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4.0 THE CHARACTER OF WEST MERSEA

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4.1 Settlement Profile

Location and Context (see Figure 1.1)

4.1.1 West Mersea is situated approximately 8 miles to the South of Colchester and 8 miles east of Maldon, on Mersea Island, the most easterly inhabited island within the UK. West Mersea is the main town on the Island, which is accessed from the nearby mainland via the Strood causeway, which connects to the B1025. West Mersea is not served by a rail link, with the nearest station located at Alresford or Colchester. A bus service to and from Colchester serves West Mersea. At times of high tide, the island can become temporarily inaccessible. The town has an estimated population of 6,789 (based on 2001 Census).

Key Features (see Figure 4.1)

- Associations with the traditional shellfish industry.
- Seaside location.
- The High Street
- The Parish church - a local landmark.
- Views across the Blackwater Estuary.
- Houseboats along the waterfront edge.
- Beach huts/caravan parks at the eastern edges of the settlement.
- The Strood causeway, which is occasionally fully submerged during high tides.

4.2 The Landscape Setting of West Mersea

Overview

4.2.1 The *Landscape Character Assessment of Colchester Borough*³³ study defines the ‘**Landscape Character Types and Areas at 1:25,000**’ around West Mersea.

4.2.2 Informed by the borough-wide Landscape Character Assessment, the *Landscape Capacity of Settlement Fringes in Colchester Borough*³⁴ study identifies in more detail ‘**Landscape Setting Areas at 1:10,000 scale**’ within the fringes of West Mersea.

³³ Landscape Character Assessment of Colchester Borough (Chris Blandford Associates for Colchester Borough Council, 2005)
³⁴ Landscape Capacity of Settlement Fringes in Colchester Borough (CBA for Colchester BC, 2005)

Landscape Character Types within the Setting of West Mersea

4.2.3 ‘Landscape Character Types’ are broad tracts of land that share common characteristics of geology, landform, vegetation, land-use and settlement. They are generic landscapes which reoccur throughout the Borough.

4.2.4 The distribution of the three Landscape Character Types within the setting of West Mersea are shown on **Figure 1.2**, and their key characteristics are summarised below:

C - Estuarine Marsh/Mudflats

- Flat, low-lying and open landscape;
- Areas of saltmarsh, mudflats, shingle spits and tidal creeks adjacent to the coast;
- Generally tranquil and undisturbed character;
- Feeling of remoteness and wilderness on the open beaches and salt marshes;
- Visible sea walls separate drained former marshland and current saltmarsh/mudflats;
- Lack of trees or hedgerows.

D - Drained Estuarine Marsh

- Areas of flat, artificially drained former salt marsh currently grassland and cultivated fields;
- Visible sea walls separate drained former marshland and current saltmarsh/mudflats;
- Lack of large areas of trees or woodland;
- Network of visible drainage ditches.

E - Coastal Farmland

- Predominantly flat, low-lying landscape, sloping gradually upwards to the north;
- Framed views of Blackwater Estuary and coastline from several locations;
- Arable farmland on underlying heavy clay soils;
- Lack of large patches/areas of woodland;
- Sparse settlement pattern with small, relatively isolated settlements.

Landscape Character Areas within the Setting of West Mersea

4.2.5 ‘Landscape Character Areas’ are geographically unique areas with a recognisable pattern of landscape characteristics, both physical and experiential, that combine to create a distinct sense of place.

4.2.6 The distribution of the four Landscape Character Areas within the setting of West Mersea are shown on **Figure 1.2**, and their character and key visual characteristics are detailed below.

C2 *Strood and Salcott Estuarine Marsh/Mudflats*

This intricate mosaic of saltmarsh and mudflats, fringed with reed beds and a raised reinforced earthbank sea wall, aligns the Strood and Salcott channels at the mouth of the Blackwater Estuary (to the seaward side of the sea wall). This area includes Ray Island and Cobmarsh Island, which are isolated within the channels; and small areas to the west of Mersea Island. Areas of this open marsh lie adjacent to the Strood causeway (which provides access to Mersea Island) and are therefore accessible and visible from this crossing point via the sea wall. To the south of Copt Hall, the marshes are accessible to walkers via an organised trail from Copt Hall car-park (National Trust). The movement of boats within the channels occasionally disturbs remoteness and tranquillity. Weather conditions and the changing colour of sea and sky have a dramatic affect upon landscape character within the area.

Key visual characteristics include:

- Open, panoramic views of the seascape dominated by sky with flurries of movement from flocks of estuarine waders and sea birds;
- Long Distance views to Bradwell Power Station on the opposite side of the estuary;
- Open, short-range views from the dividing sea wall to visually obtrusive caravan parks on the north-western shore of Mersea Island;
- Long-distance panoramic views across Mersea Island and to the open sea beyond.

C3 *West Mersea Estuarine Marsh/Mudflats*

At high tide the mudflats are submerged. This area of flat, open inter-tidal mudflats fringes the southern edges of Mersea Island. The changing tides constantly affect landscape character. Shortly after the water has receded at low tide, the mudflats glisten with moisture before darkening in colour and drying in the sun. Wide, sweeping skies strongly influence character which is further influenced by weather conditions. At times the area can seem tranquil but at other times much wilder and windswept. Incoming rain showers accentuate the open expansive character of this area. An intricate network of channels and ditches meander across parts of the area at low tide.

Key visual characteristics include:

- Wide, open panoramic views across the Blackwater estuary, with sea and sky dominant on the horizon;
- Views north to the colourful and striking line of beach huts which fringe the southern beaches along Mersea Island;
- Long-distance views across Mersea Island to the north and to higher landmark churches within (Peldon, Abberton) within Langenhoe Coastal Farmland to the north.

D2 *Feldy Drained Estuarine Marsh*

This area of flat, drained former saltmarsh aligns the coastline at the confluence of the Strood and Salcott channels and Feldy marshes form a peninsula, which is fringed by a tip of saltmarsh and mudflats (Strood and Salcott Open Estuarine Marsh/Mudflats). Land-use within the area consists of a mixture of coastal grazing marsh and arable farmland, which is criss-crossed in places by an intricate network of drainage ditches. Drainage ditches are wide and often sinuous creating a compartmentalised landscape. Marsh grasses provide feeding habitat and cover for raptors and other bird species. There is a sense of remoteness and tranquillity on the marshes and the ever-changing colours of the sky and sea add diversity to landscape character. The relative absence of tree cover and settlement creates an expansive landscape that is wild in places.

Key visual characteristics include:

- Open, panoramic views over the Strood and Salcott channels and Blackwater Estuary;
- Long-distance views to the landmark Bradwell power station on the opposite side of the Blackwater estuary;
- Dramatic, open panoramic views from the sea wall across areas of open estuarine marsh and mudflats, influenced by changes in weather conditions affecting the colour of the sea and sky;
- Long distance panoramic views across coastal farmland (to the north) and the raised settlements of Peldon and Abberton;
- Short-distance, open views to visually prominent caravan park developments along the northern edge of Mersea Island Coastal Farmland.

E1 *Mersea Island Coastal Farmland*

Mersea Island consists of low-lying, predominantly arable farmland. The island is situated at the confluence of two River estuaries (the Colne Estuary to the east and Blackwater Estuary to the south) and the Strood Channel physically separates the island from the mainland at high tide. It is accessible via the Strood tidal causeway, which traverses open coastal estuarine marsh and connects with the mainland to the north. A mixture of small, medium and large regular arable fields enclosed by low to medium hedges are typical across the area. Small fields are generally situated in close proximity to groups of small farmsteads. Hedged field boundaries are gappy in places and interspersed with several mature deciduous hedgerow trees, however, there are no large areas of woodland within the character area. Pasture fields also contribute to the character of the area, enclosed by wooden post and rail fencing. A network of drainage ditches is visible across the character area, providing a constant reminder of the close inter-relationship that the landscape has with the surrounding coastal water. Settlement pattern consists of series of small farmsteads, halls and groups of houses, which extend from the main west-east road, connecting East and West Mersea. There are also a number of caravan parks spread along the southern edge of the island. West Mersea is the largest settlement on the island, and

provides local shops and services. Diverse and interesting views over the Blackwater Estuary, Salcott and Strood channels are afforded from the southern and western edges of the town.

Key Visual Characteristics include:

- Open views of Langenhoe Coastal Farmland are visible on the skyline to the north of the island;
- Views of open sea from the character area are restricted by the dome shaped landform of the island.

Landscape Setting Areas around West Mersea (see Figure 4.2)

4.2.7 The setting of the settlement has been analysed by discrete ‘Landscape Setting Areas’. The visual analysis identifies:

- key open spaces
- visually significant trees and woodland
- significant water features
- ridgelines
- settlement edges
- harsh abrupt urban edges
- distinctive gateways
- key views to and from the settlement
- landmarks

4.2.8 Each Landscape Setting Area has been evaluated in terms of the following factors:

- *Intrinsic Landscape Qualities* – the number of positive visual, ecological and historic qualities/features;
- *Contribution to Distinctive Settlement Setting* - the extent to which an area has distinctive backdrops, distinctive approaches, green corridor linkages, allows critical outward and inward views;
- *Visual Characteristics (Visual Prominence and Intervisibility)* – the extent to which an area has prominent topography and/or is widely visible from surrounding areas.

4.2.9 This evaluation has been used to assess the degree of sensitivity against the following criteria:

- *High Sensitivity* – Area unlikely to be able to accommodate even relatively small-scale changes without extensive degradation of character and value. Mitigation measures are unlikely to be able to fully address potential landscape/environmental issues.
- *Moderate Sensitivity* – Area may be able to accommodate changes with some degradation of character and value, although mitigation measures would be required to fully address potential landscape/environmental issues.
- *Low Sensitivity* – Area should be able to accommodate major changes with only very limited, if any, significant degradation of character and value. Mitigation measures should be able to fully address all potential landscape/environmental issues.

4.2.10 The sensitivity and value of the Landscape Setting Areas around West Mersea are summarised below.

Landscape Setting Areas	Intrinsic Landscape Qualities			Contribution to Distinctive Settlement Setting			Visual Characteristics						Landscape Sensitivity			Landscape Value		
							Visual Prominence			Intervisibility								
	Many	Some	Few	Very Important	Partial	Very Limited	High	Moderate	Low	High	Moderate	Low	High	Moderate	Low	High	Moderate	Low
1		●		●			●			●			●				●	
2			●		●			●			●			●			●	
3			●			●		●			●				●		●	

4.3 Historical Evolution of West Mersea

4.3.1 The physical structure of the landscape has had a strong influence on patterns of human occupation and activity around West Mersea. The influence of human activity, in turn, makes a major contribution to the character of the landscape or townscape. The following section provides a summary of the evolution of West Mersea, with particular reference to the growth of the urban form in relation to the surrounding historic settlement pattern and how this has shaped the character of the town today. The historical evolution of West Mersea since the late medieval period is illustrated in **Figure 4.3**.

Neolithic

4.3.2 Flint arrowheads and stone axes have been found in the mud flats around the island dating from the Neolithic, showing that there was human activity within the area and possibly Neolithic settlement.

Iron Age

4.3.3 There is evidence of Iron Age occupation around the harbour, with at least four sites being recognised.

4.3.4 The process of extracting salt from seawater during the Iron Age has left evidence in the form of ‘red hills’. The red in the mounds was caused by the slow burning on the ground to evaporate the seawater. These represent the only Iron Age sites in West Mersea and are found around the island in low mounds between 0.6 – 1.5 metres high, and extend from 0.2 ha to 12.14 ha in area.

Roman

- 4.3.5
- There is settlement evidence that the Romans occupied West Mersea. The evidence would suggest that this was a higher class of settlement, i.e. an officer camp, and it is thought that it was occupied by some of the wealthier officers of the Roman army during the occupation of Colchester.
- 4.3.6
- Remains of a Romano-British burial barrow were excavated in 1912, inside which was found a lead box in which there was an urn with the cremated remains of a child. The barrow is still visible on relatively high ground at the north west edge of the central plateau of Mersea Island overlooking the Pyefleet Channel. The flat-topped conical mound is some 35 m in diameter and 7m high. The top has a diameter of some 5m. There is no enclosing ditch.
- 4.3.7
- The location of West Mersea Church is thought to be the locality for several Roman villas, extending across the coast road into the garden of Yew Tree House. A large mosaic pavement was found under the churchyard in 1772, lying under many of the graves and under the path to West Mersea Hall. One of these Villas may have housed ‘The Count of the Saxon Shore’,
- 4.3.8
- The Roman occupation of Mersea continued for 300 years. It was a convenient harbour for Roman ships to unload at ‘the Stone’, although the exact location of ‘the Stone’ is unknown.

Anglo – Saxon (5th Century – 1066)

- 4.3.9
- The causeway that links Mersea Island to the mainland was long thought to be Roman, but investigation showed it to date to between AD 684 and 702. It is not known why the causeway was built, but it is speculated that it was as a dry walkway to get to the minister at West Mersea.
- 4.3.10
- In AD 793 it is recorded that the Vikings destroyed West Mersea Church and Priory, and also sacked St Osyth Priory.
- 4.3.11
- Mersea is an early 10th century name meaning ‘island of the pool’. In 1046 Edward the Confessor granted Mersea to the Abbey of St. Ouen at Rouen, the oldest religious house in Essex, except for Barking.

Early Medieval (1066 – 1348)

- 4.3.12
- West Mersea Church was restored in the 12th century, it being one of the better sites for visibility as the island as it stands on a hill rising to over 15 metres above sea level. West Mersea is mentioned in the Domesday Book, which documents that agriculture was a main feature of Mersea Island. The pattern of

farming seen in the Domesday survey is one of increased arable land, with virtually no cattle and no woodland. There have been a number of early medieval coastal ‘weirs’ (artificial tide barriers) found along the Blackwater Estuary.

Late Medieval (1349 – 1540)

- 4.3.13
- St Peters Priory at West Mersea was sacked and all records burned, as part of the Peasant’s Revolt in 1381.
- 4.3.14
- By the time of the Tudors (1485-1603) the area had politically settled and there was no need for fortified houses and as a result many fine houses were built on Mersea Island.

Post Medieval (1541 - 1901)

- 4.3.15
- In the reign of Charles II (1660-1685), it is reported that a thousand men encamped on Mersea against a threaten Dutch invasion which never happened, although there is no archaeological evidence for this.
- 4.3.16
- During the 18th century the causeway was re-built and replaced by a concrete structure. As Colchester started to expand there was an increased demand for farmland, therefore, the islands prospects in agriculture increased.
- 4.3.17
- In the 18th and 19th centuries a major part of the Government revenue came from customs duties, this smuggling was a profitable pursuit. Spirits, wines, tobacco, silks and jewellery were brought over from the continent in small boats. The customs men being very active on the south coast encouraged the smugglers to try the east coast, and Mersea was very popular with them. The Old Victory Public House, Stone House, the Firs, and Peldon Rose all have their stories of smuggling.
- 4.3.18
- There is a decoy pond, located in Waldergraves Holiday Park on the south coast of Mersea Island, immediately adjacent to the sea wall. Originally a five-piped pochard pond, the decoy now appears as a large roughly rectangular pond, measuring some 100m north west to south east and 60m north east to south west, extended at one corner. The channels or pipes are now largely infilled, but their positions can be traced on the ground as shallow depressions.
- 4.3.19
- Documentary sources make it evident that this was a very successful pochard decoy. An account of Essex decoying written in 1868 described it as the best known pond of its kind and documents the large numbers of birds taken. Its success is reflected in its long period of use: constructed in the second half of

the 18th century (it appears on a Chapman and Andre map of 1777) it was worked until the third quarter of the 19th century.

Modern (1902 – present)

- 4.3.20 The 1904 Ordnance Survey Map shows the area as still, predominately, rural with settlement foci around the Harbour and the Church, and a number of small farm based settlements.
- 4.3.21 During World War II the area south of Victoria Esplanade, now a car park was used as an artillery store and artillery placement.
- 4.3.22 Since World War II, West Mersea has developed considerably because of building restrictions at East Mersea. The boat building industry has now almost entirely gone. The boat building industry has now almost entirely gone. West Mersea grew in size by almost 90% between 1881 and the present day, and the town developed alongside the shoreline towards the east and west of the original settlement.

Present Day Urban Form

- 4.3.23 The present day urban form is shown on **Figure 4.3**. The key visible historic features surviving in the present day townscape are listed below:

Key visible historic features dating to the Roman period:

- Roman Round Building, Scheduled Ancient Monument
- Romano-British burial barrow; AD 100-120, Scheduled Ancient Monument

Key visible historic features dating to the Anglo-Saxon (5th century - 1066):

- Church of St. Peter and St Paul, High Street; 11th century, Grade I

Key visible historic features dating to the early medieval (1066 – 1348):

- Coastal Fish Weirs of West Mersea; Scheduled Ancient Monument

Key visible historic features dating to the late medieval (1349 – 1540):

- Bocking Hall, East Mersea Road; 15th century, Grade II
- Farmhouse Garden, East Road; 15th century, Grade II
- Anchor Cottage, The Lane; 1575, Grade II
- The Hall, High Street; 16th century, Grade II
- Smugglers Way, Coast Road; Grade II

Key visible historic features dating to the Post Medieval (1541 – 1901):

- Redwing, Colchester Road; 17th century, Grade II
- Picaroon Cottage, The Lane; 17th century, Grade II
- Honeysuckle Cottage, The Lane; 17th century, Grade II
- Nutshell, The Lane; 17th century, Grade II
- 102 Coast Road; 17/18th century, Grade II
- Peartree Cottage, East Road; 1741, Grade II
- 51 The Lane; 1750, Grade II
- The Firs, Firs Chase; 1756, Grade II
- Decoy Pond, 18th century, Scheduled Monument
- Yew Tree House, Gate and Gatepiers, Coast Road; 18th century, Grade II*
- 10 Coast Road; 18th century, Grade II
- 112 Coast Road; 18th century, Grade II
- The White Cottage, Coast Road; 18th century, Grade II
- Garden Cottage, East Road; 18th century, Grade II
- Brick House, High Street North; 18th Century, Grade II
- Curlew Cottage, The Lane; 18th century, Grade II
- Periwinkle, The Lane; 18th century, Grade II
- Little Timbers' The Lane; 18th century, Grade II
- Wellhouse, Colchester Road; Late 18th century, Grade II
- Bluebird Cottage, The Lane; 18/19th century, Grade II
- Rosebank, Coast Road; 1800, Grade II
- Brierley Hall, East Road; 1800, Grade II
- 140-142 Coast Road; 19th century, Grade II
- Forge Cottage, East Mersea Road; 19th century, Grade II
- Garden wall of Brierley Hall, East Road; 19th century, Grade II
- Creek Cottage, The Lane; 19th century, Grade II

Key visible historic features dating to the Post Medieval (1541 – 1901):

- Elm Farmhouse, Messing Road; 16th century, Grade II
- Oak Cottage, Maldon Road; 17th century,
- Maypole Public House, Maypole Road; 17th century, Grade II
- Stable south of Elm Farmhouse, Messing Road; 17th century, Grade II
- Theobalds Farmhouse, Tiptree; 17th century, Grade II
- Barn to south of Elm Farmhouse, Messing Road; 17th century, Grade II
- Tiptree Cottage, Maypole Road; 18th century, Grade II
- Tiptree Villa, New Road; 18th century, Grade II
- Pan in the Wood, Rookery Lane; 18th century, Grade II
- The Anchor Public House, Station road; 18th century, Grade II
- Brook Hall, Factory Hill; 18th century, Grade II
- Brook House, Maldon Road; 18th century, Grade II
- Hollytree Farmhouse, Maldon Road; 18th century, Grade II
- The Studio, Maldon Road; 18th century, Grade II
- Numbers 1 and 2, Coast Road; 18th century, Grade II
- Tiptree Chapel, Chapel Road; 19th century, Grade II
- Windmill, Church Road; 19th century, Grade II
- Part of Messrs Wilkinson's Jam Factory, Factory Hill; 19th century, Grade II
- York House, Kelvedon Road; 19th century, Grade II
- Manor House Farmhouse, Maldon Road; 19th century, Grade II

- Milldene, Ransome Road; 19th century, Grade II
- 43 Station Road; 19th century, Grade II
- Tiptree Hall, Tiptree Hall Lane; 19th century, Grade II

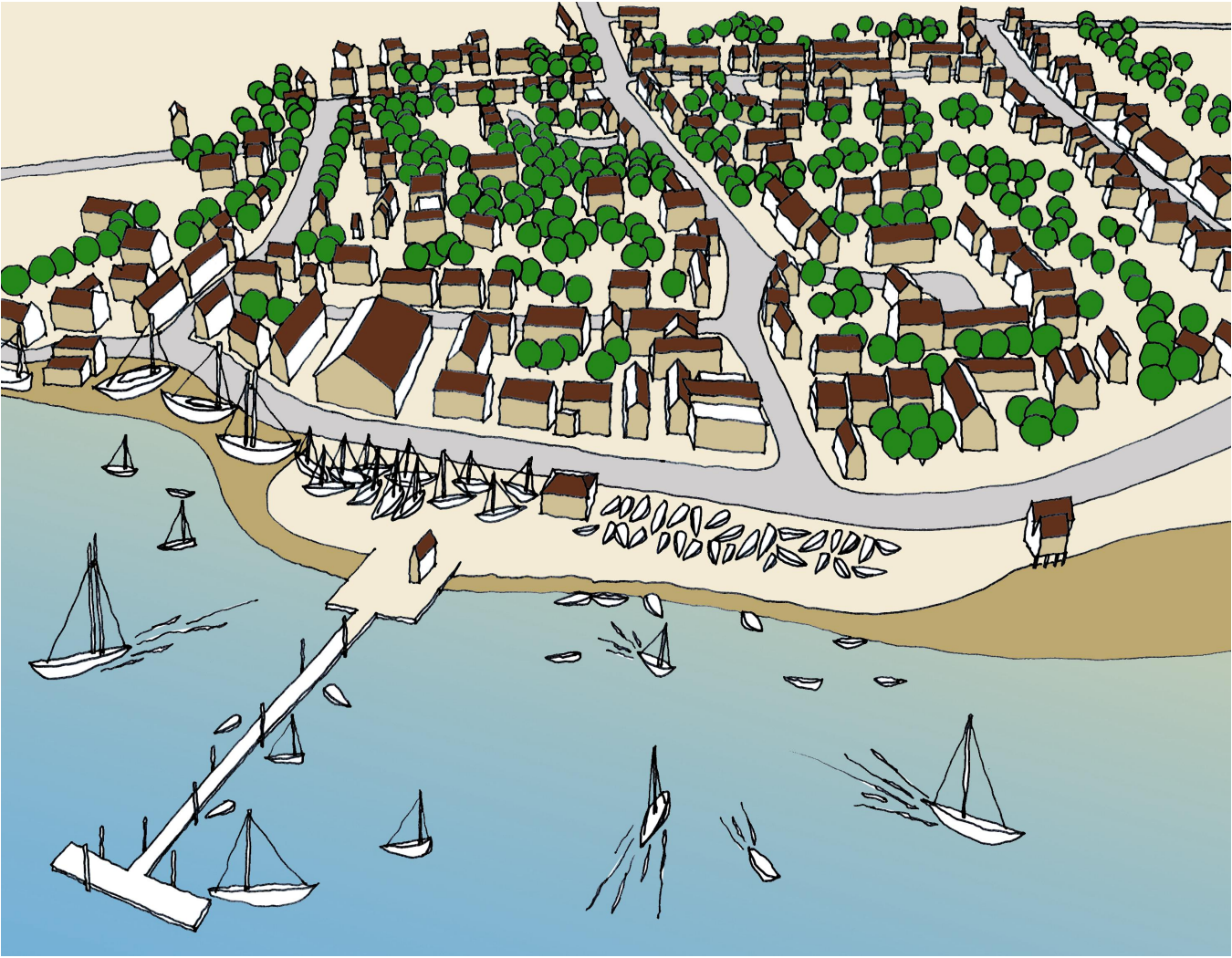
4.4 Visual Analysis of West Mersea’s Urban Character

- 4.4.1 The urban structure of West Mersea is set out in plan form on **Figure 4.4**, and illustrated by the photographs set out in **Figures 4.5a** and **4.5b**.
- 4.4.2 The urban structure of the settlement is derived from an analysis of the particular spatial relationships of the urban features and elements outlined below:
 - ***Nodes*** – distinctive points within the structure of the settlement (such as junctions, crossings, convergence of routes, or other places of particular importance in townscape terms.).
 - ***Landmarks*** – visually significant buildings or other physical structures (such as churches, memorials, town halls, squares, or buildings of special architectural/historical interest).
 - ***Gateways*** – main points with strong sense of entrance and arrival to the historic core of the settlement along principal approaches.
 - ***Urban Areas*** – the main built-up areas of the urban fabric
 - ***Vegetation Buffers*** – areas of vegetation and/or open space that provide visual/physical separation between developed land uses.
 - ***Urban Green Space*** – major areas of private and public open land within the urban fabric of the settlement such as parks, amenity open space, playing fields, cemeteries, etc.
 - ***Key Views*** – views of the settlement within the urban areas and views out from the settlement linking it with the surrounding countryside.
 - ***Blackspots*** – visually significant buildings or other physical structures that detract from townscape character.
 - ***Skylines*** – visually significant urban skylines typically seen in profile.
 - ***Edges*** – visually significant interfaces between different urban land uses.
 - ***Movement Corridors*** – principal road and rail routes, and the network of minor roads, streets and lanes within the urban fabric.
- 4.4.3 The visual analysis of the settlements overall urban structure has informed the definition of the Townscape Character Types and Areas set out in the following section, the descriptions of which should be read in conjunction with this analysis.

4.5 The Townscape Character of West Mersea

- 4.5.1 Drawing on the historic analysis and visual analysis of West Mersea within its setting, this section identifies, maps and describes the townscape character of West Mersea.
- 4.5.2 Six Townscape Character Types have been identified (see **Figure 4.6**):
 - A. Historic Core
 - B. Small Town Retail Core
 - F. Inter-War/Post-War Suburbs
 - H. Post-1960s Suburbs
 - J. Mixed Age Suburbs
 - K. Caravans and Beach Huts
- 4.5.3 Each Townscape Character Type is broken down into Townscape Character Areas (see **Figure 4.6**).
- 4.5.4 For each identified TCA, the following information is provided:
 - Overall Character Description
 - Distinctive Characteristics
 - Historic and Architectural Interest
 - Threats to Townscape Character
 - Evaluation of Sensitivity to New Development

A. HISTORIC TOWN CORE TOWNSCAPE CHARACTER TYPE



Key Characteristics

- Oldest part of the settlement, comprising a mix of land uses, including residential and retail.
- Several historic and landmark buildings.
- Focal hub for residents and visitors.
- Rich variation in architectural styles, built form, materials and details.
- Relatively compact and contained street pattern.
- Inter-relationship between river and edges of settled area.

Townscape Character Areas

- A1. High Street
- A2. The Harbour

Generic Description

The historic core has a relatively dense pattern of development, centred on several busy and vibrant main street spines. Much of the historic street pattern and structure survives, alongside several historic and landmark buildings. The area also displays many characteristics, which are generic to other historic settlement cores, such as historic passages and narrow streets. There is rich variation in architectural styles, built-form, materials and details. As is the case with other historic settlement cores West Mersea is faced with the issues of balancing development needs, in particular congestion, access and transport, against the sensitivity of the surrounding historic environment.

A1. WEST MERSEA HISTORIC CORE TOWNSCAPE CHARACTER AREA

Overall Character Description

The centre of the Character Area is located at the southern end of High Street, at the junctions with Church Road, Yorick Road and the beginning of Coast Road. The street widens out at this point creating an informal public meeting space, and is overlooked by the village’s defining buildings; the Church, the public house and houses. The village centre was originally very compact and clearly defined by the street now called Beach Road to the east,



Yorick Road to the northeast and Coast Road to the southwest. The High Street curves as it descends from here towards the coast, hiding views of the sea, which only open up as one leaves the village centre. A characteristic that distinguishes the village centre from the harbour is, therefore, this disconnection from the coast and sea.

Distinctive Characteristics

Topographical Features

- Gently sloping from northwest to southeast across the Character Area.

Street & Block Pattern

- Generally regular street and block pattern, with buildings set out around a curve in the road, where the southern end of the High Street meets the eastern end of Coast Road.

Private/Public Realm Interface

- Generally clear definition between public and private space along Coast Road, although most houses have back, rather than front, gardens.
- The churchyard of St. Peter and St. Paul Church is separated from the road by railings.

Massing & Enclosure

- There is a general sense of enclosure within the Character Area, with little sense of proximity to the sea, which is immediately to the south of the area.
- Properties are generally semi-detached or detached along Coast Road, with houses overlooking open sea to the south.

Architecture & Built Form

- A mixture of architectural styles throughout the area, from Victorian to post-1960s.

Streetscapes

- Open and interesting streetscape corridor, with open views to the constantly changing sea and sky to the south.
- General components of the streetscape (i.e. paving and road surfacing) are bland and utilitarian.

Open Space

- The principal and only significant public green spaces within this Character Area are the churchyard and the triangular green to the north, formed by the historic road junction at the southern end of High Street.

Biodiversity

- Several habitats for urban wildlife within gardens along Coast Road.
- The River Estuary/sea immediately adjacent to the south of the site provides an important wildlife resource.

Land Use, Culture & Vitality

- Residential properties along Coast Road.
- St. Peter and St. Paul Church, at the southern end of the High Street.
- A cluster of commercial properties (small shops/café) opposite the church, along the western side of Coast Road.

Movement Patterns

- Coast Road provides the main vehicular access route through this Character Area, connecting to the High Street to the north.
- Public footpath connects with adjacent housing/retail area to the north.
- The wide medieval market street public space is still physically present but is now occupied by the road and divided into vehicular space, pedestrian space and hard landscape. The sense of an open street with free movement within a public arena has disappeared.

Viewing Experience

- Open views southwards across a diverse and ever-changing seascape to the south of Coast Road.
- Channelled views northwards along the High Street corridor.

Designations

- There are three Listed Buildings within this Character Area. One of exemplary interest (Grade I), one of more than special interest (Grade II*), and one of special interest (Grade II) (see **Appendix C**).
- West Mersea Conservation Area is within this Character Area.

Historic and Architectural Interest

Historic Evolution

There is recorded evidence of settlement in this area from the 11th century with the church of St Peter and St Paul Church. Further evidence of medieval settlement within the area is the public house and two additional medieval buildings. Despite no evidence between this period and the 19th century this area would have continued as the village focus and this can be seen in the mixture of styles of buildings.

Visible Archaeological Features

- In addition to the Listed Buildings there are no visible archaeological features within the Character Area.

Architectural History and Qualities of Buildings

The medieval origins of the village can be seen not only in the Church and the local street pattern but also in the public house and the two fine houses. Apart from these isolated buildings, much of the present building dates from the 20th century, mostly shops and offices, although there are several Victorian detached villas and buildings such as the Post Office still surviving from that period of development. The village core now serves principally as the shopping centre. The width of the streets is generous for a medieval village but vehicle use has reduced the pedestrian areas to narrow sidewalks, almost nothing in places.

Distinctive individual buildings include:

- St. Peter and St. Paul Church prominently placed at the meeting of the old roads and set within its graveyard. Early Norman in origin, with recovered Roman brick used freely on the quoins of the tower.
- West Mersea Hall, early 18th century, or possibly an earlier house restored then. Its grounds now subdivided and partly sold off. The house is immediately to the east of the churchyard.
- The White Hart public house, 15th or 16th century inn facing the church. A fine timber framed building with good small paned windows. It is now spoiled by an unfortunate single storey, corrugated sheet roofed extension to the south.
- Yew Tree House, a fine early Georgian Manor house , southwest of the church and facing the sea. The house is two storeys with five bays and has red and blue chequer patterned brickwork and a Roman Doric timber doorcase.

Materials and Architectural Details

Apart from the church, which is of ragstone construction with brick bonding courses and quoins, the surviving medieval buildings are characterised by their timber frame construction with, now, rendered and painted infill panels. In this exposed location such buildings would often have been fully rendered as weather protection, such as West Mersea Hall, or would have been weatherboarded with shiplap or feather edged boarding.

The Georgian and Victorian buildings are of brick construction with some good face brickwork elevations; the later or less important buildings have been rendered and painted. More modern buildings are generally in brick, rendered and painted, with a variety of styles and types of shop front windows.

Windows in all buildings are almost all timber double hung sash windows, with wide proportions in many cases such as West Mersea Hall, which seems to be a characteristic of the entire Borough. The White Hart has timber mullioned casements, glazed with small paned leaded lights.

Roof coverings are in a variety of materials although the principal buildings have red clay tile roofs; even the Georgian Yew Tree House, which might be expected to have been reroofed in slate, as was the fashion.

Threats to Townscape Character

- The 20th century buildings that have replaced much of the earlier townscape show little sense of the historic character of the village, introducing a wide and discordant range of materials, colours and building forms into the medieval setting. There is free use, for example, of corrugated sheet roofing and clay tiles where it would have been more appropriate to have used red clay.
- As with all modern shopping streets the uncoordinated design of shop fronts within the historic streetscape is intrusive and insensitive. There is no control of colour, signage, lighting or display.
- As is often the case, there are many examples of the inappropriate use of paint types and colours, modern doors and windows, rainwater downpipes etc. that detract from the quality of the historic environment. External fittings such as burglar alarms are intrusive.
- Public direction signs and information signs should be restricted to reduce the visual impact on the historic buildings
- The tarmac road surface occupies most of the width of the roadway with the pedestrian paths reduced to almost nothing in places. No thought has been given to the impact that this has on the historic setting. Similarly, no attention has been paid to quality of pavement surfaces, kerbs and other hard surfacing, to ensure that the material and design is sympathetic to the historic context. As with virtually all-historic town streets the presence of vehicle traffic has a major impact on the quality of the historic environment, restricting pedestrian movement, limiting views, necessitating intrusive street signage and imposing a monotone noise.

Evaluation of Sensitivity to New Development

Indicators of Townscape Value	Many	Some	Few
Intrinsic Landscape/Townscape Qualities			
	High	Moderate	Low
Biodiversity Value			
Visual prominence			
Intervisibility			
Re-creatability			
	Strong	Mixed	Weak
Historic Integrity			

Historic integrity within this Character Area is considered to be strong on account of several Listed Buildings and intact historic street pattern, part of the original historic core of the settlement. Overall, there is low biodiversity value, however visual sensitivity is high, with open views across the seascape to the south and also views along the High Street to the north. The area has high sensitivity to change or new development.

A2. THE HARBOUR HISTORIC CORE TOWNSCAPE CHARACTER AREA

Overall Character Description

This Character Area is identified as the original working area of the settlement, separate from and northwest of the village. The core is the medieval townscape occupying the shorefront from The Lane, south past Firs Chase and towards Victory Road. The Character Area is principally defined as the working properties on the shorefront and running east up the old lanes, where it merges into the later Victorian villa development. The area has a distinctive and unusual character as a result of its seafront position (with open views across dramatic and ever-changing sea and sky to the south), clusters of harbour buildings and shorefront elements, such as fishing boats, yachts, houseboats, colourful buoys and pieces of old timber. Towards its southern end, The Lane has a intricate and distinctive character, with narrow passages between buildings, leading to surprise views of the water’s edge to the south.



Distinctive Characteristics

Topographical Features

- Gently sloping from northeast to southwest towards the sea across the Character Area.

Street & Block Pattern

- Irregular plot pattern set out around a square road layout, including The Lane, City Road and Firs Chase.

Private/Public Realm Interface

- Mixed definition between public and private space along Coast Road, with a mixture of housing and other harbour-related shipyards and shops either directly facing or slightly set back from the road.

Massing & Enclosure

- Sense of openness along the western edge of the area, with views across the channel, towards gently rolling farmland on the other side.
- Low density plots in the north of the area (to the north of North Lane) overlooking Firs Chase Caravan Park to the north.
- Sense of enclosure along the southern and eastern edges of the site, where the area is adjacent to residential development.

Architecture & Built Form

- A mixture of interesting buildings along Coast Road (at junction with The Lane), including white weather-boarded buildings and a mixture of sheds and warehouses associated with the harbour.
- Intricate arrangement of buildings in several places throughout the area, creates a secluded character.
- The layout of the area is compact and informal and based around working spaces, rather than formal plot divisions.
- Building heights are consistent at two storeys, regardless of building size or importance.

Streetscapes

- Open streetscape along the southern edge, with the western side of Coast Road running directly down to the water’s edge in places.
- Streetscape is however bland and utilitarian, with a standard tarmac car park delineated by bollards and a general lack of vegetation to soften the hard-nature of the area.

Open Space

- There is no formal public green space within the Character Area.
- The working areas of the shoreline and the open seascape contrast to the compact setting of the settlement.

Biodiversity

- Patches of vegetation within gardens provide habitats for urban wildlife.
- The river channel/coast directly to the west of the area is an important wildlife resource.

Land Use, Culture & Vitality

- A mixture of residential properties and harbour-related working buildings and sheds.
- Bustling character along the western edge of the area, especially in close proximity to the water.
- Quieter, more secluded character along narrower streets to the east, set back from the water’s edge.

Movement Patterns

- Coast Road provides the main vehicular access route from areas to the south.
- The area can be accessed via the more intricate arrangement of streets to the east, however, traffic flow is slowed by the narrow streets.

Viewing Experience

- Open views across dramatic sky and sea to the west.
- Glimpse views to Firs Chase Caravan Park to the north.
- Short-distance views to adjacent residential areas to the south and east.

Designations

- There are fifteen Listed Buildings, all of which are of special interest (Grade II) within the Character Area (see **Appendix C**).

Historic and Architectural Interest

Historic Evolution

There has been settlement in this area since the medieval period, when it was the focus of industry on the island. This focus remained throughout the centuries and continuous occupation is seen in the range of buildings that still occupy the area, dating from the 16th, 17th, 18th, 19th and 20th centuries.

Visible Archaeological Features

- No recorded archaeological interest within this Character Area.

Architectural History and Qualities of Buildings

The core of the Character Area is the group of buildings at the west end of The Lane, where it meets the coastal strip. These are medieval working buildings that would have combined accommodation with the workshops and stores of their occupants. Grouping is informal, around small public spaces and narrow lanes, but the settlement is characterised, in contrast, by its direct and visible connection with the open seascape of sky and shore, unlike the village centre.

