



# Hamlet Road Haverhill Conservation Area Appraisal and Management Plan





**Hamlet Road, Haverhill  
Conservation Area Appraisal  
and Management Plan**

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# Introduction

The conservation area appraisal and management plan has been approved as planning guidance by the Borough Council on 23 September 2008.

It has been the subject of consultation. Comments received as a result of the consultation have been considered and, where appropriate, the document has been amended to address these comments. This document will, along with the Replacement St Edmundsbury Borough Local Plan 2016, provide a basis by which any planning application for development in or adjacent to the conservation area will be determined.

A conservation area is 'an area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance'. The Borough Council has a duty to designate conservation areas and to have regard to their special character and appearance when considering planning applications for development. The Planning (Listed Buildings and Conservation Areas) Act 1990 contains the legislation regarding the designation of conservation areas and the duties of the Borough Council. National guidance on conservation areas is contained in Planning Policy Guidance Note (PPG) 15: Planning and the Historic Environment. Detailed local policies about how the Borough Council will consider planning applications in conservation areas are set out in the Replacement St Edmundsbury Borough Local Plan.

This document is an appraisal of the special character and appearance of the Hamlet Road Conservation Area, Haverhill, and includes a summary of key features and characteristics to guide future development in the conservation area. It has been produced in accordance with the advice contained in the English Heritage publications 'Guidance on conservation area appraisals' and 'Guidance on the management of conservation areas', both published February 2006 by English Heritage.

This document expands on the information within the policies in the Replacement St Edmundsbury Borough Local Plan, particularly policies HC4: buildings of local architectural or historic significance; HC5: the demolition of unlisted buildings, structures or features within a conservation area; HC6: new development in conservation areas; DS3: development design and impact; TCR1: shopping centres; TCR2: protection of primary shopping centres; TCR3: shopfronts and advertisements; TCR4: amusement arcades, T6: off-street car parking and HAV5: Haverhill Town Centre Masterplan.

This document supports the priority in the Council's Corporate Plan to secure a sustainable and attractive environment and the long-term visions of St Edmundsbury 2025 which:

- values, protects and enhances the distinct landscapes and biodiversity of the Borough
- has successfully retained and enhanced its built and natural heritage and environment

Much detailed research has been carried out into the history of the town of Haverhill and it is not the purpose of this appraisal to repeat that. A brief history is included, however, as much of what we value today and seek to protect in the conservation area is a direct result of historical events and developments. A bibliography is included at the end for those wishing to learn more about Haverhill's rich history.

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## Summary of special interest of the Conservation Area

The original settlement of Haverhill was located towards Burton End, however by the 13th century the town centre and its market moved to Market Hill following the establishment of St Mary's Church. The town developed along the High Street and Market Hill establishing its linear plan form, extending further south to Hamlet Road. Due to a number of natural disasters, however, the majority of the original medieval buildings were lost and gradually replaced by many of the buildings we see today. With the exception of the church, the Rose and Crown, The Queens Head and Weavers in Hamlet Road, little has survived of the medieval period. The erection of Chantry Mill together with the introduction of the railway lines in the 19th century were significantly influential in the town's development throughout this period, witnessing its largest expansion to date and providing us with a town of notable interest worthy of recognition and protection.

