey, seven bay façade with a central carriageway arched entrance to the courtyard at the rear. The two other long established coaching inns are The Magpie on the Market Place and The Cardinals Hat on Thoroughfare Street. Both are rendered, smaller in scale and plainer than The Swan, although The Magpie also has an elaborate wrought iron sign. The coaching inns were important to the town, hosting various functions and being the destination for mail coaches.

With the prominence in the town of the three coaching inns, there are fewer remaining established public houses than perhaps would be expected. At the north end of the town the former Railway Tavern faces onto the junction, having obtained its first licence in 1861. It may well have been purpose built as a tavern after the arrival of railway, with its prominent position facing the junction, and its interesting white and red brick detailing. It has since been converted to flats. Nearby is the former Duke William at 28 Redenhall Road – a timber framed building encased in brick, with interesting mid 20th detail remodelling by the Yarmouth Brewery Lacons, including their eagle logo to the right of the door. First licensed as a pub in 1830, it is currently trading as an antiques centre.

The most important retail street in the town is The Thoroughfare, and this is where the town's historic shop fronts are mostly concentrated. The most elegant example is No. 21 with its curved framework matching the windows above. Several shops have Victorian pilasters with console boxes, no 25 being the best example with sideways curved glass to the entrance. No 12 has ornate iron fretwork above the fascia whereas No 17 has the original gold and black Victorian fascia of E Johnson & Co dispensing chemist preserved signage.

There were several smaller cottage industries located in the yards with several red brick warehouse/factory buildings surviving, some of which have been converted to dwellings. The buildings are generally simple and utilitarian red brick structures, although there is richness in the brickwork. Within the yards it is also interesting to note that some of the walls are curved – designed to prevent horses from hurting themselves on sharp corners in the tight spaces. The remaining surviving Malthouse is south west off London Road and has been converted to residential.



URC Church with façade
By Edward Boardman



The Magpie Hotel



C19 shop front at
21 The Thoroughfare



Brick refronting to timber framed house in Shipps Close



Rendered timber framing in Broad Street



Timber framed houses with Georgian door surrounds and sash windows

Medieval timber framed domestic buildings are largely hidden within the townscape behind later facades, many rendered or with later brick facing, although in some cases mullion windows are revealed to the side and rear of houses, and original timber work can be glimpsed underneath carriage arches. Steep roof pitches and a change in the pitch to the front are often an indication of an earlier timber frame core.

There are several later Georgian/Early Victorian style houses in the conservation area. Georgian townhouses are relatively simply detailed, except for the doorcases, which can be very elaborate. An important characteristic is the symmetry the elevations, often 'double fronted' and symmetrically balanced around an ornate doorcase. There is a good collection of early to mid C19 townhouses on the west side of the Old Market Place listed for group value.

Victorian development is characterised by further development of smaller 'artisan' terraced cottages in the yards and lanes off the main streets, especially around Candler's Lane and Police Station Yard. Later Victorian and Edwardian suburban 'villa' type development occurs along London Road, and Station Road. As the century progressed architectural detailing became more complex. For example the mid C19th three storey grey brick, 30-38 London Road, described in Pevsner as being "surprisingly large and townish", is relatively restrained in architectural detailing, whereas the bay windows, stained glass and door surround become very elaborate by the end of the century with terraces further along London Road on the East side. The Edwardian villas on Station Road adopt the more arts and craft 'cottage look' with timber ornament to the porches and mock timber framing.



Georgian style symmetry, Redenhall Road



Victorian villa - Selbourne House, London Road



Early C20 terrace on Station Road



Post-medieval mullion windows



'Mock stone' plastered quoins and parapet hiding roof



Red brick Victorian villa with cast stone lintels

Traditional Materials

Most traditional materials common to South Norfolk can be found within the Conservation Area. The main exception is thatch. While it is probable that some roofs would originally have been thatched, particular on steeper roof pitches, none have survived in the town centre. The likely reason for this is the switch to tiles to avoid the spread of fire. Flint is also only rarely found, with the most notable exception being the Church of St Johns and 'Old Flint Bank' - a modest building opposite with unusual knapped brick to the front elevation. Flint is however commonly found in boundary walls.

Most of the buildings in the town are brick faced, usually with soft Norfolk reds although some are the local grey/white gault brick. In some cases the two are mixed, with white/grey brick used for detailing elements. There is some fine brick joint work to some of the early to mid C19 houses, particularly around doors and windows lintels. A number of buildings have later brick fronts over clay lump or timber framing, and some have since been painted.

Higher status properties have more uniformity in the colour of brick work, being more refined architecturally. More humble dwellings, and functional buildings found in the yards often have a much richer texture and variation in the colour of the brick as a result of lower quality unrefined clays and poorer firing.

A number of timber framed buildings survive and are now mostly rendered, although some are hidden behind brick facades. Traditionally timber is not usually exposed externally in the region. Later applied 'Mock timber' framing should not be confused with original work. A look within yards can often reveal original timber framing at the rear and original mullioned windows, such as underneath the arched entrance to Shipps Yard off the Old Market Place

Although stone (except flint) is not a feature of the area, some buildings, such as the corner bank building and clock tower, are rendered with plastered quoins which seek to emulate the 'grandeur' of stonework. Later Victorian buildings also sometimes used 'imported' stone, such as the Methodist Church on London Road – or had painted 'cast stone' detailing.

Pantiles are the predominant roofing material and there is a high proportion of black glazed tiles on principal elevations. The use of slate is also unusually common. On some buildings the roof is hidden with the use of parapets adding grandeur to buildings such as The Swan, Barclays Bank in the Market Place and the former Post Office in Old Market Place.

Architectural Details

Harleston has a richness and variety of architectural details, from doors to windows, to sculptural ornamentation.

8 The Old Market and 14 The Thoroughfare both have elaborate brick Dutch style gable ends – No 8 being painted and also having unusual ‘eyebrow’ drip moulds, no 14 remains brick, although this type of styling is less common than in other parts of Norfolk. There are several properties with elaborate Victorian bargeboards – a c19 vernacular revival feature and likely to be far more decorative than original medieval examples, particularly when they appear on quite humble buildings. 9 Broad Street is the best example, together with the dormer window on 26 The Thoroughfare.

There is some remaining post medieval joinery, most notably the bresummer at 27 The Thoroughfare. The Swan and Magpie coaching inns are both marked by their elaborate Georgian wrought iron hanging signs. In the C18 decoration was mainly centred on the entrance to houses and there are some fine examples of door surrounds from the period. In the early C19 Regency period, decoration tended to be far simpler, but gauged brickwork was very refined. Later Victorian architecture reintroduced decoration, either painted imitation cast stone, or notably in the form of shaped terracotta (most likely ‘Cosseyware’ in Norfolk). A good example is the George VI Hall.

It is worth a further note on door decoration, which is quite a feature of Harleston in terms of their range of style and quality. Georgian doors display classical styling such as pediments and Roman and Greek influenced decorative pilasters with six panelled doors, the top two panels often changed to window lights. 1 Redenhall Road has a very notable lattice porch, probably Regency in date? Later Victorian door sets have four panel doors and rich and ornate stained glass and heavy mouldings. Nos 44 & 46 London Road are notable for their Victorian gothic porches. Edwardian properties turn away from the use of cast stone to more elaborate joinery and ‘art nouveau’ stained glass to recreate the arts and crafts ‘cottage idyll’. Of some note are the mosaic and tile shop front porch steps along The Thoroughfare. No 7 Redenhall Road has tiles associated with its former use as a butchers.

