

Southwold Character Area Appraisal



Client:
Southwold Town Council

Date:
October 2018





Disclaimer

All reasonable efforts have been made to obtain permission for use of images within this report. Materials and images used in this report which are subject to third party copyright or require reproduction permissions have been reproduced under licence from the copyright owner. This is except in the case of material or works of unknown authorship (as defined by the Copyright, Designs and Patents Act 1988) or the copyright holder is unknown after all reasonable effort has been made to seek licence to reproduce.

Any person who wishes to apply to reproduce any part of this work or wishing to assert rights in relation to material which has been reproduced as work of unknown authorship in this document should contact Place Services at enquiries@placeservices.co.uk



Contents

Introduction

Overview	4
Purpose	5
Methodology	5
Character Area Map	6
Character Area Baseline	8

Character Areas

Old Town	15
Marine Villas	34
Seaside Suburban	49
Seaside Corporation	66
Town Farm	85
The Gateway	110
Harbour and Ferry Road	125

Conclusions

Overview	139
----------	-----

References and Sources

Appendix A Legislation and Planning Policy	142
Appendix B Glossary	143
Appendix C List of Maps and Figures	144

Introduction

Overview

Southwold Town Council has appointed Place Services to prepare a Character Area Appraisal pertaining to the settlement of Southwold. The document is provided as baseline information for applicants to consider, in conjunction with the Conservation Area Appraisal and Management document, when designing or planning new development in Southwold.

This report provides an assessment of the development and character of Southwold, as well as the significance of designated and non-designated heritage assets and the contribution that these, along with their setting, makes to the character of the town. The understanding of the historic and landscape characteristics of the town will be used to assess the susceptibility of the Character Areas to new development, highlighting key areas of importance.

This assessment will consider how different Character Areas within Southwold came to be developed, their building styles, forms, materials, scale, density, roads, footpaths,

alleys, streetscapes, open spaces, views, landscape, landmarks, and topography. These qualities can be used to assess the key characteristics of each area, highlighting potential impact future developments may have upon the significance of heritage assets and the character of Southwold. This assessment is based on information derived from documentary research and analysis of the individual character areas.

The National Planning Policy Framework (NPPF) highlights good design as a core principal of sustainable development (paragraph 124). Sustainable development relies on sympathetic design, achieved through an understanding of context, the immediate and larger character of the area in which new development is sited.

This assessment follows best practice guidance, including Historic England's publication *The Setting of Heritage Assets* (Dec 2017), a full list of which is included in the bibliography.



Figure 1 Aerial Photograph, R. & S. Clegg Southwold: portraits of an English seaside town



Figure 2 St Edmund's Church, Suffolk Record Office Ref 1300/114/8



Figure 3 Southwold Seafront, Wikimedia Commons

Purpose

This document should be used as a baseline to inform future development and design with regard to the sensitivities of the historic environment and its unique character.

This assessment should be read in conjunction with the Conservation Area Appraisals and Management Plan. Since most development will take place in Conservation Areas and their settings, or impact on designated heritage assets and non-designated heritage assets such as locally listed buildings, it is expected that applications for planning permission will also consult and follow the best practice guidance outlined in the bibliography.

Applications demonstrating a genuine understanding of the Character of a Conservation Area are more likely to produce good design and outcomes. This Character Area Appraisal will strengthen understanding of Southwold and its development, informing future design.

Methodology

The town has been divided into seven character areas. Five are predominantly aligned to the character areas established by the Southwold Conservation Area Character Appraisal 2008, the Southwold Conservation Area Management Plan 2008 (including later extensions of the Conservation Areas to cover the Pier, all of North Parade, and Station Road), and to the Southwold and Walberwick Quay Conservation Area Character Appraisal 2008. Two new areas have also been created: The Gateway Character Area covering the entrance to the town, and the Town Farm Character Area covering the town north of Field Stile Road.

The Character Area Appraisals partially build on draft work undertaken by a group of residents and Neighbourhood



Figure 4 Southwold Entrance Sign



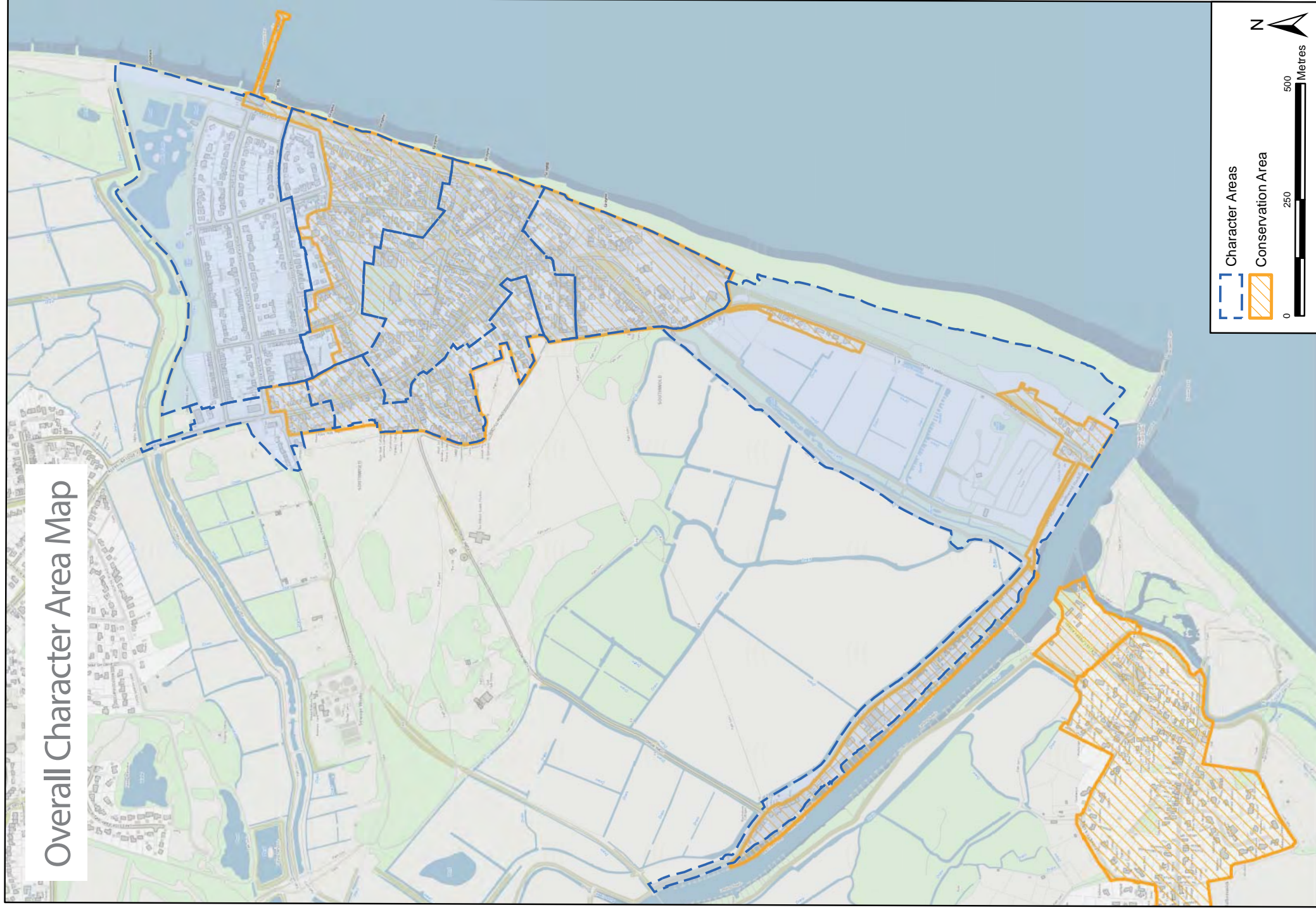
Figure 5 Ordnance Survey Map 1884, Suffolk Record Office Ref 29/14

Plan team members, assisted by two local heritage/conservation architects, in 2017. These draft documents have been reviewed and updated, and further work undertaken to create the new character areas.

This was informed by:

- Consulting published works
- Research into online resources, databases and Historic Environment Records
- A site walkover undertaken in July 2018
- Analysis of historic maps
- Consultation of primary records held at the Suffolk Record Office (Lowestoft and Ipswich branches)

Overall Character Area Map



Character Area Baseline

Location

The town of Southwold is located within the Suffolk Coast and Heath AONB, situated on a hill rising in a gentle slope from the Blyth Valley. It covers 263 ha (650 acres) but its built environment is much smaller. The built environment of the town is surrounded by an open landscape created by the Common, Buss Creek, dykes, marshes, the River Blyth, and the North Sea. The water forming the town's boundaries creates a sense of isolation from the wider landscape, making Southwold appear as an island. William Camden (sixteenth/seventeenth century antiquarian and topographer) reflected on his visit to Southwold in 1578 that:

*'Southwold lieth in the plan, full against the shore of the sea. The town is well frequented through the benefit of an haven that the river Blith, emptying itself there into the sea, maketh, and at every high water is so environed with the waves that it seemeth to be an island, a man would wonder that it is not overflowed'*¹

This enclosure by waterways has also inhibited large scale development within the Town and its surrounding which has preserved much of Southwold's historic character.²

¹ Sarah E Doig, *Battling the Elements: Southwold's Changing Fortunes* (HLE, Southwold Museum)

² Suffolk Record Office, Ipswich brach (IPS Ref SOU69)



Figure 7 Aerial Photograph (Book of Photographs of Southwold) Suffolk Local Studies Library Ref 942.64./SOU

Built Environment

The historic core of Southwold can be seen in the Plan of Southwold (Figure 9), dated 1588; the town is clearly depicted surrounded by marshland and creeks, with one main route through the marsh, and the nucleated built environment surrounding the church. The streets immediately south of St Edmund's Church are now home to the highest density of listed buildings in Southwold, providing the Town with its enclosed and unregimented historic character.

Much of the character of the town is derived from its seaside location, with high status houses positioned to the south on high ground to benefit from the views out to sea. Large areas of green space to the south contrast to narrow historic roads of the town centre. Development spreads from here to the north where more modern, twentieth-century buildings are located. Southwold is distinctive in its architectural variety, with Dutch and Flemish characteristics throughout the Town, and an irregular street pattern in the centre creating closeness between houses from different architectural styles and eras. While there are many buildings of heritage significance within Southwold, Pevsner notes that its unique character is derived from the collection of these buildings, as it is 'the whole that is remembered'.³

Despite its appearance of built density, Southwold is a town with many alleyways and footpaths, hidden courtyards, tucked away gardens and buildings. These are largely hidden at first but they offer glimpses from the streets and are observable from the windows of adjoining buildings and alleys and footpaths, providing a unique character to the centre, and breaking up building massing throughout the town.

³ N. Pevsner, Suffolk 1961



Figure 9 The Plotte of Southwold in the County of Suffolk 1588, Suffolk Record Office Ref MPF 138

The Corporation

Council housing is as important to the character of Southwold as its villas. Southwold Borough Council (dissolved in 1974 when local government was reorganised and Waveney District Council took over the Borough's administration) was one of the earliest to provide council housing.⁴ The Corporation (as the Borough Council was known) was also the town's largest land owner, thanks to the bequest of William Godyll, who left his estate covering most of the land in the town to the governing body of the town when he died in 1504. Between 1903 and 1974, Southwold Borough Council built more than 150 council houses on land that it owned north of St Edmund's Church, and on Station Road and Blyth Road. It also purchased two and three-storey properties as they came on the market, converting them into flats. The Borough's council housing is mostly of good quality design, reflecting the taste of the era when it was built, and many dwellings have unusually generous gardens. Southwold's council housing introduced a new style and unique characteristic to the town, contrasting to its existing private homes.

⁴ J Hursell, Civic History and Traditions

Green Space

Within the built boundaries of the town are a variety of green spaces. These vary from the mown grass of South Green, Constitution Hill, and Skillman's Hill to the public gardens of North Parade, the churchyard of St Edmund's, Ladies Walk planted with wild flowers, and numerous other green spaces and verges (Figure 10). In totality, they all contribute to the sense of openness and tranquillity that is an essential quality and experience of Southwold's character.

The town's characterful built landscape is set within an open landscape with striking views, which is rich in wildlife habitat. Much of it is designated as County Wildlife Sites. Visitors come to the town to also enjoy this landscape, which is prized by the residents of Southwold.



Figure 10 St Bartholemew's Green in Southwold, J. Becker Story of Southwold (Southwold Corporation)

Historic Overview

Southwold first appears under the ancient names of Suwald, Suwalda, Sudholda, and Southwood (British History online). The town has a rich history, and was prosperous throughout the medieval era due to the decline in neighbouring Dunwich from the 1300s after the town suffered storm damage, and the rise of the Herring fishing industry. Southwold was hit by a great fire in 1659, which destroyed the majority of the medieval town, sparing a handful of buildings including the St. Edmund's Church and Sutherland House.⁵ Southwold underwent a tumultuous era in the seventeenth century, witness to a great sea-battle in Sole Bay in the mid-seventeenth century, and many more as conflict with Holland played out off its shores. It later developed as a polite seaside town throughout the early modern period, heralded for its beach, open greens, brewing industry and pier.⁶

Figure 11 highlights the envisaged map of Southwold at the time of the Domesday Survey (1086).⁷ The map highlights the extensive marshland surrounding the town, which shaped its future development, and the surviving route that connects the town with Reydon to the north.

Southwold is first recorded in Domesday Book as a fishing port, and later as home to the monks of Thetford who built a chapel here in 1202, although it is believed to have

⁵ Archaeological Report 1980s, Suffolk Record Office Lowestoft Archives

⁶ Sarah E Doig, *Battling the Elements: Southwold's Changing Fortunes* (HLE, Southwold Museum)

⁷ Tom Gardner, 'The Physical Setting' in *Southwold*, ed. R and S Clegg



Figure 11 Southwold at the time of Domesday Survey, Tom Gardner 'The Physical Setting'

been occupied before this by the Danes in the eleventh century.⁸ Record of the Castle on Skilman Hill illustrates the high status and wealth of Southwold during this time. In 1260, Richard de Clare obtained licence 'to convert his house at Southwold into a strong castle', highlighting the status of the south of Southwold in particular, where the ground is highest and views over the sea most prominent (HER MSF14723). By the fifteenth century, Southwold had grown and become an important seaside town of Suffolk, demonstrated by its inclusion in historic maps by Christopher Saxton 1515

⁸ Southwick - Soyland," in *A Topographical Dictionary of England*, ed. Samuel Lewis (London: S Lewis, 1848), 152-156. British History Online, accessed June 20, 2018, <http://www.british-history.ac.uk/topographical-dict/england/pp152-156>



Figure 12 Christopher Saxton 1515 Suffolk Record Office Ipswich Archives Ref MC7/46-50

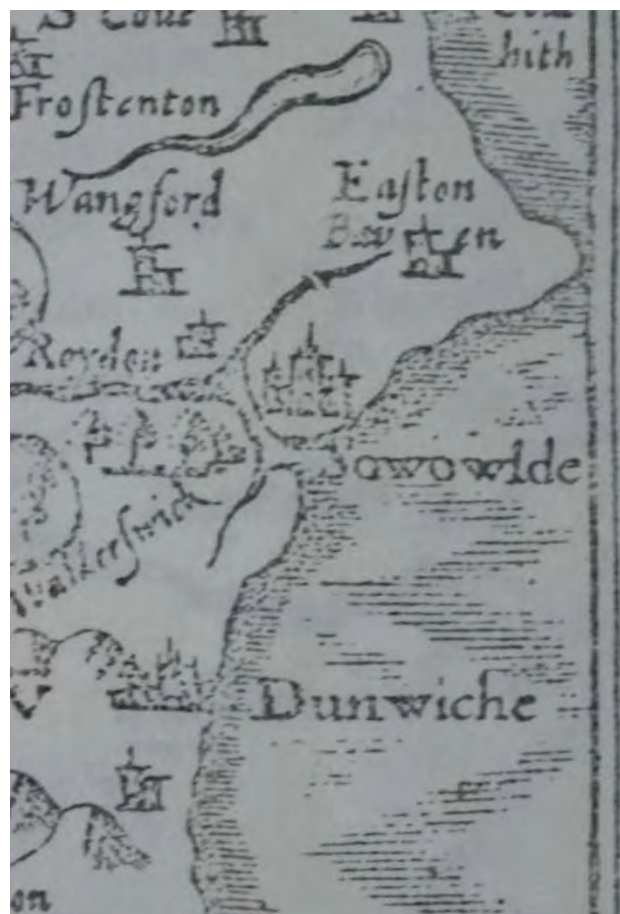


Figure 13 John Speed 1610 Suffolk Record Office Ipswich Archives Ref MC7/46-50

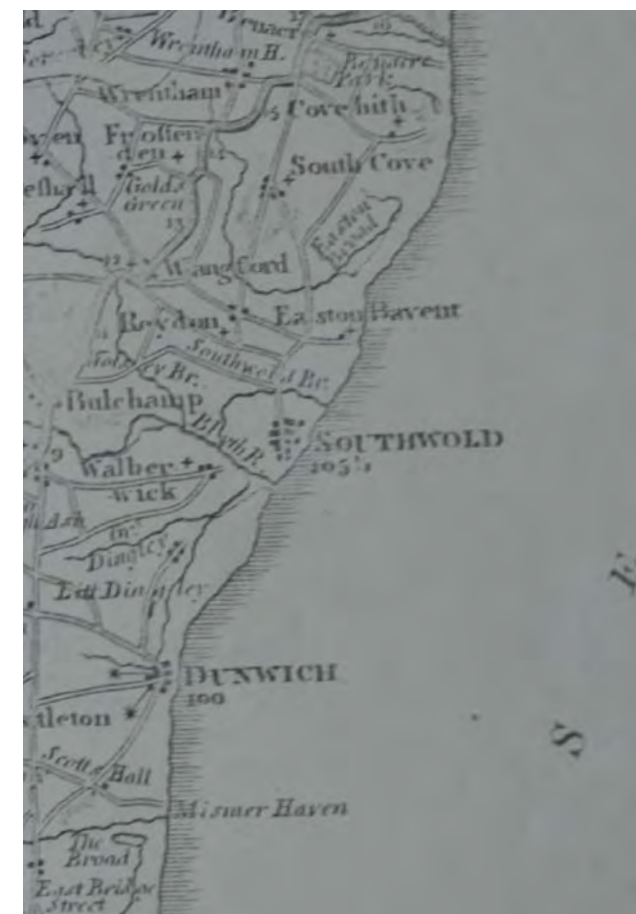


Figure 14 Henry Teesdale 1829, Suffolk Record Office Ipswich Archives Ref MC7/46-50



Figure 15 Gun Hill Southwold, Suffolk Record Office Ref K681/1/414

In 1659, Southwold's fortunes changed as it was impacted by a great fire which destroyed 238 houses, granaries and warehouses, and an immense quantity of merchandise.¹ The fire shaped the later development of Southwold, with large greens remaining today as fire stop gaps and open green space scattered across the Town.

Shortly after the fire, Southwold witnessed the famous sea battle of 'Sole Bay', fought off the coast in 1672.² Due to Southwold's prominent location at the most easterly point on the British mainland, it has been vulnerable during times of war, particularly in the seventeenth century when a series of battles were fought with Holland.³ The battle of Sole Bay was a large scale struggle said to have involved 71 warships and 24,000 men between the English and French fleets and the Dutch. Southwold has retained links to its maritime history within the town, with Dutch influences in architecture and the striking row of cannons on Gun Hill, gifted to the town in 1746 as protection against shipping raids (Figure 15).

Despite the devastating fire and tumultuous battles, Southwold retained its prominence along the Suffolk coast; this is shown on Robert Morden's 1695, John Kirby's 1737 and John Harrison's 1790 maps all depicting the town. Henry Teesdale's map of 1829 (Figure 14) shows the settlement in more detail with the buildings lining the high street. The small built area of the town highlighted in this map has retained a wealth of heritage assets; two-thirds of the town is covered by Conservation Areas,

¹ Ibid

² John Marius Wilson's Imperial Gazetteer of England and Wales on <http://www.visionofbritain.org.uk/place/482> (1870-72)

³ Sarah E Doig, Battling the Elements

with a number of notable listed buildings and non-designated heritage assets within it.

Southwold's predominant sources of trade stem from its fishing industry. Daniel Defoe (eighteenth century trader, writer and journalist) commented in the 1720s that during his visit to Southwold he 'found no business that the people here were employ'd in, but the fishery... for herrings and sprats'.⁴ The bountiful supply of herring provided the majority of Southwold residents with a livelihood, as did the saltworks built in 1660 by charter of Charles I, which despite being labour-intensive and low-profit continued production into the twentieth century.⁵ The 'Rope Walks' in Southwold notably reflect its fishing history, as these were used to create the ropes used by the fishermen. The fishing industry fell into decline after the mouth of the harbour silted up in the seventeenth century, and although fishing continued until the mid-twentieth century, it was replaced as the town's main economic resource in 1872 with the establishment of Adnams Brewery bought by George and Ernest Adnams. Beer had been brewed in Southwold as early as 1345, with the first record of brewing at The Swan prior to its relocation after the fire. John Kirby noted in the 1730s during his visit to Southwold that 'it drives a considerable trade in... old beer; having excellent spring of good water, which may be one reason why their beer is much esteemed'.⁶

Southwold has been shaped by bursts of development in different periods, resulting in a variety of building styles from different eras sitting side-by-side. Until the 1960's it was a town in which trades, manufacturing, shops, and residences were mingled together. In the first half of the nineteenth century, grand villas for the local gentry were built on South Green facing the sea; these buildings were surrounded by others that included a pub, a baker, a cobbler, fishermen's cottages, a school, and a department store. The result is a mixture of buildings, each working with the other, which is reflective of Southwold's history and part of what creates Southwold's charm and its character.

