



MEETING : EXECUTIVE
VENUE : COUNCIL CHAMBER, WALLFIELDS, HERTFORD
DATE : TUESDAY 7 OCTOBER 2014
TIME : 7.00 PM

MEMBERS OF THE EXECUTIVE

Councillor Tony Jackson	- Leader of the Council
Councillor Malcolm Alexander	- Deputy Leader and Executive Member for Community Safety and Environment
Councillor Mike Carver	- Executive Member for Strategic Planning and Transport
Councillor Linda Haysey	- Executive Member for Health, Housing and Community Support
Councillor Paul Phillips	- Executive Member for Economic Development
Councillor Suzanne Rutland-Barsby	- Executive Member for Community & Partnership Liaison
Councillor Michael Tindale	- Executive Member for Finance

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DISCLOSABLE PECUNIARY INTERESTS

1. A Member, present at a meeting of the Authority, or any committee, sub-committee, joint committee or joint sub-committee of the Authority, with a Disclosable Pecuniary Interest (DPI) in any matter to be considered or being considered at a meeting:
 - must not participate in any discussion of the matter at the meeting;
 - must not participate in any vote taken on the matter at the meeting;
 - must disclose the interest to the meeting, whether registered or not, subject to the provisions of section 32 of the Localism Act 2011;
 - if the interest is not registered and is not the subject of a pending notification, must notify the Monitoring Officer of the interest within 28 days;
 - must leave the room while any discussion or voting takes place.
2. A DPI is an interest of a Member or their partner (which means spouse or civil partner, a person with whom they are living as husband or wife, or a person with whom they are living as if they were civil partners) within the descriptions as defined in the Localism Act 2011.
3. The Authority may grant a Member dispensation, but only in limited circumstances, to enable him/her to participate and vote on a matter in which they have a DPI.

4. It is a criminal offence to:

- fail to disclose a disclosable pecuniary interest at a meeting if it is not on the register;
- fail to notify the Monitoring Officer, within 28 days, of a DPI that is not on the register that a Member disclosed to a meeting;
- participate in any discussion or vote on a matter in which a Member has a DPI;
- knowingly or recklessly provide information that is false or misleading in notifying the Monitoring Officer of a DPI or in disclosing such interest to a meeting.

(Note: The criminal penalties available to a court are to impose a fine not exceeding level 5 on the standard scale and disqualification from being a councillor for up to 5 years.)

Audio/Visual Recording of meetings

Everyone is welcome to record meetings of the Council and its Committees using whatever, non-disruptive, methods you think are suitable, which may include social media of any kind, such as tweeting, blogging or Facebook. However, oral reporting or commentary is prohibited. If you have any questions about this please contact Democratic Services (members of the press should contact the Press Office). Please note that the Chairman of the meeting has the discretion to halt any recording for a number of reasons, including disruption caused by the filming or the nature of the business being conducted. Anyone filming a meeting is asked to focus only on those actively participating, but please also be aware that you may be filmed whilst attending a council meeting and that attendance at the meeting signifies your agreement to this.

AGENDA

1. Apologies

To receive apologies for absence.

2. Leader's Announcements

3. Minutes (Pages 7 - 14)

To approve the Minutes of the meeting held on 2 September 2014.

4. Declarations of Interest

To receive any Member(s) declaration(s) of interest.

5. Bishop's Stortford Conservation Area Appraisal and Management Plan
(Pages 15 - 210)

6. Sawbridgeworth Conservation Area Appraisal (Pages 211 - 310)

7. Hertfordshire County Council - Public Consultation "Have your say on a more efficient Bus Service for Hertfordshire" (Pages 311 - 350)

8. Selecting Property Funds to Invest In (Pages 351 - 368)

Note – Essential Reference Paper 'C' is enclosed for Members only as it contains exempt information as defined by paragraph 3 of Part I of Schedule 12A to the Local Government Act 1972.

9. Monthly Corporate Healthcheck - August 2014

Note – Report to follow.