There is a mixture of brick and flint walls. The most impressive set of railings, stone and flint work are to the front of the church. Most railings have unfortunately been removed, although some examples can still be found in Old Market Place and Broad Street, and the railings in front of 44 and 46 London Road are very geometric and unusual. Some railings could be reinstated if shown on old photographs.



High quality georgian brick work and sash windows.



Decorative bargeboards are common



Gault brick is often used for detailing on simpler C19 houses and commercial buildings (This warehouse building also has an unusual rat trap brick bond)

Doors of Harleston



Details of interest



Streetscape

Recent improvements to the pavement have used a light coloured paver (Saxon style paving) in contrast to the black tarmacadam. Many yards retain a compacted surface with gravel, which is appropriate given their irregular shape and contours, although in many cases this has badly deteriorated. Shipps Close has been resurfaced with a mixture of blue pavings and cobbles, with the latter used to take up the awkward spaces. A combination of blue pavings with cobbles or compacted gravel if necessary would seem to offer the best solution for the yards and alleyways as it reflects the more utilitarian and historically 'working' environment of such yards. In some cases, stone channels survive which presumably marked the wheel span of the old carts and horse drawn vehicles. These should be retained and incorporated into any improvements where possible. York stone has been used in Union Street and Exchange Streets to good effect. The Market Place has been resurfaced in blue pavers.

Some original earlier bollards survive on The Thoroughfare to the north of Bullock Fair Close. The streetscape regeneration scheme carried out in the 1990s introduced new surface treatments and street furniture such as seats, litter bins, bollards and street lights. These set a reasonable standard that can be copied elsewhere.

Also worthy of the mention is the town's bus shelter. A simple small whitewashed brick building with a red pantiled roof – allowing it to fit harmoniously into the streetscene.



Old and new bollards

The principal issue in the town resulting in some harm is the proliferation of signs and ancillary equipment. Bicycle stands are sometimes poorly positioned so that they are not practical to use and create obstacles. Some road signs are also excessively large and in some cases badly damaged and not replaced.

Open Spaces

The market square is the key public space in the town and is still used for the market on Wednesdays. Most of the time though it is used as a car park. There are several streets between the Thoroughfare and Broad Street which are pedestrianised such as Stone Court and Union Street. Although creating some space, it is important that the spaces do not become too cluttered with street paraphernalia such as A boards. The Old Market Place and Broad Street are both wide streets, however it is only the space in front of the church and the memorial that is now landscaped and a defined public space. Otherwise the grounds of the school on the East side of Redenhall Road are important in visual terms, but are not open to the public.

Natural Character



Giant Redwoods outside
Selbourne House, London Road



Important landscaping in front of
Caltofts and around war memorial

Trees on the west side are very important in the approach to the town along London Road, as are extensive trees planted at the northern end of Redenhall Road and in the area around Love Lane/Mendham Lane.

A large area of mature trees are planted in the former extended gardens of Caltofts (proposed to be included in the Conservation Area) to the NE and along Candler's Lane. These combine with trees around the Church and along Broad Street to the sides and rear of the Memorial.

There are a number of important groups of trees associated with the grounds of larger higher status houses which have not been redeveloped. These include:

- Grounds of No. 8 Mendham Lane;
- The belt of trees stretching from No. 4 Mendham Lane as far as Love Lane and continuing along most of the north side of Love Lane;
- Grounds of The Beeches (No. 13) London Road, Selbourne House (No. 2) London Road; Caltofts (to the west of the house) and behind the War Memorial in Broad Street; Trees to the rear of Nos. 26 & 28 London Road; Trees to rear of 1 Redenhall Road (Reydon House).
- Trees on Candler's Lane, which extend to the edge of the Conservation Area, and which are subject of a Tree Preservation Order; A belt of trees in the former grounds of Caltofts in the area bounded by the Church, the pond, and the southern boundary

Changes to the conservation area

The town is easily accessed by vehicles, and although the town has benefitted from street improvements carried out in the 1990s, some parts of the town still feel very dominated by vehicles, especially when accessing the Cattlemarket car park. This is a very significant change from the character of the town 100 years ago when historic photos show children playing in the main streets. However, it is recognised that allowing vehicles to access a central car park and the supermarket being part of the centre has been of some benefit to local traders. In some parts of the conservation area there may be opportunities to further improve pedestrian spaces.

The other significant change is the modifications to buildings, but this is more on the periphery of the town rather than the historic core where most buildings are listed. The town has many interesting doors and windows, and care should be taken not to change these for more homogenous designs that dilute the character of the town. The wrong door or window type can be particularly damaging to Victorian and Edwardian terraces where similar details contribute to a unified character along approach roads. At present there has not been significant changes, and it may be considered that the introduction of an article 4 could assist in preserving and retaining character. In front of terraces and some of the Georgian townhouses some railings have been lost, most likely during WWII. There is an opportunity to reinstate these sympathetically.

Generally, the commercial elements of the town appear to be in relatively good health with high levels of occupancy, however there are houses along London Road and Redenhall Road that are showing signs of neglect. These need to be restored by the owners in a sympathetic manner using traditional repair techniques.

Within the setting of the conservation area and within some of the historic yards there has been new development. Within the centre of the town and within these yards this has been quite successful, however with some of the new development of housing, particularly around the railway station area, better matching brick could have been chosen to fit in with the more 'rustic' appearance of the weathered Norfolk Reds and the grey/white local gault bricks.

Conservation Management Guidelines

Highways

The town currently has a one way system that allows access along The Thoroughfare to Bullock Fair Close and the supermarkets car park. This has allowed the pavements along the Thoroughfare to be widened, however it is difficult for cars to turn from The Thoroughfare into Bullock Fair Close because the road is narrow for two way traffic. This causes confusion and cars to stop.

Investigate how the junction at The Thoroughfare and Bullock Fair Close might be improved.



Difficult turning for vehicles and tight space for pedestrians

Highway signage

Some traffic signage is a necessity, particularly where there is a one way system. However, existing signage has often been erected in various shapes and sizes and haphazardly organised, which then appears cluttered and untidy. Some signage is unnecessarily duplicated, whereas other signs are damaged and need replacing.

Investigate ways to consolidate and/or tidy up signage and replace damaged signs.



Cluttered signage

Shop signage

Shop signage within Harleston has been kept relatively simple. Signage is generally contained within the fascia boxes within traditionally designed shop fronts, or simple painted timber board if applied to existing buildings. This helps to keep an ordered and unified character to retail frontage which enhances the character of the conservation area. In some cases however signage has been applied more liberally and less sensitively, particularly in shop front windows.

Adverts applied directly to the rear of glazed areas of shop fronts should be avoided as it creates a 'dead' and 'inactive' street scene and is detrimental to character and vibrancy of the conservation area as a shopping area. If some form of screening is desired, this should be set back behind the window with a window display gap.



17 The Thoroughfare – traditional sign kept with sympathetic window stickers.

Unsympathetic alterations

In some cases new window openings have been created which do not match the traditional size, scale and proportions of historic windows.

Traditional features should be retained and repaired where possible. If installing replacements, care should be taken to replace details on a like for like basis in terms of style. When replacing previously installed modern style windows, the opportunity should be taken to revert back to the traditional and original style of window frame.



Unsuitable window design

Upgrading Windows and Doors

It is accepted that owners may wish to upgrade existing windows for better thermal insulation through double glazing and replace existing doors.

Consideration should be given to retaining existing windows and doors with thermal lining and secondary glazing. When replacing whole units, owners are encouraged to reinstate matching sliding sashes or casements set back within the reveals. If replacing doors, style of door should fit the original style of the house (there maybe nearby houses with original details which can be matched/used for reference.)