⁴ Sarah E Doig, *Battling the Elements*

⁵ Paul Scriven, *Southwold as an Industrial Town* (Southwold Museum 2007) (Suffolk Record Office)

⁶ Sarah E Doig, *Battling the Elements*



Figure 16 Fisherman in Southwold, Suffolk Record Office Ref K681/1/414



Figure 17 Adnams Brewery 1920s, H. Phelps Southwold to Aldburgh

Character Area: Old Town

Key Characteristics

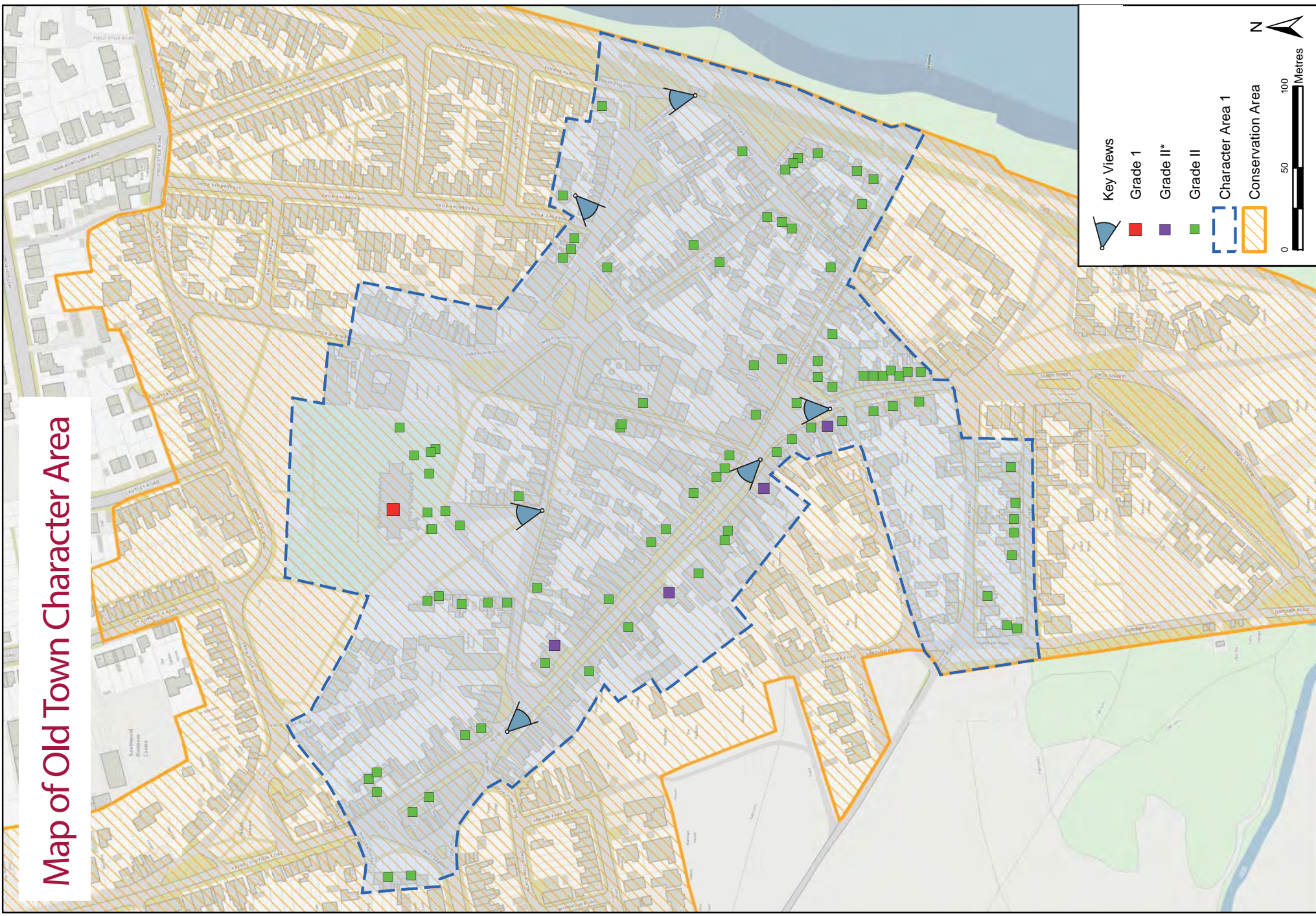
Old Town

Land use	This area forms the historic core of Southwold, and contains a mixed use of residential, communal, commercial and business buildings.
Topography	Fairly even with high ground located between Victoria Street and Lorne Road.
Development Pattern	The first written records referring to development in Southwold can be found in the Domesday Book, which indicates that in Anglo Saxon times there were some small, permanent settlements in Southwold. However, due to the fire of 1659, the area contains buildings predominantly dating from the seventeenth century through to the twenty first, with a high density of historic buildings lining the streets.
Natural Landmarks	<ul style="list-style-type: none"> • The Greens • The Sea
Listed Buildings	There are 97 listed buildings in total, 4 of which are Grade II* Listed and 1 Grade I.
Landmark Buildings	<ul style="list-style-type: none"> • St Edmund's Church • The lighthouse • Southwold Museum • The Swan Hotel • The Adnams Brewery and its associated buildings • The Town Hall • Market Place • The various inns and pubs, The Crown, The Red Lion, Sole Bay Inn, The Lord Nelson • Southwold Sailors Reading Room • The School of Art



Views	<ul style="list-style-type: none">• From the lighthouse towards historic core• To St Edmund's Church from Victoria Street• Of the pump in the Market Place looking north• Views north west and south east along High Street• St James Green to the north west
-------	---

Map of Old Town Character Area



Overview of Character Area

Old Town

Introduction

This area corresponds with the Southwold Conservation Area Character Appraisal Area (2008) consisting of the area named as the Old Town. The character area is defined by the built up area of Southwold following the arterial High Street, East Street and Victoria Street. It includes the medieval core of the town and its historic roads and greens, such as the medieval Bartholomew Green.

The area is largely characterised by its historic street pattern and high density of significant historic buildings, with prominent buildings such as St Edmund's Church and the lighthouse visible within the area and from outward views towards it.

History of Development

Southwold's unique history has resulted in its high density of post-seventeenth century development, with remnants of its medieval core still discernible in its street pattern, and through its lasting influence in the historic greens and building materials. Development historically originated on high ground surrounding the Church of St Edmund's, as shown in the plan of Southwold dated 1588 (Figure 2). However, after the fire of 1659, it is thought that development relocated to the south of the church surrounding the market place highlighted by Wakes Map of Southwold (Figure 3). From here, Southwold has developed following the historic street patterns on High Street, Mill Road, Victoria Street (Formerly Camel Lane, Back Street and East Lane), and over Glebe land.



Figure 1 View over Old Town 1893, Suffolk Record Office Ref 841/7/25/8/1



Figure 2 Plan of Southwold 1588, Suffolk Record Office Ref MPF 138



Figure 3 Wakes Map of Southwold 1839



Figure 4 Market Place (nd [1904 or later]), Suffolk Record Office Ref 841/7/25/8/8

The Great Fire

This area of the town in particular was largely shaped by the devastating fire of 1659, which resulted in the loss of 238 of Southwold's medieval buildings, notably leaving Sutherland House and Homeleigh, but otherwise eradicating its built medieval core. The fire influenced future growth of Southwold, its primary core relocating east and south towards the market square, with fire prevention key to development as seen in the use of clay tiles and retention of green spaces.

The Communal Core

The area provides Southwold with its communal and commercial core. The High Street has historically contained a mix of inns, shops, banks, businesses and residential houses, with small side roads feeding into the main street containing further residential terraced housing.

The Markets and Fair

Southwold has a long tradition of holding markets and fairs. Thursday markets were held from c1220s, with the Market Place continuing to provide the town with a central hub for civic events to this day, acting as a central point to the Town (Figure 4). In 1666, the Market Cross stood in the centre of the market



Figure 5 Ordnance Survey Map 1884, Suffolk Record Office

place; it was a prominent structure, two storeys tall with a covered market below and a room, supported on pillars. A triangular pump replaced the Market Cross after its demolition in 1809. The cast iron pump is decorated with depictions of herrings, a source of the town's prosperity, and the crown and crossed arrows of St Edmund, to whom the parish church is dedicated.

A Charter granted by Henry VII in 1489 allowed Southwold the right to hold a fair, which came to be known as the Trinity Fair and later the Charter Fair, with a second fair granted to be held on the 24th August. This was held on Bartholemew Green until 1815, and revived in the late twentieth century.

St Edmund's Church

Located on high ground, Southwold's St Edmund's Church is a prominent feature of the Old Town area. Surrounded by Bartholomew Green, Tibby's Green, and St Edmund's Green, the Church is at the centre of an area of green open space, further highlighting its significance to the area. It is enclosed on four sides by a 1.2m flint wall comprising of various types of coping, creating a sense of its separation from the unregimented streetscape beyond. St Edmund's Church was constructed in 1430 after a fire destroyed its predecessor. Pevsner notes that it is the 'epitome of Suffolk flushwork', and 'imposing from near as well as far'. This is especially noticeable from the estuary on the south side, where views into the town are dominated by the Church tower, along with the more recent lighthouse and water towers.



Figure 6 St Edmund's Church c.1800s, Suffolk Record Office Ref 1300/114/8

Within the south side of the churchyard are three notable gravestones in memory of Thomas Gardner, the historian of Dunwich and Southwold, and his family.

The church is integral to the development of Southwold; the first records of the town highlight that the area of Southwold was held by the Abbey of St Edmund to provide income for the monks. Residents of Southwold paid 25,000 herrings to the Abbey at Bury St Edmund's, indicating the town's ideal location for fishing at the time of the Domesday Survey in 1086.

Brewing in Southwold

There is a rich history of brewing in the town and particularly in the Old Town Character Area. The earliest record of brewing is in 1345, where the medieval Swan Hotel once housed a brewery before the fire of 1649. After this, the brewery moved to its present location on Victoria Street, with cellars here dating to the mid seventeenth century.

Throughout the eighteenth and nineteenth centuries, the business expanded, with three further brew pubs (The White House on the High Street, The Sole Bay Inn on Stradbroke Road and The Brickmakers on Church Street) established.

From 1825, the Sole Bay Brewery operated its own separate business, and came under the ownership of George and Ernest Adnams in 1872. The Sole Bay Brewery continued to operate from Victoria Street, acting as one of the town's principal employers and continuing the success of one of Britain's oldest breweries.



Figure 7 Sole Bay Brewery c1920s (Humphrey Phelps, Southwold to Aldeburgh)



Figure 8 High Street from East c.1900, Suffolk Record Office Ref 1300/114/26



Figure 9 East Green (Bridge, Southwold Views), SRO 942.64 SOU)

The Lighthouse

The decision to erect a lighthouse in Southwold was a result of the failing lighthouses of Orford Ness. The Low Light lighthouse at Orford Ness was constructed in close proximity to the beach, and was overcome by a severe storm in 1887. During a Trinity House Board meeting in 1887, it was decided that a new light would be better placed at Southwold, on higher ground and an easterly position along the coast. Southwold's lighthouse opened in 1889, and was lit for the first time in September 1890. It stands 101 feet tall, constructed with bricks transported to the area by train, its white light visible 24 nautical miles.

Analysis of Character Area

Old Town

The Old Town Character Area is historic in its street form and built development, home to a high density of locally important buildings as well as greens. The streets are predominantly enclosed and characterised by their buildings, however many open out onto the greens and terminate in views to the east over the sea, or to the north with views of St Edmund's Church and the lighthouse.

Built Environment

The buildings in this area contribute to its enclosed character, and generally are of two stories and built up to the pavement line of the streets. As is typical of Southwold, this character area provides regular opportunity for glimpses between buildings to occur, through alleys, yards, and gaps between buildings. This results in the spaces behind buildings often contributing to the character of the area, by providing regular views into green space and breaking the rhythm of the streetscape.

This area comprises a variety of scale, height and style, creating an unregimented character, with a limited and attractive palette of materials providing unity to the area. The consistent use of classic proportion, vertical emphasis and regularity in apertures further ties the buildings together, creating a consistent visual rhythm across the buildings of varying styles, unifying the otherwise varied streetscene.

North Green and High Street

The north end is populated by small scale cottages of a vernacular character. The scale of buildings increases to the south of Victoria Street, into the heart of the town. Buildings here are of mixed use, and a variety of styles, but also unified through their use of classical proportions and consistent level and quality in architectural detail.



Figure 10 View of Green on High Street



Figure 11 View north east from High Street to St Edmund's Church



Figure 12 View south down Church Street

The High Street forms the principal thoroughfare in the town; a long, wide and almost straight street which runs from North Green to the Market Place with pavements of generous width south of Victoria Street.

Barnaby Green

An attractive set of cottages line the eastern side of Barnaby Green, and are notable for their long front gardens which overlook the small planted Barnaby Green. These green spaces make a positive contribution to the area, providing an aesthetic environment for the listed cottages.

Church Street

This area to the south of St Edmund's Church is characterised by its quiet residential feeling, formed of a narrow street comprising of aesthetic red brick and pastel painted residential cottages, with the Adnams' bottling plant behind the street front to the east. The street is enclosed by cottages built to the pavement line between one and two storeys in height (Figure 12). The end of the street terminates with views of the adjacent streets of Market Place and Victoria Street,

further contributing to the enclosed character.

Market Place

Surrounding the Market Place, the built environment gives the area its character. Buildings are often two storeys, but the mass and scale of the three storey buildings and the scale of The Swan Hotel create an enclosed hub of activity here. The central pump provides a core to the historic character of the area.

East Street

East Street, a straight and narrow road leading from the Market Place to the seafront, has an enclosed, built character. Dwellings here are predominantly of two storeys, pleasantly proportioned cottages typically with small pane sash windows, in red brick or pastel painted facades, and pantiled roofs. There are some taller on the western end. On the north side of the road in particular, small gaps leading to yards and rear access to buildings break up the built frontages. However, these gaps are not visible in longer views of the street, which leads the eye towards the terminating view of the sea in the east.

Victoria Street and St James' Terrace

Victoria Street is notable for its linear character; it is a long street, stretching from the High Street to St James' Terrace and the sea beyond. It is predominantly straight, providing long views from east to west. In the west, it



Figure 13 View of Victoria Street



Figure 14 East Green



Figure 15 View north on Lorne Road

encompassed the high density of red brick, two storey dwellings on the south side and the open Bartholemew Green to the west; from here, the road extends east to connect East Green, Church Green and St James' Green. These four greens give this area a distinctive green character.

Buildings are generally of a smaller, residential scale in the west, and a larger scale in the east where the street opens onto the large collection of triangular green spaces, and views of Adnams Brewery buildings around East Green (Figure 14) and the lighthouse beyond are prominent. The mass of these buildings is contrasted with the wide dimensions of East Green, which allow for the characteristic open green sense to prevail.

Mill Lane (south side)

The south side of the lane is an orderly row of modern detached houses in the east, with pleasant cottages in the west. These buildings are varied in their scale and mass, set back from the narrow lane behind tall boundary walls. A nineteenth century red brick former garden wall creates enclosure, and

reflects the areas historic origin as gardens.

Lorne Road

Dwellings of Lorne Road are grander in scale, of two to two and a half storeys, and are predominantly set back from the road behind modest garden plots (Figure 15). Some dwellings to the east of the street abut the pavement, with others set behind tall garden walls, which contribute to the continuous built frontage of the streetscape, creating an enclosed character.

Park Lane

Park Lane is an eclectic road, with a variety of styles, heights, and massing. The north side of the lane is predominantly comprised of a continuous row of residential dwellings, some set behind small planted gardens with trellising adorning the main facades of the buildings. This creates a lush street, despite its high density of red brick and painted terraced housing. The typically Georgian proportions on this street bring unity to the dwellings, with a notable exception in the Southwold School of Industrial Art (1894).

The Greens

The Old Town area is peppered with historic green and open spaces, providing consistent breaks to the otherwise dense built environment, and allowing notable groupings of architecture to be appreciated within a green open setting. These greens are located predominantly within the medieval core of the town. As a result, they share a strong relationship with the historic buildings in the area, particularly St Edmund's Church and the lighthouse, where they contribute to the setting of these buildings and enhance their special character.

The intervisibility between the built screeescapes and these planned greens and fortuitous garden planting contributes to the character of the area, and enhances its historic character, reflective of the unique history of Southwold.



Figure 16 St Edmund's Green



Figure 17 View east of the lighthouse



Figure 18 View south to Bartholemew Green and Victoria Street

Susceptibility and Sensitivity Old Town

The key sensitivities of the Old Town area lie in its historic character. This area is located within the designated Conservation Area (2008), and as such it is considered that future development must adhere to the sensitivities of the Conservation Area and its value as a designated heritage asset. There is potential for small scale alterations to harm the historic character of the area, and to ensure good design outcomes future development should look to:

- Avoid the cumulative effect of minor alterations that may result in the overall loss of historic character, such as window or door replacements, the addition of plastic and dormer windows, or the use of inappropriate building material and colour, reinstating these original characteristics where possible;
- Be informed by the historic development of the area, ensuring that new development is subservient to existing historic buildings, for example in the addition of rear extensions, particularly along the High Street; and
- Reference the NPPF, which recognises the importance of looking for opportunities for new

development within conservation areas while ensuring that new development to make a positive contribution to local character (Paragraphs 192 and 200).

As with some contemporary additions into the historic context of a site, the recent addition of the acclaimed development on Tibby's Green has resulted in some debate pertaining to its impact on the character of the area, particularly the articulation of the principal north-east facade and scale of buildings and its introduction of new materials to the character area. However, the buildings respond to the character of the area through their orientation, positioning in their plots creating permeability, use of varied heights and regular fenestration. The Adnams Kitchen and Cellar building (Figure 19) also makes a positive contribution to the area as it aesthetically draws upon the historic industry of the area, and remains sympathetic to its neighbouring buildings, set back from the street and continuing the rhythm of surrounding rooflines.



Figure 19 Adnams Kitchen and Cellar in the foreground and Tibby's Green development behind

Conclusion

Old Town



Figure 20 View south over North Green, Wikimedia Commons

The Old Town Character Area highlights Southwold's tumultuous history and growth throughout the eighteenth to twenty first century. It is an important location within the town, formed of the historic core, its skyline visible in distant views.

The area has a number of listed buildings, and is located within the Southwold Conservation Area (2008), reflective of its historic character and importance as a heritage asset. Future development should, therefore, reflect its significance and look to make positive contributions to its historic and green seaside character.

Character Area: Marine Villas

Key Characteristics

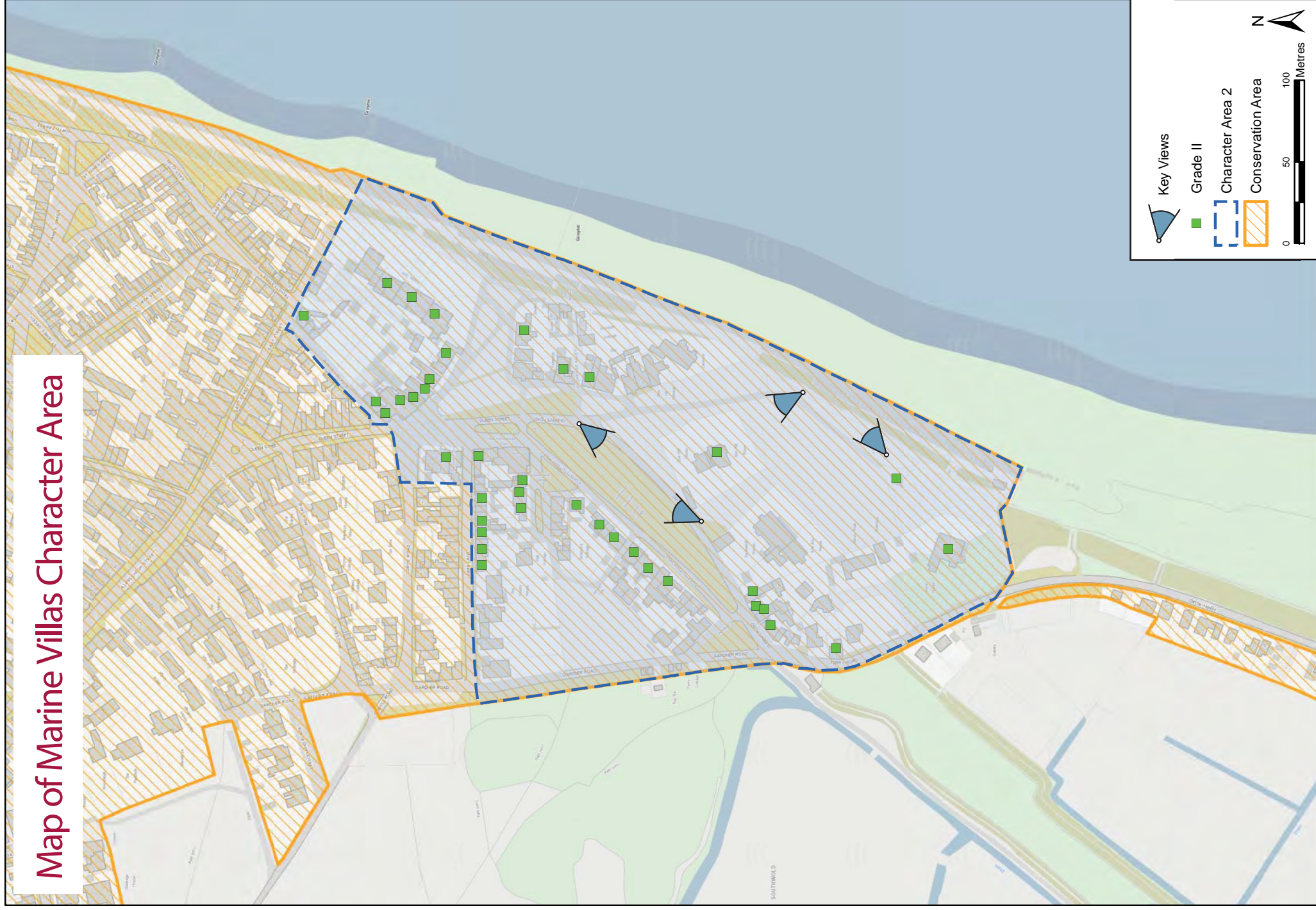
Marine Villas

Land use	The area is almost entirely residential, with some commercial elements to the north in the historic core.
Topography	High ground is located on Queen Street to the north of the area, and slopes down to the south and east. This provides villas with the best views over the sea to the east.
Development Pattern	The area has developed gradually from the seventeenth century, with any earlier structures potentially lost in the fire of 1659. The central greens remained undeveloped until the early nineteenth century, when larger private building slowly developed. Development continued throughout the nineteenth century to accommodate increasing visitors to the fashionable sea front.
Natural Landmarks	<ul style="list-style-type: none"> • The sea • The Greens • The Hills • The Cliff • The Marshes
Listed Buildings	The area comprises of 38 Listed Buildings, all registered at Grade II.
Landmark Buildings	<ul style="list-style-type: none"> • The Casino • The Villas of Gun Hill Green



Views	<ul style="list-style-type: none">• Looking north west from Gun Hill• Looking north east from Gun Hill towards the canons and sea• Looking south to the Salt Marshes• Looking north to the Crescent of Queens Road
-------	---

Map of Marine Villas Character Area



Overview of Character Area

Marine Villas

Introduction

This area corresponds with the Southwold Conservation Area Character Appraisal Area (2008) consisting of the area defined as the Marine Villas; it covers the area around South Green, acquired by the local gentry in the early nineteenth-century to build substantial villas for seaside society.