The settlement spreads along the shoreline to the south and, to a lesser extent, along the lanes to the east. The former spread is a single plot in depth, occupied by small, detached timber framed and brick cottages. These are, again, characterised by their direct physical connection with the working area of the shore, with its docks, boathouses and buildings serving the fishing industry.

The character of the settlement is determined by the building group and its setting rather than by individual buildings, however one or two buildings are prominent.

Distinctive individual buildings include:

- The Victory Pub, now converted to residential, the village meeting place and it’s most prominent building.
- Smugglers’ Way (Waterside), a 15th century timber framed dockside workshop and house, now also converted for housing.
- Houses on The Lane, the nature of the older medieval houses is best demonstrated close to the junction with Coast Road.

Materials and Architectural Details

The surviving medieval buildings are of timber framed construction with rendered and painted infill panels. The exposed location has resulted in almost all the buildings being weatherboarded with wide shiplap or feather edged boarding and tarred or painted. The Victorian buildings are of brick construction, usually rendered and painted as weather protection.

There is a wide variety of window types; with the higher status buildings having timber double hung sash windows, usually wide proportioned. However many buildings have small casements or timber mullioned windows, sometimes glazed with small paned leaded lights.

Roof coverings are in a variety of materials although the predominant covering is red clay tile roofs. Some of the larger, older buildings have long catslide roofs at the rear, covering workshops and stores. Smugglers’ Way is unique in the settlement in having a long low roof to the front slope with a dormer window.

Threats to Townscape Character

- This area is still relatively unspoiled by intrusive development. There are of course modern buildings but these, so far, are working buildings that add to the complexity within the recognised function of the harbour.
- Loss of commercial buildings along the harbour frontage, which may lead to a loss of the bustling character and vitality of the area.
- Potential extension to Firs Chase Caravan Park (to the north of the area), which may impact upon views to and from the area.

Evaluation of Sensitivity to New Development

Indicators of Townscape Value	Many	Some	Few
Intrinsic Landscape/Townscape Qualities			
	High	Moderate	Low
Biodiversity Value			
Visual prominence			
Intervisibility			
Re-creatability			
	Strong	Mixed	Weak
Historic Integrity			

Historic integrity within this Character Area is considered to be strong as a result of intact historic street pattern, part of the original core of the settlement and presence of several interesting historic buildings. Overall, there is low biodiversity value, however visual sensitivity is high, with open views to and from the water to the east and also views to adjacent Townscape Character Areas. Overall, therefore, the area has high sensitivity to change or new development.

B. RETAIL CORE TOWNSCAPE CHARACTER TYPE



Generic Description

Character Areas within this type contain a number of small properties, which are generally arranged along a linear high street, which forms a central spine within the settlement. Shops and offices usually face the road and form a more or less continuous façade along the street, creating a sense of enclosure. Areas within the retail core have a bustling and lively character and are often busy pedestrian and vehicular routes.

Key Characteristics

- Predominantly retail units, set out along a linear street.
- Forms part of the central spine of the settlement.
- Continuous building frontages, which create a sense of enclosure.
- Colourful shop frontages and signage.
- Range of architectural styles and ages.

Townscape Character Areas

B1. West Mersea

B1. WEST MERSEA RETAIL CORE TOWNSCAPE CHARACTER AREA

Overall Character Description

This Character Area encompasses the main High Street within West Mersea, which is lined with several small shops and businesses. Buildings generally face the road corridor and character is influenced by the mixture of colourful buildings, resulting from several different periods of architectural development. The area has a relatively busy and bustling character as a result of its role as one of the focal pedestrian hubs within the settlement. Although views to several adjacent residential Townscape Character Areas can be gained from the edges of the High Street, there are only a limited number of views of water to the south, resulting in a lack of recognisable ‘seaside’ sense of place.



Distinctive Characteristics

Topographical Features

- Predominantly flat throughout the area.

Street & Block Pattern

- Predominantly linear street pattern, with buildings lining both sides of the High Street.

Private/Public Realm Interface

- Lack of definition between public and private space, with small areas of hardstanding sometimes separating shops and businesses from the road corridor.

Massing & Enclosure

- General sense of enclosure along the High Street, with occasional views to adjacent residential areas.

Architecture & Built Form

- A mixture of colourful buildings along the High Street.
- General mixture of architectural styles and details, although several of the buildings are modern, post-1960s.

Streetscapes

- Streetscape feels generally hard and quite bland, with a lack of street trees.
- Paving is often poorly detailed, with a lack of attention to detail.

Open Space

- There is no significant public green space on the street frontage.

Biodiversity

- There are few habitats for urban wildlife within the Character Area.

Land Use, Culture & Vitality

- A mixture of small shops, office and car parking within the Character Area.

Movement Patterns

- The High Street is a busy pedestrian and vehicular corridor through the settlement.

Viewing Experience

- Channelled views along the High Street.
- Short-distance views to adjacent townscape Character Areas.

Designations

- There are no designated sites within this Character Area.

Historic and Architectural Interest

Historic Evolution

There is no record of there being any settlement in this area until the 19th century. During this century there was a limited number of houses and the area was mainly agricultural land. The 20th century saw the area evolve as the main retail core of the village.

Visible Archaeological Features

- There is no recorded archaeological interest in this area.

Architectural History and Qualities of Buildings

Buildings within this character exhibit a range of different architectural styles and details, which date from varying periods of development.

Threats to Townscape Character

- Generally the building fabric is well maintained; there are examples of buildings in poor repair that detract from the quality of the streetscape.
- Many examples of the inappropriate paint types and colours, modern doors and windows, rainwater downpipes, external fittings such as burglar alarms etc. on the Victorian buildings. Some have been badly ‘modernised’ with inappropriate elevation treatments and windows.
- The most noticeable negative quality is the general blandness and lack of quality of the area.

Evaluation of Sensitivity to New Development

Indicators of Townscape Value	Many	Some	Few
Intrinsic Landscape/Townscape Qualities			
	High	Moderate	Low
Biodiversity Value			
Visual prominence			
Intervisibility			
Re-creatability			
	Strong	Mixed	Weak
Historic Integrity			

Overall this Character Area has low biodiversity value, as a result of few habitats for urban wildlife within the Character Area, and also weak historic integrity, the majority of buildings are modern or post-1960s. Visual sensitivity is moderate at the southern end of the Character Area, with views to and from the adjacent historic core, however there are few long distance views to landscape setting. Overall, this character area has relatively low sensitivity to change or new built development.

F. INTER-WAR/POST-WAR SUBURBS TOWNSCAPE CHARACTER TYPE



Generic Description

Inter-War/Post-War Suburbs within the main settlements of Colchester Borough are generally set out around a number of crescents and cul-de-sacs. There is strong consistency in architectural style and detailing, with townscape character being dominated by pre-fabricated materials of a mass produced nature. Consistency in building materials contributes to a cohesive character and streetscape, which is often relatively bland, with utilitarian street lighting and paving detail. Where front gardens exist, there is usually mixed definition between public and private space, with often-stark boundaries consisting of low walls, fences and hedges. Large areas of playing fields and smaller areas of incidental green space, which are sometimes surrounded by mature vegetation, often punctuate built fabric. Predominant materials include yellow or buff brick; pebbledash and render (inter-war) and red brick lower storeys with rendered upper storeys (post-war). On-street parking is a key characteristic of inter-war housing, whilst private front drives are more of a feature of post-war areas. A common threat to townscape character within inter-war areas is conversion of front gardens to areas of hardstanding to create additional car parking space, leading to loss of associated wildlife habitats/ biodiversity value.

Key Characteristics

- Predominantly residential area containing a mixture of inter-war (1918-1942) and/or post-war (1946-1959) housing.

Inter-War

- Regular layout based around a number of crescents and cul-de-sacs.
- Predominantly a mixture of short terraces and semi-detached houses.
- Often weak sense of place, with standard layout and design details, using materials which have been mass produced.
- Private front gardens often enclosed by a combination of low walls, hedges and fences
- Often on-street parking.
- Houses often rendered and/or painted in cream or other light pastel colours.
- Streetscape is often utilitarian and can have a bland or harsh character.

Post-War

- Predominantly rectilinear street pattern with a mixture of semi-detached and detached houses.
- Houses often have private front gardens, within hedges, and also private drives.
- Metal and timber casement windows.
- Houses often have red brick lower storeys with white or cream rendered upper storeys.

Townscape Character Areas

- F1. Windsor Road
- F2. Upland Road

F1. WINDSOR ROAD INTER-WAR/POST-WAR SUBURBS TOWNSCAPE CHARACTER AREA

Overall Character Description

This very small area of predominantly semi-detached, two-storey houses, line both sides of Windsor Road which is towards the northern edge of West Mersea’s urban area and leads off Oakwood Road to the east. Residential properties generally have small front gardens, which provide varying habitats for wildlife, and are inter-war in date. There are few long distance views from the Character Area, other than to adjacent residential Townscape Character Areas.

Distinctive Characteristics

Topographical Features

- Predominantly flat throughout the Character Area.

Street & Block Pattern

- Regular pattern with houses lining and facing Windsor Road.

Private/Public Realm Interface

- Generally clear definition between public and private space, with low walls or fences separating small areas of front gardens from Windsor Road.

Massing & Enclosure

- Generally high density housing within the area.
- Sense of enclosure provided by adjacent Character Areas (predominantly residential) on all sides.

Architecture & Built Form

- Housing within the area is predominantly inter-war with consistency in architectural style and detail.
- Houses and flats are predominantly yellow and brown brick with relatively simple and ‘pre-fabricated’ architectural style and white window frames (often metal).

Streetscapes

- Generally bland and utilitarian streetscape with little variation throughout the area, and standard paving and lighting.

Open Space

- General lack of public open space within the Character Area.

Biodiversity

- Generally few habitats for urban wildlife within the Character Area.

Land Use, Culture & Vitality

- Predominantly a residential area, which has a relatively secluded character, set back from the main road.

Movement Patterns

- Oakwood Road (to the east of the Character Area) provides a key vehicular link to Kingsland Road to the south and eventually connects to the seafront.

Viewing Experience

- Few views into or out of the Character Area, other than to adjacent residential Character Areas.

Designations

- There are no designated sites in this area.

Historic and Architectural Interest

Historic Evolution

There has been no recorded evidence of any settlement in this area until the 20th century when the area was developed during the inter-war period.

Visible Archaeological Features

- There are no recorded archaeological features in this area.

Architectural History and Qualities of Buildings

Housing within the area predominantly dates to the inter-war period and architectural history and qualities are generally consistent with this architectural style.

Threats to Townscape Character

- Noise and movement along Oakwood Road.
- On-street parking.
- Deterioration in built fabric through age and lack of maintenance.
- Harsh, utilitarian streetscape character.
- Deterioration/loss of front garden boundaries (where present).
- Replacement of front gardens with areas of hardstanding to provide additional car parking.
- Plot replacement with buildings of a different style/form to existing character and form.

Evaluation of Sensitivity to New Development

Indicators of Townscape Value	Many	Some	Few
Intrinsic Landscape/Townscape Qualities			
	High	Moderate	Low
Biodiversity Value			
Visual prominence			
Intervisibility			
Re-creatability			
	Strong	Mixed	Weak
Historic Integrity			

Overall, this Character Area has low sensitivity to change or new development as a result of low biodiversity value (few habitats for urban wildlife) and weak historic integrity. Visual sensitivity is also low, with few long distance views from the area, and only short-distance views to adjacent residential areas.

F2. UPLAND ROAD INTER-WAR/POST WAR SUBURBS TOWNSCAPE CHARACTER AREA

Overall Character Description

This small residential area consists predominantly of inter-war terraced and semi detached houses. The area has a linear pattern, with properties along the northern side of Upland Road facing the road corridor. There is generally clear definition between public and private space, provided by low brick walls, fences and gates, creating an overall stark and bland character.

Distinctive Characteristics

Topographical Features

- Predominantly flat throughout the area.

Street & Block Pattern

- Street pattern is linear, with properties facing the main road corridor.

Private/Public Realm Interface

- There is a clear definition between public and private space.
- Front gardens are enclosed by stark low brick walls, wooden fences and metal gates.

Massing & Enclosure

- Area is enclosed to the north, east and west by adjacent residential areas.
- The backs of houses along Kingsland Road overlook a large open area of playing fields to the south.

Architecture & Built Form

- Predominantly brick semi-detached houses and bungalows with front porches and tile roofs.
- Built form is generally very uniform.

Streetscapes

- Overall the streetscape is bland, stark and uniform.
- Generally little vegetation within front gardens, emphasising the uniform and stark built-form.
- Local sense of place is provided by the uniform architectural style.

Open Space

- General lack of public open space amongst housing, however, the area is served by large playing fields immediately to the south.

Biodiversity

- Weak biodiversity with few hedges and occasional small street trees.

Land Use, Culture & Vitality

- Predominantly residential.

Movement Patterns

- The area overlooks the busy road corridor to the south.

Viewing Experience

- Short-distance views to adjacent residential areas.
- Open views across playing fields to the south, from locations along Upland Road.

Designations

- There are no designated sites in this area.

Historic and Architectural Interest

Historic Evolution

This area has remained open land until the 20th century when the area began to be developed into a residential settlement.

Visible Archaeological Features

- Early 20th century Water Tower.

Architectural History and Qualities of Buildings

Housing within the area predominantly dates to the inter-war period and architectural history and qualities are generally consistent with this architectural style.

Threats to Townscape Character

- Noise and movement along Upland Road.
- On-street parking.
- Deterioration in built fabric through age and lack of maintenance.
- Harsh, utilitarian streetscape character.
- Deterioration/loss of front garden boundaries (where present).
- Replacement of front gardens with areas of hardstanding to provide additional car parking.
- Plot replacement with buildings of a different style/form to existing character.

Evaluation of Sensitivity to New Development

Indicators of Townscape Value	Many	Some	Few
Intrinsic Landscape/Townscape Qualities			
	High	Moderate	Low
Biodiversity Value			
Visual prominence			
Intervisibility			
Re-creatability			
	Strong	Mixed	Weak
Historic Integrity			

Overall, this Character Area has low sensitivity to change or new development as a result of low biodiversity value (few habitats for urban wildlife) and weak historic integrity. Visual sensitivity is also low, with only short-distance views to adjacent residential areas. Open views can, however be obtained across the playing fields to the south of the area.

H. POST-1960s SUBURBS TOWNSCAPE CHARACTER TYPE



Generic Description

Post-1960s suburbs account for a relatively large proportion of the current built environment within the main settlements in the Borough. These areas consist predominantly of housing, which is often arranged in an estate, with a curvilinear street pattern and a number of cul-de-sacs leading from a main road. Materials are often mass produced (brickwork and windows) and the character of streetscape has a tendency to be utilitarian, containing bland street lighting and details. The number of small greenspaces (playgrounds or areas of mown amenity grassland) punctuating built form within the area varies.

Key Characteristics

- Predominantly residential areas, containing housing from 1960 to the present day.
- Housing is usually arranged in an estate, containing a number of cul-de-sacs leading from a main road.
- Houses often have private front and back gardens and are either semi-detached or detached, with occasional short terraces.
- Back gardens are often separated from the road using wooden fencing.
- Materials consist of mass produced brickwork (often red and beige).
- Streetscape is often utilitarian, containing bland street lighting and details.
- Estates usually contain a number of small mown amenity grassland greenspace areas, sometimes housing brightly coloured children’s play equipment.

Townscape Character Areas

- H1. Firs Hamlet
- H2. Whittaker Way
- H3. Chatsworth Road and Ryemead Close
- H4. Oakwood Avenue to Queen Anne Road

H1. FIRS HAMLET POST-1960s SUBURBS TOWNSCAPE CHARACTER AREA

Overall Character Description

This small area of housing is situated close to the western edge of West Mersea/Mersea Island. Housing within the area is relatively modern (c.1970s/1980s) and consists of large detached properties, which generally have front and back gardens. The area has a quiet and secluded character, and although it is in close proximity to the seafront, there is little sense of this proximity to the coast with only limited long distance views out of the area, and short distance views to adjacent Townscape Character Areas.

Distinctive Characteristics

Topographical Features

- Predominantly flat throughout the Character Area.

Street & Block Pattern

- A mixture of curvilinear and linear street pattern, with houses set out along short cul-de-sacs which lead off Firs Chase, to the north, and Rosebank Road, to the east.

Private/Public Realm Interface

- Generally clear definition between public and private space throughout the Character Area, with front gardens clearly separated from the adjacent roads.

Massing & Enclosure

- Area is generally enclosed on all sides by adjacent housing areas.

Architecture & Built Form

- General consistency in architectural style and detail.
- Predominant material is yellow brick.
- Houses have front gardens and drives.

Streetscapes

- Visual interest along streetscape is provided by vegetation within front gardens.
- Paving materials are generally bland and utilitarian.

Open Space

- There is no publicly accessible open space within this Character Area.

Biodiversity

- Several habitats for urban wildlife within front and back gardens.

Land Use, Culture & Vitality

- Secluded residential estate.

Movement Patterns

- Character Area is set back from main road corridors, yet is accessible from Firs Chase Road to the north, which although is not a hugely busy road, does also connect to several adjacent residential areas and also to Coast Road to the west.

Viewing Experience

- Generally few views out of the Character Area, other than short-distance views to adjacent Character Areas.

Designations

- There is one Listed Building of special interest (Grade II) within the Character Area, 102 Coast Road (see **Appendix C**).

Historic and Architectural Interest

Historic Evolution

There is one record of settlement in the area in the 18th century, there is however no additional record of any settlement in the area until the 20th century. The 20th century saw the area developed by the 1960’s as a residential area.

Visible Archaeological Features

- No recorded archaeological interest within this Character Area.

Architectural History and Qualities of Buildings

Buildings within this area are generally modern (ranging from 1970s to 1980s) and there is little historic interest within architectural form, other than 102 Coast Road (18th Century).

Threats to Townscape Character

- Extensions to fronts or backs of housing which alter the line of the street.
- On-street car parking as a result of increased car ownership.

Evaluation of Sensitivity to New Development

Indicators of Townscape Value	Many	Some	Few
Intrinsic Landscape/Townscape Qualities			
	High	Moderate	Low
Biodiversity Value			
Visual prominence			
Intervisibility			
Re-creatability			
	Strong	Mixed	Weak
Historic Integrity			

The area has moderate visual sensitivity overall, with few views to or from the area, other than views from residential areas which are immediately adjacent to the Character Area. Views to buildings within the historic core can however be gained from the northern end of the area. Generally historic integrity is weak, however the area does have moderate biodiversity value, with several wildlife habitats within gardens. Overall, the area has low sensitivity to change or new development.

H2. WHITTAKER WAY POST-1960s SUBURBS TOWNSCAPE CHARACTER AREA

Overall Character Description

This suburb of post-1960s housing is situated at the northern edge of West Mersea’s urban area, overlooking open fields to the north. The area comprises a mixture of bungalows and two-storey houses, which generally have white timber-faced upper storeys and brick lower floors. West Mersea cemetery separates the area into two residential blocks. Open views across fields and out towards the sea can be gained from the northern edge of the cemetery and also from cul-de-sacs off Whittaker Way. Generally, there is little diversity in streetscape, with utilitarian paving and lighting.

Distinctive Characteristics

Topographical Features

- Predominantly flat throughout the area.

Street & Block Pattern

- Curvilinear street pattern with several short avenues and closes leading off Whittaker Way to the north.
- Block pattern is regular with a combination of semi-detached houses and detached bungalows.
- Housing is split into two blocks by West Mersea Cemetery, which runs from north to south across the Character Area.

Private/Public Realm Interface

- Generally clear definition between front gardens and pavement or road; however, orientation within several of the closes/avenues is confusing.

Massing & Enclosure

- Housing is of medium density.
- Sense of openness to the north with views across gently sloping arable fields towards the river channel to the north.

Architecture & Built Form

- Semi-detached and detached brick houses and bungalows.
- Materials are predominantly red/yellow and red brick, with white timber-facing at upper storeys.

Streetscapes

- Vegetation within front gardens provides some variety within streetscape, however, tarmac surfacing and utilitarian lighting contributes to bland character overall.
- Block paving and gravel are common in front drives.

Open Space

- West Mersea Cemetery, a tranquil and relatively secluded area, is located to the north of Firs Road.
- Several pockets of incidental open space within the Character Area.

Biodiversity

- Pockets of mature vegetation within the cemetery and also vegetation within gardens provide habitats for urban wildlife.

Land Use, Culture & Vitality

- Area is predominantly residential but also contains West Mersea Cemetery.

Movement Patterns

- Whittaker Way is the busiest vehicular route, with quieter avenues and cul-de-sacs leading off to the north.
- Public footpath runs along the northern edge of the area and connects with coastal footpaths to the north.

Viewing Experience

- Open views across fields and out towards the sea can be gained from the northern edge of the cemetery and also from cul-de-sacs of Whittaker Way.
- Short-distance views across adjacent residential areas.

Designations

- There is one Listed Building of special interest (Grade II) within the Character Area, Brick House (see **Appendix C**).

Historic and Architectural Interest

Historic Evolution

There were a limited number of houses in this area by the end of the 19th century. The area was predominately open fields until the early 20th century however residential settlement began in the late 1920s and continued through to the 1970s and 1980s, when the majority of the development commenced.

Visible Archaeological Features

- No recorded archaeological interest within this Character Area.

Architectural History and Qualities of Buildings

Buildings within this area are generally modern (ranging from 1970s to 1980s) and there is little historic interest within architectural form, other than Brick House (18th Century).

Threats to Townscape Character

- Potential ‘backland’ or back garden development, which would lead to a loss of the spacious character of this area.
- Extensions to fronts or backs of houses (possible porches and garages), which may alter the existing form, and line of the streetscape.
- Planting of ornamental trees and shrubs, which do not respect local native vegetation.
- Deterioration and eventual loss of garden fences and hedges (boundaries).
- Potential development to the north which may block views to open fields and the river channel to the north.

Evaluation of Sensitivity to New Development

Indicators of Townscape Value	Many	Some	Few
Intrinsic Landscape/Townscape Qualities			
	High	Moderate	Low
Biodiversity Value			
Visual prominence			
Intervisibility			
Re-creatability			
	Strong	Mixed	Weak
Historic Integrity			

The area has high visual sensitivity overall, with open views to and from open fields and the river channel to the north. Views to buildings within the historic core can also be gained from the western end of the area. Generally, historic integrity is weak, however the area does have moderate biodiversity value including several wildlife habitats within gardens and the cemetery. Overall, the area has moderate sensitivity to change or new development.

H3. CHATSWORTH ROAD AND RYEMEAD CLOSE POST-1960s SUBURBS TOWNSCAPE CHARACTER AREA

Overall Character Description

This post-1960s suburb is situated at the northern edge of West Mersea’s urban area overlooks open fields (and the Strood Channel) to the north. Housing is predominantly two-storey (buff/yellow brick) and was built c.1970s- 1990s. The combination of curvilinear roads and straighter short cul-de-sacs lead south off Colchester Road and north from Kingsland Road. Housing is enclosed to the south by adjacent residential areas. Open and often spectacular views northwards towards the Strood Channel and coastal farmland on the opposite side can be gained from several locations along Colchester Road. There is, therefore, a sense of openness and relative tranquillity along the northern edge, whilst the southern end is busier, due to its closer proximity to the retail core and residential areas.



Distinctive Characteristics

Topographical Features

- Predominantly flat, overlooking farmland which slopes downwards to the north towards the Strood Channel.

Street & Block Pattern

- Combination of curvilinear and linear street pattern with several closes and cul-de-sacs leading south off Colchester Road, Oakwood Road and Kingsland Road.

Private/Public Realm Interface

- Mixed definition between public and private space throughout the area.

Massing & Enclosure

- Generally high density housing area with occasional small patches of grassland within the area.
- Generally two-storey semi-detached housing, with occasional detached properties.

Architecture & Built Form

- Mixture of styles and details throughout the area.

Streetscapes

- Although streetscape is generally bland tarmac, occasional street trees and vegetation within front and back gardens adds an element of visual interest.

Open Space

- Large playing fields, including pavilion, within the south eastern corner of the area, which contains several mature trees.
- Small pocket of incidental amenity grassland to the south of Woodstock Close.

Biodiversity

- Varying wildlife habitats within front and back gardens.

Land Use, Culture & Vitality

- A residential area, which is more, secluded at the northern end (overlooking open fields and the Strood Channel, than at the southern end which is nearer residential/retail areas.

Movement Patterns

- Main vehicular access is from Oakwood Avenue, to the east, and Colchester Road, to the north, which is a busy route which connects to the settlement centre/retail core.

Viewing Experience

- Glimpse and open views across farmland and the Strood Channel to the north.
- Short-distance views to adjacent residential Character Areas.

Designations

- There are no designated sites in this area.

Historic and Architectural Interest

Historic Evolution

There is no recorded evidence of there being any settlement in this area until the 19th century when several houses and Mersea Windmill were established. By the middle of the 20th century residential development within the area had commenced, and this continued through to the 1990s.

Visible Archaeological Features

- There is no recorded archaeological interest in this area.

Architectural History and Qualities of Buildings

Housing within this area is generally modern and there is therefore little previous architectural history.

Threats to Townscape Character

- Extensions to front or back of buildings (garages, conservatories), which alter the line of the street and may lead to a loss of front gardens.
- Vandalism within playing fields to the southeast of the area.
- Lack of maintenance of front gardens.

- Deterioration of built fabric, leading to replacement with materials which are not consistent with adjacent houses.
- Potential new development to the north which would block open views across farmland and the Strood channel and would also be highly visible from coastal farmland on the opposite side of the river channel.

Evaluation of Sensitivity to New Development

Indicators of Townscape Value	Many	Some	Few
Intrinsic Landscape/Townscape Qualities			
	High	Moderate	Low
Biodiversity Value			
Visual prominence			
Intervisibility			
Re-creatability			
	Strong	Mixed	Weak
Historic Integrity			

The area has high visual sensitivity overall, with open views to and from open fields and the Strood Channel to the north. Generally historic integrity is weak, however the area does have moderate biodiversity value, with several wildlife habitats within gardens and the cemetery. Overall, the area has moderate sensitivity to change or new development.

H4. OAKWOOD AVENUE TO QUEEN ANNE ROAD POST 1960’S SUBURBS TOWNSCAPE CHARACTER AREA

Overall Character Description

This relatively secluded post-1960s suburb is situated within the centre of West Mersea’s urban area, to the west of Empress Avenue and east of Kingsland Road. Street pattern is generally mixed, with curvilinear streets at the northern end of Oakwood Avenue and more linear streets towards the southern end, and also along Queen Anne Road. Views of the seafront can be gained from the southern end of Oakwood Avenue, across a square area of open grassland. It is also possible to gain short-distance views of adjacent residential areas. There is generally little clear division between public and private space throughout the area.

Distinctive Characteristics

Topographical Features

- Area slopes gradually downwards from north to south.

Street & Block Pattern

- Curvilinear street pattern at the northern end of Oakwood Road, which becomes more linear towards the southern end.

Private/Public Realm Interface

- Generally lack of clear definition between public and private space within the Character Area.

Massing & Enclosure

- Relatively high density housing area, which is enclosed on all sides by adjacent residential development.

Architecture & Built Form

- Modern (c.1980s-1990s) housing, which is predominantly two-storey and red brick.

Streetscapes

- Generally bland streetscape with utilitarian paving and lighting, which is common to most post-1960s suburbs within the Borough.
- Occasional street trees along Oakwood Road.

Open Space

- A large square area of grassland/playing fields (Willoughbys) just to the south of the area.
- Patches of amenity grassland dotted amongst the urban fabric.

Biodiversity

- Average number of habitats for urban wildlife within the Character Area.

Land Use, Culture & Vitality

- Residential suburb.

Movement Patterns

- Oakwood Avenue provides the main vehicular link from north to south throughout the area.
- Yorick Road, at the southern end of the area connects with adjacent residential areas to the west.

Viewing Experience

- Generally few long distance views out of the Character Area.
- Short-distance views to adjacent residential areas.

Designations

- There are no designated sites in this area.

Historic and Architectural Interest

Historic Evolution

This area was agricultural land up until the mid 20th century with no record of any settlement beforehand. The 1960’s brought new development to the area as a residential area.

Visible Archaeological Features

- There is no recorded archaeological interest in this area.

Architectural History and Qualities of Buildings

Housing within this area is generally modern and there is therefore little previous architectural history.

Threats to Townscape Character

- Extensions to front or back of buildings (garages, conservatories), which alter the line of the street and may lead to a loss of front gardens.
- Vandalism within playing fields to the southeast of the area.
- Lack of maintenance of front gardens.
- Deterioration of built fabric, leading to replacement with materials, which are not consistent with adjacent houses.

Evaluation of Sensitivity to New Development

Indicators of Townscape Value	Many	Some	Few
Intrinsic Landscape/Townscape Qualities			
	High	Moderate	Low
Biodiversity Value			
Visual prominence			
Intervisibility			
Re-creatability			
	Strong	Mixed	Weak
Historic Integrity			

The area has generally low visual sensitivity overall, with few long distance views to the seafront and generally only short-distance views to adjacent residential areas. Generally historic integrity is weak, however the area does have moderate biodiversity value with several wildlife habitats within gardens and the cemetery. Overall, the area has low sensitivity to change or new development.

J. MIXED AGE SUBURBS TOWNSCAPE CHARACTER TYPE



Generic Description

Townscape Character Areas within this type contain a mixture of building styles and details from a range of development periods, from medieval through to post-1960s. Character is generally mixed and although predominantly housing, may also contain small groups of shops or other commercial properties. In several cases, housing has developed along a main road corridor, with all properties facing the road. Clear development on a plot-by-plot basis can often be seen, as historic buildings have given way to modern alternatives.

Key Characteristics

- Predominantly housing areas that contain a mixture of ages and styles from various examples of the types described above.
- Housing has often developed along a main road corridor.
- Housing usually faces the main road, with a combination of front and back gardens.
- Housing is a mixture of terraced, semi-detached and detached areas.
- Diverse and mixed character with a wide range of architectural periods, materials and details.

Character Areas

- J1. Coast Road
- J2. Victory Road to Mersea Avenue
- J3. Churchfields
- J4. Yorick Road
- J5. Kingsland Road
- J6 Alexandra Avenue to Broomhills Road
- J7 Grove Avenue
- J8 Empress Avenue to Seaview Avenue

J1. COAST ROAD MIXED AGE SUBURBS TOWNSCAPE CHARACTER AREA

Overall Character Description

This relatively small Character Area is situated along the southern edge of Mersea Island overlooking open water/sea to the south. Block pattern is linear, with properties facing the coast road, with sea views. Mixtures of architectural styles are visible, with all properties set within large plot with views across the diverse seascape. To the south of Coast Road, the shoreline is peppered with yachts, houseboats and fishing boats, which create a distinctive and interesting streetscape edge. Inter-tidal mudflats are also visible at low tide, adding another element to the character of this area.

Distinctive Characteristics

Topographical Features

- Houses are set upon a gentle slope or bank, which overlooks the sea to the south.

Street & Block Pattern

- Linear street pattern, with properties facing Coast Road.

Private/Public Realm Interface

- Very clear definition between public and private space, on account of the fact that properties are set well back from the road and are slightly raised from street level.
- Properties do not impose upon the road corridor to the south.

Massing & Enclosure

- General sense of space, rather than enclosure, with the southern side of Coast Road completely open to the sea.

Architecture & Built Form

- Generally large detached properties, which comprise several interesting architectural styles (and ages) including details such as colourful weatherboarding.

Streetscapes

- Diverse and interesting streetscape on account of water-related elements along the southern edge (e.g. yachts, fishing boats, mudflats, houseboats), and diverse front garden of properties along the northern edge of Coast Road.

Open Space

- There is no publicly accessible open space within the Character Area.

Biodiversity

- Several habitats for urban wildlife within front gardens of properties along Coast Road.
- River Estuary/sea is a very important wildlife area, particularly for coastal birds.

Land Use, Culture & Vitality

- Secluded residential area, which overlooks the coastal edge to the south.

Movement Patterns

- Properties within this area are accessed from Coast Road to the south.
- Coast Road is quite a busy road that connects the central shopping area to the northeast to the harbour in the west.

Viewing Experience

- Open views across diverse coastal seascape to the south of the area.
- Views to buildings within the historic core from the eastern end of this Character Area.

Designations

- There are three Listed Buildings of special interest (Grade II) within this Character Area (see Appendix C).
- This Character Area is within the Harbour Conservation Area.

Historic and Architectural Interest

There has been settlement in this area since the 18th century, although it was limited to a few houses and mainly open fields until the 20th century when the area started to evolve and by the end of the century, the area had become a mixed age suburb.

Visible Archaeological Features

- No recorded archaeological interest within this Character Area.

Architectural History and Qualities of Buildings

This Character Area contains a mixture of buildings, which exhibit architectural styles and details from several different architectural periods.

Threats to Townscape Character

- Traffic associated with Coast Road to the south.
- Deterioration in the condition of built fabric of properties along Coast Road.
- Potential ‘backland’ or infill development which may change the spacious nature of plots within this Character Area.

Evaluation of Sensitivity to New Development

Indicators of Townscape Value	Many	Some	Few
Intrinsic Landscape/Townscape Qualities			
	High	Moderate	Low
Biodiversity Value			
Visual prominence			
Intervisibility			
Re-creatability			
	Strong	Mixed	Weak
Historic Integrity			

Overall, this Character Area has moderate sensitivity to change or new development. There is average biodiversity value within gardens along Coast Road and high visual sensitivity on account of open views across the water to the south and views to the historic core from the eastern end of the area.

J2. VICTORY ROAD TO MERSEA AVENUE MIXED AGE SUBURBS TOWNSCAPE CHARACTER AREA

Overall Character Description

This relatively large Character Area encompasses housing to the west of the retail core. Although there are buildings from several periods of development, including post-war and post-1960s, several of the roads within this area are lined with Victorian villas. Streetscape along Mersea Avenue is distinctive, with general consistency in façade and lined with an avenue of mature street trees. It includes several semi-detached and detached red brick Victorian properties. The character of St. Peter’s Road is similar in terms of colour, layout and style. Detached, more modern, properties line Victory Road, which also has a distinctive streetscape character, partly on account of open views across the sea from the southern end of the area.

Distinctive Characteristics

Topographical Features

- Predominantly flat at the eastern end of the area (Mersea Road and St. Peter’s Road).
- Sloping downwards from east to west, towards the sea, along the Victory Road, in the western part of the area.

Street & Block Pattern

- Uniform and linear street pattern.

Private/Public Realm Interface

- Generally clear definition between public and private space, with front gardens (where present) separated from the road by a combination of low walls and fences.

Massing & Enclosure

- Generally enclosed on all sides by adjacent residential areas.

Architecture & Built Form

- Consistency in architectural style on a street by street basis, with variation in ages of buildings, rather than layout and arrangement along the street.
- Several examples of red brick Victorian ‘villas’.

Streetscapes

- Generally diverse and interesting streetscapes throughout the area.
- Avenue of mature street trees along Mersea Road.

Open Space

- There is no publicly accessible open space within the Character Area.

Biodiversity

- Several habitats for urban wildlife within gardens of properties along the streets within this area.

Land Use, Culture & Vitality

- Relatively secluded residential area.

Movement Patterns

- Interconnecting Victory Road, St. Peter’s Road and Mersea Avenue provide the main vehicular access routes throughout this Character Area.

Viewing Experience

- Open views across the sea from the western end of Victory Road.
- Short-distance views to adjacent residential Character Areas.

Designations

- There are no designated sites in this area

Historic Evolution

It was only in the late 19th century that this area saw a small area of residential settlement, the main development of the area from open fields to residential settlement was not until the 20th century.

Visible Archaeological Features

- Early 20th century cast iron direction post

Architectural History and Qualities of Buildings

Buildings within this Character Area range from several different architectural periods, from Victorian to post-1960s, and there are several fine examples of Victorian detached villas within the Character Area.

Threats to Townscape Character

- Traffic associated with the three main roads within this area.
- Deterioration in the condition of built fabric of properties.
- Replacement of original windows with cheaper, more modern (often plastic) alternatives.
- Potential ‘backland’ or infill development which may change the spacious nature of plots within this Character Area.

Evaluation of Sensitivity to New Development

Indicators of Townscape Value	Many	Some	Few
Intrinsic Landscape/Townscape Qualities			
	High	Moderate	Low
Biodiversity Value			
Visual prominence			
Intervisibility			
Re-creatability			
	Strong	Mixed	Weak
Historic Integrity			

Overall, this Character Area has moderate sensitivity to change or new development. There is average biodiversity value within gardens along Victory Road, Mersea Road and St. Peter’s Road and moderate to low visual sensitivity, on account of open views across the water from the western end of Victory Road, but generally only short-distance views to adjacent residential and retail areas.

J3. CHURCHFIELDS MIXED AGE SUBURBS TOWNSCAPE CHARACTER AREA

Overall Character Description

This area of mixed age suburbs is situated immediately to the west of the retail core, with several residential properties within the area backing onto retail properties along the High Street. The area has an intricate character as a result of the small-scale and regular street pattern, with several small terraced and occasional semi-detached properties lining Churchfields Road and Captains Road. There are few long distance views out of the Character Area, with short-distance views to adjacent residential areas to the north and the retail core to the historic buildings, such as St. Peter and St Paul Church, within the historic core to the south.

Distinctive Characteristics

Topographical Features

- Predominantly flat throughout the Character Area.

Street & Block Pattern

- Linear and regular street pattern with houses lining Churchfields Road and Captains Road, within a more or less continuous façade.

Private/Public Realm Interface

- Generally lack of clear definition between public and private space, with properties facing directly onto the road corridor in places.

Massing & Enclosure

- Sense of enclosure throughout the Character Area provided by adjacent residential and retail areas.

Architecture & Built Form

- An intricate mix of small terraced houses within the area, which exhibit a range of colours, materials, architectural styles and details.

Streetscapes

- Generally enclosed streetscape with few street trees and utilitarian paving and lighting.
- On-street parking is a characteristic of this area.

Open Space

- There is no publicly accessible open space within this Character Area.

Biodiversity

- Generally few habitats for urban wildlife within the Character Area.

Land Use, Culture & Vitality

- Predominantly residential, with occasional shops at the eastern edge in close proximity to the retail core.

Movement Patterns

- Churchfields Road provides the main vehicular access to the area, however on-street parking and the narrow nature of the road corridors limit movement.

Viewing Experience

- Few long distance views out of the Character Area.
- Short-distance views to adjacent residential areas to the north, the retail core and the historic buildings, such as St. Peter and St Paul Church, within the historic core to the south.