New double glazed windows to the left match traditional style

Article 4 directions

Prominent buildings in the townscape and terrace houses would benefit from withdrawn permitted development rights as the character and appearance of the terrace units can be improved if they are regarded as a group. Many houses have had windows altered, however the following groups of terrace have sufficient retention of original details to merit article 4 directions include:

Investigate use of article 4 directions for the following houses:

**London Road 26/28, 30-38 (even),
40/44 44/46, 25-33 (odd), 35/37, 39/41
Redenhall Road 17,19/21, 23,
Station Road 9, 11-29 (odd), 49**



Retaining traditional window styles is particularly important in street ranges, for example 30-38 (even) London Road

Painting buildings

Paint colour can have a significant impact on the character and appearance of the conservation area.

Listed building consent will be required for painting or repainting of any listed building, and planning permission for painting and existing unpainted commercial property. Unpainted buildings should be left unpainted unless there is a reasoned argument that painting might be beneficial (e.g. brickwork in extremely poor, deteriorous and unsightly condition).

Paint colours should be chosen so that they blend in with traditionally limewashed buildings and should be coordinated along the street. Generally 'heritage range' colours are considered acceptable, although in some cases bolder and more vibrant colours can add vibrancy and interest to the streetscene when used modestly (for example in shop fronts.) Advice can be sought from conservation and design officers.



Heritage colours add interest to cottages on Bullock Fair Close

Improvements to Yards

A number of the yards have very deteriorated street surfaces. This is unsightly and a nuisance to occupants, and makes it difficult for people with disabilities to access the yards.

These could be improved and care should be taken in the selection of materials to ensure a consistent approach and a good choice of materials. Avoid blanket tarmac, and use rolled in chipping or tar spray to retain an element of informality, which has always been a defining characteristic of the yards. Block paving or cobbles can be specified, although it is suggested that this is used carefully and in limited amounts as excessive block paving can also be detrimental. Any new surfacing needs to take care in order to provide sustainable drainage solutions.



Potholed entrance to Old Post Office Yard

Street furniture

Bins and cycle stands are sometimes poorly positioned and appear to be there to stop vehicle parking rather than provide a useful function.

Care needs to be taken in the positioning of bins and cycle racks in appropriate positions and convenient to use. Cycle racks need to be close to buildings and in areas where they are well over looked to provide security.



Poorly positioned cycle racks and bin

Historic interpretation

There are several opportunities for better historic interpretation in the town. Worthy of special mention is the Harold Stone – an important historic feature in the town, which now appears a little forlorn and forgotten with no interpretation, which is unfortunate. It could become a focal point for use of this space in Stone Court, which currently looks ‘empty’. Also, there is no interpretation either for the former Cattlemarket site or the Railway Station – which means that these historically important former uses are largely forgotten in terms of contributing to a sense of place.



The Harolds Stone – One of the opportunities for historic interpretation.

Investigate looking into enhancing the area around the Harold stone and providing some interpretation to make this a key feature of the town. Investigate possible historic interpretation townscape features for former Cattlemarket site and Railway Station.

Appendix 1 - Townscape and Buildings

This Appendix describes in more detail the character of the streets, yards and individual buildings.

London Road

Approaching the town centre from the south, the line of Victorian suburban villas on the east side of the street following Willow Walk mark the beginning of the extended conservation area. To the west are warehouse buildings before a triangular wedge of landscaping.



East side of London Road

The houses on the east side of the road feature a variety of decorative features such as ornate bay windows, door surrounds and stained glass within doors. Nos. 39 & 41 are particularly of note. The line of villas is broken by the Methodist Church of 1896, which is positioned slightly forward of the established building line with a prominent street fronting gable. The building is built in a rich red brick with stone detail to the openings. The church is followed by the plainer Waveney Terrace of 1890.

On the west side, 46 & 48 have unusual gothic porches with ornate bargeboards and unusually decorative railings to the front, whereas 30-38 (odd) is an impressive and imposing mid Victorian white brick terrace of three storey townhouses with slate roofs. This is followed by another semi-detached pair of villas, before a range of what appear to be Victorian properties fronting onto the street. These are in fact refaced earlier timber framed properties – a tell-tale sign of their earlier date being the very steep angle of roof pitch. Also, just glimpsed to the south side of 22 is an array of older mullion windows revealing the hidden antiquity of these properties. 4/6/8, numbers 10/12, numbers 16/18 are also rather plain in appearance but hide older properties behind. A number of early C19 metal externally hinged casement windows survive.

The virtually continuous street frontage has unfortunately been broken on one side by the over large access to Malthouse Court. This is a relatively new development of houses outside the conservation area. The former Malthouse itself, with its long brick frontage abutting Malthouse Lane, has been sympathetically converted to residential and is included in the conservation area.

To the east, Love Lane marks the beginning of the older part of the town with the whitewashed walls and Georgian sash windows of No.17 'The Whitehouse', followed by converted outbuildings/cottage at 90 degrees to the street, before No.13 'The Beeches', which is set quite far back from the road behind an impressive beech tree. This space is followed by a couple of simple, well proportioned but rather plain early C19 and late C19 properties. The Coop has some interesting 'mock timber' dormers, No. 1 has some drip moulding detail, but otherwise there is little of note.

The road bends slightly at The Magpie Hotel, so that visually one is led naturally into Market Place rather than straight on to The Thoroughfare. The view of the Clock Tower is framed by the prominent Magpie Inn sign on the east side and on the west side by the Scots Pines in front of Selbourne House, which creates a pleasing landscaped break in the street frontage. This large white brick Victorian villa has a much older wing at the back.

Mendham Lane

Love Lane is now a pedestrian footpath linking London Road with Mendham Lane. Although there is a high wall to the side of 17, the rest of the lane is characterised by the informality of hedges, and leads to the landscaped area on Mendham Lane, which feels like a 'back door' approach to the town centre from the south in contrast to London Road.

At the point where the lane bends to the west and away from the town towards the south east, no 8, appropriately called 'The Gables', is a very imposing detached mid to late Victorian house with prominent projecting gables, ornamented with fine decorative bargeboard verges and ridge tiles. It is in many ways a gateway building and landmark marking the edge of the old town and the point where the character dramatically changes from modern late C20 estates to the tight grain of the historic town.



View looking north

Moving along the street, buildings of interest include the Manse to the adjacent United Reform Church, a Georgian house set back within its own grounds. The following building is the more imposing United Reformed Church, the façade a remodelling by Norfolk architect Edward Boardman – of interest are the relocated gravestones placed along the wall to the right. The pleasing appearance of the church slightly set back behind the shallow wall and railings is in stark contrast to the following whitewashed walls and the sides of outbuildings within the curtilage of the Old House, however there is a pleasing array of colourful tiles and interestingly, older pin tiles at the rear of the house, as well as some pleasing glimpses through to the clock tower.

Recent development on the east side of the lane has maintained a strong back of the pavement frontage reinforcing the narrow character of the street, but its 'busy' roofscape and porches could have been simpler. The new development is followed by No 15, an early C19 red brick house complete with original cast iron casement openers, and a range of 17th Century timber-framed buildings. The lane then opens out to the expanse of the south end of the Old Market Place.

Old Market Place

Now principally residential, the street has a sense of being enclosed and isolated in the town, with the projecting No2 Broad Street creating a narrow entrance at the North end of the street and the wide redbrick Georgian facade of the Old House dominating views at the south end. The façade hides possibly 16th Century origins.

The west side of the street is characterised by symmetrical late Georgian/early Victorian frontages, beginning with the large and bulky



South end of Old Market Place looking north

form and three stories of 3 Market Place, the Old Post Office, followed by more pleasingly scaled double fronted townhouses with pleasing proportions in red and white brick and shallow pitch slate roofs. The houses form a pleasing group and are particularly notable for their fine brickwork – no 5 has an especially fine double gauged brick arch surround to the door, and a good set of replacement traditional railings to the front.