The area is largely characterised by its elegant Regency villas, set within open expanses of mown grass. Built for the gentry, these houses sit in a prominent position in the Town overlooking the sea to the east; their surroundings give them their character, providing a vast and striking backdrop to the large, dominant dwellings.

History of Development

This area was historically a town pasture, St Edmund's Hill and South Green formerly providing an extensive green, before nineteenth century buildings dominated the landscape. Development here has been shaped predominantly by its being a desirable location as an affluent seaside retreat; however, the area is also steeped in reference to Southwold's salt trade and maritime history.

The Influence of the Ocean

Salt Works

The Salt Works operated in the south of the town (shown partially in Figure 2),



Figure 1 Historic postcard depicting Gun Hill, Suffolk Record Office Ref K681.1.414 2



Figure 2 Aerial photograph of the area, R & S. Clegg, Southwold (1999)

and provided key trade for Southwold from the seventeenth to the turn of the twentieth century, used in the preservation of fish. The industry extended up into the junction of Gardner Road and Queens Road, where a production site operated from c1660. This area serves as a reminder of the history of the Salt Works through the remaining buildings associated with the trade. The unusual coats of arms adorning the north west side of The Cottage on South Green was relocated from an earlier wall in the building, and denotes that this was the former salt office.

The Casino

Southwold's history is inextricably linked with its seaside location, evident in the Sailor's Reading Room on East Street located just outside the area and the Watch House (known locally as the Casino) on Gun Hill. This octagonal building was founded as a Garden house c1800, and later operated as a reading room and coastguard look-out and more recently radio station. For much of its life, it provided a reading retreat for local fishermen to use when not at sea.

Military

Southwold's position on the coast has provided the town with trade, but has also left it exposed and vulnerable during times of unrest. Gun Hill, located to the south east of the area, is home to Southwold's famous six guns (eighteen-pounder muzzle-loading culverins). The row of guns sits proudly on high ground, surrounded by the green of Gun Hill, and overlooking the sea (Figure 1). They are a striking reminder of the numerous sea battles Southwold has witnessed throughout history. The guns were presented to the town in the eighteenth century, sent by the Royal Ordnance for the protection of Southwold against 'Privateers in the time of war'. During the World Wars, the guns were buried and hidden, in the hopes of preventing bomb damage to the town. The guns survived the wars, and were reinstated. South Green, the clifftop path and the 'cannons' are now some of Southwold's main tourist attractions.

Built History

Buildings in this area follow the historic roads of the town, and date predominantly from the eighteenth century, potentially due to the fire of 1659. They are fairly dispersed, and set in large greens. Buildings surviving pre-nineteenth century are often linked with the area's historic trades, for example the Salt Works Cottage built c1760. Notably, the central green of the area remained undeveloped until the nineteenth century, due to its ownership by the Corporation and lease to shareholders, who prevented any large scale development of the area.

Nineteenth century buildings

Shareholders of the Marine Villas area largely introduced the character of development that has come to define the area today. A line of grand residences, each within its own distinct boundary, was built around the west side of the crown of Gun Hill, in the east of the area. This first phase of housing is clearly visible on Wake's map of 1839 (Figure 5), which highlights: Stone House at the

southern point of the area; The Lodge (Sole Bay House and Southwold House); Centre Villa (Gun Hill House); and nearest the sea; 'Marine Villa', (White Lodge). 'The Casino', built c.1800, is also marked on Wake's map as the 'Public New's Room'.

By the 1884 OS Map, there is evidence of further development in the west of the area, with small townhouses filling the gaps between dwellings. However, the majority of the open space is retained, and the built form is dominated by large singular buildings surrounding the central greens (Figure 4).

Elegant houses continued to be built in the nineteenth century by the Suffolk gentry, both for their own use and for hire. The rise of Southwold as a seaside retreat meant some buildings were used as lodging houses, and even hotels in the case of Centre Cliff House.



Figure 3 Photograph of Bath House, R & S. Clegg, Southwold (1999)



Figure 4 Postcard showing South Green c.1930s, Suffolk Record Office Ref HD2650 1.1.252.2



Figure 5 R. Wakes Map of Southwold 1839

Analysis of Character Area

Marine Villas

Despite its dominant buildings, the Marine Villas Character Area is largely characterised by the open space between them, the sea of green surrounding the houses responding to the seascape beyond.

The Marine Villas Character Area is dominated by its open vistas, low density, grassland, and by its buildings positioned within or facing South Green. The overall impression is of open spaces, wide skies, and the sea, its buildings responding to these characteristics in their positioning.

Sea of Green

The Greens in the area are characterised by their size and comparative sparseness in contrast to the buildings that surround them. As Pevsner notes, the 'largest of Southwold's many greens' can be found here (Figure 6, Figure 7 and Figure 8). The vastness of this space strongly contributes to the character of the area, providing it with a core and allowing the quality of surrounding houses to be appreciated from across the area. Other notable greens are Gun Hill, for its size and 'cannons', and Skilman's Hill to the west retaining this open character across the area.

Houses themselves are also rich in greenery, responding to this characteristic of the area. Dwellings are set within picturesque garden plots, many large enough for shrub planting, with maintained lawns beyond tying the residential spaces to the open greens. Park Lane, although more built in its character, still offers a generous scattering of greenery with ivy and planting adorning the fronts of houses, as does Pinkney's Lane with a garden partially visible beyond a red brick Georgian wall to the east side consisting of mature trees, which also contributes to the character of the area.



Figure 6 View east over South Green



Figure 7 View west over South Green



Figure 8 View north over South Green 1885, Suffolk Record Office Ref 1300/114/28



Figure 9 Marine Villas of Gun Hill and Constitution Hill beyond

The Hills of Southwold

As Wake notes, this character area offers the most pleasant point for enjoying the 'picturesque scenery of the seawashed Southwold'. The area is a network of hills, often connected by walks. The Marine Villas Character Area is home to St Edmund's Hill, Gun Hill, and Skilman's Hill, with Ladies Walk to North Cliff. These hills all provide the area with a strong open character, the undulations providing opportunity for key views out to Walberswick to the south and the sea to the east, forming an impressive crescent around Gun Hill.

Notably, Skilman's Hill is characterised by views into the fine cottages and Villas across their attractive boundary walls. The hill also provides clear views to the south over the salt marshes, falling to the west to abut the mature hedge bordering the Common. Dwellings here are built on the south east edge of a triangular green, and to the north of the hill the back gardens of Park Road and Park Villa are partially visible, although enclosed by a long beach pebble wall. The buildings here are all of good quality, with architectural detailing, original boundary walls and maintained planting all contributing to the character of the area.

'Chief Residences'

The prominence of this area topographically has led to the construction of chief residences within it. Some of the largest and most imposing buildings of the town are located on elevated sites in the area, responding to the hills and

the cliffs to command fine sea views (Figure 9). Pevsner notes here that rather than singling out houses for their individual characteristics, it is by 'the whole that is remembered'. Houses do, however, tend to be large in massing, with sash and bay windows often headed in aesthetic stone detailing, with porches, ornate balconies, and fine architectural detailing on principal facades and floors. These residences and lodging houses enhance the character of the area, giving a sense of grandeur.

The major houses and villas in this area are set independently within St Edmund's Hill and South Green, forming a loose crescent around the top of the hill in an extensive grass setting (Figure 8). Further east, and prominent in the views across the central green, are the four fine Regency 'marine villas' of Gun Hill. They are large scale Regency or Victorian buildings, designed to be opulent and striking in their setting.

Clustered Dwellings

Elsewhere in the area, houses are loosely arranged along roads or tracks in a terraced fashion, detached or in pairs. They are typically refined brick mansions with shallow pitched roofs, wide eaves and black glazed pantiles or slates. Dwellings tend to be of vertical proportions, also generous in their massing, with balconies with elegant wrought iron balustrades, sash windows, timber door cases and panelled doors.



Figure 10 View south along South Green and Constution Hill



Figure 11 View east towards Primrose Alley



Figure 12 View south west towards Queens Road

The dwellings on Constitution Hill are best seen from the east side of the green, where their individual characteristics can be appreciated, each one stepping down the hill in a variety of styles and massing (Figure 10). There is some unity between the dwellings, as none exceed three storeys in height, and there is regularity in their chimneys and apertures and a number constructed in gault brick.

To the north east of South Green, the buildings of Primrose Alley sit prominently. This group of buildings is visible from the beach, with larger scale dwellings situated on corner plots and closer to the cliff to command sea views. Buildings are of a smaller scale in the south of the road, comprising of two storey terraced cottages in some places (Figure 11), and step up in topography and height to the north and east, with buildings here more typically of three storeys and more varied massing. Buildings are constructed predominantly in brick, with aesthetic architectural detailing surrounding windows and doors, often with first floor balconies and verandas to utilise the sea views.

To the south of the character area, the dwellings to the south end of Queens Road are characterised by their more enclosed nature and domestic scale. Overlooking the houses on Constitution Hill, particularly to the southern point where the two roads meet, there is a greater sense of the built density here. This is alleviated by the end of South Green, however the garden wall for The Lodge, located to the bottom of the hill on the east side of Queen's Road, further creates a sense of enclosure for the dwellings beyond it. Further south sits a row of cottages, with painted brick walls, consistent black glazed pantile roofs, symmetrical façades with central doors and sash windows. They form a unified group, with views over the green to the north and west, and the marshes to the south.

Susceptibility and Sensitivity

Marine Villas

It is considered that the key sensitivities of the Marine Villas Character Area lie in its open green space, seaside character and grandiose architecture. This area is also located within the designated Conservation Area (2008), and as such it is considered that future development must adhere to the sensitivities of the Conservation Area and its value as a designated heritage asset. There is potential for small scale alterations to harm the open, green and historic character of the area, and to ensure good design outcomes future development should look to:

- Avoid alterations to dwellings which may be out of keeping with their historic character, such as window replacements in inappropriate materials, the addition of visible pipework, visual clutter, or dominant extensions, and loss of boundary walls and planting. Rhythm, proportion of openings, material and massing in new building and extensions should reflect current surroundings and remain sympathetic to the character of the area.
- Avoid the loss of green space or visible garden spaces which currently contribute to the open character of the area, such as those which overlook Skilman's Hill or Pinkney's Lane.
- Address the increasing pressure for parking, and the visual impact of parked cars and signage in the area.
- Reference the NPPF, which recognises the importance of looking for opportunities for new development within conservation areas while ensuring that new development to make a positive contribution to local character (Paragraphs 192 and 200).



Figure 13 View to north of area highlighting parking density

Conclusion

Marine Villas



Figure 14 Ordnance Survey Map 1884, Suffolk Record Office

The Marine Villas Character Area highlights Southwold's distinct history as a maritime location. Its character responds to the sea, both in terms of its historic associations with Southwold's fishing, salt and tourism industries, but also in its sense of vastness felt through the open green spaces.

The area has a number of local landmark buildings and structures, most notably in the Villas on Gun Hill, the cannons overlooking the sea, and the Salt Works Cottage to the south, connecting the area to its maritime history. The Marine Villas Character Area is protected as a Conservation Area, and it is considered that future development must respond to both the current characteristics of the area and its value as a heritage asset to remain sympathetic to its character.

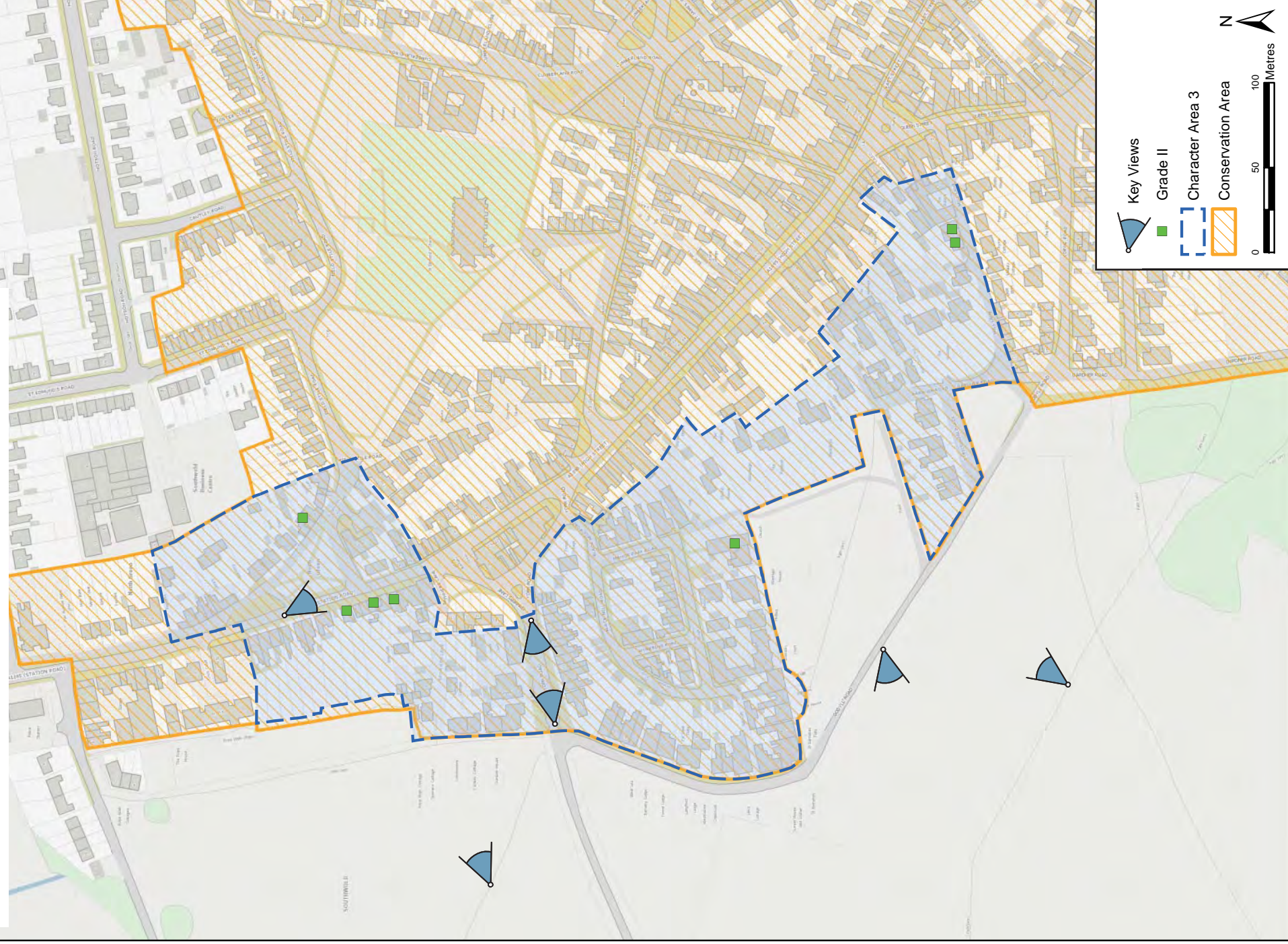
Character Area: Seaside Suburban

Key Characteristics

Seaside Suburban

Land use	The area predominantly comprises of residential buildings and green spaces. It also contains a cinema, surgery, vicarage and church, with some existing road names reflective of its historic industry.
Topography	Predominantly flat terrain.
Development Pattern	The area historically was open to the west, with development originating off the High Street and historic core of Southwold. Buildings are predominantly nineteenth and twentieth century, following historic roads and paths, leading to non-linear development patterns and infilling.
Natural Landmarks	<ul style="list-style-type: none"> • The Common • North Green • The Paddock • Nursemaid's Green
Listed Buildings	7 Grade II listed buildings
Landmark Buildings	<ul style="list-style-type: none"> • The Grade II Listed Sacred Heart Church • The Electric Picture Palace Cinema
Views	<ul style="list-style-type: none"> • To the west over the Common • East and West along York Road • From the Common east towards Godyll Road • View south owards North Green • View north east from the Common towards Rope Walk

Map of Seaside Suburban Character Area



Overview of Character Area

Seaside Suburban

Introduction

This area predominantly corresponds with the Southwold Conservation Area Character Appraisal Area (2008) consisting of the area defined as Seaside Suburban; the character area is comprised of the area between Station Road to the north and Mill Lane to the South, bounded by Southwold Common to the west and the High Street to the east.

The area mainly comprises of nineteenth and twentieth century residential housing, and is interspersed with Southwold's quintessential green spaces and eclectic architecture. Buildings are typically of a small scale, but are of high density, and up to two and a half stories in larger plots to the west overlooking Southwold Common and on corner plots in some central streets. It is, overall characterised by its buildings; the streetscape is dominated by built form, punctuated by greenery.

History of Development

Development in the Seaside Suburban Character Area occurred gradually over the nineteenth and twentieth centuries, on land that historically contributed to an open setting to the historic core of Southwold. Parts of the land here were gifted to the Town in 1509 by William Godell, where the main road in the area gets its name.

The Windmill

In 1839, Wakes Map of the Vicinity of Southwold highlights that the area mostly comprised of open space, with some building development to the south east of the Church on High Street and a Windmill in the west, surrounded by a small complex of associated buildings (Figure 3 and 4).



Figure 1 Housing overlooking the Common



Figure 2 View west over the Common



Figure 3 Windmill on the Common R & S. Clegg, Southwold (1999)

The mill, one of three to have stood in Southwold, was erected in 1798. Marked as a corn mill on the first edition OS Map of 1884 (Figure 5), the mill changed hands throughout the first half of the nineteenth century, its success evident in its increasing value on each sale. However, its fortunes changed in 1860, when it lost a pair of sails to strong winds, and was dismantled entirely in the late nineteenth century.

The Maltings

The former maltings was located in Woodleys Yard, behind the High Street. The maltings was acquired by William Matthew Woodley and business partner Samuel Gayfer in the mid-nineteenth century. William Woodley's family name is reflected in the naming of Woodleys Yard, an area which historically followed the path between the brewer's house and the site of the Home Maltings. Gayfer and Woodley traded until 1851, after which Gayfer went on to take over the Southwold Brewery. The maltings is no longer discernible in the area, having been reconstructed first into a drill hall and then the Conservative Club.

Nineteenth and Twentieth Century Development

By the late nineteenth century, development to the north of the area was substantial, with a high density of terraced housing surrounding North Green. Development to the south and east of the character area is also evident by 1884, with buildings flanking the north east end of Mill Lane, to the east of the High Street, and two of the large dwellings on Strickland Place prominent in their open surroundings. Among these were the Adnams brewery stables on Mill Lane, in a U-shape form fronting the street. The stables were used to house the dray horses at Adnams. The horses were first phased out as lorries increasingly made barrel deliveries, however they were re-introduced in 1970 and proved to be a popular attraction, before making their final delivery in 2006. The site has recently been renovated as accommodation.

By the turn of the century, the most apparent development had occurred in the west of the area. Parcels of land were auctioned, and in 1893 an auction for forty plots of freehold building land on the 'West End Estate' led to the increased



Figure 4 Wakes Map of the Vicinity of Southwold 1839



Figure 5 Ordnance Survey Map 1884, Suffolk Record Office

development of the area between High Street and the Common. The windmill, dismantled in the late nineteenth century, was replaced by a row of terracing and St Barnabas residential care home. Two further buildings facing Strickland Place are also evident by 1904, completing the row of housing still standing today. These additions highlight the growing popularity of Southwold by 'polite society', with large and opulent housing surrounding greens to provide the best views. These dwellings were the first to be built after auction, with the plots on Wymering Road and Black Shore Road remaining undeveloped. Notably, the addition of 'Common Road' (now Godyll Road) can be seen on the 1904 OS Map, accommodating the new development, its name reflecting the land's connection to the Common opposite.

By 1927, development had continued to fill the spaces between the large, singular dwellings, with the addition of tight terracing on Wymering Road. The addition of Eversley School (now flats) and the

Sacred Heart Church, completed in 1915, overlooking the Paddock complete the northern façade of the green.

Cinema

The Electric Picture Palace, now located on Blackmill Road, was originally constructed in York Street in 1912. It was damaged by bombing during the War, but continued to function as Southwold's only cinema until it closed in 1964. The site was demolished in 1983 and replaced by a doctors' surgery and Orwell Court. The cinema has more recently been relocated, the former venue replicated through the renovation of a cart shed on Blackmill Road.



Figure 6 Ordnance Survey Map 1904, Suffolk Record Office



Figure 7 Ordnance Survey Map 1927, Suffolk Record Office

Analysis of Character Area

Seaside Suburban

This area is characterised by its mix of residential building styles and architectural variety. Streets are connected by a dense network of roads, paths, and routes, linking the courtyards, unmade roads and streets. Houses are individual in design, with architectural details and styles ranging from Queen Anne of Links Cottage to Arts and Crafts cottages of Wymering Road.

Eclectic Architecture

The area consists of a range of historic architecture. Some of the most impressive buildings are located on Godyll Road, where they overlook the wide views over the Common to the west. The opulent houses here are good examples of nineteenth and twentieth century architecture, with fine and characterful architectural detailing.