Designations

- There are no designated sites within this Character Area.

Historic Evolution

This area remained agricultural land until its development in the mid 20th century for use as a residential settlement.

Visible Archaeological Features

- There is no recorded archaeological interest in this area.

Architectural History and Qualities of Buildings

Buildings within this Character Area range from several different architectural periods, from Victorian to post-1960s.

Threats to Townscape Character

- Traffic associated with Churchfields Road.
- On-street parking.
- Deterioration in the condition of built fabric of properties.
- Replacement of original windows with cheaper, more modern (often plastic) alternatives.

Evaluation of Sensitivity to New Development

Indicators of Townscape Value	Many	Some	Few
Intrinsic Landscape/Townscape Qualities			
	High	Moderate	Low
Biodiversity Value			
Visual prominence			
Intervisibility			
Re-creatability			
	Strong	Mixed	Weak
Historic Integrity			

Overall, this Character Area has moderate sensitivity to change or new development. There is generally low biodiversity value within gardens and moderate to low visual sensitivity, with occasional views to the historic core to the south and short-distance views to adjacent residential and retail areas.

J4. YORICK MIXED AGE SUBURBS TOWNSCAPE CHARACTER AREA

Overall Character Description

The mixed character of Yorick Road Suburbs includes areas of semi-detached and detached houses which line Yorick Road and Kingsland Road, to the east. The area has a generally secluded character, with diverse streetscapes along both main roads. This is as results of the colourful variation in architectural styles and details combined with visual interest provided by patches of mature vegetation within front gardens. There are several clusters of red brick Victorian houses within the area, sometimes situated alongside modern alternatives (post-war and post-1960s). Built form is punctuated in the north by a school and associated playing fields, whilst in the south the distinctive buildings of West Mersea museum influence the character of the area. There are generally few views out of the Character Area, other than short-distance views to adjacent Character Areas.

Distinctive Characteristics

Topographical Features

- Predominantly flat across the Character Area.

Street & Block Pattern

- Regular, linear street pattern to the north and south of Yorick Road.

Private/Public Realm Interface

- Generally good definition between edges of front gardens or properties and the road along roads within the area.

Massing & Enclosure

- Medium density suburb.
- Enclosed on all sides by adjacent housing areas.

Architecture & Built Form

- A mixture of architectural styles, from Victorian to post-1960s.

Streetscapes

- Generally interesting streetscape with several street trees in places.

Open Space

- Semi-private school playing fields to the east of Yorick Avenue.

Biodiversity

- Average biodiversity value overall with habitats for urban wildlife within gardens.

Land Use, Culture & Vitality

- Bustling residential area.

Movement Patterns

- Yorick Road and Kingsland Road act as feeder roads for this area.

Viewing Experience

- Few views, other than short-distance views to adjacent Character Areas.

Designations

- There are no designated sites in this area

Historic and Architectural Interest

Historic Evolution

There is evidence of settlement in this area since the Roman period with a Roman round building. Since that period however, there has been no evidence to suggest any settlement until the 20th century when the area began to be developed. By the end of the century, the area had been heavily developed.

Visible Archaeological Features

- Roman round building

Architectural History and Qualities of Buildings

Mixed architectural history, dating from Victorian to post-1960s.

Threats to Townscape Character

- Traffic congestion along Yorick Road.
- New infill development that may lead to loss of older historic buildings along the corridor.
- Extensions to buildings for new porches etc.
- Replacement of windows on older properties with modern/plastic alternatives.
- Conversion of front gardens to hardstanding to provide new car parking.
- On-street parking.

Evaluation of Sensitivity to New Development

Indicators of Townscape Value	Many	Some	Few
Intrinsic Landscape/Townscape Qualities			
	High	Moderate	Low
Biodiversity Value			
Visual prominence			
Intervisibility			
Re-creatability			
	Strong	Mixed	Weak
Historic Integrity			

This Character Area has moderate sensitivity to change or new development overall as a result of moderate biodiversity value (generally within gardens), combined with low visual sensitivity (few views into and out of the area, other than to adjacent Character Areas) and mixed historic integrity.

J5. **KINGSLAND ROAD MIXED AGE SUBURBS TOWNSCAPE CHARACTER AREA**

Overall Character Description

This Character Area encompasses development along the northern and southern sides of Kingsland Road, which connects eastern parts of Mersea Island to the retail core to the southwest. The area has a linear street pattern, with a combination of terraced, semi-detached and detached properties overlooking the road corridor. The area has a busy character with houses and occasional shops defining the edges of the streetscape. Views are generally channelled along the road corridor, with views to open farmland from the eastern edge of the area and views to the retail core to the east. Housing dates to several different periods, from Victorian to post-1960s, resulting in a mixed character, with a more of less continuous façade along the road corridor.

Distinctive Characteristics

Topographical Features

- Predominantly flat throughout the area.

Street & Block Pattern

- A linear street pattern, with houses generally facing the road corridor.

Private/Public Realm Interface

- Unclear definition between public and private space in places. In many cases, houses face directly onto the road, with few fences or hedges to the front of properties.

Massing & Enclosure

- Sense of enclosure along much of the road corridor, provided by adjacent residential areas.
- Greater sense of openness at the eastern end of the area, with views across open farmland to the east.

Architecture & Built Form

- A mixture of semi-detached and detached properties, which are built from a variety of materials.

Streetscapes

- Mixed streetscape, which is bland and utilitarian in places, but is punctuated by small street trees in places.

Open Space

- There are no large areas of publicly accessible open space within the area.

Biodiversity

- Habitats for urban wildlife within gardens throughout the area.

Land Use, Culture & Vitality

- Bustling residential area.
- Occasional small shops towards the western end of Kingsland Road, in close proximity to the retail core.

Movement Patterns

- Kingsland Road passes through the centre of the area and connects to the retail core to the southwest.

Viewing Experience

- Views generally channelled along the road corridor at the western end.
- Open views across adjacent arable fields from the eastern edges of the area.

Designations

- There are six Listed Buildings of special interest (Grade II) within the Character Area (see **Appendix C**).

Historic and Architectural Interest

Historic Evolution

There has been settlement in this area since the 19th century. The area has stayed predominately open and rural with only a few houses and Pratt’s Farm. By the end of the century, the area had evolved into a mixed age suburbs.

Visible Archaeological Features

- No recorded archaeological interest within this Character Area.

Architectural History and Qualities of Buildings

This area has mixed architectural history, which is visible in the range of buildings that are present within the Character Area.

Threats to Townscape Character

- Potential new development, which may block views across landscape setting to the east.
- Traffic and congestion along Kingsland Road.
- Replacement of windows on older properties with modern/plastic alternatives.

Evaluation of Sensitivity to New Development

Indicators of Townscape Value	Many	Some	Few
Intrinsic Landscape/Townscape Qualities			
	High	Moderate	Low
Biodiversity Value			
Visual prominence			
Intervisibility			
Re-creatability			
	Strong	Mixed	Weak
Historic Integrity			

This area has generally low visual sensitivity along the road corridor, which is higher at the eastern edge, with views across open countryside to the east. Overall biodiversity value is low, with generally few habitats for urban wildlife although historic integrity is generally mixed. Overall, this Character Area has low sensitivity to change or new built development.

J6. ALEXANDRA AVENUE TO BROOMHILLS ROAD MIXED AGE SUBURBS TOWNSCAPE CHARACTER AREA

Overall Character Description

The mixed character of this suburban housing area includes areas of housing from several different periods of development and is in close proximity to the southern edge of the settlement and the island. To the west of the area, street pattern is curvilinear, with houses set out around a series of crescents leading off Broomhills Road, which connects to Yorick Road to the north. Housing within this area dates predominantly to the c.1970s/1980s period. Street pattern is more regular and linear to the east, where houses along Alexandra Avenue generally face the road corridor. Housing within this area is older, with greater variety in architectural style and detail. The Character Area also includes houses along the northern side of Victoria Esplanade, which are generally relatively modern (1970s/1980s), several of which have a ‘blocky’ or ‘cube-like’ style, with flat roofs. Built form is punctuated by a relatively large, square area of grassland/playing fields, ‘Willoughby’, which provides a sense of space. Recognisable sense of place is provided by views to beach huts and also across dramatic sky and seascape to the south of the area.



Distinctive Characteristics

Topographical Features

- Predominantly flat throughout the Character Area.

Street & Block Pattern

- Regular, linear street pattern along Alexandra Avenue, with a more curvilinear arrangement of small crescents and cul-de-sacs leading off Broomhills Road to the west.

Private/Public Realm Interface

- Generally clear definition between edges of properties or front gardens and the road.

Massing & Enclosure

- Medium density suburb.
- Enclosed to the north, east and west by adjacent residential areas.
- Open to the south to the beach and shoreline.

Architecture & Built Form

- A mixture of architectural styles, from Victorian to post-1960s.

Streetscapes

- Mixed streetscape overall, which is bland and utilitarian in places.

Open Space

- Large square area of playing fields at the southern end of Oakwood Avenue.

Biodiversity

- Average biodiversity value overall with habitats for urban wildlife within gardens.

Land Use, Culture & Vitality

- Relatively secluded residential area.

Movement Patterns

- Broomhills Road and Alexandra Avenue act as feeder roads for this area.

Viewing Experience

- Few open views to the north, other than short-distance views to adjacent Character Areas.
- Open views to beach huts and shoreline to the south.

Designations

- There are no designated sites within this Character Area.

Historic and Architectural Interest

Historic Evolution

This area was predominately rural with no recorded evidence of any settlement in the area until the 20th century when it was developed gradually throughout the century.

Visible Archaeological Features

- Gun emplacement
- Pillbox (destroyed)

Architectural History and Qualities of Buildings

Mixed architectural history, dating from Victorian to post-1960s periods.

Threats to Townscape Character

- Traffic congestion along Alexandra Avenue and Broomhills Road.
- Extensions to buildings for new porches etc.
- Replacement of windows on older properties with modern/plastic alternatives.
- On-street parking.

Evaluation of Sensitivity to New Development

Indicators of Townscape Value	Many	Some	Few
Intrinsic Landscape/Townscape Qualities			
	High	Moderate	Low
Biodiversity Value			
Visual prominence			
Intervisibility			
Re-creatability			
	Strong	Mixed	Weak
Historic Integrity			

This Character Area has moderate sensitivity to change or new development overall as a result of moderate biodiversity value, generally within gardens, combined with moderate visual sensitivity, open views across seascape to the south and mixed historic integrity.

J7. GROVE AVENUE MIXED AGE SUBURBS TOWNSCAPE CHARACTER AREA

Overall Character Description

This relatively small Character Area is situated along the southern edge of Mersea Island overlooking open water/sea to the south. Block pattern is linear, with large detached properties, within large single plots, facing the coastal edge. Access to this area is from a semi-private road to the east of Beach Road. A mixture of architectural styles is visible, with all properties overlooking the beach and sea to the south. The area has a very secluded and private character, despite proximity to the historic and retail cores to the west.

Distinctive Characteristics

Topographical Features

- Gently sloping from north to south across the Character Area.

Street & Block Pattern

- Linear street pattern.

Private/Public Realm Interface

- Generally clear definition between public and private space throughout the area.

Massing & Enclosure

- General sense of space, rather than enclosure within the area.

Architecture & Built Form

- Generally large detached properties, which comprise several interesting architectural styles, and ages including details such as colourful weatherboarding.

Streetscapes

- Private and secluded streetscape.

Open Space

- There is no publicly accessible open space within the Character Area.

Biodiversity

- Several habitats for urban wildlife within front gardens of properties along Coast Road.
- River Estuary/sea is a very important wildlife area, particularly for coastal birds.

Land Use, Culture & Vitality

- Secluded residential area, which overlooks the coastal edge to the south.

Movement Patterns

- Properties within this area are accessed from a semi-private road, which leads from the eastern side of Beach Road.

Viewing Experience

- Open views across diverse coastal seascape to the south of the area.

Designations

- There are no designated sites within this Character Area.

Historic and Architectural Interest

Historic Evolution

There has been no recorded settlement in this area until the 20th century. The area has remained agricultural with open fields until the area was developed throughout the century.

Visible Archaeological Features

- There are no recorded areas of archaeological interest in this area.

Architectural History and Qualities of Buildings

This Character Area contains a mixture of buildings, which exhibit architectural styles and details from several different architectural periods.

Threats to Townscape Character

- Traffic associated with Beach Road to the south.
- Deterioration in the condition of built fabric of properties within the area.
- Potential ‘backland’ or infill development which may change the spacious nature of plots within this Character Area.

Evaluation of Sensitivity to New Development

Indicators of Townscape Value	Many	Some	Few
Intrinsic Landscape/Townscape Qualities			
	High	Moderate	Low
Biodiversity Value			
Visual prominence			
Intervisibility			
Re-creatability			
	Strong	Mixed	Weak
Historic Integrity			

Overall, this Character Area has moderate sensitivity to change or new development. There is average biodiversity value within gardens and high visual sensitivity on account of open views across the water to the south and views to the historic core from the western end of the area.

J8. EMPRESS AVENUE TO SEAVIEW AVENUE MIXED AGE SUBURBS TOWNSCAPE CHARACTER AREA

Overall Character Description

This Character Area encompasses three long avenues of housing which stretch from the northern end to the southern end of the settlement. Built façade is more or less continuous along the road corridors (Empress Avenue, Fairways Avenue and Seaview Avenue). Streetscape is distinctive, with visual interest provided by avenues of street trees and patches of vegetation within front gardens. Buildings date from several periods of architectural development from Victorian to post-1960s infill, with several buildings exhibiting architectural details, which are fairly typical of other seaside avenues throughout Britain. Buildings range from detached three-storey properties to semi-detached two-storey properties and bungalows. A conglomeration of bungalow line Seaview Road, several of which have distinctive chimneys. Towards the southern end of Seaview Avenue, c.1970s three- to four-storey flat-roofed flats, surrounding the beach car park, assert a formal and somewhat stark influence on the character of the area. A unifying element of all three wide avenues, are the channelled views to the sea from the southern ends of each avenue.



Distinctive Characteristics

Topographical Features

- Very gently sloping from north to south across the Character Area.

Street & Block Pattern

- Linear street and block pattern, with most houses facing the road corridor.

Private/Public Realm Interface

- Generally clear definition between public and private space throughout the Character Area.

Massing & Enclosure

- Sense of enclosure within the avenues as a result of more or less continuous façade, opening up towards the southern end of the area, with open views across the shoreline to the sea.

Architecture & Built Form

- Mixture of architectural styles and details from varying periods of development.

Streetscapes

- Diverse and interesting streetscape as a result of colourful variation of materials used, vegetation within front gardens and also street/avenue trees.

Open Space

- Generally few patches of publicly open space within the Character Area.

Biodiversity

- Habitats for urban wildlife within gardens along all avenues.

Land Use, Culture & Vitality

- Secluded residential avenues.

Movement Patterns

- Traffic flow along all avenues is relatively quiet, although slightly busier along Seaview Road, which leads to the seafront car park and Caravan Park at the southern end.

Viewing Experience

- Open views to shoreline, beach and sea from southern half of the area.

Designations

- There are no designated sites in this area

Historic and Architectural Interest

Historic Evolution

There has been no settlement in this area until the 20th century. By the end of the century, the area had been developed from open fields to residential suburbs.

Visible Archaeological Features

- There is no recorded archaeological interest in this area.

Architectural History and Qualities of Buildings

There are a mixture of architectural styles and details within the Character Area, resulting from several different periods of development.

Threats to Townscape Character

- Traffic moving towards the seafront along all three avenues.
- Deterioration in the condition of built fabric of properties within the area.
- Potential 'backland' or infill development which may change the spacious nature of plots within this Character Area.
- Beach car parking (during the summer or holiday season).

Evaluation of Sensitivity to New Development

Indicators of Townscape Value	Many	Some	Few
Intrinsic Landscape/Townscape Qualities			
	High	Moderate	Low
Biodiversity Value			
Visual prominence			
Intervisibility			
Re-creatability			
	Strong	Mixed	Weak
Historic Integrity			

Overall, this Character Area has moderate sensitivity to change or new development. There is average biodiversity value within gardens and moderate visual sensitivity on account of open views from the southern half of the Character Area, to the shore and sea.

K. CARAVANS AND BEACH HUTS TOWNSCAPE CHARACTER TYPE



Townscape Character Areas

- K1. Firs Chase
- K2. Sea View
- K3. Victoria Esplanade

Generic Description

Townscape Character Areas within this type either contain a series of caravans, often arranged in parks, or beach huts, which are generally in a linear formation. In both cases residences are generally used seasonally and are often related to seaside holiday visits. Caravan parks generally have a consistent character and colour, dominated by white caravans or mobile homes. Beach huts have a much more diverse and colourful character.

Key Characteristics

- Caravans are often arranged in parks, which have at least one side facing the sea, facilitating long distance views.
- Caravans are made from standard mass produced white metal panels.
- Beach huts are arranged in linear formation, built from wood and, all face the seafront.
- Beach huts provide a colourful and diverse character.
- Most are used seasonally.

K1. **FIRS CHASE CARAVAN PARK TOWNSCAPE CHARACTER AREA**

Overall Character Description

Firs Chase Caravan Park is situated at the northern edge of West Mersea and is overlooks the Strood Channel to the north. The area is somewhat separate from adjacent residential areas to the south and is accessible via Firs Chase and The Lane. Caravans are generally set within relatively large, open pitches, several of which have sea views. Caravans are also generally made from several standard mass produced, often corrugated, white metal panels.

Distinctive Characteristics

Topographical Features

- Slopes gradually downwards from south to north throughout the area, towards the island shore.

Street & Block Pattern

- No street or block pattern in the formal sense.
- Caravans arranged fairly regularly within individual plots throughout the area.

Private/Public Realm Interface

- Generally no division between public and private space.

Massing & Enclosure

- Sense of openness to the north, where site is open to the Strood Channel.
- Some sense of enclosure along the southern edge, where residential areas abut the edge of the edge of the caravan park.

Architecture & Built Form

- Dominated by caravans or mobile homes.

Streetscapes

- There is no streetscape in the formal sense.

Open Space

- Open fields to the northeast surround Caravan Park.

Biodiversity

- Generally few habitats for urban wildlife within the Character Area.

Land Use, Culture & Vitality

- Relatively secluded caravan park.

Movement Patterns

- Caravan Park is only accessible from narrow roads within the historic core to the south.

Viewing Experience

- Open views across the Strood Channel from the northern edge of the area.
- Views to the edge of the Caravan Park from coastal farmland on the opposite side of the Strood Channel.

Designations

- There are no designated site in this Character Area.

Historic and Architectural Interest

Historic Evolution

There was no recorded settlement in this area until the 19th century when there were several cottages. The majority of development of the area did not happen until the 20th century when the area was developed into a holiday area and caravan park.

Visible Archaeological Features

- There is no recorded archaeological interest in this area.

Threats to Townscape Character

- Visual impact of Caravan Park within views from surrounding landscape-setting areas.
- Generally harsh nature of Caravan Park, especially at the edges.

Evaluation of Sensitivity to New Development

Indicators of Townscape Value	Many	Some	Few
Intrinsic Landscape/Townscape Qualities			
	High	Moderate	Low
Biodiversity Value			
Visual prominence			
Intervisibility			
Re-creatability			
	Strong	Mixed	Weak
Historic Integrity			

The area has high visual prominence on account of its highly visible position within views to the northern edge of West Mersea from landscape setting to the west. There are, however, generally few views from adjacent residential areas, including the historic core, to the south. The area has low biodiversity value and weak historic integrity and a result of a combination of the above factors, has low sensitivity to change or new development.

K2. SEA VIEW CARAVAN PARK TOWNSCAPE CHARACTER AREA

Overall Character Description

Sea View Caravan Park is situated at the eastern end edge of West Mersea and overlooks the sea to the south and open farmland to the east. The area is directly adjacent to residential areas to the west and is accessible from the eastern end of Seaview Avenue. Caravans are generally set within relatively large, open pitches, several of which have sea views. Caravans are also generally made from several standard mass produced, often corrugated, white metal panels.

Distinctive Characteristics

Topographical Features

- Slopes gradually down from north to south across the area, towards the sea in the south.

Street & Block Pattern

- No street or block pattern in the formal sense.
- Caravans arranged fairly regularly within individual plots throughout the area.

Private/Public Realm Interface

- Generally no division between public and private space.

Massing & Enclosure

- Sense of openness to the south and east.
- Some sense of enclosure along the western edge, where the backs of residential properties overlook the Caravan Park.

Architecture & Built Form

- Dominated by caravans or mobile homes.

Streetscapes

- There is no streetscape in the formal sense.

Open Space

- The site is adjacent to open fields along the northeastern edge and also the beach along the southern edge.

Biodiversity

- Generally few habitats for urban wildlife within the Character Area.

Land Use, Culture & Vitality

- Relatively secluded caravan park.

Movement Patterns

- Caravan Park is easily accessible from the southern end of Seaview Road.

Viewing Experience

- Open views to the sea from the southern end of the area.
- Open views across open farmland to the east of the area.

Designations

- The Estuary is a Site of Importance for Nature Conservation.

Historic and Architectural Interest

Historic Evolution

Until the 20th century, there has been no recorded evidence of any settlement in this area. The 20th century brought about the area being utilised as a caravan park to accommodate the number of tourists coming for a holiday in the area, before this though the area was predominately open fields.

Visible Archaeological Features

- There is no recorded archaeological evidence in this area.

Threats to Townscape Character

- Visual prominence of Caravan Park from farmland to the east of the area.

Evaluation of Sensitivity to New Development

Indicators of Townscape Value	Many	Some	Few
Intrinsic Landscape/Townscape Qualities			
	High	Moderate	Low
Biodiversity Value			
Visual prominence			
Intervisibility			
Re-creatability			
	Strong	Mixed	Weak
Historic Integrity			

The area has high visual prominence on account of its highly visible position within views to the eastern edge of West Mersea from landscape setting to the east. Glimpse views can also be gained from adjacent residential areas and also from the southern end of Seaview Avenue. The area has low biodiversity value and weak historic integrity and as a result of a combination of the above factors, has low sensitivity to change or new development.

K3. VICTORIA ESPLANADE BEACH HUTS TOWNSCAPE CHARACTER AREA

Overall Character Description

This colourful and distinctive area contains several lines of beach huts, which are situated on the beach to the south of Victoria Esplanade. There is great variety in colours used to decorate the beach huts, providing a lively edge to the southeastern end of Mersea Island. Vitality and character of the area varies seasonally, with greater vibrance and life within the area during the summer months and holiday seasons. Open views southwards of dramatic and ever-changing seas and sky contribute to the strong recognisable sense of place within this Character Area.



Distinctive Characteristics

Topographical Features

- Area upon which beach huts are situated is predominantly flat, with a gentle slope to the south towards the water’s edge.

Street & Block Pattern

- No street or block pattern in the formal sense.
- Beach Huts are arranged in relatively straight lines.

Private/Public Realm Interface

- Generally no division between public and private space with beach huts directly accessible from the beach area.
- Although each beach hut is privately owned, there are few restrictions to public access amongst the lines of beach huts.

Massing & Enclosure

- Sense of openness to the south, with open views across the sea.

Architecture & Built Form

- Relatively small wooden beach huts which exhibit lively variance in colour, but uniformity in size and shape.

Streetscapes

- There is no streetscape in the formal sense.

Open Space

- Beach huts are situated on the beach, which is a large area of publicly accessible open space.

Biodiversity

- Generally few habitats for urban wildlife within the Character Area, however the sea immediately to the south of the area is an important wildlife resource.

Land Use, Culture & Vitality

- Vitality of the area varies seasonally, with livelier character during the summer (holiday) season.

Movement Patterns

- Beach Huts are easily accessible from Victoria Esplanade and the beach to the south.

Viewing Experience

- Open views to the sea from the southern end of the area.
- Views to adjacent residential areas to the north and also to seafront car parks.

Designations

- SINC which combines with other areas of coastline

Historic and Architectural Interest

Historic Evolution

The 20th century brought the first development to the area, there may have been settlement in the area before this, but we have no recorded evidence of it. This Character Area throughout the 20th century has been turned into an area of Beach Huts for the tourists and residents of the island.

Visible Archaeological Features

- There is no recorded archaeological interest in this area.

Threats to Townscape Character

- Deterioration in the built fabric of beach huts.
- Potential vandalism of beach huts (particularly during the winter season).

Evaluation of Sensitivity to New Development

Indicators of Townscape Value	Many	Some	Few
Intrinsic Landscape/Townscape Qualities			
	High	Moderate	Low
Biodiversity Value			
Visual prominence			
Intervisibility			
Re-creatability			
	Strong	Mixed	Weak
Historic Integrity			

Overall, this Character Area has high sensitivity to change or new build development. The area has a distinctive and colourful seaside character, which is unique to this part of Colchester Borough. The beach huts create a distinctive and colourful edge to West Mersea and the island, and can be viewed from several surrounding Character Areas.

4.6 Principles for Accommodating New Development in West Mersea

4.6.1 The following broad principles for the generic Townscape Character Types should be read in conjunction with the visual analysis of West Mersea's urban structure set out in Section 4.4, and with the relevant detailed Character Area descriptions and their respective sensitivity guidance presented in Section 4.5 (and summarised on **Figure 4.7**).

4.6.2 The overall principle for accommodating new development in West Mersea is to ensure that it is sensitively integrated into the townscape character and contributes to the conservation, enhancement and, where relevant, creation of places that exhibit a strong sense of local identity. Proposals for new development should carefully consider the following key urban design elements:

- Routes
- Spaces
- Landmarks
- Edges
- Grids and blocks
- Public and private spaces
- Enclosure and building lines
- Visual cohesion
- Highway design
- Shared use streets
- Paving
- Street furniture

Principles for West Mersea's Historic Core

4.6.3 It is recommended that, within the context of an overall strategy for this type of conserving, enhancing and, where relevant, restoring key characteristics, as described in the relevant Character Area descriptions, the following design and development principles should apply:

- Preserve high quality historic townscape element(s) as identified in the relevant Character Area descriptions.
- Ensure that any new development responds to the existing scale and grain of the urban form, supporting the existing townscape elements rather than drawing attention away from them. Specifically, new development within the Historic Core, should:
 - * Seek to conserve timber, double hung sash windows (within most buildings) and timber mullioned casements, glazed with small paned leaded lights within the White Hart;
 - * Seek to conserve and enhance distinctive historic buildings;
 - * Conserve and enhance historic harbour-front buildings.
- Maintain and, where possible, enhance access and visual linkages between the Historic Core, adjacent Character Types and Areas, and the coastal landscape/seascape setting.

- Conserve characteristic streetscape/building materials as identified in the relevant Character Area descriptions, replacing them where necessary, and reflect these details/patterns in any new floorscapes/buildings.
- Consider additional/new planting within the streetscape to enhance the townscape.
- Conserve the pattern of key views, specifically:
 - * Open views southwards across a diverse and ever-changing seascape to the south of Coast Road;
 - * Channelled views northwards along the High Street corridor;
 - * Open views across dramatic sky and sea to the west of the Harbour.
- Any new development should follow the intrinsic scale and fine grain of the urban structure set by the historical plots.
- New development should reinforce the positive character and local distinctiveness of this townscape type, through the use of appropriate building materials and styles as identified in the relevant Character Area descriptions.
- New proposals should address less positive aspects of character within this townscape type through strategies for the restoration and enhancement of key townscape elements.
- The siting and design of any new retail developments in the Historic Core should reflect local character, including careful design of advertising, lighting and signage.
- Where relevant, public art should be included in public realm enhancement schemes.
- Infill developments should respect and enhance the local character of streetscapes and existing historic buildings, incorporate appropriate forms, materials and details, and give emphasis to the design of landscapes/gardens in the grounds surrounding buildings.
- Proposals for conversions of historic buildings in the Historic Core should carefully consider materials/forms, the design of internal spaces, the curtilage of the building and employ sensitive construction methods.
- Proposals for extensions to existing listed buildings in the Historic Core should carefully consider the impact on the local streetscape, address issues of privacy/overlooking and daylight/sunlight, and incorporate sensitive building forms, materials and details.
- The fitting of solar panels and satellite dishes to listed buildings and other buildings within Conservation Areas should be carefully considered.
- New proposals within this Townscape Character Type should address the key threats identified in the relevant Character Area descriptions through appropriate restoration and enhancement strategies, specifically:
 - * Seek to improve buildings, which are in poor repair and currently detract from the quality of the streetscape;
 - * Seek to integrate public direction signs and information signs, which currently detract from the quality of the historic environment;
 - * Seek practical and safe design solutions for integrating pedestrian and vehicular movement, which are sympathetic to the historic environment.

Principles for West Mersea’s Retail Core

- 4.6.4
- It is recommended that, within the context of an overall strategy for this type of conserving, enhancing and, where relevant, restoring key characteristics, as described in the relevant Character Area descriptions, the following design and development principles should apply:
- Ensure that any new development responds to the existing scale and grain of the urban form, supporting the existing townscape elements rather than drawing attention away from them.
 - Maintain and, where possible, enhance access and visual linkages between the Retail Core and adjacent Character Types and Areas.
 - Conserve characteristic streetscape/building materials, replacing them where necessary, and reflect these details/patterns in any new floorscapes/buildings.
 - Consider additional/new streetscape planting to provide a green setting to development, particularly along the High Street.
 - Maintain a high density in the built form.
 - New proposals should address less positive aspects of character within this townscape type through public realm enhancement strategies.
 - The design of new retail developments should reflect local character, including careful design of advertising, lighting and signage.
 - Where relevant, public art should be included in public realm enhancement schemes.
 - Infill developments should respect and enhance the local character of streetscapes and existing historic buildings, and incorporate appropriate building forms, materials and details.
 - Proposals for conversions and re-use of historic buildings should carefully consider materials/forms, the design of internal spaces, the curtilage of the building and employ sensitive construction methods.

Principles for West Mersea’s Inter-War/Post-War Suburbs

- 4.6.5
- It is recommended that, within the context of an overall strategy for this type of conserving, enhancing and, where relevant, restoring key characteristics, as described in the relevant Character Area descriptions, the following design and development principles should apply:
- Ensure that any new development responds to the existing scale and grain of the urban form.
 - Maintain and, where possible, enhance access and visual linkages between the Inter-War/Post-War Suburbs and adjacent Character Types and Areas.
 - Consider additional/new planting within streetscapes to form a green setting to new development.

- Maintain a high density in the built form.
- Conserve the pattern of key views, specifically:
 - * Short distance views to adjacent residential areas.
- Any new development should follow the scale and grain of the urban structure set by the historical plots.
- New proposals should address less positive aspects of character within this townscape type through appropriate enhancement strategies.
- New proposals within this townscape type should address the threats to townscape character identified in the relevant Character Area descriptions through enhancement strategies, specifically:
 - * Seek ways to maintain and enhance existing built fabric;
 - * Encourage planting of native trees and shrubs within front gardens;
 - * Seek ways to encourage maintenance of front gardens, rather than replacement with parking spaces/ front drives;
 - * Conserve mature trees within incidental greenspaces and playing fields and consider replacement of older trees where applicable;
 - * Seek ways to integrate street clutter to form a coherent streetscape;
 - * Seek ways to manage on-street parking, which detracts from streetscape consistency;
 - * Seek ways to soften streetscapes with new planting.
- Infill developments should respect and enhance the local character of streetscapes and existing historic buildings, incorporate appropriate forms, materials and details, and give emphasis to the design of landscapes/gardens in the grounds surrounding buildings.

Principles for West Mersea’s Post-1960s Suburbs

- 4.6.6
- It is recommended that, within the context of an overall strategy for this type of conserving, enhancing and, where relevant, restoring key characteristics, as described in the relevant Character Area descriptions, the following design and development principles should apply:
- Maintain and, where possible, enhance access and visual linkages between the Post-1960s Suburbs, adjacent Character Types and Areas, and the surrounding open countryside where relevant.
 - Consider additional/new planting within and at the edges of the built-up areas to provide a green setting to development.
 - Maintain a high density in the built form.
 - Conserve the pattern of key views, specifically:
 - * Open views across fields and out towards the sea from the south of Whittaker Way Suburbs;
 - * Glimpse and open views across farmland and the Strood Channel to the north from Chatsworth Road Suburbs.
 - Consider opportunities for the use of colour render to enliven the façades of buildings.
 - New proposals should address less positive aspects of character within this townscape type through appropriate public realm enhancement strategies.

- Any large-scale new developments on the edge of the built-up area should include a strong landscape framework that takes into account the incorporation of parking and services, and the provision of public open space.
- Where relevant, public art should be included in public realm enhancement schemes.

Principles for West Mersea's Mixed Age Suburbs

4.6.7 It is recommended that, within the context of an overall strategy for this type of conserving, enhancing and, where relevant, restoring key characteristics, as described in the relevant Character Area descriptions, the following design and development principles should apply:

- Ensure that any new development responds to the existing scale and grain of the urban form, as identified in the relevant Character Area descriptions.
- Maintain and, where possible, enhance access and visual linkages between this townscape type, adjacent Character Types and Areas, and the surrounding open countryside and the coastal landscape/seascape setting.
- Consider additional/new streetscape planting to provide a green setting to development.
- Maintain a high density in the built form grain.
- Conserve the pattern of key views, specifically:
 - * Open views across diverse coastal seascape to the south of Coast Road;
 - * Open views across the sea from the western end of Victory Road.
- Consider opportunities for the use of colour render to enliven the façades of buildings.
- New proposals should address less positive aspects of character within this townscape type through public realm enhancement strategies.
- Any large-scale new developments on the edge of the built-up area should include a strong landscape framework that takes into account the incorporation of parking and services, and provision of public open space.
- Infill developments should respect and enhance the local character of streetscapes and existing historic buildings, incorporate appropriate forms, materials and details, and give emphasis to the design of landscapes/gardens in the grounds surrounding buildings.
- New proposals within this townscape type should address the threats to townscape character identified in the relevant Character Area descriptions through enhancement strategies. Specifically, proposals should:
 - * Conserve original window frames and doors;
 - * Encourage maintenance of front gardens, rather than conversion to parking or front drives;
 - * Seek ways to integrate colourful signs associated with small businesses and shops;
 - * Encourage maintenance and management of front garden boundaries.

Principles for West Mersea's Caravans and Beach Hut Townscapes

4.6.8 It is recommended that, within the context of an overall strategy for this type of conserving, enhancing and, where relevant, restoring key characteristics, as described in the relevant Character Area descriptions, the following design and development principles should apply:

- Maintain and, where possible, enhance access and visual linkages between this type, adjacent Character Types and Areas, and the surrounding open countryside and the coastal landscape/seascape setting.
- Consider additional/new planting to strengthen screening of caravan parks.
- Conserve the pattern of key views, specifically:
 - * Open views across the Strood channel from the northern edge of Firs Chase Caravan Park;
 - * Open views to the sea from the southern end of Sea View Caravan Park;
- Any new proposals should address the less positive aspects of character as identified in the relevant Character Area descriptions.
- Any large-scale new developments should include a strong landscape framework.

Principles for the Landscape Setting of West Mersea

4.6.8 The following principles should be read in conjunction with the Landscape Character Area/Landscape Setting Area information set out in Section 4.2.

C2 Strood And Salcott Estuarine Marsh/Mudflats

- Conserve the open nature of the mosaic of saltmarsh and mudflats;
- Conserve the mostly undisturbed, undeveloped character;
- Consider the impact on views from the area to potential areas of new development within adjacent (Mersea Island, Wigborough, Langenhoe) coastal farmland;
- Ensure that proposals for tall structures in the landscape do not adversely affect the character of views to the south and east.

C3 West Mersea Estuarine Marsh/Mudflats

- Conserve the open nature of the mosaic of mudflats;
- Conserve the mostly undisturbed, undeveloped character;
- Consider the impact on views from the area to potential areas of new development within the adjacent Mersea Island Coastal Farmland Character Area.

D2 Feldy Drained Estuarine Marsh

- Conserve the open, undeveloped character of the area;
- Conserve long-distance panoramic views;
- Consider the impacts of any new development in adjacent character areas, seeking to avoid visual intrusion and adverse impact on the open and undisturbed character;
- Conserve the largely undisturbed and tranquil nature of the area;
- Avoid significant adverse impacts on existing important habitats such as coastal grazing marsh.

E1 Mersea Island Coastal Farmland

- Consider the impacts of any new development in adjacent character areas avoiding visual intrusion and adverse impact on the generally undisturbed character;
- Conserve the open nature of some views across the coastal farmland;
- Consider the visual impact of any new small-scale development appropriate scale, form, design and use of materials appropriate to landscape character;
- Ensure any new small-scale development in or on the edges of West Mersea and East Mersea responds to the existing settlement pattern;
- Conserve and enhance the landscape setting of West Mersea;
- Ensure any new harbourside development at West Mersea avoids the introduction of suburban styles and materials, and responds to landscape setting, taking into account views to and from the adjacent areas of open and drained estuarine marsh;
- Prevent coalescence of tourist orientated development on the southern edge of the area.



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5.0 THE CHARACTER OF WIVENHOE

5.0 THE CHARACTER OF WIVENHOE

5.1 Settlement Profile

Location and Context (see Figure 1.1)

5.1.1 Wivenhoe is located approximately 5 miles to the southeast of Colchester. The settlement has grown along the eastern bank of the River Colne, with Rowhedge located on the opposite riverbank. Wivenhoe town has an estimated population of 7,222 (based on 2001 census). Wivenhoe is served by a mainline train service to London Liverpool Street, which also stops at Colchester.

Key Features (see Figure 5.1)

- Church and waterfront area
- Harbour
- Flood surge barrier
- Sand extraction works and lakes
- Views across the River Colne to Rowhedge
- Modern waterfront with 3-storey housing
- Transport Links
- Church tower on the skyline
- Situated on a ridge
- Market town and port

5.2 The Landscape Setting of Wivenhoe

Overview

5.2.1 The *Landscape Character Assessment of Colchester Borough*³⁵ study defines the ‘**Landscape Character Types and Areas at 1:25,000**’ around Wivenhoe.

5.2.2 Informed by the borough-wide Landscape Character Assessment, the *Landscape Capacity of Settlement Fringes in Colchester Borough*³⁶ study identifies in more detail ‘**Landscape Setting Areas at 1:10,000 scale**’ within the fringes of Wivenhoe.

Landscape Character Types with the Setting of Wivenhoe

5.2.3 ‘Landscape Character Types’ are broad tracts of land that share common characteristics of geology, landform, vegetation, land-use and settlement. They are generic landscapes which reoccur throughout the Borough.