10. Urgent Business

To consider such other business as, in the opinion of the Chairman of the meeting, is of sufficient urgency to warrant consideration and is not likely to

involve the disclosure of exempt information.

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MINUTES OF A MEETING OF THE
EXECUTIVE HELD IN THE COUNCIL
CHAMBER, WALLFIELDS, HERTFORD ON
TUESDAY 2 SEPTEMBER 2014, AT 7.00
PM

PRESENT: Councillor M Alexander (in the Chair)
Councillors M Carver, L Haysey, P Phillips,
S Rutland-Barsby and M Tindale.

ALSO PRESENT:

Councillors P Ballam, R Beeching,
E Buckmaster, S Bull, M McMullen, P Moore,
N Symonds, J Thornton and J Wing.

OFFICERS IN ATTENDANCE:

Simon Drinkwater	- Director of Neighbourhood Services
Martin Ibrahim	- Democratic Services Team Leader
George A Robertson	- Chief Executive and Director of Customer and Community Services
Adele Taylor	- Director of Finance and Support Services

211 CORPORATE STRATEGIC PLAN 2015/16 - 2018/19

The Executive considered a draft of the Council's Strategic Plan 2015/16 – 2018/19, which outlined priorities for the next four years and identified key outcomes it would be seeking to achieve.

The Corporate Business Scrutiny Committee, at its

meeting held on 26 August 2014, had recommended the Plan for adoption.

Councillor J Wing referred to comments he had made at the Corporate Business Scrutiny Committee meeting, in respect of the recycling service and asked whether the financial implications of seeking to achieve a 60% recycling target had been built into the Plan. The Chief Executive and Director of Customer and Community Services referred to the reducing costs of recycling in recent years and stated that any specific projects identified during the Plan period would need to feed into the Medium Term Financial Plan.

In response to Councillor J Wing's comment on the use of capital receipts to achieve additional affordable housing, the Executive Member for Strategic Planning and Transport referred to the affordable housing policies within the emerging District Plan and the importance of achieving the right mix of property types within housing developments. The Executive Member for Health, Housing and Community Support also reminded Members of the Council's work with Registered Social Landlords in transferring land ownership that enabled affordable housing units to be provided.

The Executive supported the recommendations as now detailed.

RECOMMENDED – that the 2015/16 – 2018/19 Corporate Strategic Plan be approved.

212 **FINANCIAL STRATEGY 2015/16 - 2018/19 AND MEDIUM TERM FINANCIAL PLAN UPDATE**

The Executive Member for Finance submitted a report which considered revisions to the Financial Strategy including the policy on Reserves and the proposed planning assumptions to be used in updating the Medium Term Financial Plan (MTFP).

The Corporate Business Scrutiny Committee, at its

meeting held on 26 August 2014, had considered the report and, whilst supporting the Financial Strategy and the MTFP, had expressed concern that the level of Reserves currently being held was not within the agreed limits set out in the Reserves Policy.

The Executive Member for Finance accepted these comments and stated that the Authority could either raise the ceiling within the Reserves policy or lower the level of Reserves. He advised that a report on this matter would be submitted to a future meeting of the Executive.

The Executive Member also drew attention to the planning assumptions within the MTFP as detailed at Essential Reference Paper 'C' of the report submitted. He suggested that, as part of the continuing budget preparations, the assumptions on the Pay Settlement and Members Allowances be merged into a single line. He also suggested that Fees and Charges increases should be closer to the inflation figure. Further work on these matters would be undertaken and specific proposals reported back to Members as part of the MTFP and budget consideration at future meetings.

The Executive supported the recommendations as now detailed.

RECOMMENDED – that (A) the proposed Financial Strategy as now submitted, be adopted, subject to further consideration of the Reserves Policy; and

(B) the planning assumptions set out in the report submitted, be adopted as the basis for framing the 2015/16 budget and Medium Term Financial Plan to 2018/19, subject to further consideration of the Pay Settlement, Members Allowances and Fees and Charges, as now detailed.

An apology for absence was submitted on behalf of Councillor A Jackson.