On the east side of the street there is a pleasing mixture of building styles and materials. Almost immediately to the east is the discreet entrance to Keeley's Yard, with the original timber framed arch hidden behind the later brick arch. Passing by the entrance there are glimpsed views of the original floor timbers and an attractive framed view of the yard, which contains a three storey Georgian white brick house next door to a three storey red brick factory.

To the side of the arch is No.6, a fine timber framed house with a Georgian frontage. It is now pebbledashed, unusually containing bits of green glass. Adjacent to this house is one of the most unusual buildings in the town - No 8, Delft House, with a Dutch Gable front to the street containing amusing 'eye brows' drip moulds over the first floor windows. Looking at the two houses in isolation it is almost continental in character.

The unusual looking Delft House provides a good visual marker for the entrance to Briar Walks, which now connects the residential areas to the west with the town centre. The south side of the yard is timber-framed, 17th Century, and a 19th Century terrace enclosed the space to the north side. Buildings of particular interest include the three storey 19th Century cottage and the adjoining timber-framed barn (17th/18th Century).

The next carriageway arch leads to Shipps Close, one of the most characterful yards in the town with a variety of buildings. Either side of the entrance are shop fronts with wide spaces in front – allowing for goods to be displayed on the pavement. The yard is attractively hard landscaped with cobbles and blue bricks. In the north corner is the rear of nos.16 and 18, listed Grade II* in recognition of the rarity of the rear 14th Century wing, a very rare raised aisled hall.

This range is followed by a small development of houses remodelled in c1913 with the development of George VI Hall to the rear. The end building, No 2 Broad Street, projects out and partly encloses the street.

Exchange Street

Linking the Old Market Place and the Market Place in the north east corner, this street is dominated by the grand Doric porch of the Corn Exchange at the east end, which has now been restored and converted into an antique arcade and tearoom. The street surface is notable for its traditional granite setts and yorkstone pavements. Look down, as an interesting cast iron cart weighbridge can still be found in the carriageway, and the machinery still survives in the adjacent funeral parlour to the south. Overlooking this area is the wide double height splayed bay of the Tourist Information building. The insertion of shop fronts in the range leading to The Magpie, has added additional interest making this a more active street frontage.

Market Place

The meeting of four streets and the presence of the Clock Tower make the Market Place the main focal point of the town and the square is dominated by the large Victorian building on the west sides and the Victorian development on the north side of the square. The clock tower is a significant townscape feature. Built in 1873 on the site of the former parish church in an Italianate style, it can be seen above the roofscape in many glimpsed views around the town, as well as providing a landmark of the town's market square. On the south side, the J D Youngs Hotel (the Magpie) is a large timber framed building of at least 17th Century date, but in 18th Century dress. To the east side of the square is the wide Victorian shop front formerly occupied by Messrs Keeley & Beldeston.



Market Square looking north east

Church Street

In the North East corner Church Street appears to cut right across the 'grain' of buildings and alleyways to link through to Broad Street, leaving many buildings at an angle to the street or with splayed corners. This suggests it was originally no more than an irregular pathway, which has been widened piecemeal to the point where it is now a one-way street carrying all the southbound traffic from Broad Street. There are few building of individual note.



Church street looking north

The Thoroughfare (Including Swan Lane)

Beginning on the west side of Market Square, and following on from London Road, the Thoroughfare is the principal retail street in the town centre. Its character varies with a slight sinuosity to the street, with several buildings projecting forward from the main building line. The importance of chimneys as vertical elements in the scene is of significance, as well as the two historic, decorative wrought iron street signs for The Swan Hotels and The Magpie Hotels.

Many buildings were refaced in the 18th and 19th Centuries. Examples of substantial timber framed houses of the 16th or 17th Centuries include Messrs Whiteman and Green's, while the Cardinals Hat Inn, and the building incorporating No.9, 11 and 15, are worthy of record. The ancient house is a good timber framed house, possibly of the 15th Century. It has the only carved bressumer (fascia at first floor level) to have survived in the town.

Good examples of houses of the late 17th or 18th Centuries include Messrs Johnsons (Boots), the present post office buildings, and those on the corner of Union Street. The Thoroughfare contains the majority of the town's stores, including long serving local traders. Several shop fronts are designed in the Victorian style with pilasters, console boxes and fascia boards. Some quirky features to look out for are the 'jolly butcher' outside Frank Sturgeon's and the stone

eagle standing proud on the parapet above No.33, as well as the Harold Stone. In the corner of the Market Square, a gap in the street frontage leads to Old Chapel Yard.

The first part of the street is then rather plain in character with simple frontages of rendered C17 buildings containing simple shop fronts – although two gable fronted properties have decorative bargeboards. The west side of the street is dominated by a large modern shop front.



Looking south towards the clocktower and The Magpie

Old Post Office Court: the pleasing character of this Yard is as much due to the nature of the space as to the buildings themselves. A “cranked” entrance way leads to a series of link spaces so that the whole yard is not seen at once. On the north side No. 8 (Laburnum House), dating from the late 17th or early 18th Century, is surprisingly grand for its situation.

At the far end of the Court are two groups of cottages of 18th or early 19th Century date. The surfacing to the entrance to the yard is currently very poor and could benefit from a sympathetic hard landscaping scheme.

At this point the Swan Inn further down the street begins to draw attention. However, before reaching the hotel, don't miss the old shop sign for Johnson, which has been sympathetically retained. Adjacent to the store Swan Lane leads off the Thoroughfare to the west and contains little of interest except the historically important but architecturally quite plain red brick Wensleyan Chapel, now converted to a house. The right hand side of the lane lacks enclosure and is open to Swan Yard, which historically was entered off the Thoroughfare. The yard can still be entered through the old carriage arch on The Thoroughfare. The present day openness of the yard is of detriment to the character and appearance of the conservation area with the row of parked cars very visible in the streetscene

Although it has an 18th brick façade, The Swan Hotel (Grade II*) on the west side of the street is in fact a fine example of a 17th Century timber framed coaching Inn. The galleries at the back have been filled in but can still be picked out. The 18th Century brick facade is very imposing, projecting forward into The Thoroughfare and serving as a backdrop to views along Union Street.

The next yard accessed off The Thoroughfare is Cardinals Hat Yard, a interesting set of outbuildings that have been retained and in a new use. Of note is the unusual rat trap brick bond.

The junction with Bullock Fair Close provides access to the supermarket and the town's main car park, and therefore often seems busy. To the south side is the butchers with the 'jolly butcher' adding humour! The butchers still retains its canopy under which meat was hung externally (as does no.25 further along the street.) It is not of surprise that the butchers were located close to the cattlemarket. On the south side of Bullock Fair Close are simple rendered cottages (Nos. 1, 3, 5), with some early C19 metal hinged casements retained.

The car park was the former Cattle Sale Yard and is now a large area of tarmac with some landscaping – an unsightly but necessary part of the town, and large red pantiled roof of the supermarket dominates this area. It is unfortunate that there is no historic interpretation indicating the former use of the site, which is of historic interest.

Further along The Throughfare there are a few minor yards of little note, except for Victorian bollards at the entrances. The first two buildings are white/grey brick at first floor level with vermiculated key stones. Spot the eagle above No 33.