5.2.4 The distribution of the four Landscape Character Types within the setting of Wivenhoe are shown on **Figure 1.2**, and their key characteristics are summarised below:

A - River Valley

- V-shaped valley landform which dissects Boulder Clay/Chalky Till plateau;
- Main river valley served by several tributaries;
- Flat or gently undulating valley floor;
- Intimate character in places;
- Wooded character in places.

B - Farmland Plateau

- Elevated gently rolling Boulder Clay/Chalky Till plateau landscape;
- Network of narrow winding lanes and minor roads;
- Medium to large-scale enclosed predominantly arable fields;
- Long distance views across valleys from certain locations;
- Well wooded in places (with several areas of semi-natural and ancient woodland), interspersed with orchards.

D - Drained Estuarine Marsh

- Areas of flat, artificially drained former salt marsh currently grassland and cultivated fields;
- Visible sea walls separate drained former marshland and current saltmarsh/mudflats;
- Lack of large areas of trees or woodland;
- Network of visible drainage ditches.

E - Coastal Farmland

- Predominantly flat, low-lying landscape, sloping gradually upwards to the north;
- Framed views of Blackwater Estuary and coastline from several locations;
- Arable farmland on underlying heavy clay soils;
- Lack of large patches/areas of woodland;
- Sparse settlement pattern with small, relatively isolated settlements.

³⁵ Landscape Character Assessment of Colchester Borough (CBA for Colchester BC, 2005) (CBA, 2005)
³⁶ Landscape Capacity of Settlement Fringes in Colchester Borough (CBA for Colchester BC, 2005) (CBA, 2005)

Landscape Character Areas within the Study of Wivenhoe

- 5.2.5 'Landscape Character Areas' are geographically unique areas with a recognisable pattern of landscape characteristics, both physical and experiential, that combine to create a distinct sense of place.
- 5.2.6 The distribution of the seven Landscape Character Areas within the setting of Wivenhoe are shown on **Figure 1.2** and their character and key visual characteristics are described below.

A2 Wooded Roman River Valley

This character area encompasses the moderately steep v-shaped slopes of the narrow Roman River Valley, which are swathed in large areas of deciduous and coniferous woodland (encompassing Donyland Wood, Friday Wood and Chest Wood, alongside smaller patches of ancient woodland). The northern valley slopes are characterised by large fields, with their long axis at right angles to the west-east valley corridor. Bordered to the north by large patches of woodland, the field boundaries are substantially hedged. Land-use consists of a mixture of arable farmland and patches of rough grassland. At the confluence of the Colne and Roman rivers there is a concentration of smaller irregular fields, which are associated with and provide the setting to the small hamlet of High Park Corner. The small nucleated riverside settlement of Rowhedge, at the eastern edge of the character area, was of an intricate street pattern related to historical access to the river harbour. The western, upper part of the Roman River Valley corridor consists of regular fields with hedged field boundaries and large blocky areas of woodland. The wooded, enclosed nature of the valley sides, contributes to an intimate, roughly textured and diverse character along the valley slopes. The valley slopes are connected by a series of intricate north south running narrow lanes, which connect Colchester in the north to smaller villages within coastal farmland to the south.

Key visual characteristics include:

- Large woodland blocks restrict views across the valley and intervisibility between the valley floodplain and surrounding areas of coastal farmland and farmland plateau;
- Patches of woodland within adjacent farmland plateau to the north limit views towards the settlement edges of Colchester from northern river valley slopes;
- Expansive panoramic views over Abberton Reservoir can be gained from higher points on the valley slopes close to Abberton;
- Views along the length of the valley from the valley floor;
- Intimate views of Wivenhoe harbour across the River Colne from Rowhedge.

A3 Roman River Valley Floor

This character area encompasses the narrow, intricate meandering channel and flat floodplain of the Roman River in the lower reaches of the river valley. The floodplain becomes broader at its confluence with the River Colne and as the river corridor widens, several areas of marshy grassland (supporting riparian and wetland vegetation have established). An interesting and relatively remote region of wet marshland, dotted with single mature oak trees has developed to the east of Ferry Road. Although three-storey modern flats at the southern edge of Wivenhoe and the large warehouse buildings at Rowhedge overlook this marshland area, a sense of remoteness, tranquillity and inaccessibility is experienced where Ferry Road terminates opposite Wivenhoe. Water has a dominant presence within the landscape throughout the entirety of this intimate and enclosed character area. Settlement is absent along the Roman River valley floor; however, a group of relatively large warehouses (located to the south of Rowhedge) assert a human influence and the valley floor is overlooked by development at Wivenhoe Quay.

Key visual characteristics include:

- When accessible, panoramic diverse views along the Colne valley corridor and along the Roman River Valley can be obtained from the northern end of ferry road;
- A public footpath runs along the lowest part of the northern Wooded Roman River valley slopes, just to the south of East Donyland Hall. Views of the diverse meandering Roman River floodplain (containing patches of marshland) can be obtained from this footpath. To the south, the footpath crosses the Roman River, allowing views along the widening River corridor towards confluence with the River Colne;
- The heavily wooded Roman River valley sides are visible in views from within the floodplain of the River corridor;
- The southern riverside frontage of the Wivenhoe Conservation Area forms a strong visual focus with views to the north from the lower reaches of the valley.

A5 Colne River Valley Slopes

The v-shaped, relatively steep valley sides enclose the meandering course of the River Colne. The area also includes the lower slopes of the valley at Ballast Quay Farm, to the east of Wivenhoe. Woodland cover consists of a mixture of small patches and large regular blocks of woodland (for example Acorn Wood) which are spread across the valley slopes. Many of the narrow (sometimes sunken) lanes, which traverse the valley slopes in a north-south direction, are enclosed by hedges, which are generally in reasonable condition. Several single mature deciduous trees are also present in field boundaries (for example within fields to the south of Eight Ash Green). Small to medium-sized arable fields directly align the river whilst a mosaic of large regular arable fields cover the upper parts of the slopes. A patch of very regular (rectangular, subdivided) orchards, to the east of Wakes Colne Green (close to Rose Green) provides variety and assert regularity over the surrounding arable sloping valley sides.

Settlement pattern within the area consists of small linear roadside village, such as Wakes Colne and Eight Ash Green, combined with a number of small hamlets and farmsteads, dispersed across the character area.

Key visual characteristics include:

- Attractive framed and panoramic views of the meandering river channel and associated floodplain from higher points along the valley sides, such as Hill House Farm to the south of Chappel;
- The church and viaduct at Chappel (within character area A4 Colne Valley Floor) are dominant landmarks in views from both the southern and northern valley sides around Wakes Hall Farm, Old Hall Farm and Wakes Colne;
- The spire of All Saints Norman church at Wakes Colne is a prominent landmark within the landscape, which is intervisible with the church at Chappel (also with a spire) in views from the east;
- Views along the river valley corridor.

B3 Southern Colchester Farmland Plateau

This area forms the southern extent of a broad area of plateau upon which Colchester is situated, to the north of the v-shaped Roman River valley. The northern boundary of the character area is formed by the southern edge of Colchester Urban Area. The fragmented enclosure pattern consists of medium-sized irregular arable fields (some with hedged field boundaries) interspersed with other land uses, including pockets of land in semi-derelict condition. Several large sand and gravel pits (some of which are flooded) are situated to the south of Stanway Green and north of Colchester zoo. An area of small, regular orchards diversifies the field pattern and landscape to the south of Stanway Green. Within the eastern half of the character area there are large areas of woodland (e.g. Friday Wood), which extend across the northern Roman River valley slopes to the south. These patches of woodland are interspersed with and lie within Middlewick and Friday woods military training area, which includes firing ranges. Military influence on the landscape is further emphasised by the presence of Berechurch Camp (where emergency barracks were constructed in 1939). As well as having a visual presence within the landscape, military activities can disturb the tranquillity of the area during firing sessions. When firing is not in action, a number of Public Rights of Way, including footpaths and bridleways, cross this part of the area giving access to the woodlands. The character of the landscape within this area is fragmented and strongly influenced by the diversity of land-uses within it: including agriculture, horticulture, recreation, gravel extraction and military activities. The area is crossed by roads, which radiate southwards from the centre of Colchester.

Key visual characteristics include:

- Large areas of woodland on the northern Roman River valley sides generally block views southwards into the valley;

- Views encompassing the varying land-uses within the area can be gained from several locations in the southern settlement fringes of Colchester;
- Views across the character area in an easterly direction are generally open or framed by small patches of woodland.

B8 Wivenhoe Farmland Plateau

This plateau character area rises gently to the east, and encompasses the eastern slopes of the Colne River Valley extending eastwards outside the Borough boundary into Bromley Heaths plateau (Tendring District Council LCA). Predominantly arable farmland encircles Wivenhoe Urban Area and is interspersed with features such as Wivenhoe Park (on the Register of Historic Parks and Gardens) and Lodge. Disused workings to the east of Wivenhoe provide a contrast with the surrounding arable landscape. Enclosure pattern consists of medium-sized irregular fields, interspersed in places with small, irregular patches of woodland. Wivenhoe Woods is a distinctive larger linear area of deciduous woodland that separates the western boundary of Wivenhoe settlement from the beginning of the Colne Valley estuary to the east. Field boundaries are gappy, with some single mature trees. The Sixpenny Brook runs north south through the area, feeding the Colne to the south and providing diversify to the farmland landscape. A network of well-connected lanes and footpaths cross the plateau and link with Wivenhoe settlement edge in the north.

Key visual characteristics include:

- Views of the Colne Estuary from the western edge of the settlement are limited by Wivenhoe woods;
- Open views of the diverse and intriguing Colne River as it reaches its estuary, can be gained from the sloping eastern valley sides and from eastern parts within the farmland plateau.

D3 Colne Drained Estuarine Marsh

This area of flat, drained landscape forms a corridor, which aligns both sides of the course of the River Colne within its tidal reaches towards its confluence with the Blackwater Estuary and sea to the south. The area is fringed to the east by areas of coastal farmland and small patches of woodland (at Cleveland and to the east of Hyde Park corner). This landscape provides visual and physical separation between southern Colchester and Rowhedge to the west and the University of Essex and Wivenhoe to the east. The landscape has a generally open character and large-scale pattern, which is less intricate than that within other areas of drained estuarine marsh to the south. There is a sense of remoteness and tranquillity within parts of the character area, however, this is frequently disturbed to the east of the Colne by visual and noise intrusion associated with the railway line which crosses the character area.

Key visual characteristics include:

- Open, panoramic views across the River Colne to Wivenhoe waterfront development/ Conservation Area and farmland plateau to the east;
- Open, panoramic views to the historic harbour at Rowhedge from Wivenhoe, the River Colne, south of Colchester and the University of Essex;
- Direct short distance views of the 1960’s visually dominant landmark tower blocks on the University of Essex campus.

E3 *Langenhoe Coastal Farmland*

This area of open, coastal farmland slopes down gradually towards to the coast in the south. Settlement pattern is unusual, consisting of small farmsteads and also village settlements such as Peldon and Abberton/Langenhoe, which are situated on prominent knolls overlooking the coastal farmland. The area has a generally open feel and large-scale landscape pattern, which is traversed by a winding network of minor roads and lanes. Fingringhoe nature reserve at the eastern edge of the character area is an important landscape and nature conservation feature. The area is generally swathed in a mosaic of large-scale arable farmlands, which are interspersed with small patches of rough grassland. Single deciduous trees punctuate the skyline. The expansive rolling character of the landscape is accentuated by expansive and sweeping skylines, particularly seaward.

Key visual characteristics include:

- Open, panoramic views across coastal farmland towards Pyefleet channel and drained/open marshes to the south;
- Open, panoramic views from Fingringhoe nature reserve across areas of open estuarine marsh and mudflats to the east and along the Colne river corridor;
- Landmark churches at Peldon and Abberton are visible within most views from surrounding character areas, due to their raised position.

Landscape Setting Areas around Wivenhoe (see Figure 5.2)

5.2.7 The setting of the settlement has been analysed by discrete ‘Landscape Setting Areas’. The visual analysis identifies:

- key open spaces
- visually significant trees and woodland
- significant water features
- ridgelines
- settlement edges
- harsh abrupt urban edges
- distinctive gateways
- key views to and from the settlement

- landmarks

5.2.8 Each Landscape Setting Area has been evaluated in terms of the following factors:

- *Intrinsic Landscape Qualities* – the number of positive visual, ecological and historic qualities/features;
- *Contribution to Distinctive Settlement Setting* - the extent to which an area has distinctive backdrops, distinctive approaches, green corridor linkages, allows critical outward and inward views;
- *Visual Characteristics (Visual Prominence and Intervisibility)* – the extent to which an area has prominent topography and/or is widely visible from surrounding areas.

5.2.9 This evaluation has been used to assess the degree of sensitivity against the following criteria:

- *High Sensitivity* – Area unlikely to be able to accommodate even relatively small-scale changes without extensive degradation of character and value. Mitigation measures are unlikely to be able to fully address potential landscape/environmental issues.
- *Moderate Sensitivity* – Area may be able to accommodate changes with some degradation of character and value, although mitigation measures would be required to fully address potential landscape/environmental issues.
- *Low Sensitivity* – Area should be able to accommodate major changes with only very limited, if any, significant degradation of character and value. Mitigation measures should be able to fully address all potential landscape/environmental issues.

5.2.10 The sensitivity and value of the Landscape Setting Areas around Wivenhoe are summarised below.

Greenstead, the University of Essex and Wivenhoe

Landscape Setting Areas	Intrinsic Landscape Qualities			Contribution to Distinctive Settlement Setting			Visual Characteristics						Landscape Sensitivity			Landscape Value		
							Visual Prominence			Intervisibility								
	Many	Some	Few	Very Important	Partial	Very Limited	High	Moderate	Low	High	Moderate	Low	High	Moderate	Low	High	Moderate	Low
13		•		•				•			•			•		•		
14		•			•			•			•			•		•		
15	•				•		•			•			•			•		
16	•			•				•			•		•				•	
17		•				•			•			•			•			•
18		•			•			•			•			•				•

5.3 Historical Evolution of Wivenhoe

- 5.3.1 The physical structure of the landscape has had a strong influence on patterns of human occupation and activity around Wivenhoe. The influence of human activity, in turn, makes a major contribution to the character of the landscape or townscape. The following section provides a summary of the evolution of Wivenhoe, with particular reference to the growth of the urban form in relation to the surrounding historic settlement pattern and how this has shaped the character of the town today. The historical evolution of Wivenhoe since the medieval period is illustrated in **Figure 5.3**.

Roman

- 5.3.2 St Mary-the-Virgin Church contains Roman brick and tile, but there is no evidence for Roman settlement in the area.

Anglo – Saxon (5th Century – 1066)

- 5.3.3 There is no archaeological evidence for Anglo Saxon activity in Wivenhoe even though the name of the town is thought to be of Saxon origin, once believed to belong to ‘Wifa’, it is not known if this was a person or a tribe.

Early Medieval (1066 – 1348)

- 5.3.4 The Domesday Book records that Wivenhoe was a small manorial village, with the Quay as the main focus for work. Due to this a small village grew up around the Quay, including the boat yard, fishing facilities and warehouses.

Late Medieval (1349 – 1540)

- 5.3.5 The church and the churchyard appear to have been the northern limits of the town, the southern boundary being formed by the Quay. The main road from Colchester runs along the western edge of the churchyard from north to south and was probably bordered by Bath Street to the west and Bethany Street to the east. The medieval plan of the town is uncertain, but is thought to have been almost the same as the Post Medieval plan with the buildings set at right angles to the quay in five blocks. The market is believed to have been on Anchor Hill as the main streets all run to it and there is a short lane from that area down to the Quay. The town did not expand until the end of the medieval period.

Post Medieval (1541 - 1901)

- 5.3.6 There was some expansion in this period towards the north and east of the town. Wivenhoe Hall was rebuilt in the 16th century, off the High Street away from the main activity of the town, but was later demolished in 1927.
- 5.3.7 During the Post Medieval period Wivenhoe acted as the port for Colchester, it is also thought that it would have served this purpose throughout the medieval period. Apart from fishing, the main industry for the area was shipbuilding, which has been traced back to the 17th century, and possibly the 16th century. Farm produce was exported from Wivenhoe to London and in exchange coal was imported. This is shown on 18th century maps by the presence of coal yards and there were also seven granaries shown, for the storage of grain to be transported. Oyster catching was of prime importance, they were taken from the mouth of the River Colne and then kept in special pits on the quay before going onto London via Colchester. After the Napoleonic Wars the town had its own fleet based at the Quay.
- 5.3.8 The second half of the 19th century saw the main expansion of the town, mainly due to the development of the railway. The first line connected the town to Colchester and then later the line to Brightlingsea was developed. The railway meant easier trading with London. However, the river was still the main focus for transport and industry in Wivenhoe. In 1842 a scheme was put forward to dig a canal along the north bank from Wivenhoe to The Hythe, but this came to nothing apart from the channel up to The Hythe being made deeper. This was to help the passage of cargo boats up to The Hythe because of the work on the railway from Colchester for Wivenhoe. In 1863 the line was opened, this meant Wivenhoe was far more accessible to people wanting to bring their boats to the sea. The railway was a major factor in the expansion of the town. The main shipbuilding works were located towards the east and west of the town on the marshlands. The main businesses in the town were the boat builders and the fishing industry, including those who made sails and ropes.
- 5.3.9 In 1884 there was the worst recorded earthquake in the country, not a severe earthquake on worldwide scales, but it damaged between 1,200 – 1,300 buildings. At the east end of the town the chimney to the gas works collapsed which was 15.24 metres high. The local church steeple received a crack from the top to the bottom with severe damage inside the church. The main damage was financial as buildings were in a bad state.

Modern (1902 – Present)

- 5.3.10 The building of small boats progressed into the building of container ships in the Wivenhoe dockyards in the 20th century and also the refitting of ships so they could be used in the two World Wars. The last

boat yard was closed in 1986 and the land developed for housing. Between 1881 and today Wivenhoe has grown by about 75%. The area has been expanded northwards from the Quay and the original settlement. The main attraction was the main road from the Quay northwards, with housing developing either side of it.

Present Day Urban Form

5.3.11 The present day urban form is shown on **Figure 5.3**. The key visible historic features surviving in the present day townscape are listed below:

Key visible historic features dating to the early medieval (1066 – 1348):

- *The Quay*

Key visible historic features dating to the late medieval (1349 – 1540):

- Church of St. Mary, High Street: 14th century, Grade II*
- The Falcon, High Street: 15th century, Grade II

Key visible historic features dating to the Post Medieval (1541 – 1901):

- The Old Bakehouse, High Street; 16th century, Grade II
- Numbers 7, 9, 11, 13 and 58 High Street; 16th century, Grade II
- The Black Buoy Public House, Bethany Street; 16th century, Grade II
- Bonita and Anchor Cottage, Anchor Hill; 16th Century, Grade II
- Old Garrison House, East Street; 17th century, Grade I
- 2 and 4 Anchor Hill; 17th century, Grade II
- Price’s House, Bethany Street; 17th century, Grade II
- 8 and 9, Brook Street; 17th century, Grade II
- Nonesuch House, East Street; 17th century, Grade II
- House on corner of East Street and Brook Street; 17th century, Grade II
- The Greyhound Public House, High Street; 17th century, Grade II
- 21 and 23 High Street; 17th century, Grade II
- 2 Rose Lane; 17th century, Grade II
- Wivenhoe Sailing Club, The Quay; 17th century, Grade II
- Maple Cottage, Trinity House and Quayside Cottage; 17th century The Quay, Grade II
- West House, West Street; 17/18th century, Grade II
- 1 Blyths Lane; 18th century, Grade II
- 84 and 86 High Street; 18th century, Grade II
- 56 High Street; 18th century, Grade II
- 2 Queens Road; 18th century, Grade II
- Anchor House, The Quay; 18th century, Grade II
- 27 West Street; 18th century, Grade II

Key visible historic features dating to the Modern (1902 – present):

- 7 Alma Street; 19th century, Grade II
- 9 and 5 Alma Street; 19th century, Grade II
- 17, 19 and 21 Alma Street; 19th century, Grade II
- 2 Alma Street; 19th century, Grade II
- 20 - 28 (even) Alma Street; 19th century, Grade II
- 4, 6 and 8 Alma Street; 19th century, Grade II
- 12 No.8 (even) Alma Street; 19th century, Grade II
- 23 and 29 Alma Street; 19th Century, Grade II
- 7 and 11 Anchor Hill; 19th century, Grade II
- Wilson Antiques, Anchor Hill; 19th century, Grade II
- The Lucy Dee, Black Buoy Hill; 19th century, Grade II
- Black Buoy Hill Cottage, Black Buoy Hill; 19th century, Grade II
- Butchers, Brook Street, 19th century, Grade II
- The Corner House ‘Mallets’, East Street; 19th century, Grade II
- 53, 55 and 57 High Street; 19th century, Grade II
- Little Wick, High Street; 19th century, Grade II
- The Manse, High Street; 19th century, Grade II
- 70 High Street; 19th century, Grade II
- 88 High Street; 19th century, Grade II
- 41 High Street; 19th century, Grade II
- 15 and 17 High Street; 19th century, Grade II
- Berry House, Quay Street; 19th century, Grade II
- Quay Cottage, Quay Street; 19th century, Grade II

5.4 Visual Analysis of Wivenhoe’s Urban Character

5.4.1 The urban structure of Wivenhoe is set out in plan form on **Figure 5.4**, and illustrated by the photographs set out in **Figures 5.5a** and **5.5b**.

5.4.2 The urban structure of the settlement is derived from an analysis of the spatial relationships of the urban features and elements outlined below:

- **Nodes** – distinctive points within the structure of the settlement (such as junctions, crossings, convergence of routes, or other places of particular importance in townscape terms.).
- **Landmarks** – visually significant buildings or other physical structures (such as churches, memorials, town halls, squares, or buildings of special architectural/historical interest).
- **Gateways** – main points with strong sense of entrance and arrival to the historic core of the settlement along principal approaches.
- **Urban Areas** – the main built-up areas of the urban fabric
- **Vegetation Buffers** – areas of vegetation and/or open space that provide visual/physical separation between developed land uses.

- **Urban Green Space** – major areas of private and public open land within the urban fabric of the settlement such as parks, amenity open space, playing fields, cemeteries, etc.
- **Key Views** – views of the settlement within the urban areas and views out from the settlement linking it with the surrounding countryside.
- **Blackspots** – visually significant buildings or other physical structures that detract from townscape character.
- **Skylines** – visually significant urban skylines typically seen in profile.
- **Edges** – visually significant interfaces between different urban land uses.
- **Movement Corridors** – principal road and rail routes, and the network of minor roads, streets and lanes within the urban fabric.

- Historic and Architectural Interest
- Threats to Townscape Character
- Evaluation of Sensitivity to New Development

5.4.3 The visual analysis of the settlements overall urban structure has informed the definition of the Townscape Character Types and Areas set out in the following section, the descriptions of which should be read in conjunction with this analysis.

5.5 The Townscape Character of Wivenhoe

5.5.1 Drawing on the historic analysis and visual analysis of Wivenhoe within its setting, this section identifies, maps and describes the townscape character of Wivenhoe.

5.5.2 Seven Townscape Character Types have been identified (see **Figure 5.6**):

- A Historic Core
- B Retail Core
- D Victorian Suburbs
- F Inter-War/Post-War Suburbs
- H Post-1960s Suburbs
- I 20th Century Retail, Commerce and Industry
- J Mixed Age Suburbs

5.5.3 Each Townscape Character Type is broken down into Townscape Character Areas (see **Figure 5.6**).

5.5.4 For each identified TCA, the following information is provided:

- Overall Character Description
- Distinctive Characteristics

A. HISTORIC TOWN CORE TOWNSCAPE CHARACTER TYPE



Generic Description

The historic core has a relatively dense pattern of development, centred on several busy and vibrant main street spines. Much of the historic street pattern and structure survives, alongside several historic and landmark buildings. The area also displays many characteristics, which are generic to other historic settlement cores, such as historic passages and narrow streets. There is rich variation in architectural styles, built-form, materials and details. As is the case with several other such historic settlement cores, Wivenhoe is faced with the issues of balancing development needs, in particular congestion, access and transport) against the sensitivity of the surrounding historic environment.

Key Characteristics

- Oldest part of the settlement, comprising a mix of land uses, including residential and retail.
- Several historic and landmark buildings.
- Focal hub for residents and visitors.
- Rich variation in architectural styles, built form, materials and details.
- Relatively compact and contained street pattern.
- Inter-relationship between river and edges of settled area.

Townscape Character Areas

- A1. Wivenhoe
- A1a. The Village Quay

A1. WIVENHOE HISTORIC CORE TOWNSCAPE CHARACTER AREA

Overall Character Description

The historic village can be considered as two sub areas: the shore front buildings on the Quay; and the village core to the north of these plots. The area is defined to the west by Bath Street, the boundary with the ship building yards. To the east the medieval village quay buildings merge with later small scale development that stops at St. John's Road and the marshes. To the north there is a fairly clear division from the Victorian terraces to the north of West Street. The boundary runs along West Street to meet the



churchyard, and includes some buildings on the corner of West Street and High Street, and Falcon's Yard north of the church. To the east of the churchyard the development is again Victorian terraced housing. The High Street curves through Anchor Hill, the former market place, as it descends from the church towards the quay, obscuring views of the shore, which only open up at the south end of the doglegged medieval streets. The area has an intricate and distinctive character as a result of clusters of historic buildings within narrow streets, which overlook the water.

Distinctive Characteristics

Topographical Features

- Predominantly flat throughout the Character Area, within the floodplain of the River Colne.

Street & Block Pattern

- Small-scale and intricate street pattern, with buildings arranged around a series of narrow, irregular streets.

Private/Public Realm Interface

- Lack of definition between public and private space, with several buildings facing directly onto the road.
- In some cases, low black wrought iron railings delineate private space.

Massing & Enclosure

- Area is open to the River Colne along the southern edge.
- Overlooked by adjacent housing and retail/commercial areas to the north.
- The street pattern is compact and informal and the plots are mostly small, presenting a constantly changing series of views as one moves around the lanes.

Architecture & Built Form

- See 'Materials and Architectural details' below.
- Building heights are consistent at two storeys, regardless of building size or importance.

Streetscapes

- Narrow and intricate streetscape with interesting (traditional in places) lighting and paving.

Open Space

- The only significant public green space is the churchyard at the southern end of High Street.
- The open medieval market place at Anchor Hill is still physically present but is now partly occupied by a late medieval merchant's house. It still offers a marked contrast to the narrower medieval lanes. There are also some smaller semi-public and informal public spaces such as Falcon's Yard that also reduce the sense of a dense stew of medieval houses.

Biodiversity

- There are generally few habitats for urban wildlife within the Character Area.

Land Use, Culture & Vitality

- Bustling yet secluded mixture of residential, commercial and river-based activities.

Movement Patterns

- The area is predominately accessed from the High Street to the north, however it is not clearly visible from the northern end of the High Street.

Viewing Experience

- Open views across the dramatic and ever-changing river corridor to the south.

Designations

- Wivenhoe Conservation Area is within this Character Area.
- There are two Listed Buildings of special interest (Grade II) within the Character Area.

Historic and Architectural Interest

Historic Evolution

There has been settlement in this area since the medieval period. As the focus of the village it has been constantly evolving through the centuries, with building styles representing every century since the medieval period. The 20th century did not see much additional development, in the context of the size of the area and the number of buildings, but the area was to change through modernisation.

Visible Archaeological Features

- Market Place, Medieval
- The Quay, Medieval

Architectural History and Qualities of Buildings

The medieval core of the village is dominated by St. Mary's Church and its churchyard but there are also some good, if unremarkable, timber framed medieval houses and smaller buildings. The medieval and later buildings all adhere to the older plot pattern; there are no examples of redevelopment of large blocks of plots. The character of the streets is therefore of individual, medieval to Victorian period two-storey houses, with a rich variety of

frontages and roof pitches. The pattern of irregular streets, narrow and doglegged typifies this part of the town. The old open market place now partly obscured by merchants' houses, as is often the case.

Interesting individual buildings include:

- St. Mary's the Virgin Church, prominently placed at the south end of High Street and close to the former market place. The tower is early 16th century with interesting diagonal buttresses but the main body of the building is 19th century.
- Medieval Hall House, [unnamed] facing the south facade of the church across East Street; early 15th century (?) and with a very fine facade of 17th century scroll pargeting above the weather-boarded lower storey.

Materials and Architectural Details

A wide variety of traditional building materials is evident. The medieval buildings are characterised by timber frame construction with rendered and painted infill panels, steep pitched roofs of red clay tile and with a range of sash and casement windows, some modest bays. Many buildings have been weather-boarded with shiplap or feather edged boarding, painted. The Georgian and Victorian buildings are of brick construction, one or two with modest polychromatic work. Modern buildings are generally in brick, rendered and painted, with a variety of styles and types of shop front windows.

Threats to Townscape Character

- There are examples of the inappropriate use of paint types and colours, modern doors and windows, rainwater downpipes etc. that detract from the quality of the historic environment. External fittings such as burglar alarms are intrusive, however, these are not as marked as in some other Character Areas.
- Public direction signs and information signs should be restricted to reduce the visual impact on the historic buildings.
- The tarmac road surface occupies of the width the roadway with limited pedestrian paths, in some places. No attention has been paid to the quality of pavement surfaces, kerbs and other hard surfacing, to ensure that the material and design is in keeping with the historic context. The presence of vehicle traffic has a major impact on the quality of the historic environment, restricting pedestrian movement, limiting views, necessitating intrusive street signage and imposing a monotone noise.
- The village is still relatively unspoiled despite by modern insertions. The qualities of the quay area are affected by its use for car parking.
- The older characteristic of a working shorefront has been damaged by attempts to 'prettify' the quayside with cobbles, municipal bench seats and plant tubs.
- The tarmac road surface with painted yellow lines is not appropriate to the setting.

A1a. THE VILLAGE QUAY HISTORIC CORE TOWNSCAPE CHARACTER AREA

Overall Character Description

The quay is that part of the village fronting onto the shore and mudflats of the River Colne. It extends from Bath Street in the west to the former shipbuilding yards at the south end of St. John’s Street in the east, and includes access to the boat moorings and oyster beds.



Distinctive Characteristics

See A1 above.

Historic and Architectural Interest

Architectural History and Qualities of Buildings

The Character Area contains the group of buildings where the village interfaces with the coastal strip. These are mediaeval and Georgian in character; two- and three-storey houses and working buildings that would formerly



have combined accommodation with workshops and stores. Several houses are modern constructions on older plots. The grouping is linear, along the quay access road; the buildings in small informal groups or detached. The group is characterised by its direct and visible connection with the open seascape of sky and shore.

The character of the settlement is determined by the building group and its setting rather than by individual buildings.

- The Rose and Crown Inn, notable for its function as the village pub rather than for the building. The other quayside inn, the Flagstaff, has now been demolished.

Materials and Architectural Details

The surviving older buildings are of brick or timber-framed construction, rendered and painted. The exposed location has resulted in almost all the buildings being weather-boarded with wide shiplap or feather edged boarding and tarred, originally, or painted. Houses are flat fronted or gable fronted. The Quay is notable for the prominent bay and oriel windows, either semi-circular or polygonal, which also appear in other village buildings. Windows are mostly timber double hung sash windows, however with some casements and modern fully glazed windows on the more recent buildings. The more evident roof coverings are slate, with some red clay tile roofs. Some buildings have Victorian or later dormer windows in the front pitch.

Evaluation of Sensitivity to New Development (for A1 and A1a combined)

Indicators of Townscape Value	Many	Some	Few
Intrinsic Landscape/Townscape Qualities			
	High	Moderate	Low
Biodiversity Value			
Visual prominence			
Intervisibility			
Re-creatability			
	Strong	Mixed	Weak
Historic Integrity			

Overall, this Character Area has high sensitivity to change or new development. Although the area is not visible within views from the northern end of the High Street, it is highly visible in within views from the river corridor and also from the opposite riverbank. Historic integrity is strong on account of the intact historic street pattern and clusters of historic buildings within narrow streets.

B. RETAIL CORE TOWNSCAPE CHARACTER TYPE



Generic Description

Character Areas within this type contain a number of small properties, which are generally arranged along a linear High Street, which forms a central spine within the settlement. Shops and offices usually face the road and form a more or less continuous façade along the street, creating a sense of enclosure. Areas within the retail core have a bustling and lively character and are often busy pedestrian and vehicular routes.

Key Characteristics

- Predominantly retail units, set out along a linear street.
- Forms part of the central spine of the settlement.
- Continuous building frontages which create a sense of enclosure.
- Colourful shop frontages and signage.
- Range of architectural styles and ages.

Townscape Character Areas

B1. Wivenhoe

B1. WIVENHOE RETAIL CORE TOWNSCAPE CHARACTER AREA

Overall Character Description

This Character Area is situated towards the southern end of Wivenhoe and forms a narrow north-south strip, bounded to the east by the backs of properties along Park Road. The area contains a number of relatively small shops and other commercial properties, which face the linear road corridor. Character is generally busy and bustling as a result of busy pedestrian and vehicular activity throughout the area. North of the railway line, the east side of High Street has been incrementally developed as the settlement expanded to the north, first by Victorian builders and subsequently by later housing and shop developments. The area also encompasses several short roads, leading to the north off Phillip Road, whilst several of these streets are residential, they have a closer relationship with the High Street, than with other adjacent residential Character Areas to the north.



Distinctive Characteristics

Topographical Features

- Slopes gradually downwards from north to south across the area.

Street & Block Pattern

- Linear street pattern, with most buildings facing the road corridor.

Private/Public Realm Interface

- Generally mixed definition between public and private space throughout the area.

Massing & Enclosure

- Area is generally enclosed on all sides by adjacent residential development.

Architecture & Built Form

- See 'Materials and Architectural Details' below.

Streetscapes

- Diverse and lively streetscape.
- On-street car parking is a feature of parts of the area.

Open Space

- There is no significant public green space on the street frontages but some private front garden space.

Biodiversity

- Mixture of habitats for urban wildlife throughout the Character Area.

Land Use, Culture & Vitality

- Bustling retail and commercial area, with pockets of residential development set back from the main road corridor.

Movement Patterns

- The High Street provides one of the main north-south vehicular access routes through Wivenhoe.
- Several informal bustling pedestrian routes within the Character Area.

Viewing Experience

- Generally few long distance views out of the Character Area, other than views to adjacent residential Character Areas.
- Views to buildings within the historic core, which is directly to the south of the area.

Designations

- Wivenhoe Conservation Area is partly within this Character Area.
- There are nine Listed Buildings of special interest (Grade II) within this Character Area (see **Appendix C**).

Historic and Architectural Interest

Historic Evolution

There has been a record of settlement in this area since the 16th century and this continued through to the 19th century, with several listed buildings from each century recorded. By the end of the 20th century, the area had become a mix of periods in housing and making it into the small town centre.

Visible Archaeological Features

- No recorded archaeological interest within this Character Area.

Architectural History and Qualities of Buildings

The south section of High Street, north of the railway line, is occupied by Victorian and Edwardian shops, a Post Office and other commercial and residential buildings to serve the expanded village population. Further to the north the High Street plots were developed individually or in short terraces providing a variety of Victorian semi-detached villas, detached cottages and commercial buildings. The rear development is a similar mix of Victorian semi-detached villas, but with short terraces of small scale houses, including an almshouse terrace.

Materials and Architectural Details

There is little consistency in the use of materials, roof coverings, window types or façade treatments, although the buildings are mostly two- and three-storey, and there is a notable use of projecting bay and oriel windows, in keeping with the older village. 20th century houses are in a wide variety of period materials and finishes.

Threats to Townscape Character

- In common with most ‘ordinary’ high streets, the piecemeal development of the street has resulted in a wide variety of building types, materials, styles and inserted shop fronts that, together with advertising signage and road use, is incoherent rather than rich.
- The presence of vehicle traffic has an impact on the quality of the environment, necessitating intrusive street signage and imposing a high level monotone noise.
- The loss of the majority of the high brick estate wall on the west side of the street is to be regretted.

Evaluation of Sensitivity to New Development

Indicators of Townscape Value	Many	Some	Few
Intrinsic Landscape/Townscape Qualities			
	High	Moderate	Low
Biodiversity Value			
Visual prominence			
Intervisibility			
Re-creatability			
	Strong	Mixed	Weak
Historic Integrity			

Overall, this Character Area has moderate sensitivity to new development. Visual sensitivity is moderate, with views to buildings (such as the church) within the historic core, from the southern end of the area, and also channelled views along the High Street. Historic integrity is mixed, with a combination of older and newer buildings along the road corridor.

D. VICTORIAN SUBURBS TOWNSCAPE CHARACTER TYPE



Generic Description

Victorian suburbs are generally within close proximity to the historic core and represent a period of expansion dating to the period between 1837 and 1901. Such suburbs within the Borough have a regular street and block pattern, with consistency in materials and architectural detail. Houses are often terraced and in some cases are interspersed with larger ‘villa-style’ houses. The character of streetscape is often visually interesting as a result of pockets of vegetation within front gardens, avenues of mature trees and patterning within brickwork. Local variation in character is often based on subtle differences in architectural details, such as patterning within brickwork and stained glass window details within front door windows.

Key Characteristics

- Predominantly residential area with architecture dating to the period between 1837 and 1901.
- Mixture of smaller terraced houses and larger villa-style houses.
- Regular street and block patterns.
- Predominantly red brick houses, often with bay windows, tile detailing, brickwork patterns and stained glass in front doors and windows, providing a colourful and varied streetscape.
- Often wide streets, sometimes lined with avenues of trees.
- Uniformity in architectural style and detail.

Townscape Character Areas

- D1. Park Road
- D2. Station Road
- D3. Alma Street and Brook Street

D1. PARK ROAD VICTORIAN SUBURBS TOWNSCAPE CHARACTER AREA

Overall Character Description

This relatively small Character Area is situated to the east of the High Street (retail core) and contains a short row of Victorian red brick terraced houses along the eastern and western sides of Park Road and also along the southern side of Queens Road. There is strong consistency in architectural style, form and detail throughout the area, with the more of less continuous facades creating a sense of enclosure along both road corridors. There are few long distance views out the area, with short-distance views to adjacent residential areas. Character is secluded and quiet, set back from the main High Street, and there is generally clear definition between public and private space throughout the area.

Distinctive Characteristics

Topographical Features

- Area slopes quite steeply downwards from north to south.