# Assessing special interest

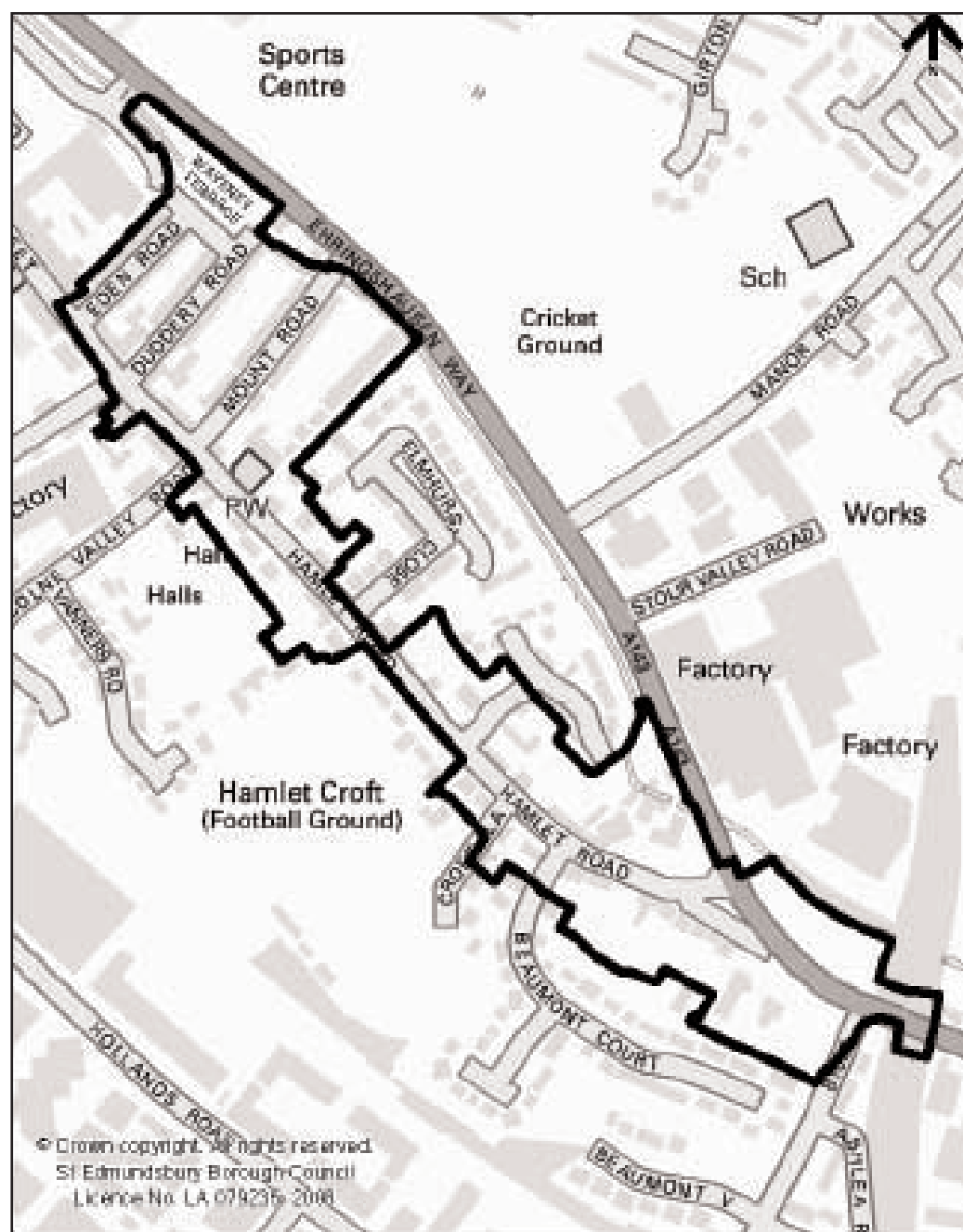
## 1 Location and setting

### Context

Haverhill is an historic market town located in the south west corner of Suffolk, close to the Essex and Cambridgeshire borders and approximately 22 miles south of Bury St Edmunds. The town has a population of around 22,000 in a borough of just over 100,000.

The Hamlet Road Conservation Area in Haverhill largely focuses on the residential area of the town centre with a number of shops towards the centre and an industrial area towards the eastern boundary.

In recognition of its architectural and historic importance, the Hamlet Road area of Haverhill was designated a conservation area on 22 July 2002 together with the Queen Street Conservation Area. Map 1 shows the boundary of the Hamlet Road Conservation Area.



Map 1: Hamlet Road Conservation Area



## **Plan form and general character**

Hamlet Road provides access to the centre of Haverhill from the south continuing the linear plan form of Queen Street and High Street. With the exception of Atterton and Ellis and the former silk mill, the road is largely residential in use. Houses are typically two storeys in height, semi-detached, slightly set back from the road behind small front gardens to the west whilst fronting directly onto the pavement to the east. Eden Road, Duddery Road, Mount Road and Meeting Walk provide a series of terraces branching off Hamlet Road and High Street and within walking distance of the centre of town. Houses here are typically two storeys in height and front directly onto the pavement, with the exception of Meeting Walk where houses benefit from small front gardens.

## 2 Historic development and archaeology

### Origins and historic development of the conservation area

A permanent settlement is thought to have been established at Burton End around the beginning of the 11th century, where there was a market, an 11th century parish church, and an ancient burial ground. Today, no trace of the Burton End church remains and a housing development named Overchurch Close now occupies the site. Haverhill was recorded in the Domesday survey of 1086 as operating a market (one of only 11 recorded in Suffolk, evidence of Haverhill's importance).

Haverhill's second church, St Mary's, was established on the main highway by the 13th century and the town centre together with the market moved from Burton End to its present position. The market place was called Market Hill, a large space running alongside the High Street from Camps Road as far as Duddery Hill. All the town's access routes were designed to traverse the market place. High Street was originally twice as wide as it is today to accommodate the market stalls. Over time these were replaced by buildings which encroached into the space, narrowing the street.

For the next 300 years there were two churches less than  $\frac{1}{2}$  mile apart. The Burton End church became known as Upper, or Bovetown, (i.e. above town) Church while the market place church was called Lowerchurch. Eventually, in 1551, the people decided they could no longer maintain the old church and petitioned King Edward VI to remove it.

Until the 14th century Haverhill was an agricultural town with a weekly market and two annual fairs held in May and October. The fairs sold goods from a wider area than the weekly market and were used for hiring servants and farm labourers. By October 1872, however, both fairs had been abolished.

During the latter part of the middle ages Haverhill prospered as a significant trading centre, establishing itself as a weaving town, a characteristic it maintained for several centuries.

On 27 January 1541 Henry VIII's fourth wife Anne of Cleves, was granted a parsonage together with lands and the right to appoint clergy. It is thought the parsonage awarded to Anne burnt down in 1667 and the house which bears her name today did not become a vicarage until much later.

By 1520 the population had only increased to 560, the main reason being the black death. However as the 16th century progressed, a boom in agriculture brought more prosperity leading to the erection of permanent buildings along the line of the market probably along Withersfield Road, Queen Street, High Street and Hamlet Road.

On 14 June 1667 a great fire started at the Swan Inn and destroyed the centre of Haverhill from Swan Lane to Duddery Hill, affecting parts of Queen Street and Camps Road, gutting St Mary's Church and destroying several buildings of note including Prenticehall, the Guildhall, Chantry House, the Town House and the vicarage all located around Market Hill. Today only three buildings are known to survive from the medieval period; the Rose and Crown, the Queens Head and Weavers in Hamlet Road.

In 1674 a quarter of an acre was left in Thomas Ewin's will for a burying ground for Quakers and another for the erection of a meeting house, hence the name of Quaker's Lane.

A tannery yard was established at the end of Hamlet Road in 1770 on the site know today as Atterton and Ellis. The site was bought by Stephen Walters, a Spitalfield weaver, and a three storey silk factory was built producing silk until shortly before 1882.

By the 18th century weaving began to expand in the town, notably by the descendants of Daniel Gurton (whose name changed to Gurteen), which had a significant effect on the town. 1811 saw the first silk production come to Haverhill with drabbet coming in 1814. Between 1856 and 1865 the new Chantry Mill was erected by the Gurteen family, housing 320 steam powered looms. By the end of the 19th century most of the people in Haverhill worked in some way for the Gurteen family.