The east side is characterised by wide shop fronts at ground floor level that project forward of the buildings lines. Buildings behind and above are largely without note. Stone Court is of interest because it contains the Harold Stone - although the hard landscaping of the space is fairly plain, and the area could be enhanced with better use of the space and interpretation of the stone. The lattice ironwork above the shop front of no.12 is of note. Union Street leads off to the right – see next description. The Dutch gable of the corner property is quite a feature looking up the street, to the south.

The remainder of street on the east side is of less note except for an interesting gothic former detail to 26, interesting mock stone lintels and windows surrounds to the rendered 30, and an attractive shop front within the mid C19 32. This side of the street is then characterised by the backs of houses and yards of houses fronting Broad Street with various rear walls defining curtilage, but not in themselves of any quality.

Union Street

Crossing from west to east, this is a short link street between the Thoroughfare and Broad Street. Of note is that the street frames the view of the grand front of the Swan Hotel from Broad Street. There are two good traditional shop fronts on the south side, and a fine Dutch gable at the south-west corner. This street is pedestrianised and paved with York stone, providing an important informal public space and enhancing the Georgian character of the buildings.



Looking west at the Swan Inn along Union Street

Broad Street

Broad Street has a very varied character with a narrow 'neck' at the north end which then opens out into a long broad space which rises gently towards an open 'square' at the sound end.

The south end of the street is characterised by C18 properties – rendered 17 Old Market Place, with part of the C19 shop front for 12 Church Street to the east, enclosing the widened space at the north end. No 17 has a fine Georgian doorcase. Opposite on the east side are 4 & 6 - C18 properties are now pebbledashed. No 4 has one of finest C18 doorcases in the town. The east side is characterised by 3 & 5 – red brick Georgian properties, unusually with red pin tiles.

Moving north, the rather large and austere rendered gable of no 7 marks the corner –the smaller scale adjacent No 9 with its attractive



Broad Street looking North

bargeboard stands out more positively. This is followed by 11 & 13 which are good mid C19 symmetrically fronted red brick cottages with hipped roofs. Unusually, in Harleston, 17C 'The Flint bank' is a small C19 flint building with grey brick details – the front elevation is knapped flint, followed by simpler rendered cottages with a pleasing variety of colour and small front yards. No 19 has unusual crenellations to its porch extension.

The east side by contrast has some grandeur, with the Victorian Gothic Church of St. John set behind a flint wall and cast iron railings. The very large house Caltofts is set back some distance and can only be partially glimpsed from the street behind mature trees – its scale doesn't therefore affect the character of the street. Instead, it is the war memorial that fittingly grabs attention.

North of Caltofts, a narrow opening leads into Straight Lane. The marked contrast between the character of this narrow footpath between high walls and open space between Broad Street makes this one of the most attractive pedestrian entrances to the town centre. This is followed by a pleasant range of red brick cottages with a very high and vertical carriage arch.

The street then narrows again with a range of buildings with mock timber framing at first floor level. 26&28 are plain with early C19 door surrounds. Bank House is a particularly good example of a 17th Century timber framed house, with an 18th Century front incorporating a front door case. Other good houses of the 17th Century, though more or less disguised, are numbers 22/24, numbers 26/28 and number 30.

Redenhall Road

This was at one time the fashionable end of the town and still contains some of its finest houses and largest gardens. To the front the higher status houses are set back slightly, and there were railings and stone steps to elaborate door surrounds.

On the west side fine examples of 17th Century (or possibly earlier) timber-framed houses include Reydon House and Nos. 3 and 5. No 3 has a very elaborate timber lattice porch – its key feature. The house once had railings – lead fixings still remain in the stonework that defines the boundary. The following two houses are grander symmetrical C18 townhouses with Georgian facades of high quality, and which have been extended by an additional third story. It is unfortunate that no 5 has the insertion of a C19 shopfront which breaks up its symmetry.



East side of Redenhall Road

Between Nos 3 & 5 is the entrance to Sharmans Yard. A wide variety of uses were once found in this Yard ranging from wine and spirits storage, a nursery garden and pig breeding to a Masonic Hall, car breaking and garaging. The Yard bends through a right angle round an old factory, whose wall follows the bend of the Yard. The Maltings is currently being converted

The following building, No 9 is of little note except that the shopfront retains original tiles relating to its use as a butchery. No 1 Station Road is a C18 house with some remodelling and really fits in more with the character of Redenhall Road than Station Road. At the north end of the street white brick C19 No2 Station Road terminates the street and has an attractive doorcase, but it is unfortunate that the windows have been replaced with untraditional uPVC.

On the east side is a tight range of properties ranging from C18 to C19. No4 is red brick and has pleasing symmetry, whereas Nos 8 and 10, also red brick are finely proportioned with some fine early C19 'rubbed' gauged brickwork and unusual design of sash window glazing bars. The remainder of the street on the east side upto Old Police Station Yard is later C19 in date and of less note. The yard is mainly mid to late C19 terrace style cottages with modern infill development at the rear.

On the corner the C18 house, former Duke William public house – of interest because of its 1930s Lacon's tile detailing around the windows. Next is the very tight entrance to Candler's lane, a 'leafy' narrow lane with a very rural feel in contrast to the built up feel of Rendehall Road. This leads up to the former Mill House and connects with Straight Lane.

Stealing attention to the east is Candler's House – recognised as the best and most complete early 18th Century house in the town, with seven bays of sashes with characteristic early C18 exposed sash boxes and an attractive circular door surround. The topiary bushes to the front further enhance its prominence and splendour in the street.

In contrast, on the west side No13 is rather plain with its simple rendering, but does have attractive bargeboards to its eaves. This is followed by an imposing brick and flint wall, which could do with a clean, and some modern infill end on to the street. Then comes Nos 15, 19 & 21, a group of attractive mid C19 grey brick properties with drip moulds and entablature door cases – although 21 has unfortunately lost its drip mould detail at ground floor level.

On the eastside, following Candler's House, No 34 (Hollyhurst) in red brick with tightly grouted pointing, and an elegant pedimented doorcase with fanlight. No 38 is painted brick with a cornice and parapet partially obscuring the roof. The verges have very decorative bargeboards.

There is then attractive landscaping on both sides of the road before a small triangular green marking the junction with station road. This is fronted onto by double fronted 49 Station Road with rich red brickwork and white and red brick detailing to window arches. The brick of the modern infill development to the west is overly plain in contrast. Set back behind the hedge to the left is 23 Redenhall Road, an attractively proportioned early C20 hipped house with ground floor bays linked over the porch – interestingly it has stretcher rather than Flemish brick bond indicating early use of a cavity wall.

Station Road

At the north end of the town the former station is a stand out building. Sitting a little raised, it is designed in an Italianate style with local 'white' gault brick, often gleaming in the sun. It was constructed in 1855, and finally closed to good traffic in 1960. The various warehouses and railway line around the station have since been demolished and built upon, leaving the station as a very prominent but isolated building, oddly incongruous without it's railway function. It would be good to have some historic interpretation at the front of the station as to its former use. Although much altered, the semi-detached C19 century cottages were associated with the former Mill to the rear, now demolished. When the station was built there were fields between the



Station Road terrace

station and the town, and these remained undeveloped until the development of the fine Edwardian style terrace constructed on the west side of the road. These were originally built with fine front wall and railings (probably removed in WWII) and planted trees. At the end of the terrace is a fine detached villa slightly forward of the building line, notable for its lattice ironwork above the porch and ridge tiles. Later 20th century bungalows were built to the east, and although not of any historic or architectural interest, allow for expansive views to the north with principally pantiled roofs. Before returning to Redenhall Yard, there are numerous haphazardly orientated buildings associated with early light industry, the access to the west leading up to a former malthouse and connecting through to the top end of Sharmans Yard. At the junction the large gable end of 24 & 26 Redenhall Road faces and terminates the end of the street– but the gable is rather ungainly in its proportions – with weak diagonal diaper brickwork attempting to break up its bulk.