Street & Block Pattern

- Linear street pattern and regular plot pattern.

Private/Public Realm Interface

- Generally very clear definition between public and private space, with front garden boundaries, where present clearly delineated with a range of low brick walls and metal fences.

Massing & Enclosure

- General sense of enclosure on all sides, as a result of adjacent Character Areas.

Architecture & Built Form

- Red brick is the common material amongst the terraces.
- Original white windows contrast with the red fabric to create a colourful and interesting streetscape.

Streetscapes

- Diverse and interesting streetscape on account of patches of vegetation within front gardens and also colour and detail within the built fabric.

Open Space

- There is no publicly accessible open space within the Character Area.

Biodiversity

- Several habitats for urban wildlife within gardens.

Land Use, Culture & Vitality

- Secluded residential area, despite proximity to retail core directly to the west.

Movement Patterns

- Park Road is the main route through this area, however it is not overly busy.

Viewing Experience

- Channelled views along the road corridor.
- Short-distance views to adjacent Townscape Character Areas.

Designations

- Wivenhoe Conservation Area is partly within this Character Area.

Historic and Architectural Interest

Historic Evolution

There is no record that there were any settlement in this area before the 19th century, however during this period the area, situated next to the town centre starting to develop residentially. The 20th century brought little additional development thus remaining a Victorian suburb.

Visible Archaeological Features

- There is no recorded archaeological interest in this area.

Architectural History and Qualities of Buildings

Buildings within this area are consistent with the Victorian architectural style, which can be found elsewhere in the Borough.

Threats to Townscape Character

- Deterioration of built fabric leading to potential replacement with modern materials which may be inconsistent with original materials and may change the consistency and regularity of the streetscape.
- Replacement of original windows with modern alternatives.
- On-street parking (possibly associated with the adjacent retail core).

Evaluation of Sensitivity to New Development

Indicators of Townscape Value	Many	Some	Few
Intrinsic Landscape/Townscape Qualities			
	High	Moderate	Low
Biodiversity Value			
Visual prominence			
Intervisibility			
Re-creatability			
	Strong	Mixed	Weak
Historic Integrity			

Overall, this Character Area has moderate sensitivity to change or new development. Visual sensitivity is moderate to low, with short-distance views to adjacent Character Areas, yet few longer distance views out of the area. Historic integrity is, however, mixed, due to consistency in built form, fabric and colour.

D2. STATION ROAD VICTORIAN SUBURBS TOWNSCAPE CHARACTER AREA

Overall Character Description

This area of Victorian housing is situated just to the north of the historic core and is contained along the northern edge by the railway line. This suburb represents an area of Victorian expansion north of the older village, contemporary with the construction of the railway. There is consistency in architectural style and detail throughout the area (Victorian red brick terraces) and the area also contains Wivenhoe's railway station, a busy pedestrian and vehicular hub.



Distinctive Characteristics

Topographical Features

- Predominantly flat throughout the area.

Street & Block Pattern

- Linear street pattern, with terraced houses lining the southern side of Station Road.

Private/Public Realm Interface

- Unclear definition between public and private space.
- Houses generally face directly onto the pavement.

Massing & Enclosure

- Sense of enclosure to the south by adjacent residential area and historic core.
- Sense of enclosure to the north by the line of railway corridor.

Architecture & Built Form

- Red brick is the common material amongst the terraces.
- Original white windows contrast with the red fabric to create a colourful and interesting streetscape. There is a feeling of uniformity along the row of terraces.

Streetscapes

- Generally stark and bland streetscape, with little vegetation to soften the area.

Open Space

- There is no publicly accessible open space within the Character Area.

Biodiversity

- Several habitats for urban wildlife within gardens.

Land Use, Culture & Vitality

- Residential area which has a relatively busy and bustling character as a result of its proximity to the station and the railway corridor.

Movement Patterns

- Station Road is the main route through this area, which also provides access to new housing to the south and for the railway station.

Viewing Experience

- Views to buildings within the historic core from the southern edge of the area.
- Views into and along the railway corridor from the northern side of Station Road.

Designations

- Wivenhoe Conservation Area is within this Character Area.
- There are nine Listed Buildings of special interest (Grade II) within this Character Area.

Historic and Architectural Interest

Historic Evolution

Since the 16th century, there has been evidence of settlement in this area with records of listed buildings from that century through to the 20th century. The 19th century saw a huge increase in houses, mainly Victorian suburbs associated with the railway that runs parallel with the Character Area.

Visible Archaeological Features

- No recorded archaeological interest within this Character Area.

Architectural History and Qualities of Buildings

West Street is a stretch of two storey Victorian terraced housing, seemingly built to take advantage of the new access road between the High Street and the railway station. At the west point of the triangular development is the traditional railway tavern.

Backing on to the southern boundary of these plots and facing on to West Street, is a more varied mix of Victorian and older cottages, mostly detached or in short terraces.

The frontage on High Street is a standard Victorian development of shops with accommodation over, and with the corner of Station Road and High Street is occupied by the railway hotel, now converted for other use. The railway station is a standard Victorian brick country station.

Materials and Architectural Details

The Victorian buildings are generally of brick construction, unrendered, although some have been painted, with slate covered roofs and double hung sash windows.

The older houses on West Street are in keeping with the more general characteristic of the village, weather-boarded or rendered and painted exteriors with a wide variety of traditional details, porches and windows. Roof coverings are of red clay tile or slate. The occasional 20th century houses are in a variety of materials and finishes.

Threats to Townscape Character

- Some examples of the inappropriate paint types and colours, modern doors and windows, rainwater downpipes, external fittings such as burglar alarms etc. on the Victorian buildings.
- Generally the building fabric is well maintained. There are examples of buildings in poor repair that detract from the quality of the streetscape.
- Replacement of original windows with modern alternatives.
- On-street parking (possibly associated with the adjacent retail core).

Evaluation of Sensitivity to New Development

Indicators of Townscape Value	Many	Some	Few
Intrinsic Landscape/Townscape Qualities			
	High	Moderate	Low
Biodiversity Value			
Visual prominence			
Intervisibility			
Re-creatability			
	Strong	Mixed	Weak
Historic Integrity			

Overall, this Character Area has moderate sensitivity to change or new development. Visual sensitivity is moderate, with views to several surrounding Character Areas and to/from the historic core from the southeastern edge of the area. Historic integrity is mixed, and biodiversity value is weak.

D3. ALMA STREET AND BROOK STREET VICTORIAN SUBURBS TOWNSCAPE CHARACTER AREA

Overall Character Description

This area formed part of a phase of Victorian expansion, to he northeast of the older village. The area is bounded by the railway line to the north, St. Mary’s Church and High Street to the west and merges with the older quayside properties to the south. There is an intricate intact historic street pattern running throughout the area, with generally terraced Victorian red brick properties facing directly onto the road, with very little dividing public space.



Distinctive Characteristics

Topographical Features

- Predominantly flat throughout the area.

Street & Block Pattern

- Intricate and somewhat jumbled street pattern, with terraced houses lining the small, cul-de-sacs within the area.

Private/Public Realm Interface

- Unclear definition between public and private space.
- Houses generally face directly onto the pavement.

Massing & Enclosure

- Sense of enclosure to the north by adjacent retail/residential area.
- Enclosed to the south by buildings within the historic core.

Architecture & Built Form

- Range of colours and materials, see ‘Materials and Architectural details’ below.

Streetscapes

- Intricate and interesting streetscape on account of the winding journey through narrow streets that one experiences when moving through the area.

Open Space

- There is no publicly accessible open space within the Character Area.

Biodiversity

- Occasional habitats for urban wildlife within gardens.

Land Use, Culture & Vitality

- Residential area which has a relatively secluded character.

Movement Patterns

- Station Road is the main route through this area, which also provides access to new housing to the south and the railway station.

Viewing Experience

- Views to buildings within the historic core from the southern edge of the area.
- Short-distance views to adjacent retail and residential areas.

Designations

- Wivenhoe Conservation Area is within this Character Area.
- There are ten Listed Buildings of special interest (Grade II) within this Character Area (see **Appendix C**).

Historic and Architectural Interest

Historic Evolution

There is evidence of some settlement in the area from the 17th century, but little after that until the 19th century when the area was developed as a residential housing estate. The 20th century did not bring much more development to that area so it has remained Victorian in character.

Visible Archaeological Features

- No recorded archaeological interest within this Character Area.

Architectural History and Qualities of Buildings

Alma Road and the surrounding streets are two storey Victorian terraced or semi-detached housing, interspersed with some older properties.

Alma Street particularly is characterised by its development as a coherent terrace, as opposed to the more general, individual plot development of the older village. The houses have no front yard or garden and the doors open directly onto the tarmac street. The view to the north of Alma Street is closed by the former Chapel.

Materials and Architectural Details

The buildings are generally of brick construction, unrendered although some are painted, with slate covered roofs and double hung sash windows and with modest timber door cases.

Threats to Townscape Character

- Some examples of the inappropriate paint types and colours, modern doors and windows, rainwater downpipes, external fittings such as burglar alarms etc. on the Victorian buildings.
- Generally the building fabric is well maintained; there are examples of buildings in poor repair that detract from the quality of the streetscape.

Evaluation of Sensitivity to New Development

Indicators of Townscape Value	Many	Some	Few
Intrinsic Landscape/Townscape Qualities			
	High	Moderate	Low
Biodiversity Value			
Visual prominence			
Intervisibility			
Re-creatability			
	Strong	Mixed	Weak
Historic Integrity			

Overall, this Character Area has moderate sensitivity to change or new development. Visual sensitivity is moderate, with views to several surrounding Character Areas and to/from the historic core from the southern edge of the area. Historic integrity is mixed, and biodiversity value is weak.

F. INTER-WAR/POST-WAR SUBURBS TOWNSCAPE CHARACTER TYPE



Generic Description

Inter-War/Post-War Suburbs within the main settlements of Colchester Borough are generally set out around a number of crescents and cul-de-sacs. There is strong consistency in architectural style and detailing, with townscape character dominated by pre-fabricated materials of a mass produced nature. Consistency in building materials contributes to a cohesive character and streetscape, which is often relatively bland, with utilitarian street lighting and paving detail. Where front gardens exist, there is mixed definition between public and private space, with some stark boundaries consisting of low walls, fences and hedges. Large areas of playing fields and smaller areas of incidental green space, which are sometimes surrounded by mature vegetation, often punctuate built fabric. Predominant materials include yellow or buff brick with some pebbledash and render during the inter-war period, and red brick lower storeys with rendered upper storeys during the post-war period. On-street parking is a key characteristic of inter-war housing, whilst private front drives are more of a feature in post-war areas. A common threat to townscape character within inter-war areas is the conversion of front gardens to areas of hardstanding to create car parking space, leading to loss of associated wildlife habitats/biodiversity value.

Key Characteristics

- Predominantly residential area containing a mixture of inter-war (1918-1942) and/or post-war (1946-1959) housing.

Inter-War

- Regular layout based around a number of crescents and cul-de-sacs.
- Predominantly a mixture of short terraces and semi-detached houses.
- Often weak sense of place, with standard layout and design details, using materials which have been mass produced.
- Private front gardens often enclosed by a combination of low walls, hedges and fences
- Often on-street parking.
- Houses often rendered and/or painted in cream or other light pastel colours.
- Streetscape is often utilitarian and can have a bland or harsh character.

Post-War

- Predominantly rectilinear street pattern with a mixture of semi-detached and detached houses.
- Houses often have private front gardens, with hedges, and also private drives.
- Metal and timber casement windows.
- Houses often have red brick lower storeys with white or cream rendered upper storeys.

Townscape Character Areas

- F1. Rectory Road
- F2. Rosabelle Avenue

F1. RECTORY ROAD INTER-WAR/POST-WAR SUBURBS TOWNSCAPE CHARACTER AREA

Overall Character Description

This Character Area contains a small linear belt of predominantly post-war houses that line the northern and southern sides of a short section of Rectory Road, which connects with Colchester Road and the Avenue in the west, and then runs along the northwestern edge of Wivenhoe. There is consistency in architectural style and detail, generally red brick houses, of which several have bay windows. Houses generally have small front gardens, which provide separation along the road corridor and contribute visual interest to the character of the area. Adjacent residential areas to the north, south and west provide a sense of enclosure, with open views across allotments and Wivenhoe Cricket Ground from the back of properties along the northern edge of Rectory Road. There are generally few views into or out of the area, other than to directly adjacent residential areas.

Distinctive Characteristics

Topographical Features

- Predominantly flat throughout the Character Area.

Street & Block Pattern

- Regular pattern with houses set out in a linear arrangement lining both sides of a short section of Rectory Road.

Private/Public Realm Interface

- Generally clear definition between public and private space, with low walls or fences separating small areas of front gardens from the road.

Massing & Enclosure

- There is a sense of enclosure to the north, south and west, provided by adjacent residential areas.
- Sense of openness in places to the east, with glimpse views to allotments and cricket ground.

Architecture & Built Form

- Housing within the area is predominantly post-war, with consistency in architectural style and detail.
- Houses are generally semi-detached or detached.

Streetscapes

- Patches of vegetation within front gardens provide visual interest within an otherwise bland streetscape.

Open Space

- There is no publicly accessible open space within the Character Area.
- The area is adjacent to allotment gardens and cricket ground to the north.

Biodiversity

- Some habitats for urban wildlife within front and back gardens.

Land Use, Culture & Vitality

- Predominantly a residential area.

Movement Patterns

- Rectory Road is a relatively busy feeder road for this, and adjacent housing areas.

Viewing Experience

- Generally few views into or out of the Character Area, other than to adjacent Character Areas.

Designations

- There are no designated sites in this area.

Historic and Architectural Interest

Historic Evolution

Up until the 20th century, there has been no recorded evidence of any settlement in this area. The first evidence of development within the area is the post-war housing which is evident today.

Archaeological Interest

- There is no recorded archaeological interest in this area.

Architectural History and Qualities of Buildings

Housing within the area predominantly dates to the post-war period and architectural history and qualities are generally consistent with this architectural style.

Threats to Townscape Character

- Demolition/replacement of single plots or houses with new modern development, which breaks the line of the streetscape and is also not consistent with massing, form and materials of existing houses.
- Deterioration of built fabric on a plot-by-plot basis.
- Planting of ornamental trees or shrubs within gardens, which are not in keeping with native species.

Evaluation of Sensitivity to New Development

Indicators of Townscape Value	Many	Some	Few
Intrinsic Landscape/Townscape Qualities			
	High	Moderate	Low
Biodiversity Value			
Visual prominence			
Intervisibility			
Re-creatability			
	Strong	Mixed	Weak
Historic Integrity			

Generally this Character Area has low visual sensitivity with few views out of the area, other than to adjacent residential Character Areas. Biodiversity value is low and overall historic integrity weak, resulting in overall low sensitivity to change or new build development, despite an intact and cohesive post-war street pattern and layout.

F2. ROSABELLE AVENUE INTER-WAR/POST-WAR SUBURBS TOWNSCAPE CHARACTER AREA

Overall Character Description

This Character Area encompasses a relatively large area of inter-war housing, along the western edge of Wivenhoe, to the west of The Avenue. Housing is set out in a regular street pattern, around one main crescent (Britannia) and two main avenues (Parkwood and Rosabelle) which are accessible via The Avenue to the east. There is average definition between public and private space within the area, with most houses having small, square front gardens which are separated from the road by low clipped hedges, wooden and metal front gates or concrete posts. Architecture within the area is uniform, with a relatively stark and bland streetscape and overall lack of sense of place. There are few views out of the area, other than to adjacent residential Character Areas to the north, south and east. To the west, however, Wivenhoe Wood, which can be viewed from certain locations within the Character Area, encloses the area.

Distinctive Characteristics

Topographical Features

- Predominantly flat throughout the Character Area.

Street & Block Pattern

- Housing is set out around one main crescent (Britannia) and two main Avenues (Parkwood and Rosabelle) which are accessible via The Avenue to the east.
- Uniform block pattern, with a series of terraces and semi-detached blocks.

Private/Public Realm Interface

- Average definition between public and private space.
- Most houses have small, square front gardens or front drives which are separated from road by low clipped hedges, wooden and metal front gates and concrete posts.

Massing & Enclosure

- Area is enclosed to the north, south and east by adjacent residential areas, and is also to the west by Wivenhoe Woods.

Architecture & Built Form

- Very uniform architecture.
- Combination of buff and red brick with regularity in style and details.

Streetscapes

- Relatively stark, bland, utilitarian streetscape, delineated by low trimmed hedges, with some on-road parking.
- Lack of sense of place other than along the western edge with glimpse views to Wivenhoe Woods.

Open Space

- General lack of publicly accessible open space within the Character Area.

Biodiversity

- Some value in hedges and small trees within front gardens.
- Overall weak biodiversity value throughout area.

Land Use, Culture & Vitality

- Predominantly residential, inter-war housing area.

Movement Patterns

- Area is relatively quiet and set back from the main The Avenue, to the east.

Viewing Experience

- Views to adjacent residential Character Areas.
- Overall mono-colour, dominated by consistency in architectural style and details.

Designations

- Wivenhoe Woods Ancient Woodland is found in this area.

Historic and Architectural Interest

Historic Evolution

The 20th century brought development to this otherwise agricultural land. The area was to develop during the inter-war period into a suburb.

Visible Archaeological Features

- There is no recorded archaeological interest in this area.

Architectural History and Qualities of Buildings

Housing within the area predominantly dates to the inter-war period and architectural history and qualities are generally consistent with this architectural style.

Threats to Townscape Character

- Demolition/replacement of single plots or houses with new modern development, which breaks the line of the streetscape and is also not consistent with massing, form and materials of existing houses.
- Deterioration of built fabric on a plot-by-plot basis.
- Planting of ornamental trees or shrubs within gardens, which are not in keeping with native species.
- Loss or thinning of vegetation within Wivenhoe Wood (to the west), which may result in loss of a sense of enclosure along the western edge of the area.

Evaluation of Sensitivity to New Development

Indicators of Townscape Value	Many	Some	Few
Intrinsic Landscape/Townscape Qualities			
	High	Moderate	Low
Biodiversity Value			
Visual prominence			
Intervisibility			
Re-creatability			
	Strong	Mixed	Weak
Historic Integrity			

Generally this Character Area has low visual sensitivity with few views out of the area, other than to adjacent residential Character Areas. Biodiversity value is low although the area is in close proximity to Wivenhoe Wood along the western edge, which is an important nature conservation resource, and overall historic integrity weak, resulting in overall low sensitivity to change or new built development, despite an intact and cohesive inter-war street pattern and layout.

H. POST-1960s SUBURBS TOWNSCAPE CHARACTER TYPE



Generic Description

Post-1960s suburbs account for a relatively large proportion of the current built environment within the main settlements in the Borough. These areas consist predominantly of housing, which is often arranged in an estate, with a curvilinear street pattern and a number of cul-de-sacs leading from a main road. Materials are often mass produced (brickwork and windows) and the character of streetscape has a tendency to be utilitarian, containing bland street lighting and details. The number of small greenspaces, playgrounds or areas of mown amenity grassland, punctuating built form within the area varies.

Key Characteristics

- Predominantly residential areas, containing houses built between 1960 and the present day.
- Housing is usually arranged in estates, containing a number of cul-de-sacs leading from a main road.
- Houses often have private front and back gardens and are either semi-detached or detached, with occasional short terraces.
- Back gardens are often separated from the road using wooden fencing.
- Materials consist of mass produced brickwork, often red and beige.
- Streetscape is often utilitarian, containing bland street lighting and details.
- Estates usually contain a number of small mown amenity grassland greenspace areas, sometimes containing brightly coloured children’s play equipment.

Townscape Character Areas

- H1. Vine Drive
- H2. Broomfield Crescent
- H3. Broome Grove
- H4. Bowes Road and Bobbits Way
- H5. Woodland Way
- H6. Old Ferry Road

H1. VINE DRIVE POST-1960s SUBURBS TOWNSCAPE CHARACTER AREA

Overall Character Description

This suburb of post-1960s housing is situated at the northeastern edge of Wivenhoe’s urban area, overlooking open countryside to the north and east. Street pattern is predominantly curvilinear, with two-storey, semi-detached and detached properties arranged around a series of closes and avenues leading from Broadfields, Vine Drive, Richard Avenue and Field Way. Bungalows are also present within the Character Area (Llamas Drive) and a row of shops along Broadfields creates a lively and bustling entrance to the northern end of this otherwise secluded suburb. The area is set back from the main road (Avenue Road, which later becomes the High Street to the south). Several areas of publicly accessible grassland/open space are dotted amongst the urban structure, with one patch to the south of Richard Avenue and a large area of allotments and a cricket ground at the southern edge of the area.

Distinctive Characteristics

Topographical Features

- Predominantly flat throughout the area.

Street & Block Pattern

- Curvilinear street pattern with several avenues and closes leading off interconnecting roads that runs through the area.

Private/Public Realm Interface

- Generally clear definition between front gardens and pavement or road, however, orientation within several of the closes/avenues is confusing.

Massing & Enclosure

- Housing is of medium density with predominantly two-storey buildings.
- Sense of openness at the southern end of the area, overlooking adjacent playing fields and allotments.

Architecture & Built Form

- Semi-detached and detached brick houses.
- Materials are predominantly red and yellow brick, with some plaster-wash at upper storeys.

Streetscapes

- Vegetation within front gardens provides some variety within streetscape, however, tarmac surfacing and utilitarian lighting contributes to bland character overall.
- Block paving and gravel are common in front drives.

Open Space

- Wivenhoe Cricket Ground, which has a generally open character, is located within the southern half of the area, adjacent to an area of allotments.

Biodiversity

- Several habitats for urban wildlife within front and back gardens.

Land Use, Culture & Vitality

- Area is predominantly residential although there is a line of shops along Broadfields, in the northeastern corner of the area.

Movement Patterns

- Broadfields, Vine Drive, Richard Avenue and Field Way provide vehicular access to the area from The Avenue to the west.
- Pedestrian access is mainly via pavements, however a public footpath also connects the area to open countryside to the east.

Viewing Experience

- Open views to countryside to the north and east.
- Short-distance views to adjacent Character Areas.

Designations

- There is one Listed Building of special interest (Grade II) within the Character Area.

Historic and Architectural Interest

Historic Evolution

This area has remained mainly agricultural land until the mid 20th century when the area was developed as a large residential area.

Visible Archaeological Features

- No recorded archaeological interest within this Character Area.

Architectural History and Qualities of Buildings

Housing within this area generally dates to the late 1970s/early 1980s.

Threats to Townscape Character

- Deterioration of physical fabric of the public realm.
- New development along the northern edge, which may be visible from surrounding landscape setting.
- Potential extensions to houses or garages, which may alter the line of the street.
- Planting of ornamental trees and shrubs, which do not respect local native vegetation.
- Deterioration and eventual loss of garden fences and hedges.

Evaluation of Sensitivity to New Development

Indicators of Townscape Value	Many	Some	Few
Intrinsic Landscape/Townscape Qualities			
	High	Moderate	Low
Biodiversity Value			
Visual prominence			
Intervisibility			
Re-creatability			
	Strong	Mixed	Weak
Historic Integrity			

Overall, this Character Area has moderate sensitivity to change or new development. Overall visual sensitivity is moderate, with views gained to and from adjacent countryside to the north of the area. Biodiversity value is generally average within front and back gardens, and historic integrity is weak.

H2. BROOMFIELD CRESCENT POST-1960s SUBURBS TOWNSCAPE CHARACTER AREA

Overall Character Description

This relatively modern (late 1970s/early 1980s) residential suburb is situated towards the northern edge of Wivenhoe’s urban area and is enclosed on all sides by adjacent housing areas. Housing is secluded and distinctive from adjacent housing of a similar age to the west, in the fact that built form is dominated by detached bungalows, which are arranged around Heath Road, which is roughly semi-circular in arrangement.

Distinctive Characteristics

Topographical Features

- Predominantly flat throughout the Character Area.

Street & Block Pattern

- Regular street and block pattern set around Heath Road.

Private/Public Realm Interface

- Generally clear definition between public and private space, with houses set back from the road with front gardens, some of which are demarcated by vegetation and fences.

Massing & Enclosure

- Area is generally enclosed on all sides by adjacent residential areas.

Architecture & Built Form

- Bungalows are the dominant architectural feature within this Character Area.

Streetscapes

- Generally private and secluded streetscape along Heath Road.
- Semi-mature trees and vegetation within front gardens contributes favourably to the streetscape.

Open Space

- There is no publicly accessible open space within this Character Area.

Biodiversity

- Several habitats for urban wildlife within front and back gardens.

Land Use, Culture & Vitality

- Relatively secluded residential area, which is set back from the main road corridor.

Movement Patterns

- Heath Road provides main vehicular access to the area.
- Several public footpaths run through the area and connect with adjacent residential areas within the river corridor to the west.

Viewing Experience

- No long distance views out of the Character Area.
- Short-distance views to adjacent Character Areas.

Designations

- Wivenhoe Water Tower is a Listed Buildings of special interest (Grade II) within the Character Area (see Appendix C).

Historic and Architectural Interest

Historic Evolution

This area has remained arable and open fields until the 20th century when the area was developed for housing.

Visible Archaeological Features

- There are no recorded archaeological features within the Character Area, with the exception of the Listed Building.

Architectural History and Qualities of Buildings

Housing within this area is modern and there is therefore little previous architectural history visible.

Threats to Townscape Character

- Extensions to fronts or backs of houses (possible porches and garages) which may alter the existing form and line of the streetscape.
- Planting of ornamental trees and shrubs which do not respect local native vegetation.
- Deterioration and eventual loss of garden fences and hedges (boundaries).

Evaluation of Sensitivity to New Development

Indicators of Townscape Value	Many	Some	Few
Intrinsic Landscape/Townscape Qualities			
	High	Moderate	Low
Biodiversity Value			
Visual prominence			
Intervisibility			
Re-creatability			
	Strong	Mixed	Weak
Historic Integrity			

This area has low sensitivity to change or new development as a result of a combination of low visual sensitivity, with few views out of the area, other than to adjacent Character Areas, and weak historic integrity.

H3. BROOME GROVE POST-1960s SUBURBS TOWNSCAPE CHARACTER AREA

Overall Character Description

This predominantly 1980s/1990s residential area is situated at the northwestern edge of Wivenhoe and overlooks the Colne Valley and open fields on the valley side to the north and west. Views across the valley are however limited by small patches of woodland at the western settlement edge. Street pattern is predominantly curvilinear, with housing set out along a number of drives and crescents, which lead off Broome Grove Road. Housing is predominantly semi-detached and two-storeys in height. Although relatively homogenous in terms of architectural style, red and buff brick predominates, streetscape is generally bland, particularly with few street trees to enhance the character of the area.

Distinctive Characteristics

Topographical Features

- Predominantly flat throughout the Character Area.

Street & Block Pattern

- Pattern consists of a number of drives and closes off main Broome Grove.

Private/Public Realm Interface

- Some definition between public and private streetscape through a combination of low hedges and fences.
- Several properties have front drives or garages.

Massing & Enclosure

- At centre of housing area there is a sense of enclosure, with few views out to adjacent areas.
- There is a greater sense of openness along the northern and western edges of the area, with views to adjacent arable fields and glimpse views of the river corridor.

Architecture & Built Form

- Predominantly red and buff brick houses.

Streetscapes

- Generally bland streetscape with uniform brick paving and utilitarian lampposts.
- Streetscape feels stark within the southern half of the area, with little street vegetation, other than patches within front gardens to soften buildings.

Open Space

- Little public open space overall within this area.
- Semi-private open space (school playing fields) at the northern edge of the area.

Biodiversity

- Occasional habitats for urban wildlife within gardens.
- Adjacent to small patches of woodland, which are important wildlife habitats.

Land Use, Culture & Vitality

- Predominantly residential area, which is relatively contained, quiet and secluded in comparison to surrounding Character Areas.

Movement Patterns

- Sense of seclusion in places, however, there is general background noise disturbance from proximity to railway line.

Viewing Experience

- Views across and along the River Colne corridor.
- Short-distance views to adjacent Character Areas.

Designations

- There are no designated sites in this area.

Historical and Architectural Interest

Historic Evolution

Until the 20th century, this area of land has remained agricultural. The 20th century saw residential development.

Visible Archaeological Features

- There is no recorded archaeological interest in this area.

Architectural History and Qualities of Buildings

Housing within this area was developed in the late 1970s/early 1980s. Building styles are therefore relatively consistent with any such housing development from this period throughout Colchester Borough.

Threats to Townscape Character

- Potential vandalism to areas of open space.
- Planting of a mixture of ornamental trees, which do not contribute to a unified street scene.
- Deterioration of garden boundaries.

Evaluation of Sensitivity to New Development

Indicators of Townscape Value	Many	Some	Few
Intrinsic Landscape/Townscape Qualities			
	High	Moderate	Low
Biodiversity Value			
Visual prominence			
Intervisibility			
Re-creatability			
	Strong	Mixed	Weak
Historic Integrity			

This area has moderate sensitivity to change or new development overall. Housing and areas of open space within the public realm are in generally good condition, however there is generally low historic integrity and biodiversity value. Housing along the western edge is visually sensitive, as it is visible from the river corridor. The area has moderate overall visual sensitivity on account of its visibility within views to and from the river corridor.

H4. BOWES ROAD AND BOBBITS WAY POST-1960s SUBURBS TOWNSCAPE CHARACTER AREA

Overall Character Description

This residential suburb is situated in close proximity to the historic core and also the eastern edge of Wivenhoe. Housing is set out around a roughly curvilinear street pattern, with several short closes and cul-de-sacs leading off Bowes Road and Bobbits Way. Although there is a range of differing architectural styles within the area, housing generally dates from early 1970s to late 1980s. Houses are predominantly detached, with large front and back gardens. The area has a generally secluded character.

Distinctive Characteristics

Topographical Features

- Area is situated partly on the northern slope of the adjacent valley side and therefore variation in topography is quite marked in places.

Street & Block Pattern

- Predominantly curvilinear street pattern with several closes leading off Bowes Road, Bobbits Way and Claremont Road.
- Block pattern is relatively regular.

Private/Public Realm Interface

- Generally clear definition between gardens and adjacent streetscape with on street parking in places.

Massing & Enclosure

- Sense of enclosure throughout most of the area, other than at the eastern edge, where views across adjacent farmland can be gained.

Architecture & Built Form

- Variation in architectural styles (1970s/1980s).
- Brick is the dominant building material.

Streetscapes

- Bland and utilitarian streetscape overall.

Open Space

- There is a square greenspace to the south of Bobbits Way and a semi-private area of school playing fields at the eastern edge of the area.

Biodiversity

- Varying habitats for urban wildlife within gardens throughout the Character Area.

Land Use, Culture & Vitality

- Generally quiet residential suburb.

Movement Patterns

- Bobbits Way and Bowes Road provide the main vehicular access routes to the Character Area.

Viewing Experience

- Generally few long distance views out of the Character Area.
- Open views to adjacent farmland to the east.

Designations

- There are no designated sites in this area.

Historic and Architectural Interest

Historic Evolution

This area remained agricultural land until the 19th century when there was the emergence of several buildings and Ballast Quay Farm. It was the 20th century however that saw the major redevelopment of the area.

Visible Archaeological Features

- There is no recorded archaeological interest in this area.

Architectural History and Qualities of Buildings

Housing within the area is generally modern and there is therefore little previous architectural history visible.

Threats to Townscape Character

- Extensions to front or back of buildings (garages, conservatories) which alter the line of the street and may lead to a loss of front gardens.
- Vandalism within playing fields to the west of the area.
- Lack of maintenance of front gardens.
- Deterioration of built fabric, leading to replacement with materials, which are not consistent with adjacent houses.

Evaluation of Sensitivity to New Development

Indicators of Townscape Value	Many	Some	Few
Intrinsic Landscape/Townscape Qualities			
	High	Moderate	Low
Biodiversity Value			
Visual prominence			
Intervisibility			
Re-creatability			
	Strong	Mixed	Weak
Historic Integrity			

This area has moderate visual sensitivity as a result of its underlying topography and visual prominence. There is, however generally low biodiversity value and weak historic integrity within the area. Overall the area has moderate sensitivity to change or new build development.

H5. WOODLAND WAY POST-1960s SUBURBS TOWNSCAPE CHARACTER AREA

Overall Character Description

Housing along Woodland Way and Beech Avenue Way forms a small, discrete suburb at the southeastern edge of Wivenhoe’s urban area. Sense of place is provided by views across King George’s Recreation ground, containing several mature parkland trees, to the south and views to Wivenhoe Woods to the north. Houses are predominantly detached and set within large plots. Overall streetscape is diverse with visual interest provided by mature vegetation within front gardens

Distinctive Characteristics

Topographical Features

- Sloping downwards from northeast to southwest across the Character Area.

Street & Block Pattern

- Spacious and roughly linear street pattern.

Private/Public Realm Interface

- Clear definition between public and private space, with houses set out along a private road.

Massing & Enclosure

- Sense of openness to the west with views across the river corridor.

Architecture & Built Form

- Varying architectural styles consistent with the post-1960s periods of development.

Streetscapes

- Generally diverse and interesting streetscape.

Open Space

- Housing overlooks a large area of playing fields/grassland to the south (King George Playing Field), which contains several mature parkland trees.
- Area is also in close proximity to the river corridor and Wivenhoe Wood.

Biodiversity

- Several habitats for urban wildlife within front and back gardens.
- Mature trees within King George Field provide habitats for urban wildlife.
- Strong biodiversity interest within woodland to the north and the river corridor to the west.

Land Use, Culture & Vitality

- A quiet and secluded residential area.

Movement Patterns

- Beech Avenue (a private road) is accessed from woodland way to the east.

Viewing Experience

- Open views across King George’s Recreation ground to the south, containing several mature parkland trees.
- Views to Wivenhoe Wood to the north.
- Views into and along the Colne river corridor to the west.

Designations

- Wivenhoe Wood is an Ancient Woodland found in this area.

Historic and Architectural Interest

Historic Evolution

There has been no recorded evidence of any settlement in this area until the 20th century, before then the area was predominately woodland. The 20th century saw the residential development of the area.

Visible Archaeological Features

- There is no recorded archaeological evidence in this area.

Architectural History and Qualities of Buildings

Housing within the area is generally modern and there is therefore little previous architectural history visible within the area.

Threats to Townscape Character

- Maturing and eventual loss of woodland to the north (without maintenance/management), leading to loss of enclosure along the northern edge.
- Potential new built development to the west, which may block views to the adjacent river corridor.
- Extensions to front or back of buildings (garages, conservatories) which alter the line of the street and may lead to a loss of front gardens.
- Vandalism within playing fields to the south of the area.
- Lack of maintenance of front gardens.
- Loss of woodland to the north, which would decrease sense of enclosure.
- Deterioration of built fabric, leading to replacement with materials, which are not consistent with adjacent houses.
- Potential backland or back garden development, which may lead to a loss of the spacious character within this area.

Evaluation of Sensitivity to New Development

Indicators of Townscape Value	Many	Some	Few
Intrinsic Landscape/Townscape Qualities			
	High	Moderate	Low
Biodiversity Value			
Visual prominence			
Intervisibility			
Re-creatability			
	Strong	Mixed	Weak
Historic Integrity			

This area can be viewed from the river corridor to the east and overall visual sensitivity is moderate. The area also has moderate biodiversity value, and overall historic integrity is weak. Overall this Character Area has moderate sensitivity to change or new development.

H6. OLD FERRY ROAD POST-1960s SUBURBS TOWNSCAPE CHARACTER AREA

Overall Character Description

The former shipbuilding yards to the west of the village have been redeveloped recently as housing. The new development occupies the land west of Bath Street as far as the former wharf and beyond. It is bounded to the north by West Street and the railway line, and to the south by the shore. The area has a colourful character, with several pink, blue and white plaster-faced buildings of varying heights (two-,



three- and sometimes four-storeys). A landscaped dry dock has been included at the centre of the housing area, which provides benches/seating areas to look over the dramatic riverscape. The southern and eastern edges of the development overlook the River Colne, and open views can be gained across and along the corridor from several locations within the Character Area.



Distinctive Characteristics

Topographical Features

- Predominantly flat throughout the Character Area.

Street & Block Pattern

- Curvilinear street pattern.
- Relatively dense, high-density development.

Private/Public Realm Interface

- Overall mixed division between public and private space. Several flats and houses do not have front gardens, with only shrubs against buildings, adjacent to amenity grassland.

Massing & Enclosure

- High density housing area with a mixture of, two-, three- and four-storey buildings.
- Sense of openness along the western and southern edges, where houses overlook Colne Valley.

Architecture & Built Form

- Colourful plaster-washed houses and flats, including pink, blue and white/beige.
- Generally stark architectural form.

Streetscapes

- Overall bland streetscape with utilitarian paving and lighting.
- Parking is sometimes in off-road bays or car parks.
- Occasional small street trees.

Open Space

- There is no significant public green space as yet although some spaces may be developed as the estate matures.
- The estate is planned around a series of open spaces, including the quayside. The most significant open space is created by the retention of the former dry dock, which has been filled in, as yet without any obvious use, and surrounded by tree planting.

Biodiversity

- Lack of wildlife habitats within the Character Area.
- Area is in close proximity to river corridor to the south (which is an important nature conservation resource).

Land Use, Culture & Vitality

- Busy, yet relatively secluded residential area.

Movement Patterns

- Old Ferry Road provides the main vehicular access route to this area.

Viewing Experience

- Long distance views into and across and along the Colne Valley.
- Short-distance views to adjacent Character Areas.

Designations

- Wivenhoe Conservation Area
- Former Stable building, 19th century, Grade II
- Goods Shed, 19th century, Grade II

Historic and Architectural Interest

Historic Evolution

The first evidence of development within this area is the shipbuilding yards of the industrial revolution. The area was predominately industrial in nature until recent (21st century) residential redevelopment.

Visible Archaeological Features

- No recorded points of archaeological interest with this Character Area.

Architectural History and Qualities of Buildings

The development is an extensive housing area of two- and three-storey houses and apartments, built by Bovis and Persimmon Homes following planning approval in 1998. The massing of the buildings is significantly more substantial than the smaller scaled cottages and houses of the older village; the houses are constructed in

continuous terraces although the use of varying treatments breaks the façades. Houses frontages are massive and roof pitches are steep and high.

The buildings are grouped in clusters around public open spaces and separated by wide vehicle roads. The width of the streets is designed around car access and is more urban in nature than the narrower lanes of the village.