In 1863 the Colne Valley and Halstead railway arrived in Haverhill. Known as Haverhill South, this station closed to passengers in 1924 following the LNER take over, although the goods service remained until 1962. By 1865 the Great Eastern Railway (GER) arrived in the town from Cambridge, using the Haverhill North station. Within a couple of

months Haverhill was also linked up to Sudbury. The Sturmer Arches, originally called Junction Bridge, were completed to link the Colne Valley railway to the Great Eastern Line. The Stour Valley line of the GER closed down in 1967.

In 1875 John Atterton moved to Haverhill and set up the firm Duddery Iron Works on Duddery Road. By 1878 Atterton's Patent Lawn Mower Grinding Machine was introduced to the world. The iron works moved to Hamlet Green following closure of the silk works in 1882. By the end of 1883 the site had reopened following the refurbishment of the silk factory to provide show rooms and the construction of a number of new workshops. Following several successful inventions, Atterton collaborated with William Ellis and the firm became Atterton and Ellis. The firm was taken over in 1943 by Boardmans of Sturmer following the deaths of both John Atterton and William Ellis.

In 1876 the Cangle School (originally the Board School) was built at the junction of Withersfield Road and Wratting Road under the Education Act of 1870 which made education compulsory. In 1889 a new corn exchange was built in Withersfield Road and a livestock market was held on the site behind it and the Rose and Crown. This market was declining by 1960, however, and officially closed in February of that year.

By the 1890's most of the terraced houses that were to form the majority of local homes were built. Eden Road, Waveney Terrace, Duddery Road, Mount Road and Withersfield Road all date from this period.

A severe flood hit Haverhill in June 1903, particularly affecting Queen Street and Withersfield Road. June 1958 saw a second flood, this time affecting the High Street, Queen Street and The Pightle and all main roads out of the town were closed. In 1968 the third flood hit the town, once again causing roads to be closed.

By 1911 the town's population was 4,749, rising to 4,900 by 1914, but by 1946 it had dropped to under 4,000, with many men and boys leaving to find employment. The passing of the Town Development Act in 1952 led to Haverhill's expansion to accommodate overspill population from London and by 1961 population had risen to 5,200.

### **Archaeology and scheduled ancient monuments**

Based upon post-medieval mapping and the surviving historic landscape, it is believed that the medieval urban core followed the south side of the valley floor and embraced both sides of Queen Street and High Street (which is taken to be the early Medieval road line), with the medieval church and Market Hill towards the north end. Both the road to Bury St Edmunds and Camps Road to Hazel Stub are also on an early line and are part of the medieval historic landscape. The probability is that the town had a linear layout, almost ribbon development, very distinct from the planned blocks of medieval Bury St Edmunds, but with a significant off-shoot up Camps Road towards the site of the settlement's original church at Burton End. Archaeological discoveries show that there were significant areas of secondary medieval settlement at Hazel Stub and north-east of Boyton Hall.

The river valley was a favoured location with unusually concentrated occupation since the late Bronze Age (a large enclosure off the Withersfield Road, near the junction with the Stour Brook) and an extensive but probably dispersed pattern of Late Iron Age and early Roman settlement right down the north side of the Haverhill valley from the Stour Brook at least as far as Coupals Road/Chalkstone Way. There is no suggestion of a Roman town, but rather a series of individual farming estates, at least one of some size and significance. There has been less opportunity to carry out archaeological surveys on the south of the valley, but Roman finds off Crowland Road suggest that there was settlement on this side also.

Enthusiastic development during the 19th century, early 20th century industrial wealth and re-development of the old urban core in the post-world war II period of growth now dominate the initial impression of this town. In fact, the surviving historic landscape of the town centre identifies one of the earliest and more significant medieval towns of the County (particularly the old West Suffolk); lying in a favoured valley, it occupies much the same location as notable late Prehistoric and Roman settlement concentrations.

In 1997 an excavation at the southern end of Crowland Road uncovered the ancient burial ground belonging to the Burton End church where 355 graves and some late Saxon and early medieval pottery were found.

There are no Scheduled Ancient Monuments within the Hamlet Road Conservation Area.

### 3 Spatial analysis

#### Character and interrelationship of spaces

The streets of the Hamlet Road Conservation Area vary from the densely populated terraced areas, where houses typically front directly onto the pavement, to the more generous plots of Hamlet Road, where a mix of semi-detached and detached houses sit back from the pavement behind small front gardens on the west side and front directly onto the pavement on the east side. Open spaces are largely limited to the two extremities of the conservation area where both back onto and follow the line of Stour Brook.

#### Stour Brook North



Map 2: Stour Brook North

Bounded by the rear elevations of Waveney Terrace and Stour Brook to the west and Ehringshausen Way to the east this open space is a grassy area with several mature trees (photo 1). It provides a welcome break in an area which is predominantly built up, helping to define the transition between the residential areas west of Ehringshausen Way and the industrial areas east of Ehringshausen Way.

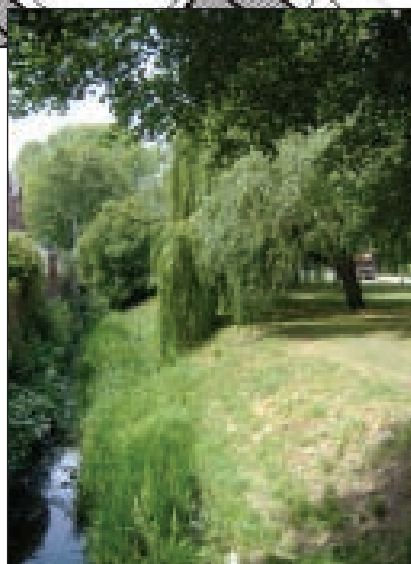


Photo 1: Stour Brook North

## Stour Brook South



Map 3: Stour Brook South

The densely packed trees, obscuring Stour Brook, demark the northern boundary of this open space whilst Sturmer Road defines its boundary to the south. A small triangular piece of land (photo 2) occupied by a number of trees is sited opposite whilst the impressive scale of the viaduct terminates the view out of the conservation area and reminds us of the success of Haverhill's industrial past (photo 3).