Gardner Road

The east side of Gardner Road is notable for its pastel painted brick cottages with sash windows and decorative terra cotta banding at first floor level, and the vertically proportioned red brick Woodmill. The cottages make a valuable contribution to the area; they are of good quality and reflective of its historic character. Its immediate neighbours highlight the variety of architectural styles that can be found in close proximity of one another. Glimpses through to the entrance of Fox Yard creates a sense of privacy, the complex of houses in the yard partially obscured from Gardner Road (Figure 9).

On the west side of Gardner Road are views into the large gardens of Strickland Place and across its dwellings, varied in their form and massing. This open western side enhances the character of the area, with further open space and greenery at each end of the road terminating the short street.



Figure 8 View of Strickland Place from Gardner Road



Figure 9 View into Fox Yard from Gardner Road



Figure 10 View north over gardens in Spinners Lane

Strickland Place

Strickland Place includes ornate architecture, partly influenced by the Queen Anne style, with houses of two and a half storey red brick, with rendering on the western property (Figure 8). These buildings are characteristically grand, reflective of their desirable position with views over the maintained green and Common beyond.

Mill Lane

Buildings on the north side of Mill Lane are typically between two to three storeys in height, in a variety of massing and positioning within their plots. Whilst the buildings are set back from the narrow street, this is to varying degrees and the use of high boundary walls and small paved gardens creates an enclosed, densely built character. The former Adnams Stables and its neighbouring red brick cottages to the west contribute to the road's historic character.

Wymering Road

Wymering Road is a quiet residential street, characterised by its row of twentieth century terraced

housing on the northern side. These brightly painted dwellings enhance the character of the street, providing consistency with their strong boundary treatment, some with original square encaustic tiling in doorways, original windows and original doors. The rhythm to these buildings add a unique and uniform characteristic to the area, with buildings to the south of the street contrasting in their detached setting, varied massing and space for planting. At the east end of the road is the Church of the Sacred Heart and attached presbytery, with a nave, sanctuary and tower (Figure 11). The church was designed in 1914 in Perpendicular style, and built in stone with plain tile and slate. The church contributes to the character of the area, its tower visible from within the area and in views towards it. In particular, it contributes to the character of the Paddock, where it sits prominently alongside the large dwellings overlooking the green and Common.

Blackmill Road

The buildings visible from Blackmill Road are predominantly the backs of those on Godyll Road, giving this street a modest, unregimented character. The garages, boundary walls, and planting on the west and north sides of Blackmill Road give it its nonlinear feeling, creating a sense of infill development. Some buildings on the eastern streetscape directly abut the pavement, contrasting from the low and stepped character of the back gardens opposite, while views to the gardens and rear facades of Wymering Road further contribute to the unorganised character. To the north of



Figure 11 View of the Church of the Sacred Heart over Paddock



Figure 12 Dwellings on York Road overlooking the Common



Figure 13 View east down York Road

Blackmill Road, the Picture Palace cinema enhances the eclectic character of the street, its ornate signage and vertical, symmetrical character contrasting to its surroundings.

York Road

To the north of York Road, a row of large, unregimented terraced housing overlooks the Common, with small planted gardens contained by boundary walls separating them from the open grassland.

The east of York Road is characterised by its wide street and grass verges, with planting lining the south side of the road. Its terminating view to the east is of the historic High Street and St Edmund's Church (Figure 13), and to the west the 1886 and 1937 water towers are framed by trees.

Spinners Lane

Buildings on Spinners Lane are unregimented in character, and views here predominantly consist of the rear facades to buildings on the High Street and those which overlook the Common (Figure 10).

Station Road and North Green

To the north of the area along Station Road, rows of modest terraced cottages form the streetscape overlooking North Green. These cottages are set back from road, separated from the pavement by a small paved area. These buildings are typically red brick, with some properties decorated with grey gault brick features, or painted in classic pastel colour, with black pantile roofs. Larger buildings are located on the corner plots at the end of Field Stile Road including St Edmund's Court, a former three and a half storey mill on the south side of North Green, built around the turn of the twentieth century in yellow brick with red brick detailing. To the east of North Green, attractive cottages with simple decorative architectural details, pantile roofs and sash windows overlook the green. Generous planting and hedgerows provide character distinct from the late twentieth century Station Road opposite.

Peppered Green Space

Typical of Southwold, and reflective of its history, the Seaside Suburban Character Area is home to a number of Greens, each individual in character but

together they are crucial in creating the distinctive charm of the town. Their combined character is further enhanced by the abundance of planted gardens and street foliage in this area. Consistent glimpses of green tie the otherwise varied nature of the character area together.

North Green comprises a triangular grassed space containing paths, flowerbeds and low trees enclosed by privet hedges and encircled by roads. It is characterised by its enclosed nature, due to these hedges, mature planting, and surrounding built environment. It provides an aesthetic green break to the streetscape, and opens the street.

The Paddock contributes strongly to the sense of openness in the east of the character area, and provides a desirable environment for the dominant dwellings that surround it. The lack of planting across the Paddock contrasts to the mature and plentiful planting within individual plots to the east and south of the green. The Paddock provides a green buffer between the

built environment and the road, contributing to the sense of privacy, grandeur and the desirability of plots in this area.

Further south, within Strickland Place, denser planting creates a secluded characteristic to the Green, providing a pleasant foreground to the large houses that surround it.

Private planting is prominently visible on Mill Lane, across the walls on Gardner Road, on Spinners Lane, Wymering Road, Blackmill Road, with allotments to the north of the area, and as such contributes to the consistent green character of the area.

The Common

Although the Common sits outside of the area, it influences the character of the area and is prominent in western views. The value placed on the development plots overlooking the open space over Godyll Road is reflected by the size and opulence of the houses built here, and the area

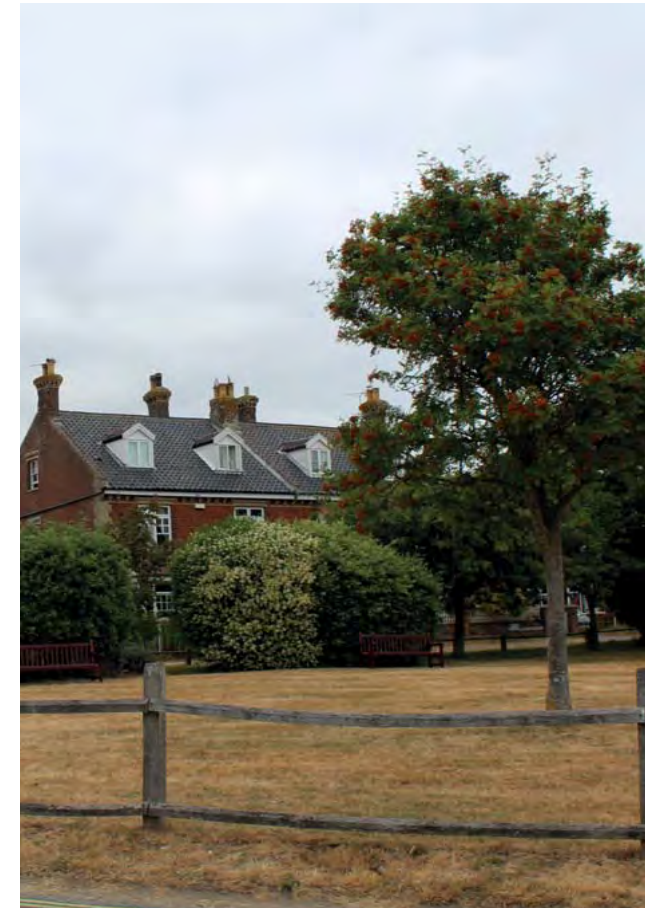


Figure 14 Strickland Place



Figure 15 The Paddock and Common beyond

requires high quality design in the built landscape facing the Common to maintain the character.

Routes

The roads of the area contribute to its eclectic character. Houses to the west are set back from the main street, and accessed by unmade roads and side streets, minimising vehicular traffic and creating a sense of privacy. The area is also comprised of a number of courtyards, alleys, short roads and paths, all of which contribute to the privacy of dwellings. Blackmill Road in particular reflects this character, as the streetscape is predominantly comprised of back garden boundary walls and garages to the north, and high enclosed brick walls to the south.

Susceptibility and Sensitivity

Seaside Suburban

This area is located within Southwold's Conservation Area (2008), and as such it is considered that future development must adhere to the sensitivities of the Conservation Area and its value as a designated heritage asset. There is potential for small scale alterations to harm the historic character of the area, and to ensure good design outcomes future development should look to:

- Avoid the cumulative effect of minor alterations that may result in the overall loss of historic character, such as paving over garden spaces, loss of boundary treatment, window or door replacements, and the use of inappropriate materials such as plastic or metal, and reinstate these original characteristics where possible;
- Be informed by the historic development of the area, ensuring that new development and extensions are subservient to existing historic buildings;
- Reference the NPPF, which recognises the importance of looking for opportunities for new development within conservation areas while ensuring that new development to make a positive contribution to local character (Paragraphs 192 and 200).

The recently renovated Adnams Stables are considered to be successful, as they refer to the above key points, are respectful of historic plan form of the building and therefore continue to contribute to the area as discernible stables, retaining the varied street frontage in Mill Lane (Figure 16).



Figure 16 Former Adnams Stables on Mill Lane

Conclusion

Seaside Suburban



Figure 17 View of dwellings to the north of the Common

The Seaside Suburban Character Area is a unique component to Southwold; it is epitomised by a mixture of architectural styles and land use, and its historic street pattern. The area's development is discernable in its street pattern, with the historic core to the east and the built environment expanding to the west with the sale of plots in the late nineteenth century auctions. High status dwellings are located on Godyll Road overlooking the Paddock and Common, drawing their character from their open surroundings.

This variety of streetscapes results in key characteristics of the area to altering dramatically from street to street, often within streets themselves, with individual buildings and green spaces providing a distinctive feel. The combined effect of these ultimately gives the whole area its varied and unique character, with a dense built environment along the inner roads and more spacious plots on the outer roads.

Character Area: Seaside Corporation

Key Characteristics

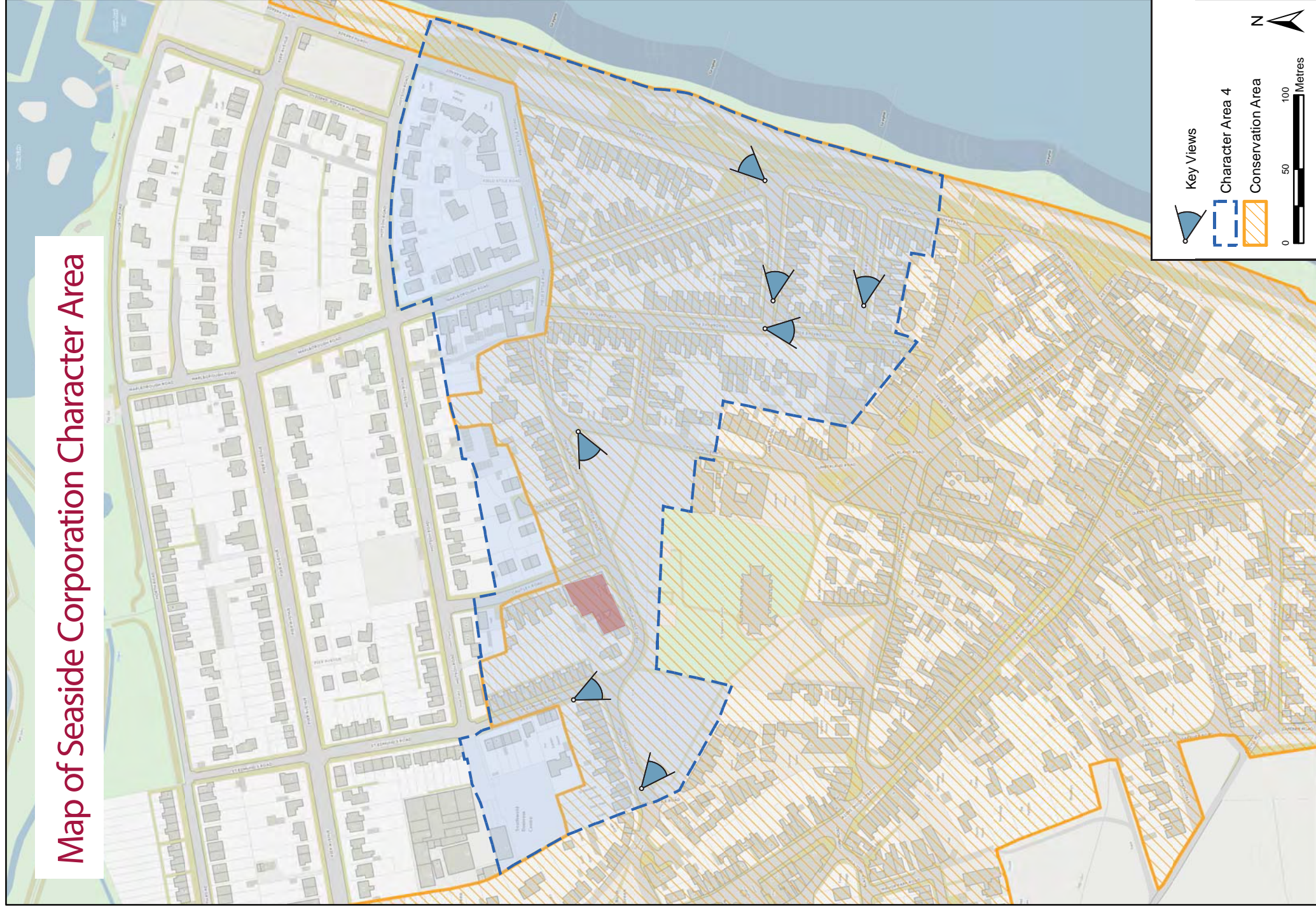
Seaside Corporation

Land use	The area is largely residential, with holiday let properties, and two community facilities on Field Stile Road: the former Southwold cottage hospital and Fisher's funeral home.
Topography	The area is flat with gentle declines towards the sea and marshes. This creates terminating views of the open landscape and sea, enhancing the character of the area.
Development Pattern	Development spread north from the historic core, and was developed in phases as land was sold in plots by the Council for development. In streets where terraces predominate, the layout is linear and regular. Buildings are set on long and narrow plots close to the road, with short front gardens and longer back gardens. This pattern changes where there is twentieth century in-fill comprised mainly of semi –detached and detached houses and bungalows which are mostly set further back from the street and have surrounding gardens.
Natural Landmarks	<ul style="list-style-type: none"> • The Sea • St Edmund's Green • Tibby's Green • North Parade Green
Listed Buildings	None in this area. As there are no listed buildings in the area, notable buildings which make a contribution to the character of the area and are worth considering have been highlighted in red the Character Area Map.
Landmark Buildings	<ul style="list-style-type: none"> • Former Southwold and District Hospital, locally listed



Views	<ul style="list-style-type: none"> • From Field Stile Road to the Church and greens • From North Parade to the sea, Pier, and marshes • From St Edmund's Road, and Cumberland Road to the Church • From Dunwich Road and Chester Road to the sea • From Stradbroke Road to the lighthouse
-------	--

Map of Seaside Corporation Character Area



Overview of Character Area

Seaside Corporation

Introduction

This area predominantly corresponds with the Southwold Conservation Area Character Appraisal Area (2008) consisting of the area defined as the Seaside Corporation; however, the character area also includes the roads running between Field Stile Road and Hotson Road.

The area is largely characterised by its buildings and its streetscape is dominated by mainly late nineteenth and early twentieth residential development. These dwellings comprise of large terraced or semi-detached houses, often set back from the road to include small front gardens. While building density is a high along street fronts, with dwellings up to three storeys in some areas, there are a number of green spaces and terminating views which punctuate the built vista.

History of Development

A working landscape

This area grew north out of the historic core of Southwold. Wakes' Map of 1839 (Figure 1) depicts that the area once comprised of open fields, with corporation land in the west, and footpaths to the brick kiln and sea leading across the open lands in the north. There is some built development in the south of the area at this time along St James Street, closest to the historic core of Southwold. Wakes' map also shows that the churchyard was smaller than it currently is. The church acquired some of this land to expand its burial ground to its present size. The rest is now known as Tibby's Green, named for the local name for calves, "Tibbies", which were reared on this part of the Town Farm.

Throughout the late nineteenth century, this area underwent drastic change as the Southwold Corporation sold parcels of Town Farm land for development. In 1877, Southwold Corporation sold a



Figure 1 Wakes' Map of Southwold, 1839



Figure 2 Ordnance Survey Map 1884, Suffolk Record Office



Figure 3 Baggott's Mill (Paul Scriven, Southwold: An Industrial Town, Southwold Museum 2007)

plot of Town Farm land next to Victoria Cottages to William Hotson. In 1884, Hotson sold the land on to George Mills of Blythburgh, who built seven terraced dwellings for rental income; his descendants were being paid rent as late as the 1960's. The Southwold Corporation also sold the section of the Town Farm known as North Cliff at auction in 1884. This was an 18 acre parcel whose boundaries were Field Stile Road, the sea, Stradbroke Road and the lighthouse.

The earliest houses in this area are visible on Wakes' map of 1839 (Figure 1), to the east of Town Farm. These are the Victoria Cottages, built by William Baggott in 1879 after Baggott's Mill was destroyed in a fire (Figure 3). At that time, they would have appeared as isolated dwellings surrounded by countryside. The OS Map of 1884 (Figure 2) highlights that the area was still characterised by its open fields at this time. Town Farm was connected by a track to the brick kiln works, and led to a footpath to the beachfront. Two rope walks were also located in the area, highlighting a key historic trade of Southwold in its fishing industry, connecting the track between Town Farm and the brick kiln. In 1884, the area was still a working landscape.

The decline in these historic industries and farms paved the way for the development of the area, and led to its shift from working landscape to residential character.

The photograph in Figure 4, taken in 1893 looking north from the newly built lighthouse, depicts a historic view of Stradbroke Road and Cumberland Road in the foreground, and Field Stile Road beyond. The background depicts the Town Farm and Buss Creek, with Town Farm buildings located in the left hand corner of Field Stile Road. One of the farm buildings, a small farm house, still sits on the corner of St Edmund's Road and Field Stile Road, preserving the areas historic connection with the now demolished farm.



Figure 4 View north-west from lighthouse 1893, Suffolk Record Office Ref 841/7/25/8/1

Twentieth century development

At the turn of the twentieth century, population density was high and Southwold was under pressure to expand. The 1901 census showed that a family of 11 were living in one dwelling on Dunwich Road.

To respond to pressure, most of the remaining Town Farm estate (25 acres north of St Edmund's Green) was sold in two lots in 1899 and 1900 to a London company, the Coast Development Company, who proposed to turn Southwold into a seaside resort.



Figure 5 Chester Road c1900 (Richard Frost, Southwold in old Postcards)

A seaside resort

Following the first wave of auction sales, much of Cautley Road and North Cliff was developed with high quality terraced housing, mostly of red brick trimmed with yellow or grey gault bricks. One notable exception to this is Strathmore House on North Parade, a grand detached house built of Suffolk Whites. At the turn of the century, Stradbroke Road was a mix of dwellings, shops, work space, and lodging houses catering to permanent residents and seaside visitors. North Parade, Chester Road, and Dunwich Road were largely residential, but also included provision for



Figure 6 Coast Development Company Auction Plots c1907 Ref 1117/377/57



Figure 7 Ordnance Survey Map 1904, Suffolk Record Office



Figure 8 Former Southwold and District Hospital c1910 (Southwold Museum)

seaside visitors.

By 1904, the footpath and track had become Field Stile Road, and the area had undergone substantial development (Figure 7); the Coast Development Company's plans to expand the Town as a seaside resort were underway. The working landscape character of the area was replaced with characteristics typical of a twentieth century seaside retreat for polite society. The 1904 OS map depicts the construction of two new Hotels, including the notable seafront 'grand hotel', along with Southwold's pier.

The Coast Development had planned an extensive commercial element to Marlborough Road (Corporation Road) on the west side of the street. This was designed to be in keeping with the 'Garden City' movement, ensuring residential and commercial areas were kept separate. Figure 6 highlights the provision of a high street on Marlborough Road; this was never fully realised. There are, however, two buildings evident from

this plan on the 1904 OS Map, one of which functioned as a bakery in the early twentieth century.

The expansion of the town as a seaside resort was accompanied by a wave of civic building, starting with the Southwold and District Hospital which replaced the Town Farm (Figure 8). This was an initiative of the vicar of St Edmund's Church; formed as a trust, the cottage hospital operated entirely through community subscriptions until its transfer to the NHS in 1948. In 1900, the Trustees of Southwold Hospital bought the parcel of land that included the Town Farm buildings from the Coast Development Company. They commissioned local architect, Thomas Keyes (architect of the Station Hotel and the Randolph Hotel in Reydon), to design the hospital. The hospital opened to receive its first patients in 1903.

Council housing

The next civic project undertaken was the building of sixteen homes for working people on St Edmund's Road, formed of Southwold Corporation land (Figure 9). These were among the first council housing in the country.

The Corporation continued to build council housing up until 1974 when Waveney District Council became the local Housing Authority.

Later twentieth century council housing can be found in the area, built on the west side of St Edmund's Road, the east side of Cautley Road, and on Foster Close.

Post-war

The Second World War transformed the Seaside Corporation Area. Bombing raids in 1943 damaged the Grand Hotel, destroyed the Marlborough Hotel and some of its fine terraced housing.

Pevsner notes the losses, stating that the big hotels are missing due to bombing in the Second World War, and by the time of the 1971 OS Map the damaged Grand Hotel has been replaced with The Haven, Brook Cottage and The Kledge, with further development on the land west of the former hotel.



Figure 9 Postcard c1905 showing the opening of Corporation Cottages, St Edmund's Road (Southwold Museum)

Analysis of Character Area Seaside Corporation



Figure 10 St Edmund's Street looking south to church



Figure 11 Row of terraces on Field Stile Road



Figure 12 Terracing on North Parade



Figure 13 View north west along Field Stile Road

Designed, ordered, diverse

Today, the Seaside Corporation Character Area is comprised of quiet residential streets. These are mainly formed of a wide variety of terraced houses built in the late nineteenth century, interspersed with modest twentieth-century low-lying housing, and a small number of twenty-first century buildings. Despite its varied phasing, the resulting development creates a character that is carefully designed, ordered, and of a disciplined diversity.