Appendix 2(i)

Listed Buildings in Harleston Conservation Area

Briar Walk	1 2 & 4
Broad Street	3 & 5, 9, 11, 15, 17, 17a, 19, 21, 23, 25, 27 & 29 4 & 6, 12, Church of St John the Baptist, Churchyard wall to front and west, Caltofts, 14, 16 & 18, 20, 22 & 24, 26 & 28, 30 & 32, Pair of telephone kiosks
Church Street	1 & 1A, 5, 5a, 7, 9, 4a, 4b, 6, 8, 10
Exchange Street	9 6 & 8, Corn Exchange, former public conveniences west of Corn Exchange,
Keeleys Yard	1, 3 & 5 2
London Road	1, 3, 5, 9, 11, 13 (The Beeches), 15, 17 2 (Selbourne House), 4, 6 & 8, 10 & 12, 16 & 18, 20, 22 & 24
Market Place	1, 3 & 5, 7 & 9, 11, Magpie & Stables adjoining to east
Mendham Lane	1 & 3, 15, The Chestnuts
Old Chapel Yard	2 & 4, 6 & 8
Old Market Place	Old House, Stables to south of Old House, 3 & 5, former Post Office, 7 & 9, 11, 15, 17, 2, 4 & 6, Delf House, 10 & 12, 14, 16 & 18, 20, 22 & 24
Old Post Office Court 8	
Recreation Walk	Former Malthouse
Redenhall Road	1, Summer house to rear of No. 1, 3, 5, 13, 2, 4 & 6, 8 & 10, 18, 28, Candler's House, 32, 34, 38
Shipps Close	7, 9 8
Station Road	Mill House
The Thoroughfare	1, 3, 5 & 7, 9, 11 & 15, 17, outbuildings to rear of No. 17, Swan Hotel, 21, Cardinals Hat Inn, 25, 27, 29, 33, 35, 37, 39 & 41, 2 & 4, 6 & 8, 12, 14, 16, 18, 20, 22 & 24, 26, 28 & 30, 34
Union Street	3, 5 & 7, 9 2 & 4,
Wilson's Square	1, 5 2

Appendix 2(ii)

Unlisted Buildings in Harleston Conservation Area which are of townscape significance

Briar Walk	3 (Crown Barn), 5, Briar Barn, 6
Broad Street	13, 29a, 31, King George's Hall, Bus Shelter 2
Bullock Fair Close	1, 3, 5, 2, 2a
Candlers Lane	3
Church Street	3, 3a
London Road	1, 3, & 5 Gills Close, 19, 21, 23, Church, 25-33 (odd), 35/37, 39/41, 47 26, 28, 30 to 38
Jay Green	1
Keeley's Yard	4
Market Place	6
Mendham Lane	7, 9, 11, 13, United Reform Church & Hall 8
Old Chapel Yard	2, Barn adjacent No. 2
Old Post Office Court	7 4, 5, 6
Redenhall Road	15-23 (odd), 9 12, 14, 16, 20- 26 (even),
Sharmans Yard	Buildings to west of 3 & 5 Redenhall Road
Shipps Close	1 - 6
Station Road	1, 5, 9, 11-29 (odd), 49 (former Railway Tavern) 2, The Old Printhouse, Blandings Barn, 4,
Straight Lane	1
Swan Lane	Former Wensleyan Chapel
The Thoroughfare	31, 43, Range of buildings to west of Cardinals Hat Inn, 32

Appendix 3

Policy

Policy background

In recent years, the approach to conservation area designation has changed considerably. It is now recognised that development plan policies, development control decisions, and proposals for the preservation or enhancement and the management of conservation areas, can best be achieved when there is a sound understanding of the special interest of the conservation area.

This position is reinforced as follows:

The Planning (Listed Buildings and Conservation Areas) Act 1990 in section 66(1)

makes it a duty of local authorities when considering applications to have special regard to the desirability of preserving a listed building or its setting or any features of special architectural or historic interest.

Under section 72 of the same Act, it is a duty with respect to any buildings or land in a conservation area, to pay special attention to the desirability of preserving or enhancing the character or appearance of that area.

Department for Communities and Local Government National Planning Policy Framework (NPPF) 2012

Paragraphs 126 to 141 cover “Conserving and enhancing the historic environment”.

Joint Core Strategy- Policy 2 : Promoting Good design

South Norfolk Local Plan

The South Norfolk Local Plan Development Management Policies Document was adopted in 2015 and policy 4.10 covers Heritage Assets.

Public Consultation

An informal ‘walkabout’ of the area was organised with local residents and councillors on 4th November 2015. This informed the proposed boundary changes and conservation management guidelines within the draft appraisal.

The public consultation on the appraisal draft with a questionnaire took place from 1st to 31st July 2016. This included:

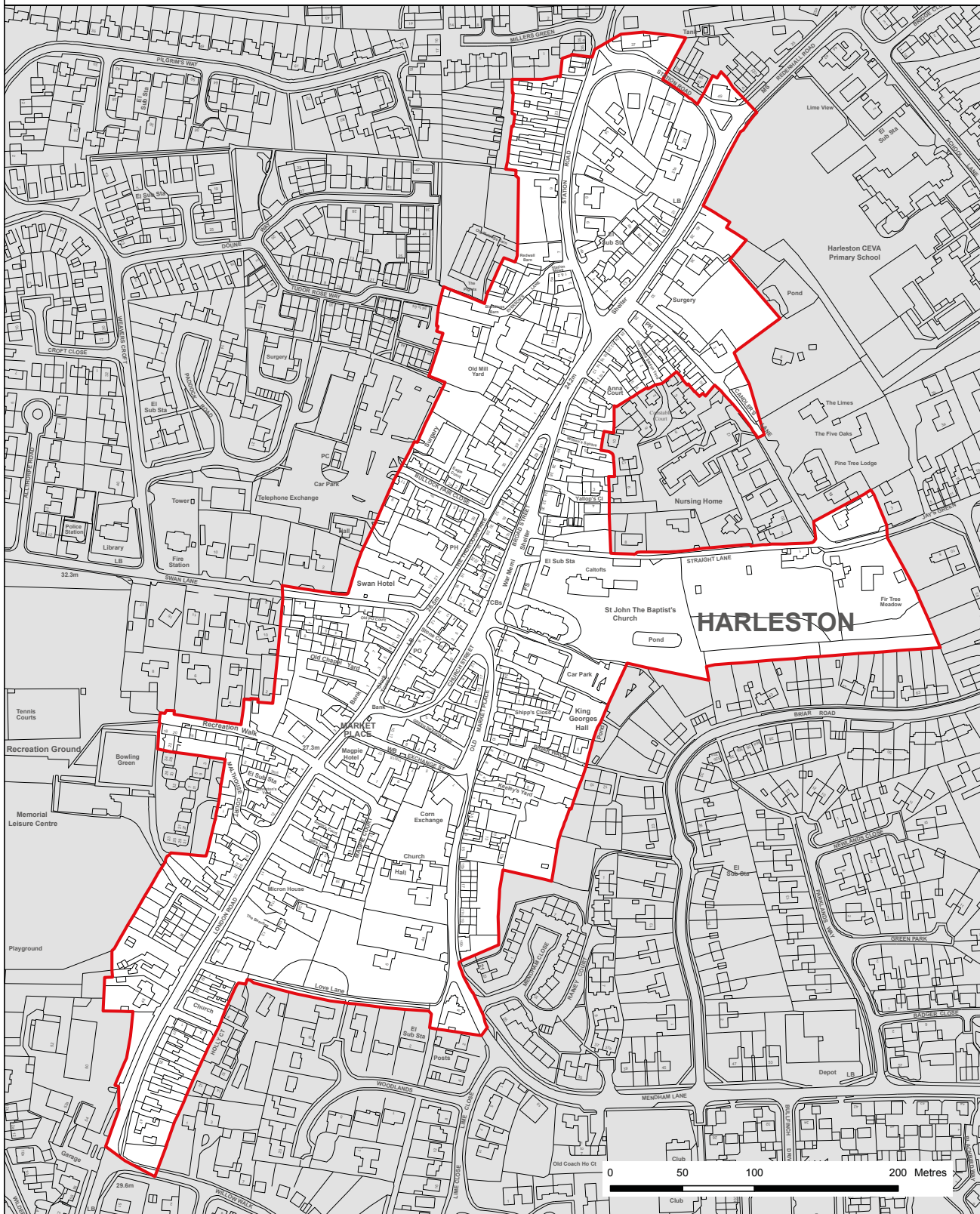
- A public exhibition held in Harleston Information Plus on Friday 8th and Saturday 9th July, with an officer in attendance from 10am to 1pm on the Friday.
- Adverts for the exhibition placed in the local library and the local supermarket and a press release issued with articles appearing in the local press.
- The draft appraisal being available to view on the council’s website and at the reception desk.
- Emailing Ward Councillors, County Councillors, the Town Council, Norfolk County Council Historic Environment Service and Historic England.
- A presentation made to the Town Council on 13th July
- Contacting residents directly affected by the proposed boundary changes by letter informing them of the consequences of being in or out of the conservation area.