Materials and Architectural Details

Modern brick construction finished with painted render and with timber weather-boarding, and with ‘traditional’ details such as projecting porches. There is a variety of flat fronted or gable fronted façades, although the latter predominates. The roof covering is of red clay or brown clay tiles. Roof pitches are steep and high, some with dormer windows providing fourth floor accommodation.

Threats to Townscape Character

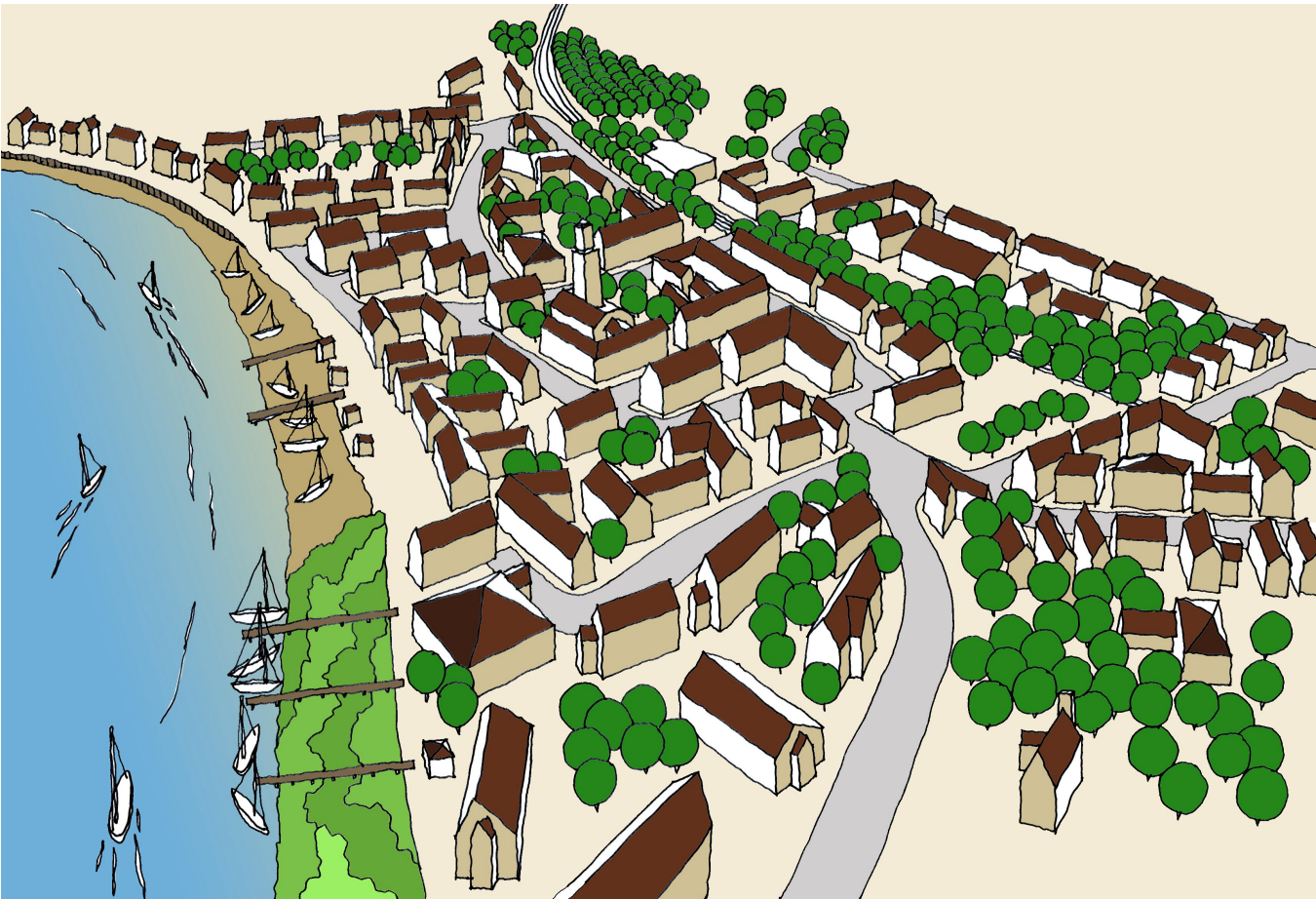
- Overall the development is in keeping with the materials used in the older village buildings but the effect is spoilt by the larger scale and massing of the buildings, by the use of a limited palette of materials and colours, which is to be expected in a large planned development, by the wide vehicle roads and particularly by the consistent use of poorly detailed UPVC windows throughout the estate.

Evaluation of Sensitivity to New Development

Indicators of Townscape Value	Many	Some	Few
Intrinsic Landscape/Townscape Qualities			
	High	Moderate	Low
Biodiversity Value			
Visual prominence Intervisibility			
Re-creatability			
	Strong	Mixed	Weak
Historic Integrity			

Visual sensitivity along the southern and eastern edges of this area is high on account of views to and from the river corridor. Further to the east, visual sensitivity is lower, with short-distance views to adjacent Character Areas. Biodiversity value is low, with little wildlife interest within gardens and historic integrity is weak. Overall sensitivity to change or to new development is therefore low.

I. 20th CENTURY RETAIL, COMMERCE AND INDUSTRY TOWNSCAPE CHARACTER TYPE



Generic Description

Character Areas within this type contain a combination of retail, commercial or industrial land uses. Street and block pattern is usually large-scale and dominated by a series of medium or large warehouse units. Whilst several of the areas are situated at the periphery of Wivenhoe’s urban area, commercial and retail areas are also located at the centre of the urban fabric. Colourful and often garish signage is associated with retail and commercial units, and whilst adding diversity to the character of the area, it is also a visual detractor, which in most cases is highly visible from surrounding Character Areas. There is often a lack of recognisable sense of place within Character Areas of this type, as a result of the mass-produced nature of some of the materials (e.g. corrugated metal and plastic panels).

Key Characteristics

- Combination of retail, commercial and light industrial land uses.
- Large warehouse units are often arranged in retail estates and business parks.
- Large-scale street pattern, often punctuated by numerous large car parks.
- Colourful mix of signage which is often dominant in views to each area.
- Often lack of sense of place, with materials including mass produced metal panels, often in white or brown or grey.

Townscape Character Areas

- I1. Ballast Quay
- I2. Walter Radcliffe Way

II. BALLAST QUAY 20TH CENTURY RETAIL, COMMERCE AND INDUSTRY TOWNSCAPE CHARACTER AREA

Overall Character Description

This Character Area encompasses a group of buildings, which are situated on the former Ballast Quay at southeastern edge of Wivenhoe. Although this area no longer has such a bustling character as would have historically been the case, several buildings have been redeveloped and are still frequently used (for example as an arts studio). Open views across the railway corridor, adjacent farmland and also towards the river, to the south, can be gained.

Distinctive Characteristics

Topographical Features

- Predominantly flat throughout the Character Area.

Street & Block Pattern

- Pattern consists of several large buildings, which line Ballast Quay Road.

Private/Public Realm Interface

- There is generally little clear definition between public and private space within the Character Area.

Massing & Enclosure

- Adjacent residential areas to the north enclose the area.
- Sense of openness along the southern edge, with views across open fields.

Architecture & Built Form

- A mixture of older and modern buildings within the area.

Streetscapes

- Lack of streetscape in the formal sense.

Open Space

- There is no publicly accessible open space within the Character Area.

Biodiversity

- Generally few habitats for urban wildlife within the Character Area.

Land Use, Culture & Vitality

- Mixture of land uses related to commerce and industry and farming throughout the Character Area.

Movement Patterns

- The area is accessed via Ballast Quay Road.

Viewing Experience

- Open views from the southern edge of the area across adjacent fields to the east.
- Short-distance views to adjacent residential areas to the north.

Designations

- There are no designated sites in this area.

Historic and Architectural Interest

Historic Evolution

The first evidence for development within this area was during the industrial revolution when the area was recorded as Ballast Quay. It is still industrial in nature but at a lower level with more light industry.

Visible Archaeological Features

- There are no recorded archaeological evidence in this area.

Architectural History and Qualities of Buildings

There are a mixture of architectural styles and ages throughout the Character Area.

Threats to Townscape Character

- Visual dominance of buildings when viewed from countryside/landscape setting to the south and east.
- Noise and traffic associated with the area.

Evaluation of Sensitivity to New Development

Indicators of Townscape Value	Many	Some	Few
Intrinsic Landscape/Townscape Qualities			
	High	Moderate	Low
Biodiversity Value			
Visual prominence			
Intervisibility			
Re-creatability			
	Strong	Mixed	Weak
Historic Integrity			

Overall, this Character Area has low sensitivity to change or new development. Despite moderate visual sensitivity along the southern and eastern edges, biodiversity value is low and historic integrity, weak.

I2. WALTER RADCLIFFE WAY RETAIL, COMMERCE AND INDUSTRY TOWNSCAPE CHARACTER AREA

Overall Character Description

This Character Area contains several small buildings associated with the river frontage and overlooks the river corridor to the south. Open views across and along the river corridor can be gained from the south of the area. View to the adjacent historic core can also be gained from the western edge of the area. The area has a less busy character than it would have done historically, however at times, the area still has a relatively busy character.

Distinctive Characteristics

Topographical Features

- Predominantly flat throughout the Character Area.

Street & Block Pattern

- Disorganised street pattern, with several spaces of differing sizes between buildings.

Private/Public Realm Interface

- Generally unclear definition between public and private space within the area.

Massing & Enclosure

- Sense of openness to the south, overlooking the river corridor.

Architecture & Built Form

- Mixture of architectural styles within the area.

Streetscapes

- No streetscape in the formal sense.

Open Space

- There is no publicly accessible open space within this Character Area, other than the river frontage.

Biodiversity

- General lack of habitats for urban wildlife within the Character Area.

Land Use, Culture & Vitality

- Mixture of commercial and light industrial buildings within the area.

Movement Patterns

- Area is accessed via Walter Radcliffe Way, from the north.

Viewing Experience

- Short distance views to adjacent residential Character Areas to the north.
- Open views across and along the river corridor to the south.

Designations

- Wivenhoe Conservation Area is within this Character Area.
- The riverside Site of Importance for Nature Conservation is within this Character Area.
- Cook’s Shipyard, 19th century, is a Listed Building of special interest (Grade II) within the Character Area.

Historic and Architectural Interest

Historic Evolution

This area has always had an industrial focus, being situated on the river frontage. The first recorded building on the site is the Post Medieval Gas Work and Cook’s shipyard.

Visible Archaeological Features

- Gas works, post medieval

Architectural History and Qualities of Buildings

There is a mixture of architectural styles and ages within the Character Area.

Threats to Townscape Character

- Visual dominance of buildings when viewed from the river corridor to the south.
- Noise and traffic associated with the area.
- Deterioration in the quality and condition of built fabric.

Evaluation of Sensitivity to New Development

Indicators of Townscape Value	Many	Some	Few
Intrinsic Landscape/Townscape Qualities			
	High	Moderate	Low
Biodiversity Value			
Visual prominence			
Intervisibility			
Re-creatability			
	Strong	Mixed	Weak
Historic Integrity			

Overall, this Character Area has low sensitivity to change or new development. Despite moderate visual sensitivity along the southern and eastern edges, biodiversity value is low and historic integrity, weak.

J. MIXED AGE SUBURBS TOWNSCAPE CHARACTER TYPE



Generic Description

Townscape Character Areas within this type contain a mixture of building styles and details from a range of development periods, from medieval through to post-1960s. Character is generally mixed and although predominantly housing, may also contain small groups of shops or other commercial properties. In several cases, housing has developed along a main road corridor, with all properties facing the road. Clear development on a plot-by-plot basis can often be seen, as historic buildings have given way to modern alternatives.

Key Characteristics

- Predominantly housing areas that contain a mixture of ages and styles from various examples of the types described above.
- Housing has often developed along a main road corridor.
- Housing usually faces the main road, with a combination of front and back gardens.
- Housing is a mixture of terraced, semi-detached and detached areas.
- Diverse and mixed character with a wide range of architectural periods, materials and details.

Townscape Character Areas

- J1. Elmstead Road
- J2. Rectory Road
- J3. Black Horse Corner
- J4. The Avenue
- J5. Ernest Road to Belle Vue Road

J1. ELMSTEAD ROAD MIXED AGE SUBURBS TOWNSCAPE CHARACTER AREA

Overall Character Description

This relatively long area of mixed age suburbs lines Elmstead/Colchester Roads with Colchester and the University of Essex to the north, and Wivenhoe retail and historic core to the south. Properties within this area have developed along the line of the road corridor and generally face the main road. The streetscape is quite wide and varied, with visual interest provided by vegetation within small front gardens. The area has a bustling and busy character on account of noise and movement associated with Elmstead/Colchester Roads and contains a mixture of different architectural styles and details.

Distinctive Characteristics

Topographical Features

- Generally flat throughout the Character Area.

Street & Block Pattern

- Street pattern is linear, with small blocks of houses set back from the road in certain places.

Private/Public Realm Interface

- Generally clear definition between public and private space.
- Houses sometimes have small front gardens with a mixture of low walls, hedges and fences at boundaries.

Massing & Enclosure

- General sense of enclosure along the road corridor, with more or less continuous façade.

Architecture & Built Form

- A mixture of ages and styles of housing, including Victorian, post-war and 1960s, within the area.
- Victorian houses are predominantly red brick with white windows.
- Predominantly semi-detached or detached houses.

Streetscapes

- Varied streetscape on account of variation provided by vegetation within front gardens and interesting architectural detail on the facades of properties.

Open Space

- There is no publicly accessible open space within the Character Area.

Biodiversity

- Several habitats for urban wildlife within the Character Area.

Land Use, Culture & Vitality

- Predominantly residential area with occasional shops along the road corridor, which has a bustling and busy character.

Movement Patterns

- Elmstead/Colchester Roads provide the main busy traffic route through the area.

Viewing Experience

- Channelled views along the road corridor.
- Open views across farmland to the west from the northern end of the Character Area.

Designations

- There is one Listed Building of special interest (Grade II) within the Character Area (see **Appendix C**).

Historic and Architectural Interest

Historic Evolution

The area was predominately agricultural until the 20th century, however its position next to a main route meant it has attracted settlement throughout history.

Visible Archaeological Features

- No recorded archaeological interest within this Character Area.

Architectural History and Qualities of Buildings

Mixed architectural history, with buildings dating from post-war to post-1960s.

Threats to Townscape Character

- Deterioration in garden boundaries.
- Traffic and congestion along the main road corridor.
- Replacement of windows on older properties with modern/plastic alternatives.
- Replacement of older buildings with more modern alternatives, which may alter continuity in built form and architectural style along sections of the road corridor.

Evaluation of Sensitivity to New Development

Indicators of Townscape Value	Many	Some	Few
Intrinsic Landscape/Townscape Qualities			
	High	Moderate	Low
Biodiversity Value			
Visual prominence			
Intervisibility			
Re-creatability			
	Strong	Mixed	Weak
Historic Integrity			

Overall, this Character Area has moderate sensitivity to change or new development as a result of moderate overall visual sensitivity and moderate biodiversity value.

J2. RECTORY ROAD MIXED AGE SUBURBS TOWNSCAPE CHARACTER AREA

Overall Character Description

This Character Area contains a mixture of different architectural styles dating from different periods of urban development. The area is situated at the northeastern edge of Wivenhoe’s urban area and contains a combination of Victorian, post-war and modern (post-1960s) housing, which line the main road corridor. Streetscape is generally distinctive, with several street trees and patches of mature vegetation within front gardens along the road corridor. The area is enclosed to the south by adjacent residential areas and is more open to the north, overlooking open fields.

Distinctive Characteristics

Topographical Features

- Predominantly flat throughout the Character Area.

Street & Block Pattern

- Linear street pattern.

Private/Public Realm Interface

- Generally clear definition between public and private space throughout the Character Area.

Massing & Enclosure

- Combination of semi-detached and detached two-storey houses.
- Red and yellow brick as the dominant material within the area.

Streetscapes

- Diverse and interesting streetscape, on account of presence of occasional street trees and patches of mature vegetation within front gardens.

Open Space

- Overall lack of public open space within Character Area.

Biodiversity

- Wildlife habitats within front and back gardens.

Land Use, Culture & Vitality

- Predominantly residential.

Movement Patterns

- Rectory Road is a fairly busy road, which links northern and western parts of Wivenhoe.

Viewing Experience

- Channelled views along the road corridor.
- Open views across adjacent landscape setting to the north.

Designations

- There are no designated sites in this area.

Historic and Architectural Interest

Historic Evolution

There has been no evidence of settlement in this area until the 19th century, when the area was predominately wooded. By the end of the 20th century, the area had been developed as a mixed age suburb.

Visible Archaeological Features

- There are no recorded points of archaeological interest in this area.

Architectural History and Qualities of Buildings

This area has mixed architectural history, dating from Victorian to post-1960s.

Threats to Townscape Character

- Deterioration in garden boundaries.
- Traffic and noise associated with Rectory Road.
- Replacement of windows on older properties with modern/plastic alternatives.
- Extensions to buildings (for example front porches), which may alter the existing line of form of streets.

Evaluation of Sensitivity to New Development

Indicators of Townscape Value	Many	Some	Few
Intrinsic Landscape/Townscape Qualities			
	High	Moderate	Low
Biodiversity Value			
Visual prominence			
Intervisibility			
Re-creatability			
	Strong	Mixed	Weak
Historic Integrity			

Overall, this Character Area has moderate sensitivity to change or new development. Visual sensitivity is moderate along the northern edge with glimpse views to and from adjacent countryside. Visual sensitivity is lower along the southern edge of the area. Historic integrity is mixed, with buildings from several different architectural periods visible and overall biodiversity value is moderate on account of vegetation within front gardens and also occasional street trees.

J3. **BLACK HORSE CORNER MIXED AGE SUBURBS TOWNSCAPE CHARACTER AREA**

Overall Character Description

This Character Area contains a mixture of buildings from differing architectural periods: post-war to post-1960s. Overall street pattern is linear, with houses facing the road corridors. Properties are detached, often exhibiting distinctive and interesting architecture and set within large plots along Alresford Road. Properties are also detached and set within slightly smaller plots along Keelars Lane to the north. The area has a relatively secluded and tranquil character, despite proximity to the working sand and gravel pits along the northern edge of the area. Open views across adjacent fields can be gained to the south and east.

Distinctive Characteristics

Topographical Features

- Alresford Road is gently sloping.

Street & Block Pattern

- Linear street pattern with all houses facing the main road.
- Generally large plots.

Private/Public Realm Interface

- Clear separation between private and public realm.

Massing & Enclosure

- Character feels generally open along all sides.
- Character Area is slightly isolated (to the north of Alresford Road) from the main urban structure of Wivenhoe.

Architecture & Built Form

- Range of details and styles visible within the Character Area.

Streetscapes

- Generally varied streetscape along Alresford Road.

Open Space

- No publicly accessible greenspace within the Character Area.

Biodiversity

- Occasional semi-mature street trees provide diversity.
- Several habitats for urban wildlife within front and back gardens along the road corridor.

Land Use, Culture & Vitality

- A secluded residential suburb, however, there is noise and movement directly associated with the road corridor to the south.

Movement Patterns

- Alresford Road is a busy vehicular link.

Viewing Experience

- Open views to adjacent fields and also to the sand and gravel pits, some of which are dis-used, to the north and west of the area.

Designations

- There are no designated sites in this area.

Historic and Architectural Interest

Historic Evolution

There has been no recorded evidence of any settlement in this area until the 20th century, before this period, the area was predominately agricultural.

Visible Archaeological Features

- There is no recorded archaeological interest in this area.

Architectural History and Qualities of Buildings

This area has mixed architectural history with buildings ranging from Victorian to post-1960s visible.

Threats to Townscape Character

- Deterioration in garden boundaries.
- Traffic and congestion along Alresford Road.
- Replacement of windows on older properties with modern/plastic alternatives.
- Extensions to buildings (for example front porches), which may alter the existing line of form of streets.
- Potential new built development to the north, which may block open views from the area.

Evaluation of Sensitivity to New Development

Indicators of Townscape Value	Many	Some	Few
Intrinsic Landscape/Townscape Qualities			
	High	Moderate	Low
Biodiversity Value			
Visual prominence			
Intervisibility			
Re-creatability			
	Strong	Mixed	Weak
Historic Integrity			

This Character Area has low overall sensitivity to change or new development. There is average biodiversity value, within gardens and also several mature trees, but generally weak historic integrity, with buildings from a mixture of architectural periods and styles. Although it is possible to gain views to open countryside to the north, south and east, views to and from surrounding housing areas are limited.

J4. THE AVENUE MIXED AGE SUBURBS TOWNSCAPE CHARACTER AREA

Overall Character Description

This Character Area encompasses housing (and occasional shops) along both sides of The Avenue, which connects Colchester Road (to the north) with Wivenhoe High Street and historic core (to the south). A mixture of architectural styles (from varying periods) are visible, however detached Victorian villas are one of the key characteristics of buildings along the road corridor. The façade is more or less continuous, with occasional gaps in buildings allowing glimpse views to adjacent residential areas. Channelled views southwards, towards the High Street and historic core, provide recognisable sense of place and identity within the Character Area.

Distinctive Characteristics

Topographical Features

- Gently sloping from west to east throughout the area.

Street & Block Pattern

- Regular, linear street pattern, with houses generally facing the road corridor.

Private/Public Realm Interface

- Mixed definition between public and private space throughout the area.

Massing & Enclosure

- General sense of enclosure along the road corridor, provided by continuous façade of buildings along The Avenue.

Architecture & Built Form

- Mixture of architectural styles and details, with red brick as the dominant material.
- Several interesting Victorian buildings along the road corridor.

Streetscapes

- Generally bland and utilitarian streetscape, although occasional street trees and patches of vegetation do soften the character of the area.

Open Space

- There is no publicly accessible open space within this Character Area.

Biodiversity

- Several habitats for urban wildlife within gardens along the road corridor.

Land Use, Culture & Vitality

- Predominantly residential, with a busy and somewhat hectic character as a result of traffic flow along The Avenue towards the historic core and the harbour.

Movement Patterns

- The Avenue provides the main vehicular access route through this area.

Viewing Experience

- Channelled views southwards along the road corridor.
- Short-distance views to surrounding townscape Character Areas.

Designations

- 20 The Cross is a Listed Building of special interest (Grade II) (see **Appendix C**).

Historic and Architectural Interest

Historic Evolution

Even though this area is along the main road in Wivenhoe there has been little development within it until the 20th century. Before this period, the area had remained open fields or arable land. The 20th century brought a mix in styles and ages of houses and by the end of the century had become a mixed age suburb.

Visible Archaeological Features

- No recorded archaeological interest within this Character Area.

Architectural History and Qualities of Buildings

This area has mixed architectural history with buildings ranging from Victorian to post-war periods.

Threats to Townscape Character

- Traffic and congestion along The Avenue.
- Replacement of windows on older properties with modern/plastic alternatives.
- Extensions to buildings (for example front porches), which may alter the existing line of form of streets.

Evaluation of Sensitivity to New Development

Indicators of Townscape Value	Many	Some	Few
Intrinsic Landscape/Townscape Qualities			
	High	Moderate	Low
Biodiversity Value			
Visual prominence			
Intervisibility			
Re-creatability			
	Strong	Mixed	Weak
Historic Integrity			

This Character Area has low sensitivity to change or new development overall. The area has generally low visual sensitivity, with views channelled along the road corridor and short-distance views to adjacent Character Areas). There is moderate biodiversity value, with several habitats for urban wildlife and historic integrity is weak.

J5. ERNEST ROAD TO BELLE VUE ROAD MIXED AGE SUBURBS TOWNSCAPE CHARACTER AREA

Overall Character Description

This Character Area encompasses a relatively large residential suburb, which is situated to the northeast of the High Street and the historic core. Street pattern consists of a series of parallel avenues with relatively consistent façades and plot sizes. Ages of buildings vary along the avenues, with several groups of distinctive Victorian buildings situated adjacent to areas of post-war and post-1960s infill. The suburb is surrounded on all sides by residential areas, determining few views out of the area, other than to immediately adjacent areas of housing development. Consistency of streetscape varies, with patches of mature vegetation within front gardens along some stretches, and harsher, more bland and utilitarian streetscape within other parts of the area. Wivenhoe Cemetery, an oblong area of greenspace which is punctuated by patches of vegetation, adds a sense of openness to an otherwise fairly dense urban area.

Distinctive Characteristics

Topographical Features

- Predominantly flat throughout the area.

Street & Block Pattern

- Regular, linear street pattern.

Private/Public Realm Interface

- Mixed definition between public and private space throughout the area.
- In some cases, buildings face directly onto the street.

Massing & Enclosure

- Adjacent Townscape Character Areas generally enclose the area.

Architecture & Built Form

- Mixture of modern residential development and older buildings.

Streetscapes

- Streetscape has pockets of visual interest as a result of pockets of mature vegetation.

Open Space

- Wivenhoe Cemetery is within the eastern half of the area, it has a relatively peaceful an tranquil character.

Biodiversity

- Overall, this Character Area has several habitats for urban wildlife within gardens and also the cemetery.

Land Use, Culture & Vitality

- Large residential suburb.

Movement Patterns

- Several parallel streets provide access throughout the area.

Viewing Experience

- Few long distance views out of the Character Area.
- Short-distance views to adjacent residential areas.

Designations

- Wivenhoe Conservation Area.

Historic and Architectural Interest

Historic Evolution

There has been no recorded evidence of settlement in this area until the 20th century. Before this century, the area has remained arable land and open fields with some woodland. The 20th century brought huge development of the area and by the end of the century; it had become a mixed age residential settlement.

Visible Archaeological Features

- There is no recorded archaeological interest in this area.

Architectural History and Qualities of Buildings

This area has mixed architectural history with buildings ranging from Victorian to post-1960s periods.

Threats to Townscape Character

- Extensions to front or back of buildings (garages, conservatories), which alter the line of the street and may lead to a loss of front gardens.
- Lack of maintenance of front gardens.
- Deterioration of built fabric, leading to replacement with materials, which are not consistent with adjacent houses.
- Not enough provision for car parking, leading to on-street parking and potential congestion.

Evaluation of Sensitivity to New Development

Indicators of Townscape Value	Many	Some	Few
Intrinsic Landscape/Townscape Qualities			
	High	Moderate	Low
Biodiversity Value			
Visual prominence			
Intervisibility			
Re-creatability			
	Strong	Mixed	Weak
Historic Integrity			

Overall, this Character Area has moderate sensitivity to change or new development. Street trees and small patches of vegetation within front gardens contribute to moderate biodiversity value. Historic integrity is weak. The area has generally low visual sensitivity, with few long distance views out of the area and occasional views to adjacent housing areas.

5.6 Principles for Accommodating New Development in Wivenhoe

5.6.1 The following broad principles for the generic Townscape Character Types should be read in conjunction with the visual analysis of Colchester’s urban structure set out in Section 5.4, and with the relevant detailed Character Area descriptions and their respective sensitivity guidance presented in Section 5.5 (and summarised on **Figure 5.7**).

5.6.2 The overall principle for accommodating new development in Colchester is to ensure that it is sensitively integrated into the townscape character and contributes to the conservation, enhancement and, where relevant, creation of places that exhibit a strong sense of local identity. Proposals for new development should carefully consider the following key urban design elements:

- Routes
- Spaces
- Landmarks
- Edges
- Grids and blocks
- Public and private spaces
- Enclosure and building lines
- Visual cohesion
- Highway design
- Shared use streets
- Paving
- Street furniture

Principles for Wivenhoe’s Historic Core

5.6.3 It is recommended that, within the context of an overall strategy for this type of conserving, enhancing and, where relevant, restoring key characteristics, as described in the relevant Character Area descriptions, the following design and development principles should apply:

- Preserve high quality historic townscape element(s) as identified in the Character Area description.
- Ensure that any new development responds to the existing scale and grain of the urban form, supporting the existing townscape elements rather than drawing attention away from them.
- Maintain and, where possible, enhance access and visual linkages between the Historic Core, adjacent Character Types and Areas, the waterfront and Rowhedge.
- Conserve characteristic streetscape/building materials as identified in the Character Area description, replacing them where necessary, and reflect these details/patterns in any new floorscapes/buildings.
- Consider additional/new streetscape planting to enhance the townscape, particularly along the High street;

- Maintain a high density in the built form.
- Conserve the pattern of key views, specifically:
 - * Open views across the ever-changing river corridor to the south.
- Any new development should follow the intrinsic scale and fine grain of the urban structure set by the historical plots.
- New development should reinforce the positive character and local distinctiveness of this townscape type, through the use of appropriate building materials and styles as identified in the Character Area description.
- New proposals should address less positive aspects of character within this townscape type through strategies for the restoration and enhancement of key townscape elements.
- Infill developments should respect and enhance the local character of streetscapes and existing historic buildings, incorporate appropriate forms, materials and details, and give emphasis to the design of landscapes/gardens in the grounds surrounding buildings.
- Proposals for conversions of historic buildings in the Historic Core should carefully consider materials/forms, the design of internal spaces, the curtilage of the building and employ sensitive construction methods.
- Proposals for extensions to existing listed buildings in the Historic Core should carefully consider the impact on the local streetscape, address issues of privacy/overlooking and daylight/sunlight, and incorporate sensitive building forms, materials and details .
- The fitting of solar panels and satellite dishes to listed buildings and other buildings within Conservation Areas should be carefully considered.
- New proposals within this Townscape Character Type should address the key threats identified in the relevant Character Area descriptions through appropriate restoration and enhancement strategies, specifically:
 - * Seek to improve buildings, which are in poor repair and currently detract from the quality of the streetscape;
 - * Seek to integrate public direction signs and information signs, which currently detract from the quality of the historic environment;
 - * Seek practical and safe design solutions for integrating pedestrian and vehicular movement, which are sympathetic to the historic environment.

Principles for Wivenhoe’s Retail Core

5.6.4 It is recommended that, within the context of an overall strategy for this type of conserving, enhancing and, where relevant, restoring key characteristics, as described in the relevant Character Area descriptions, the following design and development principles should apply:

- Ensure that any new development responds to the existing scale and grain of the urban form, supporting the existing townscape elements rather than drawing attention away from them.
- Maintain and, where possible, enhance access and visual linkages between the Retail Core and adjacent Character Types and Areas.

- Consider additional/new streetscape planting to provide a green setting to development.
- Maintain a high density in the built form.
- Conserve the pattern of key views.
- Consider opportunities for the use of colour render to enliven the façades of buildings.
- New proposals should address less positive aspects of character within this townscape type through public realm enhancement strategies.
- New retail developments should enhance local character through careful design of advertising, lighting and signage.
- Where relevant, public art should be included in public realm enhancement schemes.
- Infill developments should respect and enhance the local character of streetscapes and existing historic buildings and incorporate appropriate forms, materials and details.

Principles for Wivenhoe's Victorian Suburbs

5.6.5 It is recommended that, within the context of an overall strategy for this type of conserving, enhancing and, where relevant, restoring key characteristics, as described in the relevant Character Area descriptions, the following design and development principles should apply:

- Preserve high quality historic townscape element(s) that contribute to the Victorian Character of this type, as identified in the relevant Character Area descriptions.
- Ensure that any new development responds to the existing scale and grain of the urban form.
- Maintain and, where possible, enhance access and visual linkages between the Victorian Suburbs adjacent Character Types and Areas.
- Conserve characteristic streetscape/building materials, replacing them where necessary, and reflect these details/patterns in any new floorscapes/buildings.
- Consider additional/new planting within the streetscape to form a green setting to development.
- Maintain a high density in the built form.
- Conserve the pattern of key views from and into the Victorian Suburbs, specifically:
 - * Views to the historic core from the southern edge of Alma Street and Brook Street Suburbs.

- New proposals within this Townscape Character Type should address the key threats identified in the relevant Character Area descriptions through appropriate restoration and enhancement strategies, specifically:
 - * Seek to retain original Victorian doors and window frames and limit the introduction of plastic replacement alternatives;
 - * Seek to limit potential backland (back garden) developments that do not respond to street and block pattern;
 - * Seek ways to encourage maintenance of front gardens, rather than replacement with parking spaces/ front drives;
 - * Seek ways to manage on-street parking, which detracts from streetscape consistency.
- Any new development should follow the scale and grain of the urban structure set by the historical plots.
- New development should reinforce the positive character and local distinctiveness of this townscape type through the use of appropriate building materials and styles as identified in the relevant Character Area descriptions.
- Infill developments should respect and enhance the local character of streetscapes and existing historic buildings, incorporate appropriate forms, materials and details, and give emphasis to the design of landscapes/gardens in the grounds surrounding buildings.
- Proposals for conversions of historic buildings should carefully consider materials/ forms, the design of internal spaces, the curtilage of the building and employ sensitive construction methods.
- Proposals for extensions to existing listed buildings should carefully consider the impact on the local streetscape, address issues of privacy/overlooking and daylight/ sunlight, and incorporate sensitive building forms, materials and details.
- The fitting of solar panels and satellite dishes to listed buildings and other buildings within Conservation Areas should be carefully considered.

Principles for Wivenhoe's Inter-War/Post-War Suburbs

5.6.6 It is recommended that, within the context of an overall strategy for this type of conserving, enhancing and, where relevant, restoring key characteristics, as described in the relevant Character Area descriptions, the following design and development principles should apply:

- Ensure that any new development responds to the existing scale and grain of the urban form.
- Maintain and, where possible, enhance access and visual linkages between the Inter-War/Post-War Suburbs, adjacent Character Types and Areas, and the surrounding open countryside where relevant.
- Consider additional/new streetscape planting to form a green setting to development.
- Maintain a high density in the built form.
- Conserve the pattern of key views, specifically:
 - * Views to adjacent residential character areas.

- New development should consider using a varied mix of building materials and styles.
- New proposals should address less positive aspects of character within this townscape type through public realm enhancement strategies.
- Infill developments should respect and enhance the local character of streetscapes and existing buildings, incorporate appropriate forms, materials and details, and give emphasis to the design of landscapes/gardens in the grounds surrounding buildings.
- New proposals within this townscape type should address the threats to townscape character identified in the relevant Character Area descriptions through enhancement strategies, specifically:
 - * Seek ways to maintain and enhance existing built fabric;
 - * Encourage planting of native trees and shrubs within front gardens;
 - * Seek ways to encourage maintenance of front gardens, rather than replacement with parking spaces/ front drives;
 - * Conserve mature trees within incidental greenspaces and playing fields and consider replacement of older trees where applicable;
 - * Seek ways to integrate street clutter to form a coherent streetscape;
 - * Seek ways to manage on-street parking, which detracts from streetscape consistency;
 - * Seek ways to soften streetscapes with new planting.

Principles for Wivenhoe’s Post-1960s Suburbs

- 5.6.7 It is recommended that, within the context of an overall strategy for this type of conserving, enhancing and, where relevant, restoring key characteristics, as described in the relevant Character Area descriptions, the following design and development principles should apply:
- Ensure that any new development responds to the existing scale and grain of the urban form.
 - Maintain and, where possible, enhance access and visual linkages between the Post-1960s Suburbs, adjacent Character Types and Areas, and the surrounding open countryside.
 - Consider additional/new planting within and particularly at the edges of the built-up areas to provide a green setting to development.
 - Maintain a high density in the built form.
 - Conserve the pattern of key views from and into the Post-1960s Suburbs.
 - Consider opportunities for the use of colour render to enliven the façades of buildings.
 - New proposals should address less positive aspects of character within this townscape type through strategies for the enhancement of streetscapes and public open space/greenspace.
 - Any large-scale new developments on the edge of built-up areas should include a strong landscape framework that takes into account the incorporation of parking and services, and provision of public open space.
 - Where relevant, public art should be included in public realm enhancement schemes.

Principles for Wivenhoe’s 20th Century Retail, Commercial and Industrial Townscapes

- 5.6.8 It is recommended that, within the context of an overall strategy for this type of conserving, enhancing and, where relevant, restoring key characteristics, as described in the relevant Character Area descriptions, the following design and development principles should apply:
- Preserve and incorporate industrial heritage element(s).
 - Ensure that any new development responds to the existing scale and grain of the urban form, supporting the existing townscape elements rather than drawing attention away from them.
 - Maintain and, where possible, enhance access and visual linkages between this townscape type, adjacent Character Types and Areas, and the surrounding open countryside.
 - Consider additional/new planting to strengthen screening of buildings in relation to open countryside.
 - Conserve the pattern of key views;
 - New proposals should address less positive aspects of character within this townscape type through strategies for the restoration and enhancement of characteristic elements.
 - Any large-scale new developments on the edge of the built-up area should include a strong landscape framework that takes into account the incorporation of parking and services.
 - The design of retail, commercial and/or industrial development should reflect local character, including careful design of advertising, lighting and signage.
 - New proposals within this townscape type should address the threats to townscape character identified in the relevant Character Area descriptions through enhancement strategies, specifically:
 - * Seek ways to soften and integrate large areas of car parking associated with retail, commercial and industrial buildings;
 - * Seek ways to integrate signage with colours and materials within adjacent character areas.

Principles for Wivenhoe’s Mixed Age Suburbs

- 5.6.9 It is recommended that, within the context of an overall strategy for this type of conserving, enhancing and, where relevant, restoring key characteristics, as described in the relevant Character Area descriptions, the following design and development principles should apply:
- Ensure that any new development responds to the existing scale and grain of the urban form, as identified in the relevant Character Area descriptions.
 - Maintain and, where possible, enhance access and visual linkages between the Mixed Age Suburbs, adjacent Character Types and Areas, and the surrounding open countryside where relevant.
 - Consider additional/new streetscape planting to provide a green setting to development.

- Maintain a high density in the built form.
- Conserve the pattern of key views, specifically:
- New proposals should address less positive aspects of character within this townscape type through strategies for the enhancement of streetscapes and public open space.
- Any large-scale new developments on the edge of the built-up area should include a strong landscape framework that takes into account the incorporation of parking and services, and the provision of public open space.
- Infill developments should respect and enhance the local character of streetscapes and existing buildings, incorporate appropriate building forms, materials and details, and give emphasis to the design of landscapes/gardens in the grounds surrounding buildings.

Principles for the Landscape Setting of Wivenhoe

5.6.10 The following principles should be read in conjunction with the Landscape Character Area/Landscape Setting Area information set out in Section 5.2.

A2 Wooded Roman River Valley

- Conserve the historic quay at Rowhedge, which makes a positive contribution to local landscape character;
- Consider the landscape pattern and structure of large woodland areas, and the role that they have in the composition of views to and from the area.