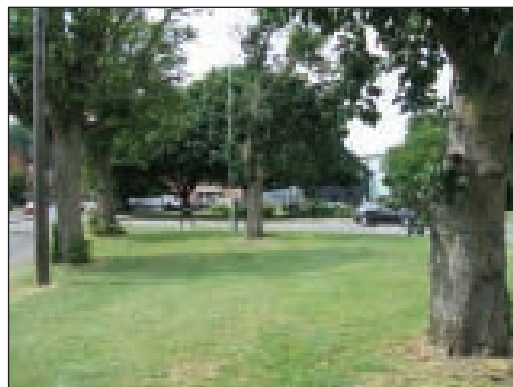


Photo 2: Open space to the south



Photo 3: Sturmer Arches which terminate the view out of the conservation area to the south

## Key views and vistas

Within the conservation area views down terrace-lined streets help to focus the eye line (photo 4), however notable vistas are restricted due to the larger scale development to the north-east of Ehringshausen Way. The trees in the open space of Stour Brook North close the view east down Duddery Road whilst the spire of the Old Independent Church is a striking feature visible from within the conservation area, particularly when looking north along Hamlet Road (photo 5) and west from Meeting Walk.



*Photo 4: Terrace-lined streets focus the eyeline*



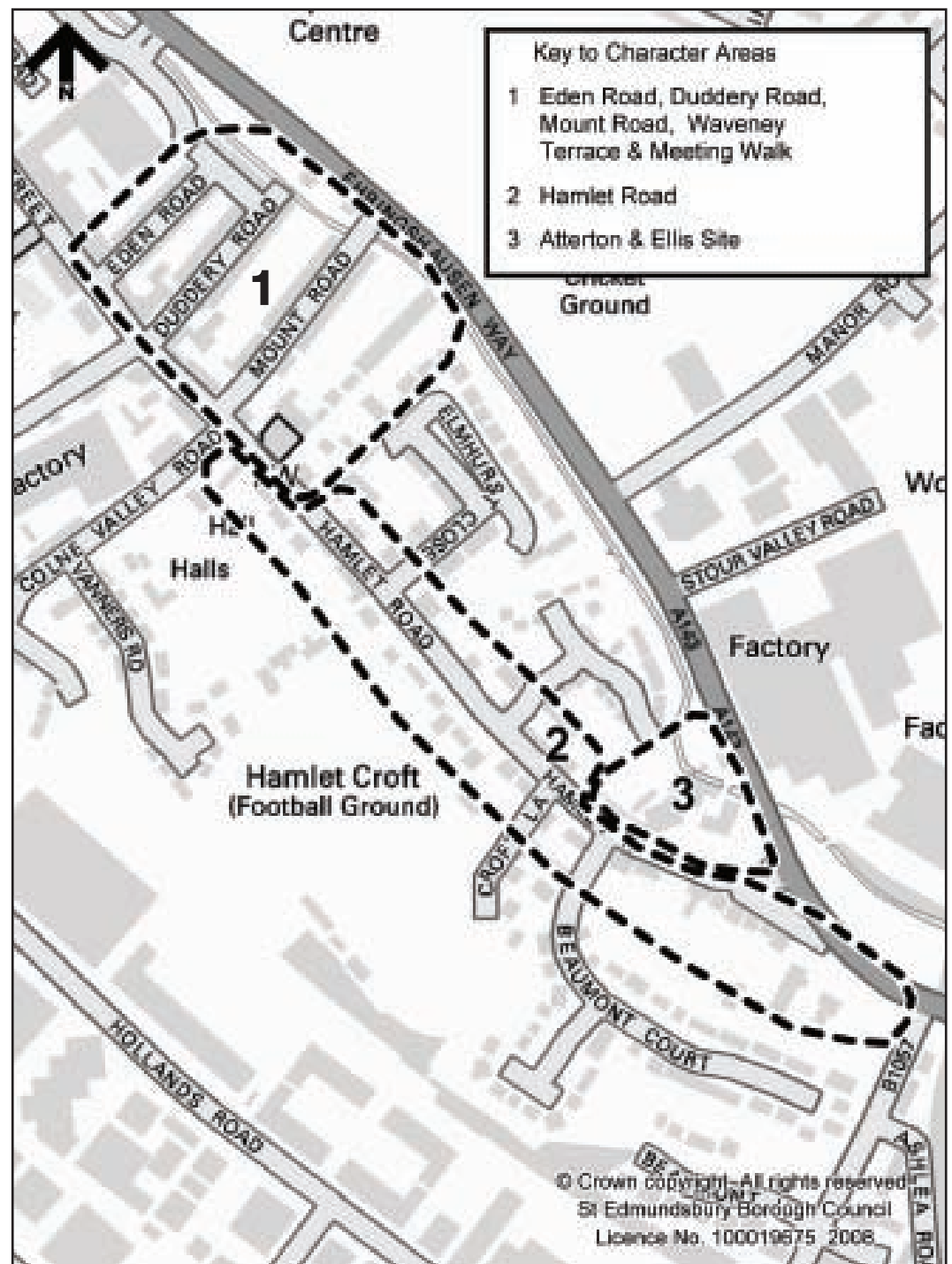
*Photo 5: Views of the Old Independent Church*

## 4 Character analysis

### Definition of character areas

Three areas of distinct character have been identified within the conservation area. These are shown on map 4 and described below. Although the areas are defined, there are zones of transition between them.