As a result of the consultation the proposed boundary extension along London Road was adjusted to include an area of verge land on the corner of Willow Lane. A suggestion to extend the conservation area to include historic properties further along London Road was not considered warranted due to the extent of modern infill and the 'diluted' character of the area. A further suggestion to include modern housing to the south of the listed converted Malthouse has not been taken up as although good quality, the design is not exceptional, and preserving the setting of the listed building is already a material consideration.

Appendix 4

Boundary Map

Harleston Conservation Area



South Norfolk Council
 Swan Lane
 Long Stratton
 Norwich
 NR15 2XE
 Tel: (01508) 533633
 Fax: (01508) 533695

Key

 Conservation area boundary

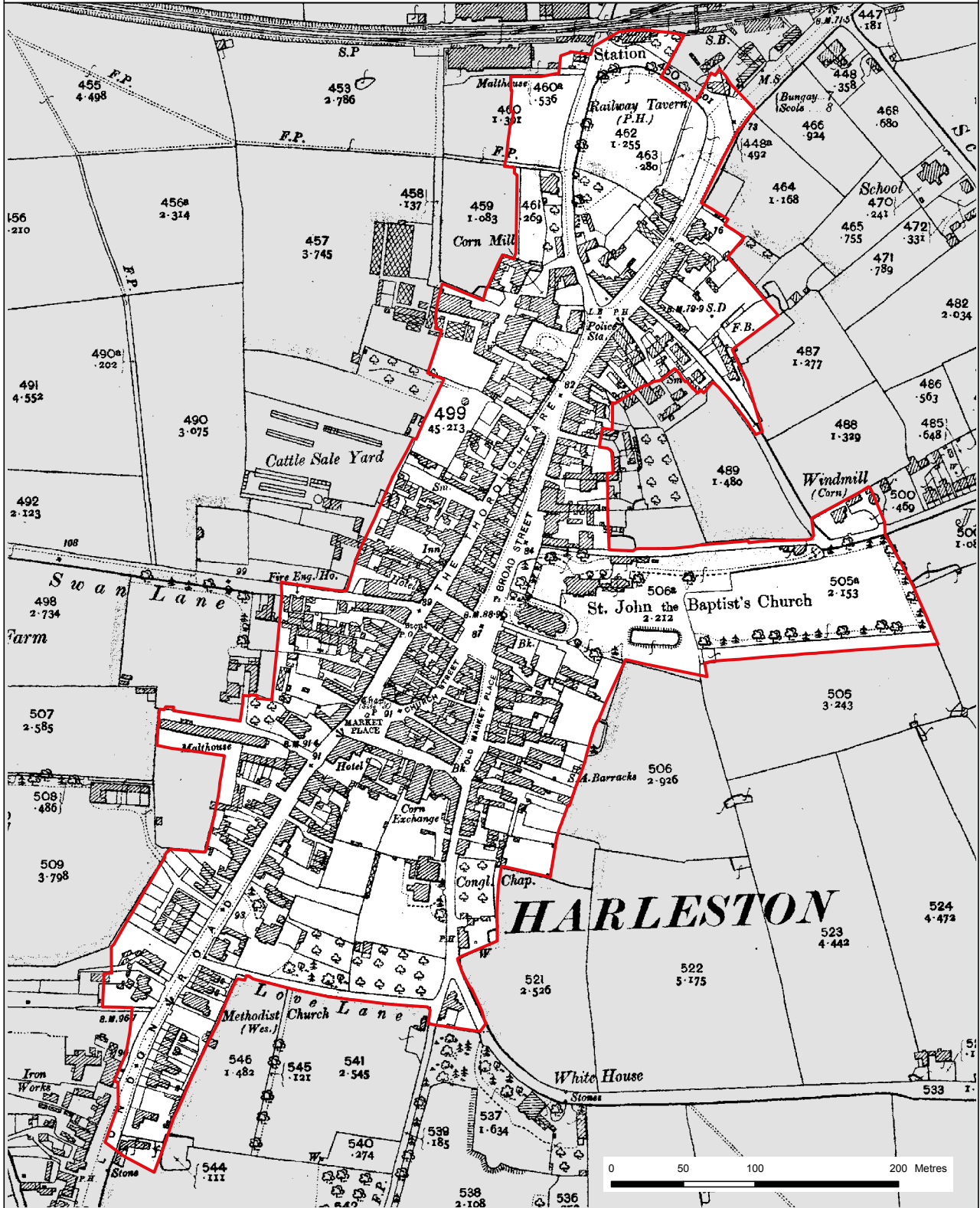


Scale at A3: 1:2,500
 Date: Dec 2016

Appendix 5

Historic Map

Harleston Conservation Area, Historic Map 1906 - 1914



South Norfolk Council
 Swan Lane
 Long Stratton
 Norwich
 NR15 2XE
 Tel: (01508) 533633
 Fax: (01508) 533695