The terraced dwellings form wide linear streets north to south, punctuated by short streets east to west, such as Chester Road, often terminating in attractive views. Low rooflines and a gentle sloping topography combine to create long vistas opening to the marshes, the sea, the church, and the lighthouse. The majority of the streets have as a local landmark as a focus, either built or natural, enhancing the aesthetic character of the area and contributing to its characteristic seaside retreat feeling.

There is a recurring pattern of balanced fenestration and vertical massing throughout the area, and the terraced buildings here are of good quality. On North Parade, where the front gardens look out to the sea, the sea and the beach establish their character, and low boundary walls enhance the aesthetic streetscape providing a consistent permeable vista.

To the west of the area, housing is also characterised by its consistent terracing,

narrow plots with short front gardens, low boundary walls, and long gardens in the rear. Depending on the street, the terraces are built of red brick with yellow or grey gault brick trim and, on Field Stile and Cautley Roads, wooden detailing. Roofs are of slate or pantile, mostly uninterrupted by dormer windows.

Permeable visibility

The area is largely characterised by its consistent, terraced built form. However, the views that punctuate terraced housing (Figure 14) and intermixing with green spaces and garden planting, form key characteristics of the area. Street boundaries are porous with many small green areas and openings, creating permeability to the streetscape. Outward views, therefore, characterise the area, and allow for a sense of space and light.

Green and public realm spaces

A lack of roadside trees is somewhat compensated for by expanses of park, green spaces and verges, well maintained and planted front gardens, and views outward into the churchyard, marshes and sea, which all make a positive contribution to the character of the Seaside Corporation Area.

Within the character area there are a variety of open spaces, which counteract the density of terraced housing. Notable open spaces include:

- Tibby's Green, a generous green consisting of a children's play area with tree planting;
- St Edmund's Green, with rows of trees providing some screening of St Edmund's Church and acting as a natural boundary between the built historic core of Southwold and this character area.
- Green verges to: the west side of Field Stile Road; St Edmund's Road; and a notable wide verge on the



Figure 14 Glimpse through houses on Marlborough Road



Figure 15 Green on North Parade and Marlborough Road



Figure 16 View of North Parade, grass verges and seascape

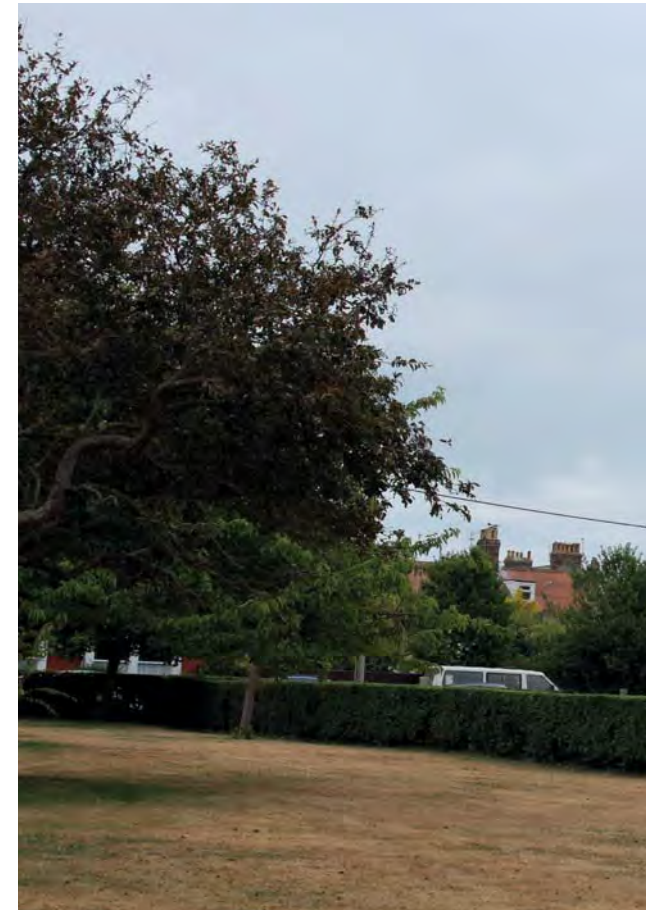


Figure 17 View over St Edmund's Green to Cumberland Road



east side of North Parade, with public garden landscaping;

- The green next to The Mount on North Parade; and
- The green, with a specimen pollarded Tamarisk, at the convergence of Marlborough Road, Dunwich Road and North Parade.

St Edmund's Church with its churchyard, surrounded by St Edmund's Green, is also visible from the area, and therefore contributes to a calm and spacious feel. The ordered green space of the east side of North Parade achieves the same effect, as do the small front gardens and the larger gardens of later buildings.

Dense building

The majority of structures in the area are terraced dwellings of two stories, but even at three storeys, as on North Parade, buildings do not dominate as they are generously set back from wide streets and pavements with low boundary walls, giving the area a low character and human scale. Buildings are

fairly consistent in their massing and positioned comfortably alongside their neighbours, although the variety in facades and garden sizes provides a distinctive and diverse characteristic to the area.

The more historically significant structures in the area, the former Southwold and District Hospital and St Edmund's Court, both locally listed, make a positive contribution to the character of the area and reflect the ethos with which the area developed. The Hospital is a fine civic building of its period with a distinctive roofline and front gable; although somewhat marred by twentieth century additions, its pleasant aesthetic qualities and previous role in the community make it an iconic landmark of the character area. St Edmund's Court, located on North Green, is reflective of late Victorian industrial architecture and has a rich history; it was built in 1894 as a steam powered roller mill, then converted to a mattress factory in 1910 and finally to a residential building in 1974.

There are notable sets of twentieth century terraced

houses within the area, which all contribute positively to its character. St Edmund's Road contains the first council housing built in the town in 1905, known as Corporation Cottages. It has simple, vertical forms, with lack of detailing, but strong scale and symmetry. Its significance has been affected by replacement plastic windows, and concrete roof tiles.

Opposite Corporation Cottages are three terraced houses built in 1932, the Dynevar Cottages. Both terraces are high quality, expressing the taste of the period in which they were built whilst remaining complementary to the past.

On the northeast boundary of the character area, pockets of twentieth century bungalows which replaced the Grand Hotel, although undistinctive in themselves, are set in gardens that reinforce the area's characteristic interspersed greenery.

Mid-century council housing developments on the east side of Cautley Road and on Foster Close



Figure 18 View of Foster Close 1950's development

provide notable examples of this development phase in the area. The Cautley Road housing is two storey with large gardens in the front. The housing in Foster Close (named after Fanny Foster, a Borough Councillor for 32 years) consists of several sets of semi-detached two storey houses with ample surrounding gardens, built in the 1950's.

More recent developments of the twenty-first century are located to the east of Field Stile Road, which fall outside of the area but share intervisibility, and introduce new building materials and building forms to the area.

Roads

The dominant characteristic of the streets is their strong linear quality exemplified by Stradbroke Road, Marlborough Road and North Parade. The exception is Field Stile Road, which follows a historic curving path around St Edmund's Court past Cumberland Road, where it then leads to the sea.

Field Stile Road, Marlborough Road and North Parade have the feel of main arteries due to their length and width, green verges and open spaces. These streets create a series of triangles and rectangles of development. Narrow passage ways behind dense rows of terraces create links between Stradbroke Road, Dunwich Road, and Salisbury Road.

Five visible openings to the north from Field Stile Road, some dating back to the area's historic use as farmland, create a lingering rural feel.

Susceptibility and Sensitivity Seaside Corporation

The key sensitivities of the Seaside Corporation area lie in its residential character, enhanced by its variety of nineteenth and twentieth century built structures, its peppering of green and open spaces and its intervisibility with the marshes to the north, churchyard to the south, and sea and lighthouse to the east, from which it draws much of its character.

The area is predominantly threatened by pressure to infill any larger gardens, to redevelop smaller properties, and from large scale developments. Generally, it is advised that the following should be considered with regard to future development in the area to ensure good design outcomes:

- Mass and material of buildings with relation to those surrounding it, to ensure new façades still maintain the harmonious variety in streetscapes;
- Height of buildings, particularly with reference to the topography of the area and views into the area;
- Boundary walls (height and building material);
- Landscaping and planting; and
- Sympathetic window replacements and styles.

The low terraced housing of the area provides a small scale character; buildings that are disproportionate in height, massing, and boundary treatment break up street views, impacting the relationship between existing buildings. An example of this can be seen in Figure 19. The building is located in a prominent position at the eastern end of Field Stile Road. It is partially visible from views into the character area, highlighting the need for consideration when introducing new elements to a skyline, to ensure they do not have a harmful impact on the historic church tower and lighthouse, potentially affecting the characteristic seaside skyline (Figure 20). The building introduces new building styles and materials, creating a new character. There is potential for the character of the area to be enhanced here through planting to integrate the dwelling with its surroundings.

Historic buildings are considered to be sensitive to alterations that may affect their original material or detract from their key characteristics. For example, the Victoria Cottages are finely detailed, and make a



Figure 19 Field Stile Road development

positive contribution to the area, however a small extension to the eastern cottage impacts the original symmetrical design, and does not reflect the window style and roofing materials of the area. Future development should respect historic plot boundaries, designated and non-designated heritage assets and respect the existing building lines, ratio of height and width of streets.

In order to contribute to the character of the area, development should also look to reflect surrounding built form and consider the use of local materials with regard to the potential for contemporary design, reinstating greenery and planting to garden spaces where possible and preserving current open green spaces as key, positive contributors to the character of the area.



Figure 20 View south into Seaside Corporation Character Area from Town Farm Character Area

Conclusion

Seaside Corporation

The Seaside Corporation Character Area highlights Southwold's growth throughout the nineteenth to twenty first century. It is in an important location within the town, linking the historic core with the seaside pier, with the street patterns and buildings reflective of its transition from a working landscape to a designed and phased residential seaside retreat.

The area currently includes two locally listed buildings, with the potential for further terraced housing of good quality to be included, to reflect the clear stages of development within the area and the contribution this makes to its character and to the council housing development of the twentieth century.



Figure 21 Looking west along Dunwich Road terminating in a view of St Edmund's Church

Character Area: Town Farm

Key Characteristics

Town Farm

Land use	This area is predominantly residential, with some leisure at the seafront (the Pier, Boating Pond, Klondyke), and a business centre off St Edmund's Road.
Topography	The area is largely flat, with land in the centre and south of the area raised slightly, sloping down towards the sea front. St Edmund's Road and Marlborough Road have slight declines towards North Road.
Development Pattern	<p>This area was developed throughout the twentieth-century, in a structured grid pattern. North Road ends in a private unpaved road with older dwellings in the area located here, built between 1903 and 1913. The majority of development occurred later in the twentieth century, and infilling consisting of houses flanking the new twentieth-century roads, with Pier Avenue and Marlborough Road providing the main arteries to the area.</p> <p>The layout of roads is linked with a network of alleyways. An important feature of development is the size of the individual plots, with properties on the east predominantly comprising of more generous plot sizes and gardens, and western properties typically of smaller plots. The dominant layout is detached or semi-detached dwellings with gardens, either in front or back, with strong boundary treatment. The area also has a large numbers of terraced social housing.</p>
Natural Landmarks	<ul style="list-style-type: none"> • The Sea • Buss Creek marshes • Easton Bvents
Listed Buildings	None in this area. As there are no listed buildings in the area, notable buildings which make a contribution to the character of the area and are worth considering have been highlighted in red in the Character Area Map.
Landmark Buildings	<ul style="list-style-type: none"> • The Thatched Cottage



Views	<ul style="list-style-type: none">• From North Road, St Edmund's and Marlborough Roads to the Buss Creek marshes and Easton Bavents• From the Buss Creek footpaths to North Road• From Marlborough Road to St Edmund's Church• From Pier Avenue and Hotson Road to the sea.
-------	--

Map of Town Farm Character Area



Overview of Character Area

Town Farm

Introduction

The Town Farm Character Area includes North Road, Pier Avenue, Hotson Road, and the intersecting north-south roads St Edmund's Road, Marlborough Road, and North Parade, which follow a regimented grid street pattern. It is bounded by the sea to the east, Station Road/Mights Road to the west and Buss Creek to the north.

The area is characterised by its twentieth century residential buildings. It was developed throughout the twentieth century due to the growing pressure for further housing in Southwold, and was influenced by the Garden City ethos. It is characterised by its wide, straight streets and consistent plot sizes, with some key terminating views of Southwold Pier in the east and St Edmund's Church in the south.

History of Development

This area was originally undeveloped land to the north of Southwold, and formed part of the Town Farm. To the east of the farm a brick works with kiln and sand pit are located, as shown on the 1884 OS Map Figure 1. In 1899, the Corporation sold land on what is now Station Road, the south side of North Road, Pier Avenue, St Edmund's Road, Hotson Road, and Cautley Road to the Coast Development Company (hereafter Coast). Coast developed a handful of parcels and sub-divided the rest to be sold for speculative development through auction.

Preceding the first auction (19 August 1899), a letter was read from the Mayor to the town dignitaries and Coast directors highlighting the need for further housing in the area:

"Southwold is much in need of additional houses. All of the existing buildings, large and small, are required for the visitors, and those who receive and cater for them. Mechanics and labouring



Figure 1 Ordnance Survey Map 1884, Suffolk Record Office



men are obliged to live at a distance from their work, the rent of a cottage being beyond their means, and visitors being willing to pay a large price for any that may become available. It is most important that mechanics' houses should at once be provided as the work to be done this coming winter in cliff protection, pier construction, and hotel building will bring large numbers of workmen into the place."

Coast's development of the Town Farm Estate aimed to provide adequate and desirable housing for new residents, which was influenced by the Garden City movement. A grid of streets provided housing suited to those from all backgrounds, evident in the variety of plot sizes and streetscape; Pier Avenue was envisioned as "a noble thoroughfare", 500 feet wide, where the plots were the largest and "some of the choicest sites on the Estate", Hotson Road was intended to be "a pleasant thoroughfare suitable for the erection of small villas and apartment homes", and lots on North Road were considerably smaller. The contract of sales stipulated that Coast would have control over design of elevations, to ensure development was of high quality. Residential neighbourhoods were intended to be separate from commercial and industrial uses, with provision for a church and a High Street (Marlborough Road between Hotson Road and Field Stile Road).



Figure 3 Historic photo of Cecil Hotel 1904 (R & S Clegg, Southwold 1999)



Figure 4 The Grand Hotel, built by East Coast Development Company once located opposite the Pier (Phelps, Southwold to Aldeburgh, 1991)

Figure 5 1907 Auction Map showing east end of Pier Avenue, SRO 1117/377/57



Figure 6 1907 Auction Map showing North Road between Station Road and St Edmund's Road SRO 1117/377/57



Figure 7 1907 Auction Map showing North Road and Pier Avenue and Marlborough Road intersection SRO 1117/377/57



Figure 8 Second Edition Ordnance Survey Map 1905, Suffolk Record Office

Figure 9 Map highlighting key phases of twentieth century development



Phases of development

Through the comparison of the 1883 and 1905 ordnance survey map (Figure 8), the 1907 auction map (Figures 5, 6 and 7), the 1928 and the 1951 OS maps, clear phases of early twentieth century development can be identified. Figure 9 highlights these key phases in greater detail.



Interwar Period, 1918-1938

Council Housing

House building throughout the UK came to a virtual standstill during the First World War. When the war ended, there was a huge demand for housing for towns throughout Britain. In 1919, Parliament passed the ambitious Housing Act (also known as the Addison Act after its author, Dr. Christopher Addison, Minister of health), which offered subsidies to finance construction of 500,000 houses within three years. However, as the economy rapidly weakened in the early 1920s, funding was cut and only 213,000 homes were completed under the Act's provisions. Despite the Addison Act failing to meet its targets, it established the principal that housing was a national responsibility. Further Acts during the 1920's extended the duty of local councils to make housing available as a social service.

Between 1930 and 1948, Southwold Borough Corporation built a total of 122 houses, the majority of which were located in the former Town Farm Estate.

Typical council housing of the 1930's was built in a simple cottage style with gabled, red tiled roofs, brick walls combined with white render or pebble dash and horizontal casement windows. Houses were built in pairs or in short terraces consisting of up to five houses. They were generally low and wide, and roofs were hipped and chimneys low and square. Houses were designed to sit alongside their gardens, including a variety of dimensions.

Private Dwellings

Private house building by speculative builders resumed in the early 1920's with the rate of building increasing significantly in the early 1930's and reaching a peak in 1936 when, in a single year, 370,000 houses were completed in Britain. The most common house type was the three bedroom semi-detached house, although bungalows also became popular during this period, and developments often included detached houses. All three of these styles are evident in Southwold, and most were built after 1927.

Pre-1927 dwellings can be identified using the 1927 Ordnance Survey map (Figure 10) and historic aerial photographs of the area. These buildings are mostly located to the east of the area and centrally, are of good quality and distinctive in their architectural features.

The interwar period is notable for its bungalows, and there are many of high quality in the character area. Hotson Road is home to a noteworthy bungalow built by the Crusaders of St George Society, a charity founded in 1920 to assist First World War veterans. In a letter to the Spectator, dated June 1925, the charity explained that "The acuteness of the Housing Problem in 1923 turned this Society's attention to a scheme for providing four-roomed Memorial bungalows through the country, in which the totally disabled married ex-Service officers and men may find a home rent free for life. In the first year of

the scheme six sites with free conveyance were given; two homes were built and inmates were installed to the great satisfaction of all concerned. These two homes have become centres of happiness and good fellowship". The Hotson Road bungalow appears to be one of the first two bungalows referred to in this letter. The Mayor laid the foundation stone, dated August 26, 1924.

Postwar Period

House building had ended in 1939, but resumed after the war with infill housing either on sites that had suffered from bomb damage or on lots left that had yet to be developed from the Farm Estate. Much of the undeveloped land was used by the Corporation to build council housing in the 1970's.

Figure 9 and the 1957-8 Ordnance Survey Map (Figure 11) highlights the extent of new development during this era, as the built form increased in density and the grid pattern of the area becomes more distinctive.



Figure 10 Ordnance Survey Map 1927, Suffolk Record Office



Figure 11 Ordnance Survey Map 1957-8

Analysis of Character Area

Town Farm

A Verdant Neighbourhood

The original concept of the Coast Development Company's project is strongly evident in the area, and provides much of its character. Influenced by the Garden City movement, the area is of low density compared to other areas of Southwold. The Town Farm Area was predominantly developed in the 1930s, although is comprised of a variety of housing from across the century; council and private, bungalows to three storeys, mock Tudor to terraced cottages, all reflective of a phase of building and style. Plots were designed with gardens of varied sizes and, in most cases, generous spaces between buildings, with grassed verges and planting lining the streets. This provides the area with its spacious, green and domestic character.

The scale of development was influenced by the aim to provide individual family dwellings. Buildings are predominantly two storeys and are fairly regular within their plots with strong boundary treatment, creating consistent vistas down the wide and straight grid pattern streets. The main roads (Pier Avenue; Hotson Road; Marlborough Road) are wide with generous pavements, and often terminate in fortuitous views of the marshes, sea and St Edmund's Church.

Historically, this development aimed to house the increasing working and middle income residents; this is evident today, as it has retained the strong residential feel to the area and the highest concentration of full time residents in Southwold. The area was designed to accommodate a range of



Figure 12 Pier Avenue looking east towards The Pier

residents, which can be seen in distinctive architectural features and differences in the character of particular streets, and even within the same street.

Layout

The streets form a distinctive grid pattern, as can be seen laid out in the 1905 OS Map (Figure 8). Pier Avenue, the widest street, terminates with a view of Southwold Pier, with North Road and Hotson Road running parallel to this principal street. These wide streets and their long, straight form help to create a sense of openness. Individual buildings are often provided with spacing between them, allowing glimpses of views to garden spaces behind and open marshland towards the low ground in the north. Buildings are further separated through the use of pathways, with council housing on St Edmund's Road, Hotson Road, and North Road containing of paths which separate gardens from rear courtyards behind the terraces.

North Road

North Road's character has two distinctive parts: the east end is a neighbourhood of substantial Edwardian villas set in large gardens, while the west end was developed as smaller scale terraced housing. It comprises of pairs and terraces of modest cottages with receding pitch roof lines, plain detailing, and small front gardens with longer rear gardens; these cottages make a positive contribution to the character of the area. The area responds

to its surrounding green space, and feels spacious, for example, a grouping of dwellings towards the eastern end of North Road are set back from the road with long front gardens, their character responding to the natural setting of the open marsh lands opposite them (Figure 13). Buildings on North Road between Marlborough Road and Station Road are modest vernacular buildings, with simple and symmetrical design and of a small scale (Figure 14), giving a strong residential character to this area. This section comprises of a mix of terraces, pairs of cottages and bungalows. The dominant building material is render, occasionally with subservient brick work. The original terraces mostly have receding gable roofs without dormers, sash windows, one story bay windows, simple porches or none at all (Figure 15).

The east end of North Road is visible from the boating pond, and historic photographs highlight that the character of these houses was enhanced by their open and green setting (Figure 16). These dwellings are substantial homes with large gardens, giving the east end of North Road between North Parade and Marlborough Road a distinctive, open character.

Pier Avenue

Pier Avenue's distinctiveness lies in its wide street, the larger size of its detached dwellings, open front gardens, typically larger back gardens, and detached feature garages creating an aesthetic streetscape. Pier Avenue also has a split identity; there is a strong arts and crafts influence on dwellings at



Figure 13 View over Town Farm Marsh from North Road dwellings



Figure 15 Mights Cottage on North Road



Figure 14 Example of Edwardian semi-detached housing on North Road



Figure 16 Eastern point of North Road

the east end of the road and, on the west end, 1930's semi-detached housing built by local buildings, using red brick and pebble dash pre-dominate.

Pier Avenue contains a variety of dwellings that include bungalows, semi-detached houses, and detached houses. The primary building style, mock Tudor or Neo-Vernacular, reflects the sense of grandeur envisaged for the principal street in the area.