A3 Roman River Valley Floor

- Conserve the undeveloped and generally open nature of the floodplain;
- Consider the visual impact on the floodplain of new development at Wivenhoe;
- Seek opportunities for habitat restoration along the floodplain.

A5 Colne River Valley Slopes

- Ensure any new small-scale development in, or on the edges of Fordham, Wivenhoe, West Bergholt and Colchester is of an appropriate scale, form and design, and uses materials which respond to historic settlement pattern, landscape setting and locally distinctive building styles and materials;
- Ensure any new development on valley sides is small-scale, responds to historic settlement pattern, form and building materials;
- Maintain cross-valley views;
- Conserve views of the river and floodplain;

- Ensure that new woodland planting is designed to enhance existing landscape character and species composition reflects local provenance.

B3 Southern Colchester Farmland Plateau

- The reuse of redundant agricultural buildings, particularly black timber-framed and boarded barns, should be encouraged;
- Ensure any new development responds to historic settlement pattern and uses materials which are appropriate to landscape character;
- Screen existing visually intrusive modern housing development along the southern edges of Colchester (adjacent and north of Gosbecks archaeological park) with new structure planting;
- Conserve and manage small patches of woodland which play an important role in framing views within and into/out of the area;
- Ensure any extensions to existing housing developments avoid visual intrusion.

B8 Wivenhoe Farmland Plateau

- Conserve the landscape setting of Wivenhoe and southern Colchester (Greenstead);
- Ensure that any appropriate new development responds to historic settlement pattern and uses materials, which are appropriate to local landscape character;
- Conserve open views along the Colne Valley and towards Wivenhoe.

D3 Colne Drained Estuarine Marsh

- Conserve the distinctive landscape setting of Wivenhoe and Rowhedge historic settlements;
- Ensure any new buildings and infrastructure, or any other redevelopment is of an appropriate scale, form, design, materials and uses colours that respond to landscape setting and landscape character;
- Avoid reduction in the extents of adverse impacts on existing important habitats such as coastal grazing marsh;
- Conserve open views across the river and Character Area and ensure that new development does not detract from views.

E3 Langenhoe Coastal Farmland

- Avoid or reduce potential visual intrusion from new development within adjacent Character Areas through sensitive siting, design and landscaping;
- Avoid potential significant adverse effects on landscape character as a result of the introduction of new agricultural buildings;
- Take into account that the eastern part of the Character Area is vulnerable to sea-level rise;
- Mitigate the effects of visually intrusive caravan parks on the edge of Mersea Island.



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6.0 APPLICATIONS OF THE TOWNSCAPE CHARACTER ASSESSMENT

6.0 APPLICATIONS OF THE TOWNSCAPE CHARACTER ASSESSMENT

6.1 General

6.1.1 It is intended that the Townscape Character Assessment of Colchester, Tiptree, West Mersea and Wivenhoe can be used by all those with an interest in the planning, design and management of the urban environment. This section outlines a number of practical applications of the study in relation to:

- informing the new Local Development Framework
- its role as a development control tool
- providing a framework for more detailed character assessments and enhancement strategies
- informing design guidance to promote higher quality architectural and urban design
- providing a baseline for monitoring the impact of new development on townscape character and quality

6.2 Informing the New Local Development Framework

6.2.1 The detailed character analysis and broad principles, as set out in Sections 2.0, 3.0, 4.0 and 5.0 of this report, can be used by the Council in the consideration of developing new planning policies for the Local Development Framework that:

- recognise both the differences and similarities between places
- recognise what gives different places their special local identity and distinctiveness
- protect and enhance special and valued characteristics
- ensure that development is sympathetic to these special qualities
- encourage good design and seek to improve the quality of places

6.2.2 Specifically, the Council can use the Townscape Character Assessment to:

- raise the general awareness of what makes the existing townscape character of Colchester, Tiptree, West Mersea and Wivenhoe distinctive and why
- provide the spatial framework for considering the strategic implications of the different forms and density of new development on the distinctive townscape character and sense of place within each settlement
- inform the Strategic Environmental Assessment and evidence base of the Local Development Framework of the impact of new development on the townscape character of each settlement

- inform the definition of ‘design estimates’ that reflect variations in the townscape character and sensitivity of different townscapes, for use in urban capacity studies to assess development potential within each settlement
- inform boundary reviews of existing designations such as Conservation Areas, and to underpin the justification for designation of any other special areas of townscape.

6.2.3 The Townscape Character Assessment can also be used by the Council to inform considerations about the inclusion of a specific criteria-based policy in the Core Strategy to protect and enhance townscape character. It is recommended that the policy should reflect the varying strength of character, quality and inherent sensitivity to change of the individual Townscape Character Areas defined and described in this Study.

6.2.4 The policy needs to recognise that some parts of urban areas are in a state of continued evolution and significant change to the underlying urban structure is inevitable; in other areas, the survival of historic street patterns, buildings and open spaces indicate long periods of stability. In this context, the policy should seek to reflect the specific management needs and objectives of the different Townscape Character Types and Areas. This ranges from areas where the priority is for the regeneration and renewal of the urban fabric, to others where the restoration and improved maintenance of public open space or groups of historic buildings is needed. For many areas, some form of enhancement is needed to sustain the condition of key townscape elements.

6.2.5 The spatial relationship between the elements that contribute to the distinctive character, quality and sensitivity of the Townscape Character Areas, as described in this report, should be used to inform and underpin policy criteria (or conditions) against which development proposals can be considered. Suggested wording for a draft criteria-based policy and supporting explanatory text is set out in **Box 4**, for consideration by the Council.

6.2.6 In the future, the Council may wish to give consideration to adopting the Townscape Character Assessment study as a Supplementary Planning Document (SPD), in order to give it formal status as a Development Plan Document within the Local Development Framework. Where impacts on townscape character are a key consideration in supporting or refusing a planning application, SPD status would afford the Study greater weight in the decision-making process.

‘POLICY X - PROTECTION AND ENHANCEMENT OF TOWNSCAPE CHARACTER AND QUALITY

PROPOSALS FOR DEVELOPMENT WITHIN URBAN AREAS SHOULD BE INFORMED BY AND BE SYMPATHETIC TO TOWNSCAPE CHARACTER AND QUALITY, AND SHOULD CONTRIBUTE, AS APPROPRIATE, TO THE INNOVATIVE AND HIGH QUALITY REGENERATION, RESTORATION, ENHANCEMENT, MAINTENANCE OR ACTIVE CONSERVATION OF THE TOWNSCAPE CHARACTER AREAS LIKELY TO BE AFFECTED. PROPOSALS WITH POTENTIAL TOWNSCAPE AND VISUAL IMPLICATIONS WILL BE ASSESSED HAVING REGARD TO THE DEGREE TO WHICH THEY WOULD:

- (a) CAUSE UNACCEPTABLE HARM TO INTRINSIC VISUAL QUALITIES AND CHARACTERISTICS THAT CONTRIBUTE TO TOWNSCAPE VALUE AND SENSE OF PLACE;*
- (b) INTRODUCE, OR REMOVE, INCONGRUOUS TOWNSCAPE ELEMENTS;*
- (c) CAUSE THE DISTURBANCE OR LOSS OF, OR HELP TO MAINTAIN:*
 - (i) LOCALLY DISTINCTIVE TOWNSCAPE ELEMENTS*
 - (ii) HISTORIC ELEMENTS THAT CONTRIBUTE SIGNIFICANTLY TO TOWNSCAPE CHARACTER AND QUALITY*
 - (iii) GREENSPACES AND VEGETATION OF BIODIVERSITY VALUE THAT CONTRIBUTE SIGNIFICANTLY TO TOWNSCAPE CHARACTER AND QUALITY*
 - (iv) THE VISUAL CONDITION OF TOWNSCAPE ELEMENTS’*

Supporting Explanatory Text

‘The urban environment is part of the everyday surroundings for a large proportion of the population, and the visual and historical quality of townscapes are significant influences on the quality of life for communities in Colchester Borough. In line with Government policy, the Council affords high priority to the protection, conservation and enhancement of townscape character in delivering sustainable development within the Borough. The Council seeks to encourage well-designed, high quality new development within urban areas that helps sustain and/or create townscapes with a strong sense of place and local identity. A Townscape Character Assessment of the Borough’s main settlements - Colchester, Tiptree, West Mersea and Wivenhoe – has been prepared by independent consultants in consultation with representatives of local stakeholder groups. The study, which is part of the evidence base of the Local Development Framework, provides a broad-brush characterisation and evaluation of townscapes within each of the settlements; this information can be used alongside relevant planning guidance to inform considerations about the effects of development proposals on the character, quality and sensitivity of townscapes.’

Box 4 – Draft Townscape Character Policy and Supporting Text

6.3 A Development Control Tool

6.3.1 This assessment can be used as a development control tool by the Council for assessing proposals for built development and other forms of land use change. Planners, developers, architects, urban designers, landscape architects and other professionals may also find the study useful as a reference source for informing the site masterplanning and building design process. Importantly, local communities and other stakeholders can use the study as a basis for guiding their responses to consultations by the Council on plans, strategies and developments that may have significant implications for their local townscapes.

6.3.2 The information on the character, qualities and sensitivities of the Townscape Character Areas, as set out in Sections 2.0, 3.0, 4.0 and 5.0 of this report, can be used alongside the broad principles and relevant supplementary planning guidance (e.g. Conservation Area Appraisals) at an early stage in the planning and design process to inform the preparation and consideration of development proposals. For example, the Townscape Character Assessment information can be used to inform considerations about the relationship of a site and the proposed scale and design of development to:

- the historical evolution and integrity of the settlement as a whole
- the landscape setting of the settlement generally, and effects on visual links of importance in defining the character of the settlement in particular
- the urban form and structure of the settlement, in terms of protecting and enhancing the key elements that contribute to the character of the relevant Townscape Character Area(s)
- buildings, structures and streetscapes of architectural and historical value

6.3.3 The Study can also be used to identify opportunities for mitigation of potential adverse effects of development proposals on important townscape elements through sensitive siting, layout and design, and the use of locally distinctive building materials and architectural details where appropriate.

6.4 A Framework for More Detailed Character Assessments and Enhancement Strategies

6.4.1 The Study provides a relatively broad-brush characterisation of the townscapes within the Boroughs main settlements, undertaken using a standardised methodology. This work provides a consistent framework for more detailed assessments of townscape character at the local scale, undertaken to inform place-specific planning, design and management issues. This could include, for example:

- **Area-based Regeneration Initiatives** – detailed character appraisal studies to inform and underpin masterplans and design frameworks for the regeneration of East Colchester, St. Botolphs, The Garrison and North Colchester

- **Public Realm/Urban Design Strategies** – detailed strategies for streetscape improvements to address threats to townscape character/opportunities for enhancement identified in the Townscape Character Assessment
- **Green Space Strategies**³⁷ – detailed strategies for delivering high quality parks and other public open spaces within the main settlements, based on PPG17³⁸ open space audits and need assessments, prepared in line with CABI Space guidance
- **River Colne Environmental Strategy** – to set out a coherent vision, objectives and an action plan for the long-term conservation, enhancement and enjoyment of the river corridor through Colchester
- **Green Infrastructure Network Plan** – a long-term plan to establish a network of multi-functional green infrastructure sites, corridors and areas within the countryside in and around the Borough’s main growth locations
- **Conservation Area Appraisals** - to inform the development of Management Plans for safeguarding the special architectural or historical interest of Conservation Areas
- **Heritage Studies** – such as Historic Environment Characterisation Studies, Urban Archaeological Surveys or the Colne Harbour Maritime Heritage Study (Town to Sea) for example.

6.5 Design Guidance

- 6.5.1 The Townscape Character Assessment provides a basis for informing the development of a strong design initiative, to assist in promoting the integration of sensitively and appropriately designed new buildings and spaces into the existing urban fabric of the Borough’s settlements.
- 6.5.2 The analytical descriptions of each character area, together with the broad principles for accommodating new development within different character types, set out in Sections 2.0 – 5.0 of this report can be used to inform the preparation of a detailed Design Guide to:
- provide guidance on how development can be carried out in accordance with the design policies of the Local Development Framework in order to help retain local distinctiveness
 - promote the development of attractive, sustainable, well-designed, high quality urban environments that integrate housing, employment areas, infrastructure and green space into their townscape and landscape contexts.
 - promote the best of contemporary design that responds well to and enhances the character of a building’s surroundings.
 - support creative conservation and re-use of historic buildings in regeneration areas.
 - actively safeguard and enhance the character, biodiversity value and recreational function of open spaces in and around urban areas.

- 6.5.3 It is suggested that this Borough-wide design guidance would be complementary to the Essex Design Guide³⁹, by providing detailed guidance on the design of residential and mixed use areas which reflects the specific character and ‘genius loci’ of the Borough’s townscapes.

6.6 Towards a Townscape Character Monitoring Framework

- 6.6.1 This section outlines a proposed framework for monitoring changes in the townscapes of Colchester, Tiptree, West Mersea and Wivenhoe, to measure the effectiveness of the Council’s planning policies in protecting and enhancing townscape character and quality.

Overall Approach

- 6.6.2 Policies and proposals can affect townscape in two basic ways:
- by impacting on townscape *quality* – typically through abrupt changes that either enhance or cause the loss or deterioration in townscape features that are of value
 - by impacting on townscape *character* – the more subtle cumulative effects of development over time on the underlying characteristics that affect sense of a place and contribute to local identity and distinctiveness
- 6.6.3 In both cases, it is often changes related to the intangible attributes of a townscape that most affect quality and character. This makes monitoring townscape change problematic.
- 6.6.4 It is recommended that the basic spatial unit for monitoring changes in the character and quality of townscapes is the Townscape Character Type.

Objectives

- 6.6.5 The overall objective is for the *protection, conservation and enhancement of elements that contribute to the character and quality of townscapes within the Borough’s settlements.*
- 6.6.6 The management strategy objectives for each Townscape Character Type set out at the start of Sections 2.6, 3.6, 4.6 and 5.6 of this report should be used for monitoring change within these units.

³⁷ Green Space Strategies - a Good Practice Guide (CABI Space, Undated)

³⁸ PPG17 - Open Space, Sport and Recreation (HMSO, 2002)

³⁹ The Essex Design Guide for Residential and Mixed Use Areas (Essex Planning Officers Association, 1997)

Targets

- 6.6.7 The target is for *development to have no net significant adverse affect on the character or quality of townscape character as described in the relevant Townscape Character Area descriptions*, and wherever possible *development should contribute positively by enhancing townscape character through high quality and innovative design*.

Indicators

- 6.6.8 The Countryside Agency⁴⁰ advise that specific features or attributes need to be selected from the key characteristics of individual character type and areas to act as indicators for monitoring changes within different areas. In relation to this study, the criteria for selection of features or attributes as indicators include that they must be:

- central to the distinctive character of the individual Townscape Character Types
- liable to experience change either in extent or in their condition
- capable of being measured against the key objectives for individual Townscape Character Type and the overall monitoring target

- 6.6.9 The selection of indicators also needs to consider the following:

- they need to be defined precisely in terms of desired trends
- the desired direction of change (target) of the chosen indicator must be known
- local stakeholders should be involved in the choice of indicators, particularly where there participation is needed to collect information to monitor changes (e.g. the Civic Society)

- 6.6.10 Taking the above considerations into account, suggested indicators for monitoring changes to individual Townscape Character Types include:

- change in the extent of characteristic townscape elements
- change in the condition of characteristic townscape elements (green space, trees, road verges, streetscapes, historic buildings at risk)
- change in the extent and form of new elements in the townscape

⁴⁰ Landscape Character Assessment – Guidance for England and Scotland : Topic Paper 2 – Links to Other Sustainability Tools (Countryside Agency/Scottish Natural Heritage, 2002)



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APPENDICES

APPENDIX A

STAKEHOLDER WORKSHOP REPORTS

As part of the Townscape Character Assessment process, a variety of stakeholders¹ were consulted within two stakeholder workshops. Two different groups of Stakeholders were invited to the workshops, firstly *Statutory Stakeholders* (including Government Agencies, Local Authority, and Non-Government Organisations) and secondly *Community Stakeholders* (including local residents groups, societies and Parish/ Town Councils).

The workshops were held on 22nd November 2005 and 22nd February 2006 in two afternoon (Statutory stakeholders) and evening sessions (Community stakeholders). Chris Blandford Associates (CBA) facilitated the workshops on behalf of Colchester Borough Council (CBC). The process was undertaken in accordance with Colchester Borough Council’s ‘*Draft statement of Community Involvement*’.

The following stakeholders were invited to attend the workshops via an initial invite letter:

Statutory Stakeholders

- English Heritage
 - Countryside Agency – East of England Region
 - English Nature
 - Essex County Council:
 - Colchester Borough Council:
 - Environment Agency
 - University of Essex
 - Colchester Garrison (MoD)
 - CABE
 - HBF (House Builders Federation)
 - Local Utility Companies:
- Archaeology and Heritage
Landscape
Transport

Conservation and heritage
Landscape
Archaeology
Coast and Estuaries
Development Control

Water/ sewage

¹ ‘The term ‘stakeholder’ describes the whole constituency of individuals and groups who have an interest in a subject or place’ (Landscape Character Assessment – Topic Paper 3: LCA, how Stakeholders can help, SNH & The Countryside Agency).

Telecommunications/ cable
Power

- English Historic Towns Forum

Community Stakeholders

- Parish/ Town Councils:
 - Colchester Civic Society
 - Colchester Federation of Residents Associations:
 - Other Residents Groups:
 - Societies:
 - General/Arts Development Groups:
- Myland Parish Council
Stanway Parish Council
Wivenhoe Town Council
Tiptree Parish Council
West Mersea Parish Council

Castle and Roman Road Residents Association
Braiswick Residents Association
Irvine Road Residents Association

Riverside Residents Association

Local RIBA representative
Colchester Archaeological Group
Living Streets
Colchester Independent Retailers

Wivenhoe Arts Services
Friends of Tiptree Heath
Mersea Community Sports Centre
Mersea Island Society

The following notes summarising the key points made from each workshop were circulated to all stakeholders involved in the process. These notes were then incorporated into relevant parts of the Study.



COLCHESTER BOROUGH TOWNSCAPE CHARACTER ASSESSMENT

**Statutory Stakeholder Workshop
Tuesday 22 November 2005, Colchester Town Hall (2-4pm)**

Format

The events were run as participative workshops, which were facilitated by Chris Blandford Associates (CBA) on behalf of Colchester Borough Council. Each session was initiated by a short presentation by CBA.

Participants

CBA:	Dominic Watkins – Associate Technical Director Barry Stowe – Conservation Architect Ian Ward – Urban Designer Emma Clarke – Landscape Planner
Colchester Borough Council:	Ruth Noble –Planning Officer Ian Ward – Conservation/ Design Officer Adam John – Landscape Officer Phillip Wise – Curator of Archaeology
English Heritage:	Michael Munt – Historic Areas Adviser
Essex County Council:	Richard Halvis – Senior Archaeologist
Essex Coast and Estuaries Group:	Beverley Mclean

Purpose of the workshop

To determine the following for Colchester, Marks Tey, Tiptree, Wivenhoe and West Mersea:

- *What are the 'headline characteristics' of the town as a whole?*
- *What characteristics make different parts of the town distinctive and why?*

Workshop Summary

This note gives a brief summary of comments received and identifies key characteristics, which help to determine the distinctive character of each settlement. These key points, along with more detailed comments received, will be incorporated into the townscape character assessment report.

Colchester

- Important archaeology and built remains - Old Roman Town with garrison
- Situated on a ridge/ hill – restrictions to growth in some areas
- Significant green wedges/ green links e.g. garrison and High Woods
- Historic core
- Limited views out of the city, apart from North Hill
- Based around River Colne and tributary Roman river to the south
- Important Iron Age dyke system
- Roman fortress city – A.D 49, which was not within the main area of Iron Age settlement. Main evidence of this survives in the Town walls and Roman Street pattern
- Churches within the inner town with their own space around them – St. Peters, St. Runwald, St. James the Great and St. Mary's
- Garrison and University Town
- Lots of roundabouts
- University has poor links with the town and is more like a satellite
- Suburbs – Elmstead, Shrub End, Lexden, St. John's, St. Anne's
- Large number of distinct settlement areas
- Conservation area and several listed buildings
- Not many high-rise buildings, with the town centre as the tallest part of development
- 'Jumbo' water tower
- Strong distinction between development along main routes and what happens behind these routes
- Precinct development
- Castle and associated buildings/ open space
- Several narrow Medieval Streets

- Sinuous High Street
- Gradual degradation of sense of place and loss of character

Marks Tey

- Discontinuous group of ribbon developments
- Well connected by railway station and main roads

Tiptree

- Jam factory
- Water tower
- Modern housing development

Wivenhoe

- Historic core to the south of the railway
- Linear development
- Saltings
- Wivenhoe Woods
- Maritime heritage
- Views across the River Colne to Rowhedge

West Mersea

- Small village centre
- No direct relationship with beach
- Beach hut community
- Sea views
- Historic core
- Geographically isolated

Date of next Stakeholder workshop:

Wednesday 22nd February 2005, Town Hall, Colchester, 2-4 pm



COLCHESTER BOROUGH TOWNSCAPE CHARACTER ASSESSMENT

Community Stakeholder Workshop
Tuesday 22 November 2005, Colchester Town Hall (6-9pm)

Format

The events were run as participative workshops, which were facilitated by Chris Blandford Associates (CBA) on behalf of Colchester Borough Council. Each session was initiated by a short presentation by CBA.

Participants

Colchester Borough Council:	Ruth Noble – Planning Officer
CBA:	Dominic Watkins - Associate Technical Director
	Barry Stowe – Conservation Architect
	Ian Ward – Urban Designer
	Alison MacDonald – Senior Heritage Planner
	Emma Clarke – Landscape Planner
Wivenhoe Town Council:	Tom Roberts, Mayor
Tiptree Parish Council:	J. Bunney,
	C. Bogartz,
	D. Webb
West Mersea Parish Council:	Cllr Sylvia
Colchester Civic Society:	John and Caroline Egan
	Andrew Phillips
	Brian Roach
	Dave Stenning
	Mrs Hammond
	Roger Browning
	Bob and Pat Bunn
	Roy McCort

Bob Russell (MP)

Colchester Federation of Residents Association (RA):

Castle & Roman Road RA: Pam Nelson and John Salmon

Braiswick RA: Mark Cole

Irvine Road RA: Frances Kent +1

Other Residents Groups:

Riverside RA: Lillian Dodge

Societies

Local RIBA representative: Andrew Claiborne

Living Streets: Barbara Shillibeer

Balkerne Gardens Trust: Amanda Westbrook -

Tiptree Community Liaison Officer: Joan Pinch

Apologies

Colchester Borough Council: Roger Browning (Hon. Alderman)

Purpose of the workshop

To determine the following for Colchester, Marks Tey, Tiptree, Wivenhoe and West Mersea:

- *What are the 'headline characteristics' of the town as a whole?*
- *What characteristics make different parts of the town distinctive and why?*

Workshop Summary

This note gives a brief summary of comments received and identifies key characteristics, which help to determine the distinctive character of each settlement. These key points, along with more detailed comments received, will be incorporated into the townscape character assessment report.

Colchester

- Distinctive topography – Town centre is on the top of a hill
- Town wall/ walled town
- Roman Street Pattern in Core/Town Centre
- Distinct Settlements / Quarters (e.g. Dutch Quarter)

- Individual Plot Developments / Varied Building Styles
- Large Number of Historic Buildings
- Distinctive Roofscapes
- Vistas – Limited but Distinctive (e.g. to North)
- Height Hierarchy Maintained
- Floodlit ‘Jumbo’ Water Tower (landmark)
- Shopfront Design Issue/ ‘tacky shop-frontages’
- Enclosed Spaces / Streetscapes
- Large Residential Population in Town Centre with residents living over shops
- Garrison Town – military buildings / fancy houses (segregated)
- University campus as a satellite with connectivity to the town
- Green Wedges
- Churchyards
- ‘Morecambe & Wise’ Roundabouts
- High Street Traffic Issue (lots of traffic congestion)
- Lots of Nighttime Activity (weekend)
- Hythe (Place Making) ‘European Character’
- Several suburbs – with Resident Associations

Marks Tey

- Radburn Layout (only one in Essex)
- Bleak / Isolated
- Transport Corridors / Severance Fragmented (3 way split)
- Pass through on way to other places
- Small Community
- Connectivity on Foot
- Sporadic development situated around a road and rail junction

- Rural Industries – agricultural and horticultural; brick making; seed production
- Rat runs on local rural and estate roads
- Heavy congestion on A12 and A120 – ‘tail backs’ to Poplar Nurseries
- Changes in the rural scene effecting agriculture has caused the loss of seasonal work on farms and horticultural holdings

Tiptree

- ‘Anywhere’ Housing Styles
- Young Village
- Wilkins/Jam Factory
- Not Cohesive / Unplanned (piecemeal development; infill; gardens; backland)
- Lack of Public Open Space
- Heathland (one of the last remaining examples in Essex)
- Windmill
- Narrow Linear High Street (traffic / shopping experience)
- ‘Villagey’ Feel
- Commuters but Community Spirit
- Lack of Parking
- No community centre
- Need to re-identify local character and sense of place

Wivenhoe

- Estuary and Waterfront / Sudden Dramatic Vistas
- Port / Shipbuilding / Ballast
 - Major Employer Historically
 - Now, Mainly Commuters
- Water Tower / Church Spire Landmarks on waterfront
- Railway Line Severance
- Historic Fabric / Layout

- Village or Town feel?
- Enclosed Townscape
- Sky, Water, Port, Railway Noises
- New Developments for Commuters (strong transport links / access)
- Influence of University
- ‘Bohemian’
- Strong nautical character: Sailing – moorings/dinghies/yachts/quay
- Historic core/ Conservation area with several listed buildings
- Wivenhoe Wood – biodiversity value
- Tranquil along the river corridor
- Working and disused gravel pits

West Mersea

- ‘Garden City’ Influences
- Common Characteristics with other Settlements
- Coastal/Waterfront – Threats
- Cut off/isolated (exotic)
- Long Avenues (1890s +)
- Limited Areas of Public Open Space
- Single Main Road for 6½k population
- Retains Local Shops (specialisation)
- Views of Sea (horizons) (ambience)
- No Strong Centre / Focus / Identity
- Originally lots of small hamlets
- Historic core – Conservation area / waterfront lanes
- Queensville Estate – 1905 with views down avenues to the sea
- Distinctive ‘sea-side’ feels
- Bustling riverside town

- Good footpath network
- Colourful beach huts
- ‘Second home’ culture – vitality spoilt

Date of next Stakeholder workshop:

Wednesday 22nd February 2005, Town Hall, Colchester, 6-9pm



COLCHESTER BOROUGH TOWNSCAPE CHARACTER ASSESSMENT

Statutory Stakeholder Workshop
Wednesday 22 February 2006, Colchester Town Hall (2-4pm)

Format

The events were run as participative workshops, which were facilitated by Chris Blandford Associates (CBA) on behalf of Colchester Borough Council. Each session was initiated by a short presentation by CBA.

Participants

CBA:	Dominic Watkins – Associate Technical Director Emma Clarke – Landscape Planner
Colchester Borough Council:	Karen Syrett – Principal Planning Officer Ian Ward – Conservation/ Design Officer Adam John – Landscape Officer Philip Wise – Curator of Archaeology Beverley Mclean - Essex Coast and Estuaries Group Jonathan Rochford (East Colchester)
Essex County Council:	Richard Havis – Senior Archaeologist

Purpose of the workshop

To determine the following for Colchester, Marks Tey, Tiptree, Wivenhoe and West Mersea:

- *Identify threats to valued characteristics/areas*
- *Identify opportunities to enhance character/sense of place*
- *Identify principles for the siting and design of new development*

Workshop Summary

This note gives a brief summary of comments received and identifies threats to valued characteristics/ areas and opportunities to enhance character/ sense of place. These key points, along with more detailed comments received, will be incorporated into the townscape character assessment report.

Colchester – Threats

- Porch extension of houses;
- Replacement windows, e.g. modern windows on Victorian buildings;
- Poor siting/ fit of new development in relation to wider context/ key public views/ skyline/ key approaches/ roofscapes;
- Small-scale incremental changes;
- Loss of front gardens for parking area (hardstanding);
- Plot-cramming (higher density development) changing site layouts/ loss of planting and green areas;
- Public open spaces (quantity and quality) – NB. Proposed greenspace strategy;
- Historical/ cultural spaces;
- Amenity land – loss/ lack of maintenance;
- Loss of industrial buildings/ change of use to residential/ mixed use;
- Floorscape quality (materials) along key pedestrian linkages in town centre and to the Hythe / River Colne;
- Erosion of distinctive characteristics;
- Large warehouse buildings visible within key views (for example the Big Yellow Storage Building);
- Loss of original layout and street pattern – caused by taking one house out and replacing with several others;
- Density of new development also fragments existing landscape structure;
- Loss open spaces associated with works such as Wood's and Paxman's;
- Loss of bowl's greens;
- Threat to Old Heath recreation ground (arterial training ground – part of one of the most dense parts of Colchester);
- Lack of legibility between Colchester and the Coast in terms of connections.

Colchester – Opportunities

- Improved public realm street furniture;
- Road corridor improvements – planting street scene (e.g. A133 advance planting) and railway approaches and gateways/ creation of high quality movement corridors;
- Improvement of the public realm – signage, lighting, seating styles appropriate to townscape character;
- Castle Park – landmark as good quality public open space in North Essex;
- East Colchester Regeneration Areas – opportunity to re-connect town centre to coast via new and improved public open spaces of various types (formal and informal spaces) – to improve legibility?
- East Colchester Conservation Area (port) – catalyst for heritage-led regeneration and a backdrop to new development. Raise profile of area’s heritage within future proposals;
- Creation of new open space within areas of new housing that are being develop;
- Avenue of Remembrance – possibility to plant news trees in advance of road schemes to allow trees to be well established before any potential new development;
- The Moors – interesting site for wildlife which has great potential for ecology and play;
- Potential to enhance the approaches to the town by train – i.e. North Station Road;
- Potential to improve and enhance division of vehicular and pedestrian realm.

Tiptree Opportunities

- See environmental enhancement proposals re. Tesco development;
- Jam factory as an Industrial monument;
- Tiptree Heath – conserve;
- Traffic management and parking.

Mark’s Tey Opportunities

- Softening edges (approaches);
- Pleasant area by the 13th Century church/ manor complex;
- Development pressure – planning gain opportunities;
- Softening the approach to the children’s play area;
- Enhancement o the public realm – particularly street furniture and lighting;
- Traffic management.

West Mersea Threats

- Concern that commercial area at Harbour won’t be retained in the future;
- Extension of caravan parks and associated walls which may have an impact on surrounding landscape character;
- Consider character of townscape frontage as seen from the water, looking back.

West Mersea Opportunities

- Former WWII defence bunker provides great views across the water;
- Enhance walks from East Mersea to West Mersea.



COLCHESTER BOROUGH TOWNSCAPE CHARACTER ASSESSMENT

Community Stakeholder Workshop
Wednesday 22 February 2006, Colchester Town Hall (6-9pm)

Format

The events were run as participative workshops, which were facilitated by Chris Blandford Associates (CBA) on behalf of Colchester Borough Council. Each session was initiated by a short presentation by CBA.

Participants

Colchester Borough Council:	Karen Syrett – Principal Planning Officer
CBA:	Dominic Watkins - Associate Technical Director
	Emma Clarke – Landscape Planner
IRARA	Frances Kent
Colchester Civic Society	John Egan
	Caroline Egan
	Brian Roach
	Dave Stenning
Dutch Quarter Association	Dimitri Murray
Tiptree Parish Council	Christine Borgartz
	John Elliott
	Diana Webb
	Bunney (& ATL)
Roman & Castle Road Residents Association	Pam Nelson
Campaign for the Protection of Rural England	Rosemary Turner
Royal Institute of British Architects (RIBA)	Andrew Claiborne
Wivenhoe Town Council	Tom Roberts
MP for Colchester	Bob Russell

Purpose of the workshop

To determine the following for Colchester, Marks Tey, Tiptree, Wivenhoe and West Mersea:

- *Identify threats to valued characteristics/areas*
- *Identify opportunities to enhance character/sense of place*
- *Identify principles for the siting and design of new development*

Workshop Summary

This note gives a brief summary of comments received and identifies threats to valued characteristics/ areas and opportunities to enhance character/ sense of place. These key points, along with more detailed comments received, will be incorporated into the townscape character assessment report.

Colchester – Threats

- Traffic which can cause damage to buildings, pollution and noise;
- Lack of pride in housing = deterioration;
- Street Clutter – bus shelters, lights and signage;
- Unoccupied spaces above shops in town centre;
- Deterioration of upper floors;
- Threats to the profile of the town and impact on skyline;
- Loss of greenspace to development;
- Tall buildings (dominance);
- Need for update LB list (EH);
- Design codes (Colchester workshop) – example of principles (see Essex Design Guide introduction).

Colchester Opportunities

- Improvements to Church Walk and Museum Street –pedestrianisation and reinstatement of shops;
- Opportunity for the open space at the junction of Crouch Street and Lexden Street to be designed as a livelier functional space, which provides a gateway to the town. This is at one of the main entrances to the town;
- Enhance character of little shops;
- Continue Dutch Quarter enhancement (good practice in materials and streetscape);
- Co-ordinated streetscape improvements;
- Scheragate and St. Isaacs walk refurbishment provides a good example of refurbishment and replacement of buildings whilst respecting the historic environment;

- Need to encourage ownership of areas through uniformity in street materials and details;
- Priory Street public realm enhancements (greenspace/parking);
- Need for attention to the public realm around buildings;
- Opportunity for the creation of ‘home-zones’;
- Potential for improvements to key access routes into the town (see audit); examples include improvements to the linear Walk along the Colne;
- Opportunity for creation of green lanes/ walks to provide town and country links connecting the town centre with northern Colchester and also linking the back routes within East Colchester – allowing people to walk into town.

Tiptree Threats

- ‘Town’ planning - ‘village’ character changes (high density development);
- Inadequate public transport;
- On-street parking problems – cars are everywhere in the streets;
- Lack of recreation sites (now and future);
- A lot of ‘back garden’ development – large back gardens area sold off to infill with 2 or 3 houses;
- Factory corner crossroads – very congested junction;
- Amenity facilities have not grown alongside housing;
- No plans for new open space provided within new housing developments.

Tiptree Opportunities

- Open space around the village which is up for sale – opportunity for creation of new playing fields/ amenity greenspace for the village (community ownership);
- Public transport to car ownership/parking viz high density development;
- Improve shopping centre image;
- Closure of gravel pits – opportunity for recreation, not only nature conservation, (e.g. sailing);
- Opportunity to open-up boarded shops;
- Brook House historic building repair;
- Opportunity to put the sales back on the windmill;
- Factory corner junction improvement.

West Mersea Threats

- Ditto Tiptree/Wivenhoe;
- Sea level rise?

- Change of use in Harbour Area - loss of traditional character (to residential);
- Wind turbines;
- Loss of ‘island’ character.

Wivenhoe – Threats

- Lack of highway maintenance – several greenspaces/ swards are poor quality (examples include – near Co-op at the junction of Bowness Road and the Avenue & next to Londiss Arcade);
- Loss of landscape and trees i.e. along the Avenue where all the lime trees have disappeared;
- Deterioration of built form – especially concerning small terraced houses;
- Porches on terrace housing (no unity of design);
- Inappropriate and details on unlisted buildings (especially 19th Century terraced housing);
- Concern about Wivenhoe becoming subsumed into Colchester as part of a larger city;
- Uninviting entrance to football stadium.

Wivenhoe Opportunities

- General need for more street trees and shrubs planted within the streetscape, especially within more dense housing areas (however, recognise the need for maintenance of these trees);
- Enhance quality of open spaces;
- Re-opening of railway between Wivenhoe and Brightlingsea to rejuvenate vibrancy;
- Crossing access to Rowhedge – some form of pedestrian access or footbridge;
- Need for connection of football club with Wivenhoe, could be a vibrant spot for sport;
- Need to do something about highway spaces to make them more useable and public friendly;
- Ten Acres site - loss opportunity if residential (POS/services need).

Generic Threats

- Coalescence of Colchester and surrounding settlement

Generic Opportunities

- Urban tree cover - needed (range of benefits) (maintenance?)
- Home zones - greater use of / promotion.

APPENDIX B

GLOSSARY

Area Action Plan (AAP)

These are Development Plan Documents that will be used to provide the planning framework for areas where significant change or conservation is needed. They can be used in many ways to help deliver planned growth areas, stimulate regeneration, protect areas that are sensitive to change, resolve conflicting objectives in areas subject to development pressures and/or focus the delivery of area based regeneration initiative. They focus on the implementation of policies and proposals and provide an important way of ensuring development of an appropriate scale, mix and quality for key areas of opportunity, change and conservation in the Borough.

Community Strategy

All local planning authorities have a duty to prepare community strategies under the Local Government Act 2000 in conjunction with other public, private and community sector organisations. Community Strategies should promote the economic, social and environmental well being of their areas and contribute to the achievement of sustainable development. Local Development Frameworks provide the spatial expression to those elements of the Community Strategy that relate to the use and development of land.

Core Strategy

The Core Strategy sets out the long term vision for Colchester and the strategic policies required to deliver that vision. Its main aim is to promote sustainable development. It will also seek to protect and enhance the environment, as well as defining the general locations for delivering strategic development including housing, employment, retail, leisure, community and transport. This Development Plan Document includes the existing national, regional and local strategies that have implications for the development and use of land. The Core Strategy includes a key diagram showing in broad terms the main policies and proposals, and also includes a number of strategic development policies that set out the broad criteria against which planning applications for the development and use of land and buildings will be considered. Such policies will ensure that any development in the area is in harmony with the spatial vision and objectives set out in the core strategy. They will also highlight the needs and characteristics of the local area.

Design Guides

A document providing guidance on how development can be carried out in accordance with the design policies of a local authority or other organisation often with a view to retaining local distinctiveness.

Development Briefs

Inform developers and other interested parties of the constraints and opportunities presented by a site, and the type of development expected or encouraged by local planning policies.

Development Plan Document (DPD)

Development Plan Documents that a council are required to prepare include the core strategy, site-specific allocations of land and area action plans. There will also be a proposals map, which will illustrate the spatial extent of policies that must be prepared and maintained to accompany all development plan documents. All Development Plan Documents must be subject to rigorous procedures of community involvement, consultation and independent examination, and adopted after receipt of the inspector’s binding report.