Key

Conservation area boundary

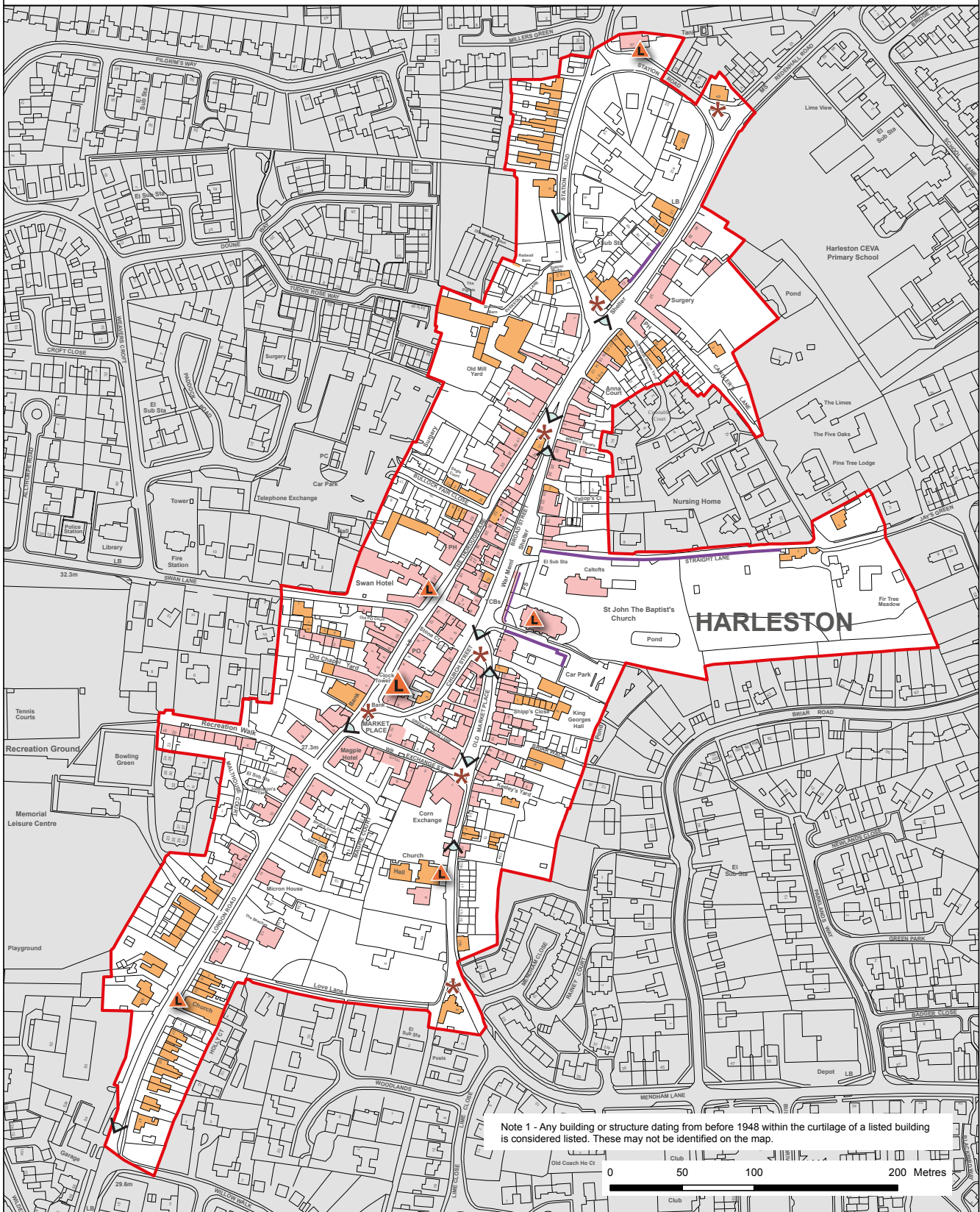


Scale at A3: 1:2,500
 Date: Dec 2016

Appendix 6

Streetscape

Harleston Conservation Area - Streetscape



Note 1 - Any building or structure dating from before 1948 within the curtilage of a listed building is considered listed. These may not be identified on the map.



South Norfolk Council
Swan Lane
Long Stratton
Norwich
NR15 2XE

Tel: (01508) 533633
Fax: (01508) 533695

Key

- Conservation area boundary
- Listed Buildings (see Note 1 above)
- Unlisted buildings of townscape significance

- Key Views
- ▲ Landmark building
- Significant walls
- ✱ Focal point

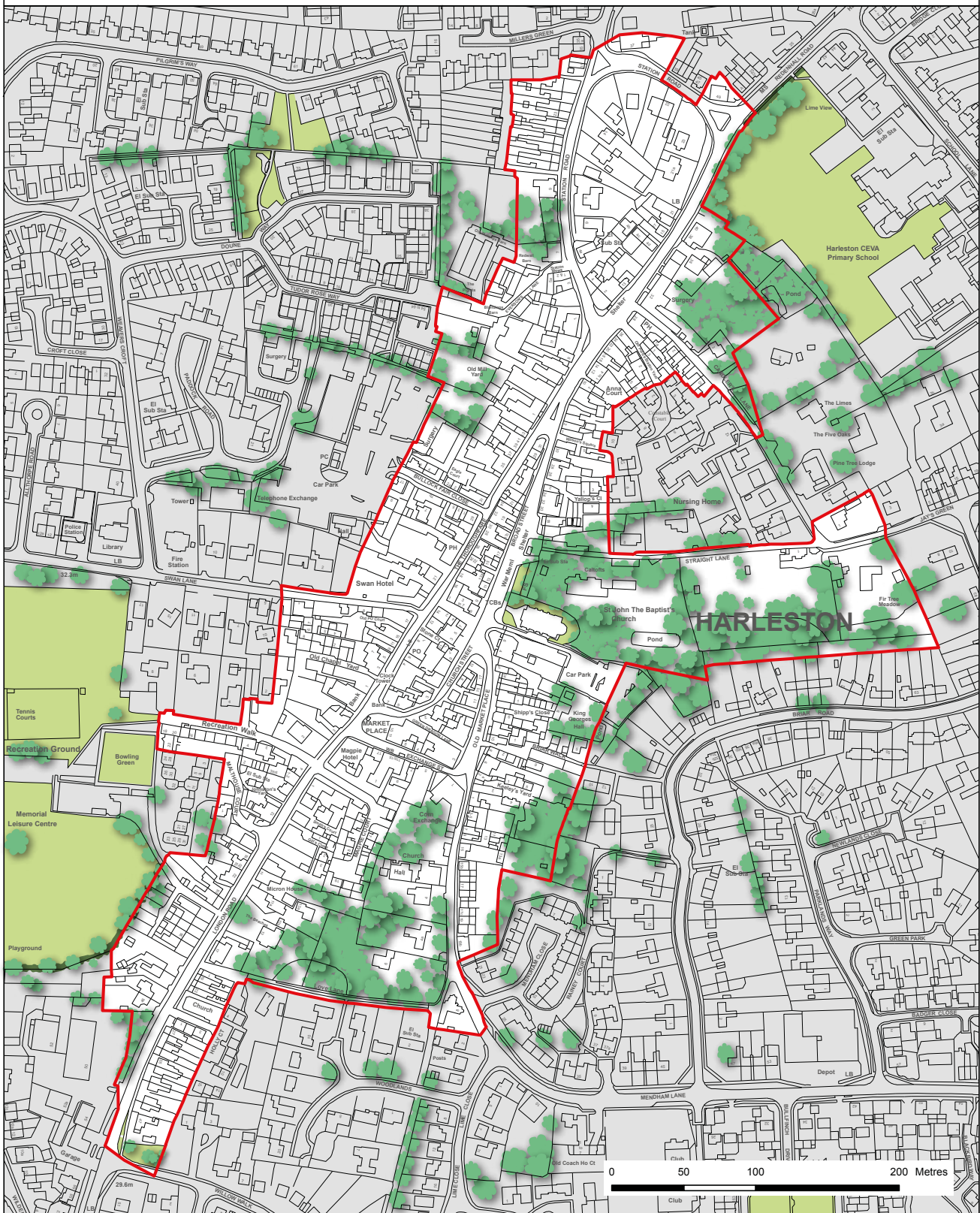


Scale at A3 1:2500
Date: Dec 2016

Appendix 7

Natural Character

Harleston Conservation Area - Natural Character



South Norfolk Council
 Swan Lane
 Long Stratton
 Norwich
 NR15 2XE
 Tel: (01508) 533633
 Fax: (01508) 533695

Key

- Conservation area boundary
- Open Space
- Trees
- Hedges



Scale at A3: 1:2,500
 Date: Dec 2016