- **Eden Road, Duddery Road, Mount Road, Waveney Terrace and Meeting Walk**  
A residential area accommodating rows of houses running parallel to one another terminated by Ehringshausen Way to the north-east.
- **Hamlet Road** A long wide road gradually narrowing as it approaches the centre of Haverhill accommodating largely residential properties
- **Atterton and Ellis Site** A former tannery site and silk factory, currently the Atterton and Ellis Ironworks site.



Map 4: Character areas



## Eden Road, Duddery Road, Mount Road, Waveney Terrace and Meeting Walk

### Prevailing and former uses

This is a residential area off Hamlet Road just on the outskirts of the main shopping centre. Built in the 19th century and within walking distance of Chantry Mill it is likely that it housed some of the many employees of the factory at a time when production was increasing tenfold due to the introduction of the steam looms in 1856.

### Buildings

This area provides the most densely developed residential zone within the Hamlet Road Conservation Area. Buildings are of a domestic scale, largely two storeys in height, constructed in groups on account of the land's natural topography. All roads with the exception of Waveney Terrace are constructed parallel to each other and perpendicular to Hamlet Road. With the exception of Meeting Walk all have vehicular access with houses lining either side of the road. Similarities between the different streets are evident relying on detailing to distinguish their individuality. Eden Road (photo 6) is a notably narrower and steeper road than Duddery Road (photo 7), Mount Road and Waveney Terrace with the possibility of parking limited to the south side only. Houses are constructed in groups of four. Roofs are slate and each property has a chimney. Houses front eaves on to a restricted pavement emphasising the narrowness of the street. Terraces in Duddery Road are two storeys in height, built in blocks of two and also sit eaves on to the narrow pavement. The carriageway is slightly wider and as a result allows for parking either side.



*Photo 6: Eden Road, houses sit directly onto the narrow pavement and display little decoration*



*Photo 7: Duddery Road, houses have contrasting brick banding*



Houses to Mount Road are similarly two storeys in height and front directly onto the pavement, however the wider road enables canted bay windows with slate hipped roofs to adorn ground floors (photo 8). Linking and running perpendicular to Eden Road and Duddery Road is Waveney Terrace, a block of three storey houses bounded by Stour Brook to the east. Dominating its western elevation is a row of nine gables (photo 9) set back behind front gardens providing additional accommodation in the roofspace.



*Photo 8: Mount Road, houses have canted bays and a wider street*



*Photo 9: Front elevation of Waveney Terrace*

*Photo 10: Rear Elevations of Waveney Terrace*



Dwarf walls provide a sense of enclosure to front gardens, however the loss of railings is unfortunate. All have large brick chimney stacks. Unusually the rear elevations can be viewed from the open green space located to the east (photo 10). Here elevations of a more ancillary nature are afforded some protection and privacy from small courtyard gardens enclosed behind high boundary walls. To the east of the Old Independent Church runs a path leading to Meeting Walk, a row of two storey red brick terraces with small front gardens enclosed by boundary walls (see photo 4) overlooking the rear gardens of Elmhurst Close. Trees and mature shrubs within the gardens opposite provide a softer outlook and contrast with the prominent views of the housing development sited east on elevated ground. Bay windows provide additional space at ground floor level whilst porches of various designs have been added to many.

### **Building materials**

Terraces are largely constructed of red brick with the exception of Eden Road where gault bricks have been used although many frontages to Eden Road have since been rendered or painted. All roofs are of slate.

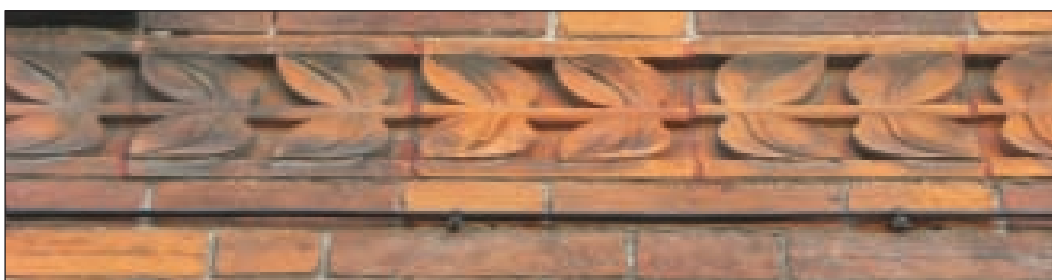
## Details

Little detail embellishes Eden Road but unfortunately the simplicity of the terraces has been compromised with inappropriate window and door replacements. Original two-over-two sashes are set back into window reveals whilst replacements are often flush with the brickwork. Special bricks shaped to introduce a band of bolection mouldings augmented further with a chequered band of gault and red brick decorate the terraces of Duddery Road, whilst saw toothed lintels and chamfered brick reveals ornament openings (photo 11)

Waveney Terrace displays more elaborate detailing with terracotta banding demarking floor levels and embellishing gable apexes (photo 12); saw-tooth detailing enhances eaves lines and verges; terracotta ridgetiles and finials augment ridgelines; whilst oversailing courses with terracotta roundels decorate chimneystacks. Staffordshire blue bricks protect window cills whilst fanlights over door openings, originally with etched glass, provide light into hallways without compromising privacy. A mixture of original and replacement windows exist. Contrasting chequered brick banding at eaves level and first floor level offers relief to the red brick facades of Mount Road, whilst chamfered brick reveals provide subtle detailing to openings. Fanlights sit over door openings (photo 13) whilst bay windows at ground floor level provide additional space to interiors (photo 14). Similarly, contrasting brick bands decorate terraces on Meeting Walk, whilst canted bay windows with slate roofs add interest at ground floor level. Single storey porches have been added to many of the properties obscuring original entrances with fanlights over doors. Whilst many of the original boundary walls have been lost, the sense of enclosure is retained with replacement fences, walls or hedges. Access to Meeting Walk is on foot only.