Much of the west side of Pier Avenue was developed in the mid to late 1930's as semi-detached dwellings. Of particular interest is the row of terraced housing shown in Figure 17; the two storey curved bay surmounted by a projecting gable supported from below by timber brackets and dressed with barge boards and fake timber framing. Large expanses of brick were decorated by rendering or pebble dash, with brick detailing over doorways, and recessed porches. The symmetry of this row is an important feature of the street and enhances the character of the area. Opposite these, a cluster of bungalows are set back from the road; although these are partially screened from the street by planting, they are distinctive in their architectural style and simple detailing, making a positive and unique contribution to the character of the area (Figure 25).

Further towards the eastern end of Pier Avenue is a collection of high status houses with distinctive features, large plot sizes and massing, and detailing. On the northern side of Pier Avenue are three mock Tudor dwellings built by the Coast Development Company. These houses appear largely unchanged today, as seen from current views of Pier Avenue (Figure 18). Their distinct rooflines, topped by a finial at the peak, with an east facing gable and tall chimneys make them identifiable, and indicate the intended status of their occupiers at the time of development. Their rough cast render has been painted, contrary



Figure 17 Terracing in the west of Pier Avenue



Figure 18 Pier Avenue eastern end, showing mock Tudor style buildings



Figure 19 Example of Hotson Road arts and crafts dwelling

to the style of the period. This eastern end of the street benefits from an open feel and views to the Pier on the east.

Hotson Road

Hotson Road contains many good quality detached and semi-detached cottage style houses constructed in the 1920s and 1930s. Dominant materials are Suffolk red brick, contributing to its unique character, and architectural features are typically characteristic of the 1920s and 1930s art and crafts fashion; roofs are typically red clay pantiles or slate.

Hotson Road's character draws from its council housing and its middle class dwellings with arts and crafts detailing. The dwelling shown in Figure 19 on Hotson Road is a high quality example of an Arts and Crafts house made of Suffolk red brick, black barge board, and render. The building is virtually unspoilt, with a Mackintosh style front door and original windows, and thus enhances the character of the street.

The west end of Hotson Road contains a distinctive terrace of 1970's council housing, including two storey flats, contributing to the residential feel of the area. At the far west end of Hotson Road, a lane opens into an industrial estate, where new social housing is currently being built.

St Edmund's Road

St Edmund's Road's distinctive character, similar to the west part of North Road, lies in its modest

dwelling of simple detailing, created predominantly in the 1930s.

Notable Buildings and Structures

Buildings in the Town Farm Character Area are predominantly residential, diverse in their design and reflective of phases and trends. There are a large number of notable built features within the area, due to their unaltered appearance and therefore their value in highlighting key phases of twentieth century architectural development in the area.

The council housing cottages which all follow a similar form are particularly notable. These comprise of a course of brick under the ground story window, rough cast rendering, hipped roofs, red clay pantile roofs, and squat chimneys. They are decorated with simple detailing in their consistent diamond pattern. Also of value are houses that were built with separate garages, reflecting the rapid increase in car ownership in the 1930's. These typically

had roofs and wooden doors with glazed upper panels to complement the main façade of their associated houses. In the character area, there are a handful of surviving 1930's garages (Figure 21). The area also contains higher status buildings with larger plots on its eastern half. In particular these were constructed on junctions, as can be seen throughout the character area and evident on the historic OS maps.

Much of the 1930's housing on the east part of Pier Avenue (from Marlborough Road to North Parade) was influenced by the arts and crafts style. Figure 22 depicts a good example of a dwelling from the period, intact except for its replacement windows. Its original windows (which can be seen on its east elevation) were mullion lights in metal frames. To its east, a noteworthy boundary wall from the 1930s survives, its original home destroyed by bombing, which contributes to the character of the area.



Figure 20 Example of Council Housing, Brandon Cottage on Hotson Road



Figure 21 Example of Garage on North Road



Figure 22 Example of large plot development in the east of Pier Avenue

The thatched cottage on the corner plot of Pier Avenue and Marlborough Road is notable as the only house of its kind in Southwold. The stepped down patio in the rear of the house which can be seen from Marlborough Road is original, and the unique character of the home along with its expansive exposed garden makes a positive contribution to the character of the area.

The east end of Pier Avenue has an unusual 1960's development of "upside down" houses built on the site of the old brick works. The houses, made of brick and render, have concrete walk ways, with iron work balustrades. These dwellings are also accessed on Marlborough Road, where they each contain a long drive connecting their rear gardens and garages.

At the west end of North Road are a pair of Edwardian semi-detached houses with good quality detailing, with their original porches, doors and window lights. Two of the houses also have original small pane window lights, and another has its original unpainted rough cast render.

Further east, the Corporation Council erected a terrace of 12 cottages in 1914, located on the north side of North Road facing Buss Creek. The cottages are grouped in three terraces of four dwellings with small front gardens, a rear passage linking all of the cottages, and long rear gardens behind the passage. Each of the houses has a substantial rear extension. They are made of good quality brick and rough cast render, with brick trim at the corners. One of the

cottages has its original front door, with the original stain glass.

Mights Cottages, a terrace of six cottages located on the north side of North Road where it joins with St Edmund's Road, is distinctive in its simple design with small detailing in the diamond pattern adorning each frontage and roof corbel (Figure 23). Further east along North Road is Creek Cottages, a terrace of five cottages, even simpler in their design although with some brick diamond detailing.

On the eastern point of North Road is a grand house overlooking the boating lake, built c.1923. It is situated at the northeast corner of a large plot of land; the house and its entry hall are angled to face the junction of North Road and North Parade Gardens. It has a hipped roof, brick detailing over the windows, and striking brick corner quoin work. Its original windows were probably casement. Historic photographs of the house shown in Figure 16 show that the house originally had two storey gables and rounded recessed entry porch.

On St Edmund's Road, two terraces each of six and a semi-detached pair, May Cottages and Wake Cottages, are noteworthy for their descending rooflines, responding to the topography and creating a sense of rhythm to the cottages. These also display the diamond pattern repeated along the façade of the terrace.



Figure 23 Mights Cottage on North Road

Along Hotson Road where it meets St Edmund's Road, on the north side, are the Brandon Cottages built in 1931 (Figure 21). These comprise of two terraces of five houses designed by the Borough Surveyor James Hurst and built by G Hutton and Sons. The original specifications for the building materials were for the brick "to be good, hard, well burnt, Red Faces, Easey's or Rouses." They are designed with a brick course running the length of the terrace underneath the ground floor windows, and with delineating render from brick. They have a hip roof and simple porch, with brick detailing in a simple line above the ground floor window.

Further west along Hotson Road, the bungalow shown in Figure 24 has an interesting form with large polygonal bay windows and two chimneys. It has a slate roof, and is made of high quality Suffolk red brick and rough cast render. The boundary fence shown in this picture appears to be original. Two further contemporary bungalows of a similar style can be found on the south side of Pier Avenue (Figure 25).

Open/green spaces

The Town Farm Character Area has a wealth of small scale green spaces:

- Tennis Courts on Hotson Road;
- Klondyke children's park;
- The boating lake and associated ponds;
- The mini golf course;
- Green verges on North Road, Marlborough Road and St Edmund's Road;
- Two allotments on North Road next to Might's Cottages and opposite Creek House, now reverted to scrub;
- A mature beech hedge on the northeast corner of Pier Avenue and Marlborough;
- Town Farm Mash along Buss Creek; and
- The Pier.

All of these spaces and features contribute to the open and spacious feel of the area, the Tennis Courts, planting and hedgerows breaking up the built form and the remainder provide a clear, open boundary to the built development.



Figure 24 Hotson Road bungalow



Figure 25 Example of bungalow dwelling on Pier Avenue, with bungalow cul-de-sac behind, creating an open characteristic of the street front

A small network of footpaths also contributes to the sense of openness by connecting the streets with the Marshes to the north. From North Road, a footpath joins with a second footpath along the south bank of Buss Creek, running parallel to North Road, which also connects Might's Road to a parking lot north of the Pier. This network physically connects the open spaces with the residential development, contributing to the relationship between the landscape and the built environment.



Figure 26 View over the Boating Lake towards Town Farm Marsh and North Road

Susceptibility and Sensitivity

Town Farm

The key sensitivities within this Character Area lie in its distinctive and clear plan form, as designed by Coast throughout the twentieth century, and in its architectural interest as a showcase of a wide variety of twentieth century housing within a very small area. It is a microcosm of different housing styles that express social and architectural trends in the twentieth century.

Unlike the majority of the town, the Town Farm area is not protected by Conservation Area status, although it has many buildings of architectural value that contribute to its character. As a result of this, there has been some unsympathetic infill development, extensions and alterations, changes to boundary treatments, and paving of gardens that have affected the character of the area. In order to provide better protection of the character of this area, key sensitivities must be respected in future development, and informed by the history of development, remaining sympathetic to existing structures, symmetry, gardens and neighbouring properties as appropriate.

The area is susceptible to further infilling, which may erode the open character of the streets, blocking fortuitous views into green spaces and gardens from the urban street fronts. This green, open character may also be affected by paving over front gardens and the removal of boundary walls, which are both key to the design of the development. Future development should respond to existing patterns in building form, ensuring additions or alterations are subservient to their original building and reflective of the

distinct architectural style of the building, while also remaining respectful to those of their neighbours.

There has been some erosion of the character of the area through unsympathetic conversions or extensions, and in particular through the introduction of modern, plastic windows in a range of styles replacing original wooden windows of consistent and uniform style. Future replacements should aim to reflect the style and consistency of their predecessors where appropriate in order to preserve the character of the buildings and streetscape, and where possible reinstate windows which are characteristic of the area.

The examples of alterations, renovations and new builds shown in Figure 28, 29 and 30 highlight how modern development has the potential to impact the character of their original building and area. The new terrace of cottages introduces new building materials to the area through its use of dense reds and browns of the brick, tiles and trims, as well as dormer windows.

The area is characterised by its consistent, low boundary treatment, and alterations to boundary treatments can impact the character of the area. For example, the corner plot in Figure 28 and 29 highlights how the sense of openness can be altered through deviations from the architectural patterns and boundary treatment of the area. The new height is out of scale with

surrounding buildings on the street and the modern windows and smooth render are uncharacteristic of the more typical building materials. The removal of the low boundary wall noticeably affects the sense of openness, more typical of the corner plots in the area.



Figure 28 Example of corner plot extension (before)



Figure 29 Example of corner plot extension (after)



Figure 30 Example of terraced housing



Conclusion

Town Farm

The Town Farm Character Area is a key component to Southwold, reflective of its residential expansion and providing a microcosm of council and architectural history of twentieth century urban design. The area is entirely twentieth century in its origin and design, evident in the large number of examples of architecture from each design phase, and its rigid street pattern. Yet, it is also respectful of the wider historic town; the area is located on low ground, and buildings are no taller than 3 storeys, thus creating its own fairly contained character as a result of this low building density and modern street plan.

There is potential for the entire area to be considered for Conservation Area status, with a range of noteworthy buildings particularly along Pier Avenue as outlined above, and especially for its examples of early council housing in terraced cottages. Such housing is noted by the Twentieth Century Society in their report *Twentieth Century Society Conservation Areas Project* (Dec 2017) as one of the key reasons for the proposal for twentieth-century conservation areas, which are reported as typically clustering on the edges of small towns in a more rural setting such as this.

To date, local listings have only been identified within or adjacent to Conservation Areas (Waveny Local Plan First Draft 2017). It is advised that consideration is given to buildings contained within the Town Farm Area, as there are a number which merit local listing in line with the requirements

outlined in the Local Plan:

- Contribute to the value of the townscape;
 - Be a good or relatively unaltered example of a structure constructed in the local vernacular building tradition;
 - Be a good example of the work of a respected local architect;
 - Have a strong association with a prominent historical figure and/or event; or
 - Form a notable example of a coherent planned housing or commercial development.
- Bungalows with original features retained;
 - The grouping of mock Tudor dwellings on the eastern end of Pier Avenue;
 - High quality Edwardian buildings in the east of the character area;
 - Unique dwellings, such as the thatched cottage and 'upside down houses' on Pier Avenue; and
 - Well preserved council built cottage terracing constructed across the character area.

Those of particular value with reference to the requirements above are considered to be:

- The buildings associated with local builders, particularly those of local builder Toller on the west end of North Road and the two pairs of semi-detached two and a half story houses, with mansard roofs and long gardens fronting onto North Road at its eastern end;
- Detached 1930's garages;

Character Area: The Gateway

Key Characteristics

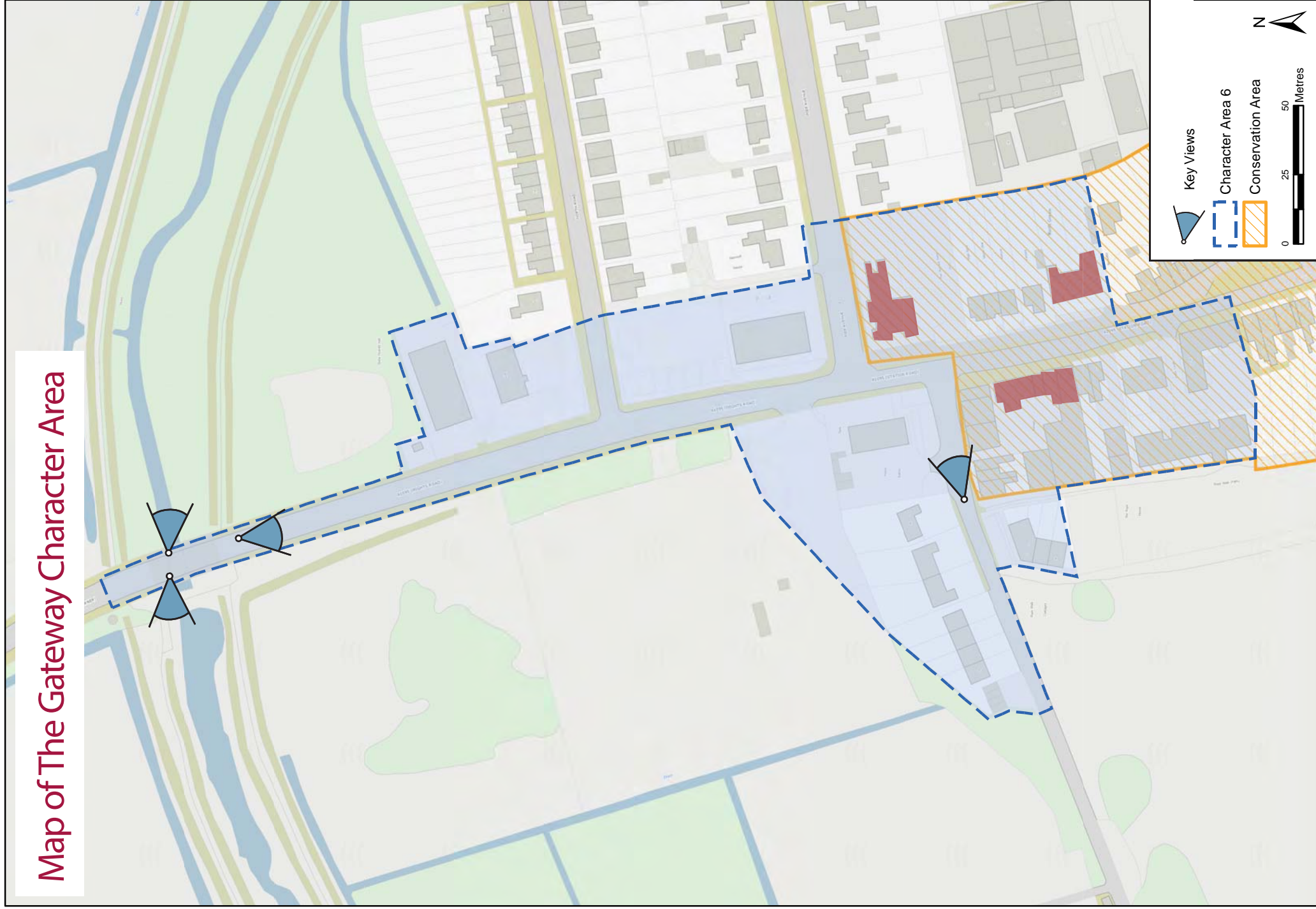
The Gateway

Land use	The area is a mix of residential to the south and west including nineteenth, twentieth and twenty first century terracing, twentieth century council housing, community facilities, light industry, municipal and retail, with open marshes to the west.
Topography	The northern most part of the Character Area sits in a low point and in a flood plain. The land remains flat heading south until Pier Avenue, whereupon the road rises up a gradual slope.
Development Pattern	<p>Development in this area expanded from the south, where nineteenth century terraces line the west of Station Road. This expanded to the north throughout the early twentieth century and then west along Blyth Road in the 1970s.</p> <p>Buildings to the south are generally consistent in plot sizes with clear lines of development discernible from each era of development.</p> <p>Mights Road consists of a variety of buildings, typically of large single massing located within larger plots, with some modern residential infilling between these in the Lords Terrace development. The south of Mights Road historically contained the former police station and fire station, and the north western side of Mights Road is undeveloped, with generous planting and the open marshes beyond. Towards the north of the area, a historic tree lined avenue leads towards the bridge, and is also undeveloped.</p>
Natural Landmarks	<ul style="list-style-type: none"> • The Common • Millennium Field • Buss Creek • Buss Creek Marshes
Listed Buildings	None in this area. As there are no listed buildings in the area, notable buildings which make a contribution to the character of the area and are worth considering have been highlighted in red the Character Area Map.



Landmark Buildings	<ul style="list-style-type: none"> • The Blyth Hotel • Hurren Terrace • Former Police Station
Key Views	<ul style="list-style-type: none"> • From Blyth Road to the Blyth Hotel • From Might's Road towards the town • From Might's Bridge to the sea and beach huts • From Might's Bridge towards Buss Creek and the marshes

Map of The Gateway Character Area



Overview of Character Area

The Gateway

Introduction

The Gateway Character Area is the entrance to Southwold. It begins at Buss Creek and Might's Bridge and continues south along Might's Road and Station Road to the beginning of North Green. It includes Blyth Road and Rope Walk to the west of Station Road and the marshes to the north west.

The area is characterised by its avenue linking the Bridge with the Town. This arterial road has historically linked Southwold with the wider landscape. This has retained its sense of importance with the tree lined avenue leading from the Bridge to the Town. To the north of the area, large buildings line the eastern side of the road, with glimpses of the marsh through the trees to the west. Towards the south, the area becomes more developed, and consists of a range of residential housing from the twentieth century at the northern end and nineteenth century to the south. This is predominantly residential in type, with some retail, light industrial and municipal buildings to the west.

Buildings are varied in height in this area although no more than 3 storeys, with larger buildings on corner plots.

History of Development

Buss Creek and Might's Bridge

Buss Creek weaves around the north of Southwold linking the sea and the River Blyth. This forms the boundary between the parishes of Southwold and Reydon. The earliest known track crossing Buss Creek is still the principal road in and out of Southwold. Bridges have been recorded here in 1227, 1588, 1783, 1898 and 1926.



Figure 1 View from Might's Bridge towards the Town Centre

A once navigable waterway with boats and fragments of wood dating back to the Saxon and early medieval period recovered from its bed, Buss Creek gets its name from the fishing boats (named Herring Buss) which were moored in the creek when not pulled up on the beach.

Might's Bridge marks the entrance to the town, on which a shield adorns the bridge railing with the emblem for East Suffolk County Council (ESCC); the same shield can be seen on the 1898 police station on the High Pavement. Coming into the town, Town Marsh and the sea are located to the east with Buss Creek Marsh on the west. Both were reclaimed as grazing land from tidal saltings in the mid-nineteenth century. There are footpaths on both sides of the creek, leading west to the Bailey Bridge



Figure 2 Southwold Gas Light Company, Suffolk Record Office Ref 1301/4/3/9/6

Bridge and St Felix's School, and east to the pier, boating pond and Easton Bavents.

The area is rich in wildlife. The North Road Bird Project has identified over 170 species of birds, many rare, within two kilometres of Might's Bridge.¹

The 1884 OS map shows an avenue of poplar trees planted in the nineteenth century as a visual herald to the entrance to town. Some of these poplars survive today although the line of the avenue has been somewhat obscured by scrub trees.

Built History of the Area

Victorian and Edwardian Period

The area's earliest established building was the Southwold Gas Light Company, built in 1848 on land leased from Southwold Corporation (Figure 2). This closed down after its nationalisation in 1948, and the buildings then used as a coal merchants and for the fire station, which had previously been located in the Town Hall.

The next major building project in this area was undertaken in 1879 when the Southwold Railway station was constructed, along with associated buildings and track on land conveyed by Southwold Corporation in 1878. The railway connected Southwold to Halesworth and beyond up until 1928, whereafter the Southwold Corporation licensed motor coaches to pick up fares in its boundaries. The Railway closed for business in 1929 as a result.

Running parallel to Station Road, from Spinners Lane to the Buss Creek marshes was a rope walk, historically used for making rope and twine for the fishing industry.

The pair of cottages at 11-13 Station Road (Figure 4) were built on Corporation Land, most likely in the 1890's.

¹ <http://www.southwold-northroad.com/page6.htm>



Figure 3 Southwold Bus Service c1910, Suffolk Record Office Ref 1300/114/29



Figure 4 11-13 Station Road



Figure 5 Former Southwold Police Station

Southwold Town Council still owns and lets them to local residents. Hurren Terrace was built on land owned by the Southwold Corporation sometime between 1891 and 1896, with existing white wood gable shop fronts added in the 1990's.

On the east end of Blyth Road are three cottages (Stanley Cottages), which were built on Corporation Land in the nineteenth century and rented by the Borough Council. They were transferred to Waveney District Council when it took over the management of council housing in 1974. Many of the buildings are intact, with boundary walls of particular interest as an example of the detail to council housing in Southwold, and providing an aesthetically pleasing addition to the character area.

The former police station is located to the south east of the Gateway Area. In 1898, the East Suffolk County Council purchased a parcel of the Town Farm Estate from the Corporation in order to build a police station. The insignia on the roof gable is the shield of East Suffolk County Council. There is a one storey subservient addition on the building's left.

1903 - 1975

The north of this area is largely occupied by twentieth century development. In 1899 the Coast Development Company, which had grand plans to develop Southwold as a holiday resort, laid out Pier Avenue as the main avenue to the Pier and other seaside pleasures, as shown opposite. Its planned development for Southwold included an Adnams hotel at the corner of Pier Avenue and Station Yard.