214 MINUTES

RESOLVED – that the Minutes of the Executive meeting held on 5 August 2014, be approved as a correct record and signed by the Deputy Leader.

215 ISSUES ARISING FROM SCRUTINY

The Executive received a report detailing those issues referred to it by the Scrutiny Committees, which were noted. Issues relating to specific reports for the Executive were considered and detailed at the relevant report of the Executive Member.

RESOLVED – that the report be received.

216 ANNUAL REPORT 2013/14

The Executive considered the 2013/14 Corporate Annual Report, documenting the Council's key achievements for each of the corporate priorities over the last financial year. The report also provided an overview of the Council's financial position and performance and a statement on contracts.

The Corporate Business Scrutiny Committee, at its meeting held on 26 August 2014, had supported the Annual Report subject to clarification of a couple of references relating to census data on 'country of birth' and 'method of travel to work' which appeared to be inconsistent. The Committee had also suggested clearer information regarding the balance of income to expenditure of Housing Benefit Grants be included. The Executive accepted these as fair comments.

The Executive Member for Strategic Planning and Transport gave an update on the progress of the District Plan and expressed his appreciation of the hard work undertaken by the Planning Policy team.

The Executive approved the 2013/14 Corporate Annual

Report as now submitted.

RESOLVED - that the 2013/14 Annual Report be approved.

217 2013/14 ANNUAL GOVERNANCE STATEMENT

The Executive considered the 2013/14 Annual Governance Statement and the 2014/15 Action Plan. The Audit Committee, at its meeting to be held on 24 September 2014, would be asked to approve these documents and the Executive was invited to comment.

The Executive noted the comments of the Corporate Business Scrutiny Committee, at its meeting held on 26 August 2014, in relation to the 'Here to Help' statement being expanded to include the role of Members. The Executive supported these comments and the documents going forward to the Audit Committee.

RESOLVED – that (A) the comments of Corporate Business Scrutiny Committee be received; and

(B) the Audit Committee be advised that the Executive supports the 2013/14 Annual Governance Statement and the 2014/15 Action Plan, as now detailed.

218 PUBLIC HEALTH OFFER TO DISTRICTS AND BOROUGHES IN HERTFORDSHIRE 2014-16

The Executive Member for Health, Housing and Community Support submitted a report detailing a funding offer received from Hertfordshire County Council to provide public health outcomes and projects. A total of £100,000 had been offered for the next two years for the delivery of mutually agreed public health priorities. The Executive Member detailed the criteria for evaluating and selecting suitable projects and the proposed governance and monitoring arrangements.

The Executive Member referred to recent informal discussions with some Members and suggested that a representative of

the Health and Wellbeing Panel on the proposed project board could represent a conflict of interest, given the Panel's role in the scrutiny function. She undertook to hold further discussions with the Panel Chairman.

Notwithstanding this, the Executive Member suggested a slight amendment to the membership of the project board, which would ensure that appropriate officer expertise would be available in the evaluation process. This was supported by the Executive.

In response to a comment by Councillor P Ballam on a current HCC consultation on bus services, the Executive Member for Strategic Planning and Transport advised that a report on this matter would be submitted to the Executive in due course.

The Executive approved the recommendations as now detailed.

RESOLVED - that (A) the proposed structure for the selection of projects for the delivery of public health outcomes funded by the offer from Hertfordshire County Council, be approved;

(B) the Director of Neighbourhood Services be authorised to sign the memorandum of understanding between the County Council and East Herts Council; and

(C) the project board consisting of the Executive Member for Health, Housing and Community Support, the Director of Neighbourhood Services and senior Officers appropriate to the proposals under evaluation for determination, be approved.

219 MONTHLY CORPORATE HEALTHCHECK - JULY 2014

The Executive considered an exception report on performance and finance monitoring for the Council for July 2014.

The Executive approved the recommendations now detailed.