*Photo 11: saw-toothed lintels and chamfered brick reveals decorate window openings*



*Photo 12: Terracotta bands embellish the elevations of Waveney Terrace*



*Photo 13: Fanlights over door openings provide additional light*

*Photo 14: Original bay windows provide additional space and are an important characteristic to the terraces of Mount Road*



Over time many of the original sash windows and panelled doors have been lost to inappropriate modern replacements. Consequently, the underlying rhythm fundamental to the appearance of these terraces has been weakened, compromising the regularity so important to the collective character of these buildings.

### **Green spaces**

The front gardens of Waveney Terrace and Meeting Walk together with the open space to the rear of Waveney Terrace (see photo 10) and that adjacent to the church provide a welcome break to the otherwise densely populated built environment.

## **Hamlet Road**

### **Prevailing and former uses**

Hamlet Road is largely a residential area providing access into the centre of Haverhill from the south. Houses are a mixture of 19th century and later with the exception of Anne of Cleves and Weavers, which are two of the few surviving buildings in Haverhill of earlier date.

### **Buildings**

Terminating the southern end of the Hamlet Road Conservation Area is the three round arches of the red brick viaduct constructed in 1863 for the railway (photo 15). Its massive scale provides an impressive gateway into and out of Haverhill. Development along Sturmer Road is restricted at this point to the south side where Vale Place, a late Georgian brick building set back from the road enclosed by a high boundary wall to the east and railings to the north, can be found. An elaborate entrance suggests a building of

importance. Further west are a group of five semi-detached, two storey, 19th century, red brick houses set back from the pavement and slightly elevated behind small front gardens bounded by dwarf retaining walls. Entrances tend to be recessed back from the main building line under a catslide roof occasionally extended to incorporate a canopy. Where this does not occur the addition of a flat roofed porch is not uncommon. Elsewhere doors are located within the flank wall. Steps up to the doors account for their elevated position. Roofs are protected by slate and accommodate large chimney stacks.

Immediately opposite the Atterton and Ellis site (described later) sits the Australian Arms (photo 16), a three storey red brick building with cellars. Eight-over-eight sashes set within chamfered brick openings light each floor. Brick hood moulds embellish ground floor window openings, whilst a pair of identical flat roofed, lead canopies protect recessed, panelled door openings accessed via two sets of steps. Projecting brick bands add further decoration to this otherwise simple frontage. Cornering Beaumont Court and Hamlet Road on elevated ground is a pair of early 20th century detached houses. Both properties are one and a half storeys in height with steeply pitched roofs one clad in plaintiles and the other in pantiles. Half hips address flank elevations whilst oversized hipped dormers dominate the principle elevation. Their appearance is compromised where the original crittle windows have been replaced with inappropriate upvc substitutes. Opposite sits Hamlet

House, an early 18th century two storey timber framed house with basement, fronting eaves on to the road. The plain tiled roof together with a flat topped dormer is partially obscured behind a plain parapet over dentilled timber eaves cornice. Attached is the 19th century silk factory (photo 17). Standing three storeys in height and 11 bays long, with a shallow pitched hipped roof fronting directly onto the pavement, its presence is rather oppressive but is an important reminder of Haverhill's successful industrial background.



*Photo 15: The Sturmer Arches provide an impressive gateway into Haverhill*



*Photo 16: The Australian Arms*



*Photo 17: Hamlet House and 19th century silk mill*



*Photo 18: Anne of Cleves House*

Houses continue to be elevated on the south side of Hamlet Road, set back behind small front gardens enclosed by low brick walls and hedging. In contrast, development opposite sits on level ground and largely fronts directly onto the pavement. Buildings are typically detached or semi-detached accommodating reasonable plots to the rear with eaves lines fronting onto the pavement. Anne of Cleves House (photo 18) is an early 16th century exposed close studded timber framed building with a jettied first floor and steeply pitched, uninterrupted, tiled hipped roof. An impressive external brick stack with octagonal shafts and star tops adorns the southern side whilst triple stacks, diagonally set, sit on the ridge to the northern end. A high red brick garden wall runs approximately 20m along Hamlet Road, south east of Anne of Cleves House, detailing a saw-toothed eaves cornice below a deep brick coping. In contrast and opposite, Heazeworth House is a two storey gault brick building with six-over-six sashes with Y tracery. Openings to the cellar are evident but have since been blocked.

Detached houses continue to line either side of Hamlet Road either fronting directly onto the pavement or set behind boundary walls. The domestic scale of properties is interrupted only by the Old Independent Church (photo 19). A five light central window with geometric tracery flanked by polygonal turrets rising to pinnacles with a blind six bay arcade below adorns the west front. Single pointed traceried windows of two lights over two bay blind arcades sit either side of the turrets together with gabled porches with trefoiled entrance doorways. To the south west corner is a four stage tower lit through lancets at each stage, which supports an octagonal spire with four pepper pot pinnacles at its base. Opposite sits Weavers, a 15th century timber framed, single storey house, weatherboarded to the street with an early 17th century two storey rendered wing, gable end onto the street.



*Photo 19: Old Independent Church*

## Building materials

Materials vary (photo 20), however typically a sense of hierarchy is achieved with the use of gault brick for the more prestigious buildings and red brick for others or for boundary walls. The church is obviously the exception to this. Earlier buildings are timber framed and are either rendered, weatherboarded or have exposed timber framing. Plain tiles or pantiled roofs typically protect the earlier steeper roofs whilst shallow pitched roofs are covered with slate.