The Station Hotel underwent several re-brandings: in the 1920's, it was called the Avenue Hotel; in the 1930's, the Pier Hotel; in the late 20th century, the Blyth Hotel.

The Coast Development Company's plans included seven plots on the High Walk between the Blyth Hotel and the old police station. Kintyre was built on Lot 2 in the late 1920's or early 1930's. It is a completely intact and the only example of this common vernacular dwelling house style in Southwold.

The Coast Development Company had its estate office on the plot opposite the Station Hotel. An Auction Room supplanted this use, and in 1913 the Southwold Homeknit Hosiery Company bought the auction room and converted it into a factory building after landing a big contract to supply the Army. At its height of production, Homeknit employed about 100 people, many from surrounding villages. It made bonnets for local school girls, stylish knitwear for Knightsbridge stores and, later, even silk jumpers for the royal princesses. The firm closed in the 1960, and the BT Exchange was constructed on the site.

Post WWII development

After the war, the character of the Gateway was transformed by a wave of public and community buildings. These are predominantly located on the north western part of the Gateway area.

In the 1950's, the Scouts constructed a new meeting place on Nights Road at the corner with North Road by moving two Nissan Huts that had been on the Common to land and had never been developed. The brick work in the front of the building was all completed by voluntary labour.

The Gas Light Company building, which had housed the fire station after the gas company was closed and demolished. In its place, in 1969, the Corporation erected sheltered social housing for the elderly, named Crick Court after the long serving manager of the gas company, George Crick.

During the Second World War, the 29 railway vehicles and tracks were recycled for military purposes and the sleepers cut up for firewood. In 1965, a purpose built fire station, with a tower and training yard, was erected on the site of the railway station. The building has since been demolished in 2014. Around 1965, the current police station

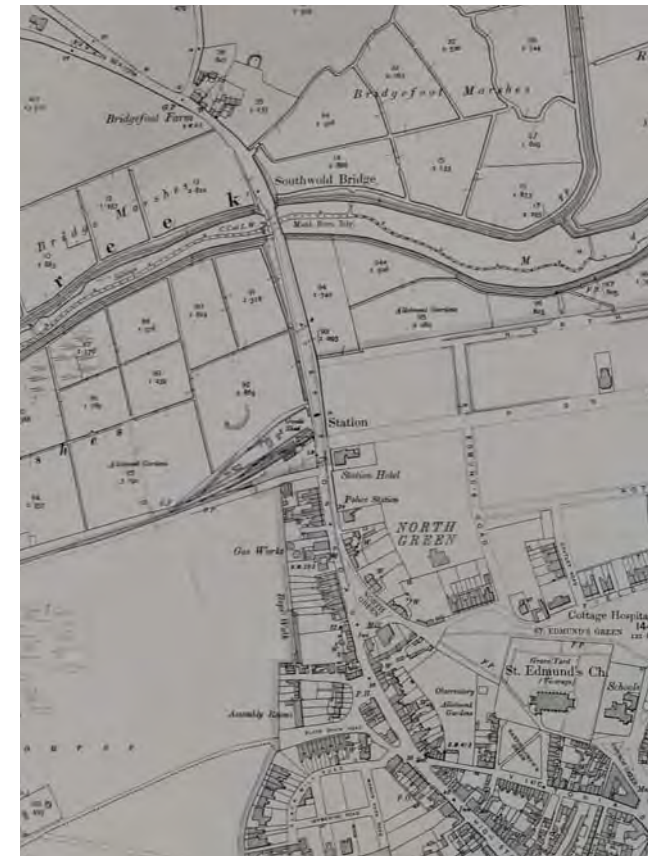


Figure 6 Ordnance Survey Map 1904, Suffolk Record Office



was constructed adjacent to the fire station, and was relocated from the former police station in the south of the area, where they had been located since 1898.

In the 1970's, council housing was built on the north of Blyth Road behind the police station. This was completed by Waveney District Council based on allocations made by Southwold Corporation. In 2015, Southwold Town Council, in partnership with Hastoe Housing Association, a charity specialising in rural housing, built its first council housing since it became a parish council in 1974. The land, just beyond the Town's built boundary, was donated by the Common Trust and Southwold Town Council.

Development in the Gateway Area has continued into the twenty-first century, with notable additions made on Might's Walk and Blyth Road.

Analysis of Character Area

The Gateway



Figure 7 View from Might's Bridge towards the Sea



Figure 8 View towards the town

Gateway to the Town

This Character Area encompasses the arterial route into Southwold, providing the source of first impressions for many of its visitors. To the north, the landscape is the most apparent source of character – the long, open views of reed beds, marshland, the distant Easton Bavents farm, the more intimate grazing land of the Millennium field, and the Common all visible from Might's Bridge and Road. This area forms part of the Suffolk Coasts and Heath Area of Outstanding Natural Beauty (AONB).

The historic character resides in a small number of Victorian and early twentieth century structures that, save for the Blyth Hotel and the 1898 former police station, are modest vernacular buildings. The hotel is a fine example of Edwardian architecture, visually dominating its corner site, and aesthetically enhances the character of the area.

The character of the area is open, due to its views out into the marshes in the north and the Common in the south west, and largely residential due to the areas of council and private housing, contrasting to the small businesses at Hurren Terrace, and the community buildings on Might's Road.

Roads and routes

The dominant characteristic of this area is derived from the linear effect of the single road moving up the hill to the town centre. The intersection of Station Road and Pier Avenue is visually important as the culmination of Pier Avenue.



Figure 9 View of Blyth Hotel from Blyth Road



Figure 10 The Stanley Cottages

The small adjacent street of Blyth Road is characterised by its informality, following no distinct building pattern, with a small scale of development scattered along the road in a variety of styles and groupings. To the north side, a small group of dwellings are set back from the road with front gardens large enough for planting. The historic track Rope Walk adjoins Blyth Road, and is historically significant and reflective of the towns links to the fishing industry. Looking east, Blyth Road's terminating view is of the Blyth Hotel, visually linking the road with the main street, reflective of its historic connection as the Station Yard and Station Hotel.

Buildings

The key buildings within the Character Area can be found in the late nineteenth century architecture:

- The Blyth Hotel (locally listed)
- Hurren Terrace
- The old police station (locally listed)
- 11-13 Station Road (locally listed)
- Kintyre
- Rope House (locally listed) and
- Stanley Cottages.

Other notable twentieth century buildings which contribute to the area's history and architectural development include Crick Court and the council housing along Blyth Road.

The former Station Hotel was designed by local architect, Thomas Edward Key for Adnams Brewery in the in the English Country house Style of Norman Shaw in the early 1900s. The Station Hotel was planned specifically to serve passengers of the Southwold-Halesworth Railway. The building is aesthetically pleasing, in red brick with a plain tile roof and gable stacks with two 2 storey timber bay widows with mullion and transom windows with 6 lights. The building contributes history and architecture of the Gateway Area.

Hurren Terrace is a nineteenth century row of terracing, now used commercially at ground floor level. The building is two storeys with attic rooms and a gable roofline, with original windows and some late twentieth-century additions to detailing. It is historically and architecturally significant to the area, aesthetically enhancing the street and providing a commercial terrace sympathetic to the building's original architecture.

Numbers 11-13 Station Road are a fine pair of 19th-century terraced houses. They are built of red brick with gault brick lacings with a glazed pantile roof and gable chimney stacks. The pair are symmetrical in design, with wedge lintels adorning the windows and the doors in frames with fanlights set together in the centre. A brick wall fronts the cottages bounding small front gardens. The terrace was built on Corporation Land, most likely in the 1890's, and Southwold Town Council still currently owns and leases them. They are historically significant to the area and architecturally aesthetic, enhancing the quality of the street front along the principal route to the town centre.

Kintyre is believed to have been built in the late 1920's or early 1930's in Suffolk red brick and pebble dash, with barge board detailing, and red pantile tile roof. This presents a common vernacular suburban dwelling style but the only example of its kind in Southwold and completely intact.

Rope House is located behind 11-13 terraced houses on Station Road, although is visible from the street. It is a former rope works built of red brick with a classical twentieth century facade and a gabled parapet. The façade is striking, with three bays delineated by brick pilasters. Its rear is a modern addition, which detracts from the symmetry of the façade.

The 1968 development of Crick Court is reflective of the public architectural style of this era. The building is set back from the street behind a red brick wall, opening the street and breaking up the built form.



Figure 11 Hurren Terrace

The Stanley Cottages on Blyth Road form an attractive row of red brick terracing. They are architecturally of interest, with brickwork detailing the window and door lintels and original name plaque adorning the façade. Their quality has been impacted with the addition of inconsistent windows and doors; however they still offer an example of the quality of residential housing in the area, sitting proudly together as a compact group of three dwellings with their own front gardens bounded by a low brick wall.



Figure 12 Blyth Road Council Housing



Figure 13 Crick Court



Figure 14 Blyth Hotel

Sucseptibility and Sensitivity

The Gateway

The predominant susceptibility of this area is derived from its reliance on green spaces and a feeling of openness for its character. The northern part of the area draws on the marsh and views from Mights Bridge and Road, as well as the historic planted avenue, creating a green gateway to the town. Moving south, buildings are set within large plots creating a wide street, before Hurren Terrace is reached where there is a greater sense of enclosure. However, the hedge lining the eastern side of Station Road and the set back development along North Green retains this open feeling in the south of the area. Development on Blyth Road has also retained this open character, with long front gardens overlooking the Common and a golf course. Development ranges from one to three storeys, which creates a low lying built character. Key consideration therefore should be taken to prevent the enclosure of the street, which has historically connected the town centre with the bridge with this sense of openness.

The Character Area has undergone and will continue to undergo radical change in the near future. It has two brownfield sites with buildings already demolished, scheduled for demolition, or likely to be demolished in the foreseeable future in the police and fire station site.

To provide positive guidance for future development, the Town Council commissioned a locally specific guide to

influence future developments within the area and promote high quality design in this sensitive location, in order to highlight key sensitivities and guide future development.

The area is susceptible to infilling of green space and gaps between existing development. Future development should look to show sensitivity to the current buildings, informed by current height and mass, particularly surrounding the historic terraced dwellings to the south of the area and significant corner plots along the east side of Station Road. They should also look to follow existing patterns in building form, for example reflecting local materials and responding to the orientation and roof form of buildings in the area, in order to preserve the rhythm of the built environment.



Figure 15 View along Station Road



Conclusion

The Gateway

The Gateway Character Area forms a significant area to Southwold, providing historic access to the town and continues to act as current the entrance to the town. It has retained its historic character through its visual and contextual relationship to the landscape, particularly along Might's Bridge, Rope Walk, and through the large areas of green space reserved for front gardens on Blyth Road and for the planting along Might's Road and Station Road. The area has strong a strong visual relationship with the marshland surrounding Buss Creek at the entrance to the town, with expansive views over the landscape enhancing the character of the area. It also shares some visual and strong contextual links with the historic commons and walks such as Rope's Walk and the Common land to the west. These connections enrich the historic significance of the character area, reflective of its economic and social history, and are also visually appealing aspects of the area.

The area has followed the historic growth of Southwold, with the earliest buildings found in the south of the area closest to the town centre. Twentieth century development grew from north from Pier Avenue, developing key buildings on larger plots from the Blyth Hotel to the Stella Peskett Millenium Hall. The area on the north west side has remained undeveloped with development in the east, south west and south consisting of a range of residential housing from the twentieth, nineteenth centuries and in recent years, predominantly residential, with some retail, light industrial and municipal buildings to the west. Buildings are varied in height although no more than 3 storeys.

There are a number of significant buildings within the area, many of which are already locally listed. There are some, however, that are not included in the local list at present, and that merit addition. The Hurren Terraces on Station Road are a good example of nineteenth century terracing. They are historically significant to the area and architecturally aesthetic, enhancing the quality of the street front along the principal route to the city centre, and should be considered for local listing.

Character Area: Harbour and Ferry Road

Key Characteristics

Harbour and Ferry Road

Land use	<p>This area is predominantly comprised of land and buildings associated with Southwold's fishing industry.</p> <p>There are residential houses to the north of the area, along Ferry Road, and some commercial buildings and public amenities to the south.</p>
Topography	The area is predominantly flat, with some undulation to the east along the dunes shielding Ferry Road from the sea and in the banks across the marshes. The area is liable to flooding.
Development Pattern	Development began in the fifteenth century, with the economic growth of Southwold's Harbour, with buildings.
Natural Landmarks	<ul style="list-style-type: none"> • Marshes • Sea • River Blyth
Listed Buildings	The Harbour Inn, Grade II Listed
Landmark Buildings	<ul style="list-style-type: none"> • Alfred Corry Museum • The grouping of black huts • The Inch • Sail Loft

Views	<ul style="list-style-type: none">• North from Southwold Harbour towards the town• From the Harbour Inn across the marshes to Ferry Road• East and west from the Harbour towards the sea and across the River Blyth• Denes towards Ferry Road and Town Marsh• Ferry Road footpath looking south towards Harbour
-------	---

Map of Harbour and Ferry Road Character Area



Overview of Character Area

Harbour and Ferry Road

Introduction

This Character Area is predominantly comprised of the area defined in the Southwold Harbour & Walberswick Quay Conservation Area (2008), however it excludes the section in Walberswick and instead extends up Ferry Road to flank the marsh and connect the Harbour to Southwold Town.

The area is characterised by its historic association to Southwold's fishing industry. The area draws on the River Blyth to the south and expansive, flat marshes to the north and west for its remote and separate character. Buildings are architecturally simple and practical, often still used for trade today, enhancing the understanding of the area and strengthening its harbour characteristic.

History of Development

Control of the River Blyth

Throughout Southwold's history, its economic growth has primarily relied on the fortunes provided by the River Blyth. In the fourteenth century the neighbouring town of Dunwich held the main port on the river, and only sea access for Southwold; however, Dunwich's fortunes saw a steady decline after suffering storm damage in 1286 and again in 1328, which blocked the mouth of the river with a shingle bank. By the late fifteenth century, the course of the river had altered and the mouth steadily cut to open further north, and closer



Figure 1 Ordnance Survey Map 1884, Suffolk Record Office



Figure 2 Fishermen with catch (early twentieth-century), Suffolk Record Office ref k681/1/414/291

to Southwold. In the late fifteenth century, the King granted a Royal Charter to Southwold, transferring port status to Southwold Harbour, thus instigating the rise in Southwold's economy.

The Fishing Industry

Thereafter, success of Southwold's finishing industry grew steadily, albeit intermittently in the seventeenth century during the Dutch wars. By the 1720s, Daniel Defoe noted on his great tour of Great Britain that the small port town of Southwold sat upon the coast at the mouth of the River Blyth, and that he 'found no business that the people... were employ'd in, but the fishery... for herrings and sprats'.

The fishing industry continued to shape the river, and industry flourished in the mid-eighteenth century. The harbour, often recorded as becoming silted up and blocked with sand, was frequently cleared to keep it navigable. In 1741 The Corporation agreed to stop up the old Haven and to erect piers in order to stabilize the harbour;

under the 1746 Southwold Harbour Act money was raised for repairs, and timber piers were erected to prevent waves carrying sand into the river. In 1747 the harbour was cleared by act of parliament, and in 1759 residents of Southwold further began to clear the river for seven miles to allow boats to reach Halesworth.

Southwold's fishery and port were made the town centre for the Free British Fishery by the government in 1750, in an attempt to reduce Dutch dominance of the herring fisheries.

Samuel Lewis noted that the number of vessels registered at the port in 1848 was thirty-six, between 40 and 100 tons burthen, with 250 various other boats also moored here. By the mid nineteenth century, the last harbour act received the royal assent on the 29th May, 1830, with Lewis remarking that the scale of duties has been somewhat reduced since then.

Fish continued to be processed and smoked in

Southwold until the twentieth century, the herring processing house, fish market and fish processing factory located at the south end of Ferry Road.

Trade

The Harbour allowed for the rise in a variety of trade; in 1848, Southwold is noted as importing coal, rock-salt, firs and deals, culm, iron, stone, slate, glass, earthenware, chalk, oats, and exporting, wheat, barley, malt, oak-timber, bark, wool, refined salt, and fish. The successful extension of the navigable river to Halesworth completed in 1761 enabled barges and wherries to carry grain, malt and cheese from Halesworth for transhipment at Southwold (and the other coastal ports) and in return to bring back cheap coal now increasingly needed for developing industries.

Built Development

Development in this area shares a strong connection to trade and the fishing industry. The first edition OS map of 1884 (Figure 1) shows Blackshore Quay to the west, along with a cluster of associated buildings, mooring posts along the Harbour, and the pier, all of which reflect its historic use. It also depicts Ferry Road, at this time a track connecting the Harbour to Southwold town, with buildings along the north west side of the road, and the lifeboat house c1841 to the east. Pevsner notes the piers flanking the mouth of the river Blyth were built in the mid eighteenth century and lengthened in c.1905. Further development of dwellings in the south east of the area and along Ferry Road (Figure 5).

The notable Bath House was once located in the north of the area, pumping salt water to its boiler by a wind pump (Figure 4). It was a one storey building, as was typical of the buildings within this area, and was opened in the early nineteenth century as a tourist attraction due to the increasing



Figure 3 The Kipperdome, 1908 (Southwold and Son)



Figure 4 Photograph of Bath House, R & S. Clegg, Southwold (1999)

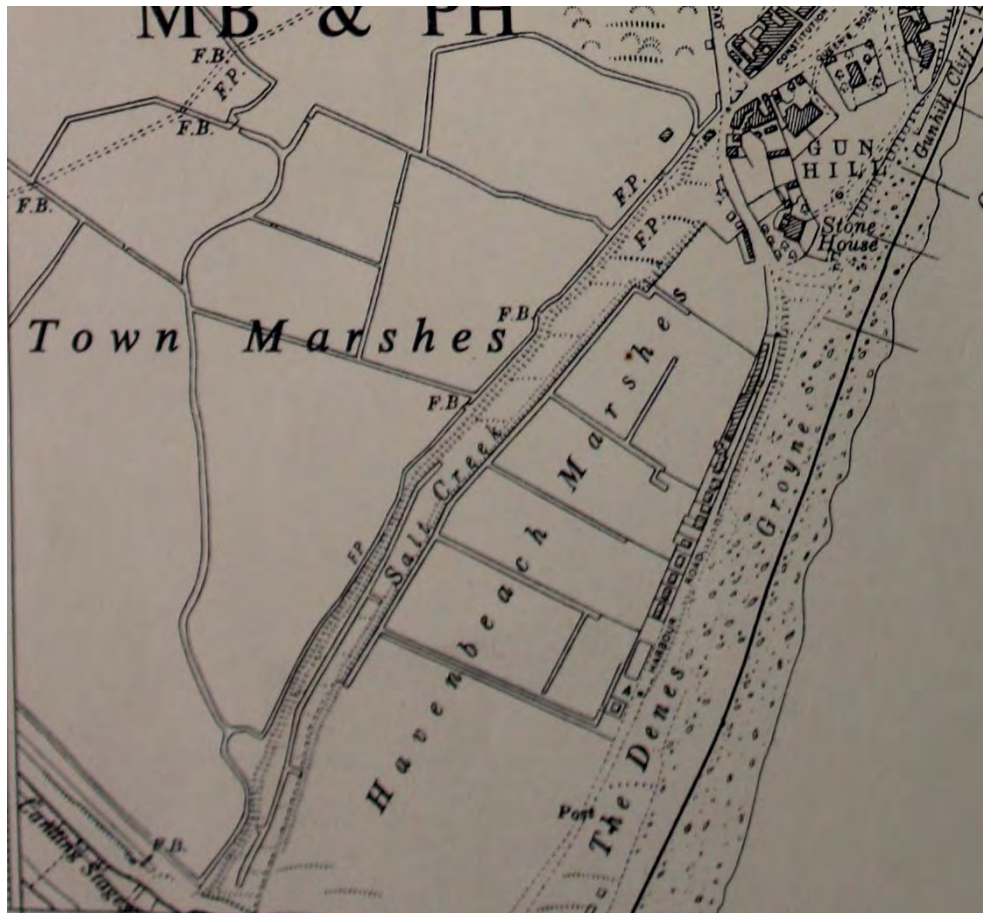


Figure 5 Ordnance Survey Map 1957-1958, Suffolk Record Office

popularity of seaside retreats, and of the health benefits they offered to visitors. The success of the hot salt water baths contributed to the continued success of the Salt Works after commercial salt production ceased in 1893; trade had declined after 1879 when the railway allowed for the transportation of cheap rock salt to Southwold. Today, public toilets are located on the former Bath House site.

Recent years have seen an increase in black huts along the harbour to accommodate the growth of recreational sailing and boat yard services, and the redevelopment of the dwellings along north of Ferry Road.

Analysis of Character Area

Harbour and Ferry Road

The Harbour and Ferry Road Character Area draws its character from its history and surrounding landscape. Long stretching roads and tracks connect Southwold town to the Harbour. The area has a unique and distinctive character due to the topography and dispersed built areas which create a sense of isolation from the town.

The area is varied in land use, with quayside storage huts, a sailing club, Lifeboat museum and station, residential buildings, public toilets, a holiday caravan and camp site and, dispersed throughout the character area is an inn (the Grade II listed Harbour Inn) and various cafes to the south and east. These all contribute to the area's quayside character.

The Marshes

Stretching to the west of Ferry Road across the flat even terrain are the Havenbeach, Town and Woodsend Marshes. These marshes physically separate this Character Area from the larger Town, giving it a watery and distant character. The shallow topography allows for wide vistas to the north across the marshes, providing a visual link to the distant Town and aesthetic background of Southwold's skyline (Figure 7).

To the east, the marshes are separated from the beach and sea by Ferry Road and a strip of sand dunes, through which the harbour channel passes. This creates a sense of enclosure to the east, sheltering the area from the sea. The



Figure 6 View west along Southwold Harbour



Figure 7 View north over the Marshes and Common



Figure 8 View south over lifeboat station over the River Blyth

area is strongly associated to the sea through its history and location; however the visual barrier of the dunes results in its close relationship to the marshland, where it draws its character from.