Evidence Base

An up-to-date information base on key aspects of the social, economic and environmental characteristics of the area, to enable the preparation of a sound spatial plan that meets the objectives of sustainable development.

Guidance Notes

These are similar to Supplementary Planning Documents but are much more informal. They are used to provide information and advice on a range of planning topics rather than set out policies.

Local Development Document (LDD)

Local Development Documents are those documents that together make up the Local Development Framework. They comprise of Development Plan Documents, Supplementary Planning Documents and the Statement of Community Involvement.

Local Development Framework (LDF)

This is the term given to the portfolio of Local Development Documents which will provide the framework for delivering the spatial planning strategy for the area.

Site Specific Allocations

Land allocated for specific uses identified in specific Development Plan Documents. Specific policies that relate to these designations are set out in a Development Plan Document and cover principles such as design or specific requirements for implementation. Policies relating to the delivery of the Site Specific Allocations, such as any critical access requirements, any broad design principles or any planning obligations which may be sought, are set out in a development plan document.

Statement of Community Involvement (SCI)

This sets out the standards that a council intends to achieve in relation to involving the community and all stakeholders in the preparation, alteration and continuing review of all Local Development Plan Documents and in significant planning applications, and also how the local planning authority intends to achieve those standards. A consultation statement showing how a council has complied with its Statement of Community Involvement should accompany all Local Development Documents.

Supplementary Planning Document (SPD)

These documents contain policy guidance to supplement the policies and proposals in Development Plan Documents. They do not form part of the development plan, nor are they subject to independent examination.

Sustainability Appraisal (SA)

An appraisal of the economic, social and environmental effects of a plan from the outset of the preparation process, so that decisions can be made that accord with sustainable development.

Townscape Character Area

A discrete geographical area of a particular townscape type with a distinct and recognisable pattern of elements that occur consistently throughout the area.

Townscape Character Type

A generic unit of townscape with a distinct and recognisable pattern of elements that occur consistently throughout the type.

Listed Buildings

Buildings of special architectural or historic interest included on a list compiled by DCMS, alternations of extensions to which require Listed Building consent.

Conservation Area

Areas of special architectural or historic interest, the character of which is desirable to preserve or enhance, through strict control of new development, and protection of trees, and the need for demolition of buildings or walls to be subject to Conservation Area Consent.

Scheduled Monument

An ancient monument or deposits designated by DCMS under the Ancient Monuments Act 1979.

APPENDIX C

LISTED BUILDINGS BY TOWNSCAPE CHARACTER AREA

COLCHESTER Townscape Character Areas

A1. HIGH STREET HISTORIC CORE TOWNSCAPE CHARACTER AREA

- Gate House & East Lodge; 16/17th century, Grade I
- 69 & 70, 70a & 70b High Street; 17/18th century, Grade I
- Red Lion Hotel; 13/16th century, Grade I
- Street light at entrance to Town Hall; 19th century, Grade II*
- The Balkerne Gate; 2nd century, Grade II*
- Column at entrance to Town Hall; 19th century, II*
- 11a & 11b High Street; 17th century, Grade II
- 14 High Street; 19th century, Grade II
- 21 & 21a High Street; 18/19th century, Grade II
- 22 High Street; 18th century, Grade II
- 28-30 High Street; 18th century, Grade II
- St Peters Church, Roman/Post medieval, Grade II
- 158 High Street; 18th century, Grade II
- Essex & Suffolk Fire Office; 19th century, Grade II
- The Albert Hall; 19th century, Grade II
- 156 High Street; 18/19th century, Grade II
- The Church of St Peter; 15th century, Grade II
- St Georges Hall; 19th century, Grade II
- Town Hall; 19th century, Grade II
- 136 High Street; 15th century, Grade II
- 2 West Stockwell Street; 19th century, Grade II
- The Bay & Say Public House; 20th century, Grade II
- Hole in the Wall Public House; 18th century, Grade II
- 3-14 & 3a-14a Provident Place; 19th century, Grade II
- Tudor Cottage; 16th century, Grade II
- 45-47 High Street; 16th century, Grade II
- 117 & 118 High Street; 16th century, Grade II
- The George Hotel; 15th century, Grade II
- 54 High Street; 18th century, Grade II
- 58 High Street; 19th century, Grade II
- 105 & 106 High Street; 17th century, Grade II
- 1-3 Museum Street; 16/17th century, Grade II
- Gateway to Castle Park; 19th century
- 63 High Street; 18/19th century, Grade II
- Park House; 18th century, Grade II
- 95 & 96 High Street; 18th century, Grade II
- 93 & 94 High Street; 18th century, Grade II
- The Castle Inn; 18th century, Grade II
- All Saints Museum; 12th century, Grade II
- 7 & 9 Queen Street; 17th century, Grade II
- 3 Queen Street; 18/19th century, Grade II
- 1 Queen Street; 18th century, Grade II

- 67 High Street; 18th century, Grade II
- 67a High Street; 18th century, Grade II
- 68 High Street; 19th century, Grade II
- Iron work Screen & Gate along street front of Holly Trees; 18th century, Grade II
- Holly Trees; 18th century, Grade II
- The Minories; 16th century, Grade II
- 71 & 72 High Street; 18th century, Grade II
- 73a & 73b High Street; 17/18th century, Grade II
- Winsley House; 18th century, Grade II
- Hillcrest; 18th century, Grade II
- Greyfriars; 18th century, Grade II
- East Hill House; 18th century, Grade I
- Wall east of East Hill House, with drinking fountain; 18th century, Grade II
- Wall to All Saints House; 18th century, Grade II
- Churchyard wall of St James, Post medieval, Grade II
- 3 East Hill; 19th century, Grade II
- 89 East Hill; 18th century, Grade II
- 87 & 88 East Hill; 18th century, Grade II
- 86 East Hill; 19th century, Grade II

A2. LION WALK / CULVER CENTRE

- Former Church of the Holy Trinity, 11/14/15th century, Grade I
- 6 Trinity Street, 17/18th century, Grade II*
- Bull Hotel Public House, 18th century, Grade II
- St Mary’s Cottage, 19th century, Grade II
- The Clarence Inn, 16th century, Grade II
- 18-21 Trinity Street, 18th century, Grade II
- 14 Trinity Street, 17th century, Grade II
- 22 Trinity Street, 17th century, Grade II
- 11,12,13 Trinity Street, 16th century, Grade II
- 9 & 10 Trinity Street, 15th century, Grade II
- 26 Trinity Street, 17th century, Grade II
- 7 Trinity Street, 16th century, Grade II
- Tymperleys, 15/16th centuries, Grade II
- 11 Sir Isaacs Walk, 18th century, Grade II
- 44-52 Head Street, 18th century, Grade II
- 54 Head Street, 17th century, Grade II
- 4 Trinity Street, 18th century, Grade II
- 2 & 3 Trinity Street, 17th century, Grade II
- Baptist Church, 19th century, Grade II
- Congregation Church, 19th century, Grade II

SUB AREA A2A – CROUCH STREET

- St. Mary’s College – Listed Building

A3. NORTH HILL

- 60 North Hill, 17/18th century, Grade II
- 59 North Hill, 17/18th century, Grade II
- 58 North Hill, 18th century, Grade II

- 57 North Hill, 17th century, Grade II
- The Old Cock & Pye Inn, 16th century, Grade II
- 54 North Hill, 18/19th century, Grade II
- 49 North Hill, 18/19th century, Grade II
- 48 North Hill, 19th century, Grade II
- 47 North Hill, 17/18th century, Grade II
- 45 & 46 North Hill, 16/18th century, Grade II
- 38 & 38a, 39-42 North Hill, 19th century, Grade II
- 37 North Hill, 17/19th century, Grade II
- 1-5 Greensyard, 19th century, Grade II
- 2 North Hill, 18th century, Grade II
- 3 North Hill, 18/19th century, Grade II
- 4 North Hill, 18th century, Grade II
- 5 & 6 North Hill, 19th century, Grade II
- North Hill House, 18th century, Grade II
- 8 & 8a North Hill, 16th century, Grade II
- 10 North Hill, 17/18th century, Grade II
- 13-15 North Hill, 15/17/19th century, Grade II
- 19 & 20 North Hill, 17/18th century, Grade II
- 21 North Hill, 17/18th century, Grade II
- The Marquis of Granby Inn, 16th century, Grade II
- 26-29 North Hill, 15th century, Grade II
- 1 Middleborough, 17th century, Grade II
- Roman wall, 3rd century, Grade II
- 10 & 12 North Gate Street, 18th century, Grade II
- 3 North Gate Street, 18th century, Grade II

A4. SCHEREGATE

- 4-16 Abbeygate Street, 18/19th century, Grade I
- Headgate Hotel, 17th century, Grade II
- 48 St Johns Street, 19th century, Grade II
- 45-47 St Johns Street, 17th century, Grade II
- 41-44 St Johns Street, 17th century, Grade II
- 40 St Johns Street, 18th century, Grade II
- 35-39 St Johns Street, 17th century, Grade II
- 63 Stanwell Street, 17th century, Grade II
- 62 & 62a Stanwell Street, 17th century, Grade II
- The Brewers Arms Public House, 18th century, Grade II
- Scheregate Hotel, 18th century, Grade II
- 18, 20 & 22 Abbeygate Street, 19th century, Grade II
- 3 & 3a Scheregate, 17th century, Grade II
- 1 & 2 Scheregate, Medieval, Grade II
- 1 Eldlane, 18/19th century, Grade II
- The Scheregate, Medieval, Grade II
- 6a & 6b Sir Isaacs Walk, 17th century, Grade II
- 6 Sir Isaacs Walk, 16/19th century, Grade II
- 58-62 Head Street, 17th century, Grade II
- 33-37 Long Wyre Street, 16th century, Grade II

A5. ST. MARY'S PRECINCT

- 37, 39, 39a Head Street, 18th century, Grade I
- St Mary's Arts Centre, medieval, II*
- Municipal Water Tower (Jumbo), 19th century, Grade II*
- Headgate Court, 16/17th century, Grade II
- 41 Head Street, 18th century, Grade II
- St Mary's House, 18th century, Grade II
- 8 Church Street, 19th century, Grade II
- 25 Head Street, 18th century, Grade II
- Navy & Army Stores, 15th century, Grade II
- 21 Head Street, 16th century, Grade II
- 10 Church Street, 18th century, Grade II
- 3 Church Street, 19th century, Grade II

A6. THE DUTCH QUARTER

- 13 & 15 Northgate Street, 17th century, Grade I
- Employment exchange, 17/18th century, II*
- 9 & 11 Northgate Street, 18th century, Grade II
- 17 & 17a Northgate Street, 18/19th century, Grade II
- 36 & 37 West Stockwell Street, 16th century, Grade II
- 38 West Stockwell Street, 18th century, Grade II
- 21 Northgate Street, 17/18th century, Grade II
- 29-31 West Stockwell Street, 16/17th century, Grade II
- 3-5 West Stockwell Street, 15th century, Grade II
- 6 West Stockwell Street, 17th century, Grade II
- 7 West Stockwell Street, 18th century, Grade II
- 8 & 9 West Stockwell Street, 17/18th century, Grade II
- St Martins Street, 18th century, Grade II
- 62 West Stockwell Street, 18th century, Grade II
- Former church of St Martin, 12th century, Grade II
- St Martins Church, Roman, (Mon), Grade II
- 11 & 12 West Stockwell Street, 18th century, Grade II
- 13 West Stockwell Street, 18th century, Grade II
- 59 & 60 West Stockwell Street, 18th century, Grade II
- 57 West Stockwell Street, 18th century, Grade II
- 58 West Stockwell Street, 17/18th century, Grade II
- 56 West Stockwell Street, 16th century, Grade II
- 53-55 West Stockwell Street, 15th century, Grade II
- Stockwell Arms, 15th century, Grade II
- 1-7 Stockwell Street, 18th century, Grade II
- 19,20,21 West Stockwell Street, 14/16th century, Grade II
- 45 & 46 East Stockwell Street, 18th century, Grade II
- 44 East Stockwell Street 17/18th century, Grade II
- The Gables, 17th Century, Grade II
- 8,9,10 East Stockwell Street, 18/19th century, Grade II
- 11 & 12 East Stockwell Street, 18th century, Grade II
- Tudor House, 18th century, Grade II
- 37 & 38 East Stockwell Street, 16th century, Grade II
- Stockwell congregational chapel, 19th century, Grade II
- 15 East Stockwell Street, 17th century, Grade II

- 30 East Stockwell Street, 14/15 & 16th century, Grade II
- 18 East Stockwell Street, 18th century, Grade II
- 70 Northgate Street, 16th century, Grade II
- 3-5 Middle Mill Road, 18th century, Grade II
- Rye Gate, Roman/medieval, (Monument)
- Rye Gate Gates & flank walls to castle park, 19th century, Grade II
- 30 & 40 Maindenburgh Street, 18th century, Grade II
- 31 & 32 Maindenburgh Street, 19th century, Grade II
- 30 Maindenburgh Street, 19th century, Grade II
- 24-26, Maindenburgh, 18th century, Grade II
- 23 & 23a Maindenburgh Street, 17th century, Grade II
- 19-22 Maindenburgh, 18th century, Grade II
- 16-18 Maindenburgh Street, 18th century, Grade II
- 14-15 Maindenburgh Street, 17th century, Grade II
- St Helens Chapel, 12th century, Grade II
- S Helens Chapel, Possibly Pre Norman, Grade II
- The Sun Inn, 17th century, Grade II
- The Willows Walk, 18th century, Grade II

A7. THE CASTLE

- Colchester Castle, Medieval, Grade I
- Summerhouse, 18th century, Grade II
- Roman wall, 1st century, Grade II
- The castle keep, 11th century, Grade II
- Archway, 18th century, Grade II

A8. QUEEN STREET

- Ruins of Priory church of St Botolph, 12th century, Grade I
- Summerhouse at the Minories, 18th century, Grade II*
- Church of St Botolphs, 19th century, Grade II
- Priory, Grade II
- 59 East Street, 16/17th century, Grade II
- 11 & 13 Queen Street, 18th century, Grade II
- Colchester club, 18th century, Grade II
- 71 Culver Street, 18th century, Grade II
- 2 Queen Street, 18th century, Grade II
- 33 & 35 Queen Street, 18/19th century, Grade II
- 39 & 41 Queen Street, 18th century, Grade II

A9. ST. BOTOLPH’S PRIORY AND PRIORY STREET

- 9 & 10 East Hill, 18th century, Grade I
- The Ship Public House, 18th century, Grade II
- 6 & 7 East Hill, 18th century, Grade II
- 8 East Hill, 18th century, Grade II

A10. EAST HILL HISTORIC CORE

- 17 and 18 East Street, Grade I;
- 24 to 25 East Street, Grade II*;
- 26 and 27 East Street, Grade II*;
- The Siege House (73- 5 East Street), Grade II;
- 1 and 2 East Bay, Grade II;
- 3 to 13 East Bay, Grade II;
- Bay Cottage, Grade II;
- 17 and 17A East Hill, Grade II;
- 18 and 19 East Hill, Grade II;
- 20 and 21 East Hill, Grade II;
- 22 East Hill, Grade II;
- 25 to 27 East Hill, Grade II;
- 28 East Hill, Grade II;
- 29 to 33 East Hill, Grade II;
- 34 East Hill, Grade II;
- 35 East Hill, Grade II;
- 36 and 37 East Hill, Grade II;
- 38 and 39 East Hill, Grade II;
- 40 to 42 East Hill, Grade II;
- 47 East Hill, Grade II;
- 48 to 51 East Hill, Grade II;
- 52 East Hill, Grade II;
- 56 to 58 East Hill, Grade II;
- The Goat and Boot Public House, Grade II;
- 71 and 72 East Hill, Grade II;
- 73 East Hill, Grade II;
- Eagle Brewery, Grade II;
- 74 East Hill (Brewery), Grade II;
- 75 East Hill (Brewery), Grade II;
- 83 East Hill, Grade II;
- 11 and 12 East Street, Grade II;
- 20 East Street, Grade II;
- 21 to 23 East Street, Grade II;
- 29-30 and 32-33 East Street, Grade II;
- 34 and 35 East Street, Grade II;
- 36 East Street, Grade II;
- 37 East Street, Grade II;
- 38 East Street, Grade II;
- 39 and 40 East Street, Grade II;
- 41 East Street, Grade II;
- 46 and 47 East Street, Grade II;
- The Rose and Crown Hotel, Grade II;
- 60 and 61 East Street, Grade II;
- 62 to 65 East Street, Grade II;
- 70 to 72 East Street, Grade II;
- Rear wing of the Old Siege House, Grade II;
- East Mills, Grade II;
- The Mill House at East Mills, Grade II;
- Maydays, Grade II;
- The Old Mill, Grade II;

A11. ST. JOHNS’ GREEN

- St John’s Abbey Gatehouse, Grade I;
- Abbeygate House, Grade II;
- St Johns Green Primary School, Grade II;
- Gimber Cottage, Grade II;
- 37 to 42 St Johns Green, Grade II;
- Church of St Giles, Grade II;

C1. CYMBELINE WAY CAMPING AND CARAVAN SITE

- Maltings Farm House, 16th Century, Grade II

C2. HILLY FIELDS

- No listed buildings within this area.

C3. RIVERSIDE WALK

- No listed buildings within this area.

C4. LEXDEN GATHERING GROUNDS AND LEXDEN SPRINGS PARK

- No listed buildings within this area.

C5. BOURNE POND

- Bourne Mill, Late 16th Century, Grade I

C6. HIGH WOODS COUNTRY PARK

- No listed buildings within this area.

C7. CASTLE PARK AND CRICKET GROUND

- No listed buildings within this area.

C8. COLCHESTER CEMETERY

- No listed buildings within this area.

C9. THE HYTHE

- No listed buildings within this area.

D1. BARRACK STREET

- No listed buildings within this area.

D2. MALDON ROAD

- Essex County Hospital; 19th century, Grade II
- The Grosvenor Hotel; 19th century, Grade II
- St Runwalds; 19th century, Grade II

D3. OLD HEATH ROAD

- Winnocks Almhouses, Winnocks Terrace; 17th century, Grade I
- The Prince of Wales Public House; 18th century, Grade II
- 23 Mersea Road; 19th century, Grade II
- The Mermaid Public House; 18th century, Grade II
- 26 and 27 Mersea Road; 17th century, Grade II
- Winsleys Almhouses; 18th century, Grade II

E1. SEVERALL’S HOSPITAL

- No listed buildings within this area.

E2. ELMSTEAD ROAD

- No listed buildings within this area.

F1. VILLA ROAD

- No listed buildings within this area.

F2. HALSTEAD ROAD

- No listed buildings within this area.

F3. MALDON ROAD

- No listed buildings within this area.

F4. BOADICEA ROAD TO BUTT ROAD

- *28 LEXDON ROAD; 19TH CENTURY, GRADE II*

F5. MONKWICK AVENUE AND WETHERSFIELD ROAD

- No listed buildings within this area.

F6. DEFOE CRESCENT

- No listed buildings within this area.

F7. COWDRAY AVENUE

- No listed buildings within this area.

F8. IPSWICH ROAD TO HARWICH ROAD

- No listed buildings within this area.

F9. ROSEBERY AVENUE

- No listed buildings within this area.

F10. CANWICK GROVE AND D’ARCY ROAD

- Heathfield; 19th Century, Grade II

F11. HAWTHORN AVENUE

- No listed buildings within this area.

F12. ST. ANDREWS AVENUE

- No listed buildings within this area.

F13. CHEVELING ROAD

- No listed buildings within this area.

F14. THE COMMONS

- 83 King Harold Road; 18th Century, Grade II

F15. BOADICEA WAY

- No listed buildings within this area.

G1. CAVALRY, LE CATEAU AND GOOJERAT BARRACKS

- Cavalry Barracks A, Le Cateau Barracks; c.1863, Grade II
- Cavalry Barracks B, Le Cateau Barracks; c.1863, Grade II
- Former Riding School, Le Cateau Barracks; c.1863, Grade II
- Former School Room, Le Cateau Barracks; c.1863, Grade II
- Former Officers Quarters, Le Cateau Barracks; c.1863, Grade II
- Former Sergeants Mess, Le Cateau Barracks; c.1863, Grade II
- Reed Hall, Mc Munn Barracks; 19th century, Grade II
- Officers Mess, Kirkee Barracks; 20th century, Grade II

G2. MENIN ROAD

- No listed buildings within this area.

G3. LAYER ROAD

- No listed buildings within this area.

G4. ABBEY FIELD

- No listed buildings within this area.

G5. CLIVE ROAD

- No listed buildings within this area.

G6. BREACHFIELD ROAD

- No listed buildings within this area.

G7. EARSLWOOD WAY

- No listed buildings within this area.

G8. HOMEFIELD ROAD

- No listed buildings within this area.

H1. QUEENSBURY AVENUE: COPFORD POST

- No listed buildings within this area.

H2. LUCY LANE

- Beaconend Farmhouse; 14/18th century, Grade II
- Barn NNE of Beaconend Farmhouse; 17th century, Grade II
- Holy Trinity Church; Anglo-Saxon, Grade I

H3. WHEATFIELD ROAD

- No listed buildings within this area.

H4. BLACKBERRY ROAD

- White House; 18th century, Grade II

H5. CHURCH LANE

- Little Hayne; 18th century, Grade II

H6. ALBANY GARDENS

- No listed buildings within this area.

H7. CUNOBELIN WAY

- No listed buildings within this area.

H8. BRAISWICK

- No listed buildings within this area.

H9. FERNLEA

- No listed buildings within this area.

H10. PETO AVENUE

- No listed buildings within this area.

H11. GUILDFORD ROAD

- No listed buildings within this area.

H12. HIGH WOODS/ MYLAND

- Mayland Hall; 15th century, Grade II

H13. ST. JOHN’S ROAD

- Church of St John; 19th century, Grade II

- H14. ROACH VALE**

- No listed buildings within this area.
- H15. LONGRIDGE**

- No listed buildings within this area.
- H16. NORMANDY AVENUE AND MOUNTBATTEN DRIVE**

- No listed buildings within this area.
- H17. LETHE GROVE**

- No listed buildings within this area.
- H18. HOLT DRIVE**

- No listed buildings within this area.
- H19. AVON WAY**

- No listed buildings within this area.
- H20. THE HYTHE**

- The Rising Sun Public House; 18th century, Grade II
- H21. ADELAIDE DRIVE**

- No listed buildings within this area.
- H22. ADELAIDE DRIVE**

- No listed buildings within this area.
- I1. COPFORD PLACE**

- No listed buildings within this area.
- I2. LONDON ROAD**

- No listed buildings within this area.
- I3. TOLLGATE**

- Cherrytree Farmhouse; 17th century, Grade II
 - Judds Farmhouse; 15th century, Grade II
 - Barn NE of Judds Farmhouse, 17th century, Grade II
- I4. PEARTREE**

- No listed buildings within this area.
- I5. SHRUB END ROAD**

- Brickwall Farmhouse; 18th century, Grade II
- I6. SHEEPEN ROAD**

- 20 Bridge House and 21 The Moorings; 17th century, Grade II

- Drinking Fountain; 19th century, Grade II
 - The Pumping Station; 19th century, Grade II
- I7. THE COWDRAY CENTRE AND TURNER RISE**

- No listed buildings within this area.
- I8. HIGH WOODS TESCO**

- No listed buildings within this area.
- I9. SEVERALL’S LANE/ COLCHESTER BUSINESS PARK**

- Thatched Cottage; 16/17th century, Grade II
 - Walnut Cottage; 16/17th century, Grade II
- I10. THE HYTHE**

- Cannock Mill; 19th century, Grade II
 - Hull House; 16th century, Grade II
- I11. BROOK STREET**

- Duke of York Public House; 18th century, Grade II
 - Wilson Marriage School; 19th century, Grade II
- I12. GOSBECKS ROAD**

- Gosbecks Farmhouse; 18th century, Grade II
- I13. MOORSIDE**

- No listed buildings within this area.
- J1. LONDON ROAD: COPFORD**

- Wisemans; 16th century, Grade II
 - Foakes; 19th century, Grade II
- J2. HEATH ROAD TO SHRUB END ROAD**

- Yeoman Cottage; 17/18th century, Grade II
- J3. LONDON ROAD: LEXDEN**

- 160-164 Lexden Road; 15th century, Grade II
 - 197 Lexden Road; 16th century, Grade II
 - 152 Lexden Road; 16th century, Grade II
 - 187 Lexden Road; 17th century, Grade II
 - Hill House; 18th century, Grade II
 - 221 and 233 Lexden Road; 18th century, Grade II
 - 108 and 110 Lexden Road; 18th century, Grade II
 - The Sun Inn; 18th century, Grade II
 - 205 and 207 Lexden Road; 18/19th century, Grade II
 - 217 Lexden Road; 18/19th century, Grade II
 - 185 Lexden Road; 19th century, Grade II
 - 191 Lexden Road; 19th century, Grade II
 - 213 Lexden Road; 19th century, Grade II

- Drinking Fountain; 19th century, Grade II
- Glebe House; 19th century, Grade II

J4. SHEEPEN ROAD

- North Primary School; 19/20th century, Grade II
- Globe Inn; 19th century, Grade II
- Riverside Cottages; 17th century, Grade II
- Market Café; 17th century, Grade II
- The Victoria Inn; 17/19th century, Grade II
- 25 and 27 North Station Road, Grade II
- North Bridge; 19th century, Grade II
- 30 and 32 North Station Road; 18th century, Grade II

J5. NORTH STATION ROAD

- No listed buildings within this area.

J6. MILE END ROAD

- Church Farmhouse; 16th century, Grade II

J7. TURNER ROAD

- No listed buildings within this area.

J8. IPSWICH ROAD

- Rovers Tye Farmhouse; 17/18th century, Grade II

J9. GREENSTEAD ROAD

- 128 Greenstead Road; 18/19th century, Grade II

J10. OLD HEATH ROAD

- No listed buildings within this area.

J11. HARWICH ROAD

- No listed buildings within this area.

J12. WELSHWOOD ROAD

- No listed buildings within this area.

J13. COLCHESTER GENERAL HOSPITAL

- Tubbeswick; 18th century, Grade II

J14. BROOK STREET

- No listed buildings within this area.

J15. MAGDALEN STREET

- 77a and 78 Magdalen Street; 19th century, Grade II
- 17 Magdalen Street; 18th century, Grade II
- 79 Magdalen Street; 18th century, Grade II

- 110 and 111 Magdalen Street; 17th century, Grade II
- The Bakers Arms Public House; 17th century, Grade II
- Kendall Almshouses, Kendall Terrace; 18/19th century, Grade II
- Station House, St Botolphs Station; 19th century, Grade II

J16. MILITARY ROAD

- The Cambridge Arms Public House; 19th century, Grade II
- Garrison Church; 19th century, Grade II*
- 77 and 89 Military Road; 19th century, Grade II

J17. RECREATION ROAD

- No listed buildings within this area.

J18. BOURNE ROAD

- No listed buildings within this area.

J19. MERSEA ROAD

- No listed buildings within this area.

J20. STRAIGHT ROAD

- Ye Olde Leather Bottle Public House; 17th century, Grade II

J21. SHRUB END ROAD

- No listed buildings within this area.

J22. LEXDEN ROAD

- 1 Lexden Road; 19th century, Grade II
- 19 Lexden Road; 19th century, Grade II
- The Turrets; 19th century, Grade II
- 93 Lexden Road; 19th century, Grade II
- 95 and 97 Lexden Road; 19th century, Grade II
- 21-31, 31A, 31B and 31C St Marys Terrace East; 19th century, Grade II
- Royal Grammer School; 19th century, Grade II

J23. BERGHOLT ROAD

- No listed buildings within this area.

J24. BOXTED ROAD

- No listed buildings within this area.

J25. MANOR ROAD

- Holy Trinity Church; 14th century, Grade I
- St Mary’s Church; 16th century, Grade II
- 4 Scheregate; 17th century, Grade II
- 67-71 Crouch Street; 18th century, Grade II
- 73 Crouch Street; 19th century, Grade II
- 75 Crouch Street; 18th century, Grade II
- 77 Crouch Street; 19th century, Grade II

- 79 Crouch Street; 18th century, Grade II
- 81-85 Crouch Street; 18th century, Grade II
- 87-91 Crouch Street; 18th century, Grade II
- Crouched Friars; 18th century, Grade II
- 113 and 115 Crouch Street; 18th century, Grade II
- The Hospital Arms Public House; 18th century, Grade II
- 20 and 22 Crouch Street; 18th century, Grade II
- New Market Tavern; 18th century, Grade II
- 12-14 Sir Isaacs Walk; 18th century, Grade II
- Headgate Congregational Church; 19th century, Grade II
- 55 Crouch Street; 19th century, Grade II
- 57 and 59 Crouch Street; 19th century, Grade II
- The Kings Arms Public House; 19th century, Grade II
- 65 Crouch Street; 19th century, Grade II
- Gate and Gate Piers of No 107; 19th century, Grade II
- Wellington Place; 19th century, Grade II

J26 HYTHE HILL

- Church of St Leonard at the Hythe; 14th century, Grade II
- 133 Tudor Cottage, 133A and 133B Hythe Hill; 15th century, Grade II
- The Queens Head Inn; 16th century, Grade II
- 89 and 90 Hythe Hill; 16th century, Grade II
- 93 Hythe Hill; 16th century, Grade II
- 97 Hythe Hill; 16th century, Grade II
- 98 and 99 Hythe Hill; 16th century, Grade II
- 126 and 127 Hythe Hill; 17th century, Grade II
- 106 Hythe Hill; 17th century, Grade II
- 61 and 62 Hythe Hill; 18th century, Grade II
- 95 and 96 Hythe Hill; 18th century, Grade II
- 100 Hythe Hill; 18th century, Grade II
- 106 Hythe Hill; 17th century, Grade II
- 142 Hythe Hill; 18th century, Grade II
- 6,7 and 8 Hythe Quay; 18th century, Grade II

J27. HALSTEAD ROAD

- No listed buildings within this area.

J28. LEXDEN PARK

- No listed buildings within this area.

TIPTREE TOWNSCAPE CHARACTER AREAS

B1. TIPTREE

- No listed buildings within this area.

F1. CEDAR AVENUE

- No listed buildings within this area.

F2. ARNOLD VILLAS

- No listed buildings within this area.

H1. OAK ROAD AND WALNUT TREE WAY

- Maypole Public House, 17th century, Grade II
- Pan in the wood, 18th century, Grade II

H2. BARBROOK LANE

- No listed buildings within this area.

H3. WILKIN DRIVE

- No listed buildings within this area.

H4. NEWBRIDGE ROAD

- No listed buildings within this area.

H5. VINE ROAD AND BLUE ROAD

- The Studio, 18th century, Grade II
- Oak Cottage, 17th/18th century, Grade II
- Myrtle Cottage, 17th century, Grade II

H6. RECTORY ROAD

- Milldene, 19th century, Grade II

I1. TOWER END

- No listed buildings within this area.

I2. WILKINS JAM FACTORY

- House now part of Messrs Williams, 19th century, Grade II

J1. MAYPOLE ROAD

- Windmill, 18th century, Grade II
- York House, 19th century, Grade II
- Tiptree Cottage, 18th century, Grade II

J2. GROVE ROAD TO CHAPEL ROAD

- No listed buildings within this area.

J3. MALDON ROAD

- Tiptree Villa, 18th century, Grade II
- Chapel, 19th century, Grade II
- Brook House, 18th century, Grade II

- J4. STATION ROAD**
- No listed buildings within this area.

- J5. SURREY LANE AND BULL LANE**
- 43 Station Road, 19th century, Grade II
 - The Anchor Public House, 18th century, Grade II

WEST MERSEA TOWNSCAPE CHARACTER AREAS

- A1. WEST MERSEA**
- The Hall, Grade II, (no date)
 - Church of St Peter & St Paul, 11th century, Grade I
 - Yew Tree House, gate and gatepiers, 18th century II*

- A2. THE HARBOUR**
- Smugglers Way, Medieval, Grade II
 - Anchor Cottage, 16th century, Grade II
 - Honeysuckle Cottage, 17th century, Grade II
 - Picaroon Cottage, 17th century, Grade II
 - Nutshell, 17th century, Grade II
 - 112 Coast Road, 18th century, Grade II
 - The Firs, 18th century, Grade II
 - 51 The Lane, 18th century, Grade II
 - The White Cottage, 18th century, Grade II
 - Penwinkle, 18th century, Grade II
 - Little Timbers, 18th century, Grade II
 - Firs Chase, 18th century, Grade II
 - Bluebird Cottage, 18th –19th century, Grade II
 - Creek Cottage & St Botulph’s, 19th century, Grade II
 - 140, 142 Coast Road, 19th century, Grade II

- B1. WEST MERSEA HIGH STREET**
- No listed buildings within this area.

- F1. WINDSOR ROAD**
- No listed buildings within this area.

- F2. UPLAND ROAD**
- No listed buildings within this area.

- H1. FIRS HAMLET**
- 102 Coast Road, 18th century, Grade II

- H2. WHITTAKER WAY**
- Brick House, 18th century, Grade II

- H3. CHATSWORTH ROAD AND RYEMEAD CLOSE**
- No listed buildings within this area.

- H4. OAKWOOD AVENUE TO QUEEN ANNE ROAD**
- No listed buildings within this area.

- J1. COAST ROAD**
- 1, 2 Coast Road, 18th century, Grade II
 - 10 Coast Road, 18th century, Grade II
 - Rosebank, 18th century, Grade II

- J2. VICTORY ROAD TO MERSEA AVENUE**
- No listed buildings within this area.

- J3. CHURCHFIELDS**
- No listed buildings within this area.

- J4. YORICK**
- No listed buildings within this area.

- J5. KINGSLAND ROAD**
- Farmhouse garden, 15th century, Grade II
 - Barn at Brierley Hall, 17th/18th century, Grade II
 - Peartree Cottage, 17th century, Grade II
 - Garden Cottage, 18th century, Grade II
 - Garden Wall, east of Brierley Hall, 19th century, Grade II
 - Brierley Hall, 19th century, Grade II

- J6. ALEXANDRA AVENUE TO BROOMHILLS ROAD**
- No listed buildings within this area.

- J7. GROVE AVENUE**
- No listed buildings within this area.

- J8. EMPRESS AVENUE TO SEAVIEW AVENUE**
- No listed buildings within this area.

- K1. FIRS CHASE CARAVAN PARK**
- No listed buildings within this area.

- K2. SEA VIEW CARAVAN PARK**
- No listed buildings within this area.

K3. VICTORIA ESPLANADE BEACH HUTS

- No listed buildings within this area.

WIVENHOE TOWNSCAPE CHARACTER AREAS

A1. WIVENHOE HISTORIC CORE

- Maple Cottage & Trinity House, 17th century, Grade II
- The Weydee, 19th century, Grade II
- Black Buoy Hill Cottage, 19th century, Grade II
- Colne Marine & Yacht Co, 19th century, Grade II
- Berry House, 19th century, Grade II
- The Vines, 19th century, Grade II
- Quay Cottage, 19th century, Grade II
- Quay House, 19th century, Grade II
- The Rose & Crown, 19th century, Grade II
- The Shorehouse, 19th century, Grade II
- Wilson Antiques, 19th century, Grade II
- 7, 11 Anchor Hill, 19th century, Grade II
- Riverside House, 19th century, Grade II

B1. WIVENHOE HIGH STREET

- 58 High Street, 16th century, Grade II
- The Greyhound pub, 17th century, Grade II
- Wivenhoe Hall Cottage, 18th century, Grade II
- 84, 86 High Street, 18th century, Grade II
- 64 High Street, 18th century, Grade II
- 56 High Street, 18th century, Grade II
- 53, 55, 57 High Street, 19th century, Grade II
- 88 High Street, 19th century, Grade II
- 70 High Street, 19th century, Grade II

D1. PARK ROAD

- No listed buildings within this area.

D2. STATION ROAD

- 11, 13, High Street, 16th century, Grade II
- 31 Old House, 16th century, Grade II
- 2 Rose Lane, 17th century, Grade II
- 21, 23 High Street, 17th century, Grade II
- 1 Blyths Hill, 18th century, Grade II
- 27 West Street, 18th century, Grade II
- 25 West Street, 19th century, Grade II
- 41 High Street, 19th century, Grade II
- 15, 17 High Street, 19th century, Grade II

D3. ALMA STREET AND BROOK STREET

- 8,9 Brook Street, 17th century, Grade II
- The Manse, 19th century, Grade II
- 29 Alma Street, 19th century, Grade II
- 20-28 (even) Alma Street, 19th century, Grade II
- 17, 19, 21 Alma Street, 19th century, Grade II
- 12-18 (even) Alma Street, 19th century, Grade II
- 9-15 (odd) Alma Street, 19th century, Grade II
- 7 Alma Street, 19th century, Grade II
- 4,6,8 Alma Street, 19th century, Grade II
- The Corner House, 19th century, Grade II

F1. RECTORY ROAD

- No listed buildings within this area.

F2. ROSABELLE AVENUE

- No listed buildings within this area.

H1. VINE DRIVE

- Beehive Cottage, 18th century, Grade II

H2. BROOMFIELD CRESCENT

- Wivenhoe Water Tower, 20th century, Grade II

H3. BROOME GROVE

- No listed buildings within this area.

H4. BOWES ROAD AND BOBBITS WAY

- No listed buildings within this area.

H5. WOODLAND WAY

- No listed buildings within this area.

H6. OLD FERRY ROAD

- Former stable building, 19th century, Grade II
- Goods Shed, 19th century, Grade II

I1. BALLAST QUAY

- No listed buildings within this area.

I2. WALTER RADCLIFFE WAY

- Cook’s shipyard, 19th century, Grade II

- J1.

ELMSTEAD ROAD

- 14, 16 Colchester Road, 18th century, Grade II
- J2.

RECTORY ROAD

- No listed buildings within this area.
- J3.

BLACK HORSE CORNER

- No listed buildings within this area.
- J4.

THE AVENUE

- 20 The Cross, Grade II
- J5.

ERNEST ROAD TO BELLE VUE ROAD

- No listed buildings within this area.

APPENDIX D

SOURCES OF INFORMATION

Methodological Guidance

Conservation Area Appraisals (English Heritage, 2005)
Landscape Character Assessment – Guidance for England and Scotland (The Countryside Agency and Scottish Natural Heritage, 2002)
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