*Photo 20: Materials vary from weatherboarding and brickwork to exposed timber framing*

## Details

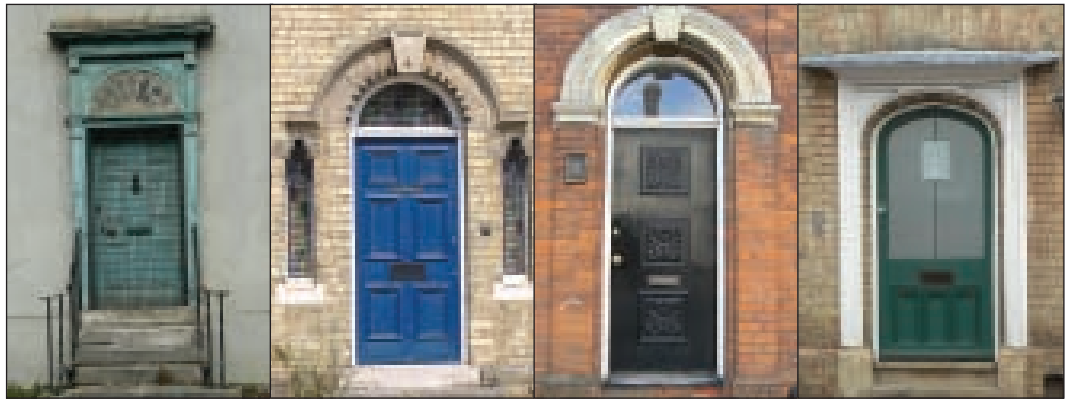
Detail to elevations is more subtle and individual with contrasting brick bands occurring less frequently and decorated or projecting banding of matching brick colour more common. Saw-tooth banding, unusually laid vertically, embellishes the eaves level of Manor House (photo 21).



*Photo 21: Saw-tooth banding laid vertically*

Door openings vary considerably from the grand entrance of Vale Place, where steps up to a central portico porch of two reeded and fluted Doric columns rising to a flat entablature suggest an important building, to the inconspicuously located entrances in the flank walls of semi detached buildings. Modest canopies supported by console brackets provide an element of protection to some entrances whilst others have recessed openings, providing an external porch flush with the building line but decorated with stone arches with acanthus leafed capitals. Others simply sit flush with the building line typically stepping out directly onto the pavement on the eastern side of Hamlet Road and protected by small front gardens on elevated ground to the western side. These properties quite often have projecting canted bay windows at ground floor level. Hamlet House has a central entrance elevated above the basement on six steps with cast-iron handrail.





*Photo 22: An array of elaborate door openings adorn the more prestigious buildings*

The door has six panels with a seven vane fanlight in a doorcase of narrow panelled pilasters with dentilled hood on elongated fluted consoles and panelled reveals. Generally, original doors are uncommon but where they exist have four panels with bolection mouldings or a large upper glazed panel to later houses with bolection moulded panels below. The earlier timber framed houses have solid plank doors (photo 22).

A variety of windows are found, ranging from original sashes varying in detail depending on age, to crittle windows in 1930's developments, the cruciform windows with top hung fanlights and leaded light casements to earlier timber framed properties (photo 23). Tripartite windows to Manor House are subdivided with brick mullions at first floor level and chamfered stone mullions at ground floor level, whilst stained glass margin lights flank either side of the main entrance protected by an extended stone hood mould over the door with fanlight above.



*Photo 23: Windows range from sashes to casements*

## Green spaces

Public green spaces can be enjoyed towards the southern end of the conservation area immediately abutting the eastern boundaries of the Atterton and Ellis site together with the open land opposite. The mature trees and shrubs provide a verdant contrast to the industrial areas east of Ehringshausen Way when approaching through the Sturmer Arches. A small unrestrained green space immediately adjacent to the Old Independent Church provides further relief together with the modest front gardens afforded to the properties on the western side of Hamlet road.

## Atterton and Ellis Site

### Prevailing and former uses

Formerly a tannery yard established in 1770, the Atterton and Ellis site then enjoyed success accommodating the textile industry with the construction of the silk factory which still stands today. The site was then taken over by John Atterton who set up the long and now established use of the iron works site.

### Buildings

Buildings on the site are both domestic and industrial in scale and appearance. Set back at an angle from the road with car parking to the south and an open green space to the east the grain of the buildings takes an unusual form and is an important characteristic of the site. A large two storey building of domestic appearance faces eaves onto the road whilst a smaller two storey red brick building adjoins the gable end at an angle (photo 24). Later shopfronts adorn the ground floor whilst tripartite sashes light upper floors. The absence of any chimney stacks leaves rooflines uninterrupted. The continuous building line is momentarily broken to allow glimpses of the industrial buildings beyond, after which a large single storey industrial building clad in timber and lit by full height arched windows demarks the corner (photo 25).

*Photo 24: Atterton and Ellis site*



*Photo 25: Timber clad industrial building with full height windows*

Attached to the north is a building of similar scale but of two storeys. Windows are domestic in appearance and size, however its flat roof appears rather alien to the otherwise relatively steeply pitched rooflines of adjacent buildings.



## **Building materials**

Render, weatherboarding and red brick provide contrast to the different buildings on the site, whilst slate and corrugated sheeting dominates rooflines.

## **Details**

The original use of the buildings has dictated their appearance and as a result, embellishments are minimal limited to contrasting brick banding. Windows are largely domestic in appearance ranging from tripartite sashes to small paned cast iron casements with arched heads.

## **Green spaces**

A large open green space corners the Atterton and Ellis site to the east, whilst trees soften and camouflage the more industrial elevations.

## **Surfaces and street furniture**

### **Surfaces**

Blacktop is common to all areas with the exception of footpaths outside the church and heading into the town centre. Here small module concrete slabs are used.

### **Street furniture**

With narrow streets there is little or no room for street furniture, which is limited to a bench on the open green to the eastern end of the conservation area.

## **Neutral and negative areas**

Much of the Hamlet Road Conservation Area dates from the 19th century or later with the exception of a few listed buildings. There are no negative areas as such, however residential properties have suffered from the gradual erosion of traditional details most commonly the replacement of windows, doors and boundary walls.