Quayside Vernacular

Harbour buildings line the River Blyth, following a narrow strip of unsurfaced road on the north side of the river. The buildings are tightly packed between the road and the ditch and bank of the marsh, and are functional, architecturally simple, and informal, comprising predominantly modest timber-framed huts with black stained weatherboard walls and shallow pitch black painted sheet roofs. Some larger, more industrial structures are located along the north east side of the road. These buildings reflect the historic use of the area, and continue to be used for trade and boating today, strengthening the quayside character and its relationship to its fishing history. They make a collective, positive contribution to the character of the area, in being both visually attractive and illustrative of its history.

In the south of the area a range of structures associated with its quayside character can be found, fortuitous in their aesthetic qualities and contributing to its distinctive character. Jetties line the south along the River Blyth, and are valuable assets for their functionality and reminder of the area's rich history, but also for their aesthetic qualities due to their age and comfortability in the landscape.

Secluded Structures

To the east and north of the area along Ferry Road, buildings are located between the dunes and marshes. Historically, dwellings here comprised of single storey huts, however modern development is varied in architectural style and form. Buildings are now typically two storey detached residential dwellings, with a restaurant forming the final building to the south of this row. These dwellings are characterised by their linear and secluded nature, built in a single depth development along Ferry Road nestled into the dunes. Some houses on Ferry Road reflect the huts of the Harbour through their use of building materials such as red clay pantile roofs, red brick and weatherboarding often painted black. However, many are modern in their architectural style, and now contribute to a contemporary built character to the north of Ferry Road. The large spaces between the detached buildings on Ferry Road also contribute to the character of the area, with views between buildings to the marshes beyond further highlighting their secluded nature. This open space between dwellings is particularly important surrounding the beach huts on Ferry Road, as it serves to maintain the historic character of these structures.

Blackshore cottages to the south west of the area are also isolated, located on the edge of the Harbour and set within the expanse of the marshes to the north and south. They form a row of attractive terraced cottages, with red clay pantile roofs, sash windows, and classic seashore painted walls.

Routes

The two main roads in this area are long and narrow. They flank the marshes and follow the River Blyth, lined with sporadic, linear building development with some space for parking in the north, south east and informal parking along Southwold Harbour and at Blackshore Quay. Southwold Harbour comprises of a unmade road, with timber landing stages at the water's edge, and some widenings for parking. This gives it an informal character, better suited for walking than driving, which further contributes to the historic character of the area.

Ferry Road itself is fairly enclosed in the north, bounded by buildings to the west and the high dunes to the east. Views to the south stretch along the road, opening it out to the mouth of the River Blyth and drawing it to the Harbour.

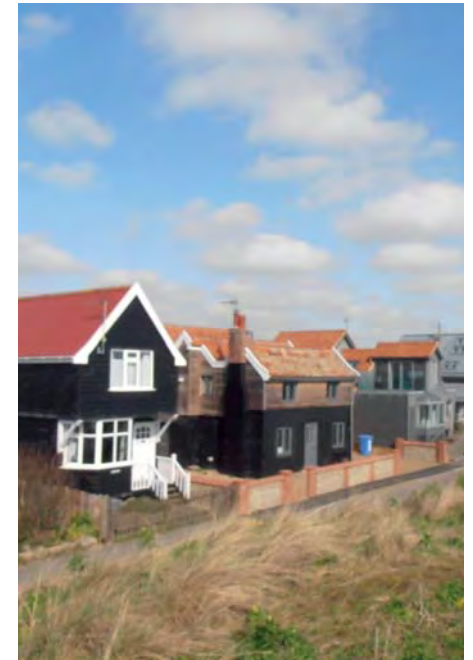


Figure 9 Dwellings on Ferry Road

Susceptibility and Sensitivity Harbour and Ferry Road

The southern harbour and northern parts of Ferry Road areas are protected as Conservation Areas, so are considered to be sensitive to development which may impact the historic value of the designated heritage assets. Development within the main town of Southwold should consider the impact of skyline views from this area, as large scale development may impact the characteristic views from routes into the marshes and towards the town. The area is also susceptible to the deterioration or loss of the historic huts, which are in varying condition and make a positive contribution to the character of the area, as well as the wide vistas into the marshes.

Along Ferry Road, it is considered that key sensitivities lie in:

- The loss of the historic character through the overdevelopment of the small, one storey huts associated with the fishing industry. The original form of the one storey huts is discernable in places such as The Ark, and further development should be sensitive to these buildings' significance and the contribution they make to the appreciation and understanding of this character area;
- The potential for future development to be out of character through use of inappropriate building materials;
- The loss of the linear character of the area, through substantial back garden extensions or development;
- The loss of spaces between existing buildings which provide views from the roads to the marshes and wider landscape beyond; and
- The loss of the tree belt surrounding the camping and caravan site, which provides some visual protection between the area and the site and therefore should be preserved in order to maintain the secluded character of the area.

In order to ensure good design outcomes, future applications should consider the above sensitivities and preserve and reinstate the historic character of the area where possible.



Figure 10 View east from the Common towards Ferry Road, highlighting open spaces between dwellings and their open setting

Conclusion

Harbour and Ferry Road

The Harbour and Ferry Road Character Area is a key and unique component of Southwold, reflective of its economic history and continued use of the Harbour. The area's character is predominantly derived from its surrounding environment and landscape features, such as the marshes, the River Blyth and the sea, as buildings are fairly isolated within this setting. Many of the buildings in the area contribute to its character, as functional yet aesthetic remnants of its fishing and maritime industry. Some modern developments and alterations have remained sympathetic to the character of the area, reflective of building materials and respectful in their massing. Other developments, particularly to the north of Ferry Road, have introduced a new character to the area; they are varied in architectural style, often with rear extensions, creating a denser built development.

The area is within the Suffolk Coast & Heaths Area of Outstanding Natural Beauty and Suffolk Heritage Coast designations and the beach is a

County Wildlife Site. The Town Marshes immediately to the north are a Site of Special Scientific Interest. This contributes to its distinctive character in its wider landscape setting.



Figure 11 Alfred Corry Museum

Conclusion

Southwold Character Area Appraisal



Figure 1 R Wake, Southwold and its Vicinity



Conclusion

Southwold Character Area Appraisal

This assessment has been undertaken to explore the settlement of Southwold to inform future development proposals and ensure that they are informed by the characteristics of the area. This study comprised a desk based assessment, site visits to all character areas, and archival research. The assessment was undertaken with the purpose of identifying the key characteristics of each area, with particular focus on the built environment and historic and landscape features of the town. This included an appraisal of designated heritage assets, incorporating assets such as conservation areas and listed buildings, and non-designated heritage assets.

The document is provided as baseline information for applicants to consider, in conjunction with the Conservation Area Appraisal and Management document, when designing or planning new development in Southwold. This report provides an assessment of the development and character of Southwold, highlighting key views as well as designated and non-designated heritage assets and the contribution that these, along with their setting, makes to the character of the town. The understanding of the historic and landscape characteristics of the town were used to assess the key sensitivities and susceptibilities of character areas, highlighting aspects which may impact and enhance each area.

This document should be used as baseline information to inform future development and design with regard to the character and sensitivities of the historic environment, providing a platform for future analysis into specific sites to be undertaken. Applications which are informed by the character of each area are more likely to produce good design, reinstate and enhance character, and make a positive contribution.



References and Sources

Bibliography

Books and journals

Janet Becker, Ed., *The Story of Southwold* (F. Jenkins, 1948)

R. and S. Clegg, Ed., *Southwold* (Portraits of an English Seaside Town (Phillimore & Co Ltd, 1999)

Sarah E Doig, *Battling the Elements: Southwold's Changing Fortunes* (HLF, Southwold Museum)

Richard Frost, *Southold in Old Postcards* (Thomas Moulton Publications, 2002)

Jenny Hursell, *Southwold Street Names* (Holm Oak Publishing, 2011)

David Lee, *The Southwold Lighthouses* (Southwold Museum 2006)

"Southwick - Soyland," in *A Topographical Dictionary of England*, ed. Samuel Lewis (London: S Lewis, 1848), 152-156. British History

Online, accessed June 20, 2018, <http://www.british-history.ac.uk/topographical-dict/england/pp152-156>.

Peppy Macdonald, *Rural Settlement Change in East Suffolk, 1850-1939* (unpublished UEA PhD thesis, School of History, 2017), pgs. 180-199 [<https://ueaeprints.uea.ac.uk/65372/1/2017MacDonaldPPhD.pdf>]

John Miller, *Britain in Old Photographs: Southwold* (Sutton Publishing, 1999)

Derek Mitchell, *Everyday Phenomenology* (Cambridge Scholars Publishing, 30 Nov 2012)

N. Pevsner, *Suffolk* (Yale University Press, 1974)

Humphrey Phelps, *Lowestoft to Southwold: Images From the Past* (Amberley Publishing Limited, 15 Nov 2008)

Humphrey Phelps, *Southwold to Aldeburgh* (Alan Sutton, 1991)

Paul Scriven, *Southwold as an Industrial Town* (Southwold Museum 2007)

Webpages

www.southwoldmuseum.org/

www.bbc.co.uk/suffolk/content/articles/2005/07/03/coast05walks_stage5.shtml

www.southwoldandson.co.uk/

Archives

Suffolk Record Office (SRO), Lowestoft and Ipswich Archives

Appendix A

Legislation and Planning Policy

LEGISLATION/POLICY/ GUIDANCE	DOCUMENT	SECTION/POLICY
Primary Legislation	Planning (Listed Buildings and Conservation Areas) Act 1990	66: General duty as respects listed buildings in exercise of planning functions. 72: General duty as respects conservation areas in exercise of planning functions.
National Planning Policy	National Planning Policy Framework (2018) DCLG	Section 16; Annex 2
National Guidance	National Planning Practice Guidance (2014) DCLG	ID: 18a
National Guidance	Historic England (2017) Historic Environment Good Practice Advice in Planning Note 3 (Second Edition): The Setting of Heritage Assets	
National Guidance	English Heritage (2008) Conservation Principles, Policies and Guidance.	
Local Policy	Waveney Local Plan (2009)	Policy CS02 - High Quality and Sustainable Design Policy CS17 - Built and Historic Environment
Local Guidance	Southwold Harbour and Walberswick Quay Conservation Area Character Appraisal (2008)	
Local Guidance	Southwold Conservation Area Character Appraisal (2008)	

Appendix B

Glossary (National Planning Policy Framework)

Term	Description
Archaeological interest	There will be archaeological interest in a heritage asset if it holds, or potentially may hold, evidence of past human activity worthy of expert investigation at some point. Heritage assets with archaeological interest are the primary source of evidence about the substance and evolution of places, and of the people and cultures that made them.
Conservation (for heritage policy)	The process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance.
Designated heritage asset	A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation.
Heritage asset	A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing).
Historic environment	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.
Historic environment record	Information services that seek to provide access to comprehensive and dynamic resources relating to the historic environment of a defined geographic area for public benefit and use.
Setting of a heritage asset	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.
Significance (for heritage policy)	The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting.

Appendix C

List of Maps and Figures

Figure and Description	Page
Introduction	
Figure 1 Aerial Photograph, R. & S. Clegg Southwold: portraits of an English seaside town	4
Figure 2 St Edmund's Church, Suffolk Record Office Ref 1300/114/8	4
Figure 3 Southwold Seafront, Wikimedia Commons	4
Figure 4 Southwold Entrance Sign	5
Figure 5 Ordnance Survey Map 1884, Suffolk Record Office Ref 29/14	6
Figure 7 Aerial Photograph (Book of Photographs of Southwold) Suffolk Local Studies Library Ref 942.64./SOU	8
Figure 9 The Plotte of Southwold in the County of Suffolk 1588, Suffolk Record Office Ref MPF 138	8
Figure 10 St Bartholemew's Green in Southwold, J. Becker Story of Southwold (Southwold Corporation)	10
Figure 11 Southwold at the time of Domesday Survey, Tom Gardner 'The Physical Setting'	11
Figure 12 Christopher Saxton 1515 Suffolk Record Office Ipswich Archives Ref MC7/46-50	12
Figure 13 John Speed 1610 Suffolk Record Office Ipswich Archives Ref MC7/46-50	12
Figure 14 Henry Teesdale 1829, Suffolk Record Office Ipswich Archives Ref MC7/46-50	12
Figure 15 Gun Hill Southwold, Suffolk Record Office Ref K681/1/414	13
Figure 16 Fisherman in Southwold, Suffolk Record Office Ref K681/1/414	14
Figure 17 Adnams Brewery 1920s, H. Phelps Southwold to Aldburgh	14
Old Town Character Area	
Figure 1 View over Old Town 1893, Suffolk Record Office Ref 841/7/25/8/1	19
Figure Plan of Southwold 1588, Suffolk Record Office Ref MPF 138	19
Figure 3 Wakes Map of Southwold 1839	20

Figure 4 Market Place (nd [1904 or later]), Suffolk Record Office Ref 841/7/25/8/8	21
Figure 5 Ordnance Survey Map 1884, Suffolk Record Office	22
Figure 6 St Edmund's Church c.1800s, Suffolk Record Office Ref 1300/114/8	23
Figure 7 Sole Bay Brewery c1920s (Humphrey Phelps, Southwold to Aldeburgh)	24
Figure 8 High Street from East c.1900, Suffolk Record Office Ref 1300/114/26	24
Figure 9 East Green (Bridge, Southwold Views), SRO 942.64 SOU)	25
Figure 10 View of Green on High Street	26
Figure 11 View north east from High Street to St Edmund's Church	26
Figure 12 View south down Church Street	27
Figure 13 View of Victoria Street	28
Figure 14 Dwellings overlooking the Common	29
Figure 15 View north on Lorne Road	29
Figure 16 St Edmund's Green	30
Figure 17 View east of the lighthouse	31
Figure 18 View south to Bartholemew Green and Victoria Street	31
Figure 19 Adnam's store in the foreground and Tibby's Green development behind	32
Figure 20 View south over North Green	33
Marine Villas Character Area	
Figure 1 Historic postcard depicting Gun Hill, Suffolk Record Office Ref K681.1.414 2	38
Figure 2 Aerial photograph of the area, R & S. Clegg, Southwold (1999)	39

Figure 3 Photograph of Bath House, R & S. Clegg, Southwold (1999)	40
Figure 4 Postcard showing South Green c.1930s, Suffolk Record Office Ref HD2650 1.1.252.2	40
Figure 5 R. Wakes Map of Southwold 1839	41
Figure 6 View east over South Green	42
Figure 7 View west over South Green	42
Figure 8 View north over South Green 1885, Suffolk Record Office Ref 1300/114/28	43
Figure 9 Marine Villas of Gun Hill and Constitution Hill beyond	44
Figure 10 View south along South Green and Constution Hill	45
Figure 11 View east towards Primrose Alley	46
Figure 12 View south west towards Queens Road	46
Figure 13 View to north of area highlighting parking density	47
Figure 14 OS Map 1884, Suffolk Record Office	48
Seaside Suburban Character Area	
Figure 1 Housing overlooking the Common	52
Figure 2 View west over the Common	52
Figure 3 Windmill on the Common R & S. Clegg, Southwold (1999)	53
Figure 4 Wakes Map of the Vicinity of Southwold 1839	54
Figure 5 Ordnance Survey Map 1884, Suffolk Record Office	55
Figure 6 Ordnance Survey Map 1904, Suffolk Record Office	56
Figure 7 Ordnance Survey Map 1927, Suffolk Record Office	57

Figure 8 View of Strickland Place from Gardner Road	58
Figure 9 View into Fox Yard from Gardner Road	58
Figure 10 View north over gardens in Spinners Lane	59
Figure 11 View of the Church of the Sacred Heart over Paddock	60
Figure 12 Dwellings on York Road overlooking the Common	61
Figure 13 View east down York Road	61
Figure 14 Strickland Place	62
Figure 15 The Paddock and Common beyond	63
Figure 16 Former Adnams Stables on Mill Lane	64
Figure 17 View of dwellings to the north of the Common	65
Seaside Corporation Character Area	
Figure 1 Wakes' Map of Southwold, 1839	70
Figure 2 Ordnance Survey Map 1884, Suffolk Record Office	71
Figure 3 Baggott's Mill (Paul Scriven, Southwold: An Industrial Town, Southwold Museum 2007)	72
Figure 4 View north-west from lighthouse 1893, Suffolk Record Office Ref 841/7/25/8/1	73
Figure 5 Chester Road c1900 (Richard Frost, Southwold in old Postcards)	73
Figure 6 Coast Development Company Auction Plots c1907 Ref 1117/377/57	73
Figure 7 Ordnance Survey Map 1904, Suffolk Record Office	74
Figure 8 Former Southwold and District Hospital c1910 (Southwold Museum)	75

Figure 9 Postcard c1905 showing the opening of Corporation Cottages, St Edmund's Road (Southwold Museum)	76
Figure 10 St Edmund's Street looking south to church	77
Figure 11 Row of terraces on Field Stile Road	77
Figure 12 Terracing on North Parade	77
Figure 13 View north west along Field Stile Road	77
Figure 14 Glimpse through houses on Marlborough Road	78
Figure 15 Green on North Parade and Marlborough Road	79
Figure 16 View of North Parade, grass verges and seascape	79
Figure 17 View over St Edmund's Green to Cumberland Road	79
Figure 18 View of Foster Close 1950's development	81
Figure 19 Field Stile Road development	82
Figure 20 View south into area Seaside Corporation Character Area from Town Farm Character Area	83
Figure 21 Looking west along Dunwich Road terminating in a view of St Edmund's Church	84
Town Farm Character Area	
Figure 1 Ordnance Survey Map 1884 Suffolk Record Office	89
Figure 2 Plan of Town Farm Estate, Suffolk Record Office Ref 1117/377/57	90
Figure 3 Historic photo of Cecil Hotel 1904 (R & S Clegg, Southwold 1999)	91
Figure 4 The Grand Hotel, built by East Coast Development Company once located opposite the Pier (Phelps, Southwold to Aldeburgh, 1991)	91
Figure 5 1907 Auction Map showing east end of Pier Avenue, SRO 1117/377/57	92

Figure 6 1907 Auction Map showing North Road between Station Road and St Edmund's Road SRO 1117/377/57	92
Figure 7 1907 Auction Map showing North Road and Pier Avenue and Marlborough Road intersection SRO 1117/377/57	92
Figure 8 Ordnance Survey Map 1905, Suffolk Record Office	92
Figure 9 Map highlighting key phases of twentieth century development	93
Figure 10 Ordnance Survey Map 1927, Suffolk Record Office	95
Figure 11 Ordnance Survey Map 1957-8	95
Figure 12 Pier Avenue looking east towards The Pier	96
Figure 13 View over Town Farm Marsh from North Road dwellings	98
Figure 14 Example of Edwardian semi-detached housing on North Road	98
Figure 15 Might's Cottage on North Road	98
Figure 16 Eastern point of North Road	98
Figure 17 Terracing in the west of Pier Avenue	99
Figure 18 Pier Avenue eastern end, showing mock Tudor style buildings	100
Figure 19 Example of Hotson Road arts and crafts dwelling	100
Figure 20 Example of Council Housing, Brandon Cottage on Hotson Road	101
Figure 21 Example of Garage on North Road	101
Figure 22 Example of large plot development in the east of Pier Avenue	102
Figure 23 Might's Cottage on North Road	103
Figure 24 Hotson Road Bungalow	104

Figure 25 Example of bungalow dwelling on Pier Avenue, with bungalow cul-de-sac behind, creating an open characteristic of the street front	104
Figure 26 View over the Boating Lake towards Town Farm Marsh and North Road	105
Figure 28 Example of corner plot extension (before)	107
Figure 29 Example of corner plot extension (after)	107
Figure 30 Example of terraced housing	107
The Gateway Character Area	
Figure 1 View from Mights Bridge towards the Town Centre	114
Figure 2 Southwold Gas Light Company, Suffolk Record Office Ref 1301/4/3/9/6	115
Figure 3 Southwold Bus Service c1910, Suffolk Record Office Ref 1300/114/29	116
Figure 4 11-13 Station Road	116
Figure 5 Former Southwold Police Station	116
Figure 6 Ordnance Survey Map 1904, Suffolk Record Office	117
Figure 7 View from Mights Bridge towards the Sea	119
Figure 8 View towards the town	119
Figure 9 View of Blyth Hotel from Blyth Road	120
Figure 10 The Stanley Cottages	120
Figure 11 Hurren Terrace	121
Figure 12 Blyth Road Council Housing	122
Figure 13 Crick Court	122

Figure 14 Blyth Hotel	122
Figure 15 View along Station Road	123
Harbour and Ferry Road Character Area	
Figure 1 Ordnance Survey Map 1884, Suffolk Record Office	129
Figure 2 Fishermen with catch (early twentieth-century), Suffolk Record Office ref k681/1/414/291	130
Figure 3 The Kipperdrome, 1908 (Southwold and Son)	131
Figure 4 Photograph of Bath House, R & S. Clegg, Southwold (1999)	131
Figure 5 Ordnance Survey Map 1957-1958, Suffolk Record Office	132
Figure 6 View west along Southwold Harbour	133
Figure 7 View north over the Marshes and Common	134
Figure 8 View south over lifeboat station over the River Blyth	135
Figure 9 Dwellings on Ferry Road	136
Figure 10 View east from the Common towards Ferry Road, highlighting open spaces between dwellings and their open setting	137
Figure 11 Alfred Corry Museum	138
Conclusion	
Figure 1 R Wake, Southwold and its Vicinity	139
Map and description	
Map 1 Overall Character Area Map	7
Map 2 Old Town Character Area	18
Map 3 Marine Villas Character Area	37



Map 4 Seaside Suburban Character Area	51
Map 5 Seaside Corporation Character Area	69
Map 6 Town Farm Character Area	88
Map 7 The Gateway Character Area	113
Map 8 Harbour and Ferry Road Character Area	128



Place Services
Essex County Council
County Hall, Chelmsford, Essex CM1 1QH

T: +44 (0)333 013 6840
E: enquiries@placeservices.co.uk

www.placeservices.co.uk

 [@PlaceServices](https://twitter.com/PlaceServices)