Satellite dishes conspicuously located on front elevations detract from their repetitive nature, whilst overhead wiring to Meeting Walk is a further distraction.

## **General condition of the area and buildings at risk**

The conservation area is generally in a reasonable condition although Hamlet House, a Grade II listed building, is on the Buildings at Risk Register. Houses would however benefit from a general overhaul, replacing inappropriate windows and doors with traditional styles, removing satellite dishes and reinstating traditional boundary walls where they have been lost.

## **Problems, pressures and capacity for change**

### **Commercial issues**

With few commercial areas within the Hamlet Road Conservation Area pressures are limited.

### **Residential issues**

There is a high demand for satellite dishes and plastic windows in the residential areas within the conservation area. There are restrictions affecting both of these and planning permission and/or listed building consent may be required in many instances. The Borough Council takes enforcement action where windows and satellite dishes are unauthorised.

## 5 Key characteristics to inform new development

### Form

Buildings solely within the residential areas tend to be grouped in terraces with a mixture of gables but largely eaves fronting directly onto the street. Where small front gardens exist they are typically protected by dwarf boundary walls. Elsewhere, buildings tend to be detached or semi-detached, sited on generously sized plots with many to the western side of Hamlet Road benefiting from small front gardens.

Style is largely consistent amongst terraces with repetitiveness and rhythm imperative to the overall character of the area relying on detail to provide contrast and interest. Variation is afforded to houses fronting onto Hamlet Road, demonstrative of the gradual development of the road unlike the wholesale development of the terraces.

### Scale

Buildings are of domestic scale, mostly two storeys in height with the occasional three storey building. Doors, windows, floor heights and roof slopes emphasise the domestic scale of properties and should be reflected in any proposal for new development.

### Details

Within the residential areas roof profiles as a whole are generally consistent interrupted only by substantial brick chimneystacks with oversailing courses. Larger individual buildings fronting Hamlet Road demonstrate their status with comparatively extravagant entrances. Earlier timber framed buildings are deficient of significant detail, however status is demonstrated, particularly in Anne of Cleves house, by the close studded timber frames.

Detail to elevations is varied and ranges from the simple introduction of contrasting brick bands to demark floor levels and dentil courses to eaves, to the proliferation of elevations with extravagant terracotta patterns. The Victorian terrace demands regularity with sash windows and panelled doors with fanlights above typifying their appearance. Unfortunately, many have been lost to inappropriate replacements, which compromise their appearance. Some traditional shopfronts survive when entering the retail area, however others have been replaced with inappropriate modern interpretations.

### Materials

The majority of buildings within the Hamlet Road Conservation Area are constructed of red brick, some with contrasting brick bands, however many have projecting or decorated bands of the same colour. Gault brick is not uncommon for buildings of a higher status. Anne of Cleves is the only house with exposed timber framing, whilst others are either rendered or painted weatherboarding. The majority of roofing is slate, however plain tiles and pantiles are not uncommon.

Generally, materials should match those which are historically dominant in the immediate area.

### Surfaces

A simple and understated tarmac finish is used on most of the road surfaces changing to small concrete paving slabs from the church heading into the town centre.

### Spaces

The conservation area contains a number of open spaces however they are largely restricted to the peripheries. Both areas previously mentioned bound Stour Brook, whilst a smaller area adjacent to the Church provides a welcome relief to this otherwise built up environment.

## 6 Management proposals for the Hamlet Road Conservation Area of Haverhill for 2008

Policy HC6 "new development in conservation areas" of the adopted replacement St Edmundsbury Borough Local Plan 2016 states:

Proposals for new development within a Conservation Area must have regard to the special architectural or historic character or appearance of their setting in the following respects:

- i) the scale, height, massing, alignment, style and materials of existing buildings
- ii) the form, function and manner of construction of the existing buildings;
- iii) the relationship between building and spaces;  
and
- iv) plot divisions and boundary treatments.

This section sets out a medium to long-term strategy to preserve and enhance the character and appearance of the conservation area and in particular to deal with the negative areas, problems and pressures identified in the appraisal

It has been produced in accordance with the advice contained in the English Heritage guidance 'Guidance on the management of conservation areas', published February 2006.

The following issues have been identified whilst writing the conservation area appraisal.

**Article 4 Directions** should be reviewed within the conservation area to monitor their effectiveness and deal promptly with any enforcement action which might be required. Even minor alterations, which may individually seem to be of no importance, can cumulatively be very detrimental to the character and appearance of the conservation area.

The list of '**Buildings of Local Architectural or Historic Significance**' should be updated to identify those buildings which, although not listed, are important to the history and appearance of the town and should be retained.

Commercial pressures for **corporate signs** – the Borough Council is producing a design guide for shopfronts to which businesses and owners will be referred. The Town Centre Manager is often the first point of contact a business owner has with the Borough Council. In order to prevent unacceptable signs being installed without consent, the Borough Council will work with the Town Centre Manager to raise awareness of the requirements affecting commercial users within the conservation area, advise business owners of them and encourage them to discuss their proposals with the planning department at an early stage.

A scheme for **undergrounding of overhead cables** should be investigated to improve the appearance of the conservation area particularly in Meeting Walk.

## 7 Useful Information and Contacts

If you have any queries about the Hamlet Road Conservation Area, or need advice about development and alterations within the conservation area, please contact:

Planning Helpdesk  
Planning and Engineering Services  
St Edmundsbury Borough Council  
Western Way  
Bury St Edmunds  
IP33 3YS

Tel: 01284 757675

E-mail: [planning.helpdesk@stedsbc.gov.uk](mailto:planning.helpdesk@stedsbc.gov.uk)

Or

the conservation team at the above address

Tel: 01284 757356 or 757339

E-mail: [conservation@stedsbc.gov.uk](mailto:conservation@stedsbc.gov.uk)

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