RESOLVED - that (A) the budgetary variances set out in paragraph 2.1 of the report be noted;

(B) the extension of the Conservation Officer's contract as stated in paragraph 2.4 of the report submitted, be approved;

(C) a drawdown £135,000 from the Local Plan reserve as set out in paragraph 2.20 of the report, be approved;

(D) the use of £35,200 from the Cost Of Change Reserve to support the Graduate Trainee Scheme in 2015/16 as detailed in paragraph 2.21 of the report, be approved;

(E) the use of the Interest Equalisation Reserve as detailed in paragraph 2.22 of the report, be approved; and

(F) changes to the capital programme as detailed in paragraphs 2.33 to 2.41 of the report and a supplementary estimate of £50,000 for additional work to be undertaken at Hartham swimming pool as set out in paragraph 2.37 of the report, be approved.

The meeting closed at 7.48 pm

Chairman

Date

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EAST HERTS COUNCIL

EXECUTIVE - 7 OCTOBER 2014

REPORT BY EXECUTIVE MEMBER FOR STRATEGIC
PLANNING AND TRANSPORT

BISHOPS STORTFORD CONSERVATION AREA APPRAISAL
AND MANAGEMENT PLAN

WARD(S) AFFECTED: BISHOP'S STORTFORD ALL SAINTS,
BISHOPS STORTFORD CENTRAL, BISHOPS
STORTFORD MEADS, BISHOPS STORTFORD
SILVERLEYS

Purpose/Summary of Report

- To enable Members to consider the Bishop's Stortford Conservation Area Appraisal following public consultation.

<u>RECOMMENDATIONS FOR EXECUTIVE:</u> That	
(A)	the responses to the public consultation be noted and the Officer responses and proposed changes to the Bishop's Stortford Conservation Area Appraisal be supported;
(B)	authority be delegated to the Head of Planning and Building Control, in consultation with the Executive Member for Strategic Planning and Transport, to make any further minor and consequential changes to the Appraisal which may be necessary;
(C)	the Bishop's Stortford Conservation Area Appraisal be supported for adoption;
<u>RECOMMENDATIONS FOR COUNCIL:</u> That:	

(A)	the responses to the public consultation be noted and the Officer responses and proposed changes to the Bishop's Stortford Conservation Area Appraisal be agreed;
(B)	the Bishop's Stortford Conservation Area Appraisal be adopted.

1.0 Background.

1.1 East Herts has a rich environmental heritage which includes 42 Conservation Areas. The East Herts Local Plan commits the Council to review its Conservation Areas, a requirement which is also set out in national legislation.

1.2 The review of Bishop's Stortford's Conservation Area is one of a series of reviews undertaken in 2013/2014. These reviews can now be presented for Members consideration at a number of meetings of the Executive. This is the latest. In each case a report will be presented when a public consultation exercise has been undertaken in relation to each individual settlement.

1.3 Each document identifies the special character of the respective Conservation Area together with the elements that should be retained or enhanced and those which detract from the identified character. Existing boundaries have been reviewed and, where appropriate, practical enhancement proposals have been suggested.

1.4 Once Members have considered each Appraisal, and the document has been adopted by the Council, they will become a 'material consideration' in the process of determining planning applications.

2.0 The Bishop's Stortford Conservation Area Appraisal

2.1 The Bishop's Stortford Conservation Area was first designated in 1968 and subsequently redesignated in 1981 and 1997. The Conservation Area Appraisal was completed in 2013 and the Draft Appraisal went through a period of

public consultation from February until April 2014, with a public meeting held on 26 February.

There was a second Supplementary Consultation Exercise that was in relation to: (a) a new extension at Warwick Road proposed by respondents during the first consultation process; (b) notifying owners of additional non listed properties principally identified by respondents as being important and (c) consulting owners of selected properties in the extensions to the Conservation Area as recommended by the Draft Appraisal because the latter document did not identify individual non listed buildings of quality to be retained in these areas nor their important features. This latter exercise was undertaken from June until July 2014 with an additional public meeting being held on 26 June. A number of responses to both consultations were received including those from the Town Council, Civic Federation and from local residents in addition to other points submitted at the public meetings. The headline issues are set out in the following paragraphs:

- 2.2 *General content of Appraisal:* The Appraisal sets out a revision to the Conservation Area boundary to include sections of Warwick Road, Maple Avenue, Charles Mellows swimming pool at Bishop's Stortford College, Thornfield Road, Chantry Road, Dunmow Road in two locations, London Road, Stansted Road, Foxley Drive, Grange Road, South Road and Apton Road Cemetery. It identifies the key environmental features and the manner in which they can be controlled. In relation to Bishop's Stortford the most relevant ones are: Listed Buildings including structures in their curtilages; non listed buildings of quality worthy of protection; other unlisted distinctive features worthy of protection and important open land and spaces.
- 2.3 *Listed buildings and structures in their curtilages:* These are protected by legislation and have been identified in the Appraisal. Two are in a poor condition and these have also been identified in the Council's recently updated Buildings at Risk Register. It is considered important their condition improves. Potentially this could occur through the planning process or possibly from grant assistance. Officers will approach owners as Members agreed when considering the

Buildings at Risk Register in March 2013.

- 2.4 *Non listed buildings of quality worthy of protection:* A great number have been identified that make a positive contribution to the Conservation Area and these should be retained through the planning process. Many of these non-listed residential buildings have good quality architectural features of high quality whose formal protection could be achieved through the introduction of an Article 4 Direction. Prior to considering such a course of action the Council will seek to establish ownership and discuss the matter further with respective owners.
- 2.5 *Other unlisted distinctive features worthy of protection:* A considerable number have been identified and include walls and railings which are important to the character of Bishop's Stortford. Most of these are protected by virtue of being within the curtilages of Listed Buildings or above prescribed heights (which means that it is necessary to seek consent before demolition is undertaken). There are other features of note such as industrial equipment, fountains, flights of steps and commemorative memorials and plaques.
- 2.6 *Important open land and spaces:* The Appraisal has identified a number of such important open spaces that materially contribute to the character or appearance of the Conservation Area that should be protected through the planning process.
- 2.7 *Enhancement proposals to deal with detracting elements:* Many have been identified and include boundary walls in need of repair, damaged signage and untidy sites. It is accepted that such improvements will often only be carried out with the co-operation of owners and other local bodies and organisations. However the District Council may have a role to play in some instances, for example by offering technical advice; by determining applications and where appropriate offering grant assistance. The Town Council has expressed support for a number of suggested improvements proposed by the Appraisal and has already taken some action and promised other. This is most encouraging.

3.0 Consultation Feedback

- 3.1 The Town Council thanked East Herts District Council for including them and local residents in the consultation period and for holding a public meeting. They found the documents interesting and provided a number of comments which have been considered further. The general support of the Town Council is encouraging and the process of identifying and subsequently achieving physical improvements, implemented at local level, however small, is important.
- 3.2 The Bishop's Stortford Civic Federation generally considers the Appraisal to be 'sensible and sensitive' and the organisation wants to work jointly with EHDC to ensure preservation and enhancement. This is to be welcomed and officers have suggested a meeting in support of this idea. They support the identification of non listed buildings of importance but suggest additional ones (several of which have been included) and also suggest further extensions to the Conservation Area.
- 3.3 A summary of comments received through the consultation process are set out in the table included as **Essential Reference Paper B**.
- 3.3 **Essential Reference Paper C** is a copy of the Bishop's Stortford Conservation Appraisal and Management Plan as it appeared at the consultation draft stage with track changes that incorporate the necessary changes and the new text associated with the Supplementary Consultation exercise. Further minor changes will be incorporated reflecting the status of the final document once Members have considered it for adoption.
- 3.4 In summary it is recommended that the Bishop's Stortford Conservation Area Appraisal and Management Plan be adopted and be used in the process of determining planning applications.
- 4.0 Implications/Consultations Information on any corporate issues and consultation associated with this report can be

found within **Essential Reference Paper A**

Background Papers

None

Contact Member: Cllr Mike Carver – Executive member for
Strategic Planning and Transport
mike.carver@eastherts.gov.uk

Contact Officer: Kevin Steptoe – Head of Planning and
Building Control, ext 1407
Kevin.steptoe@eastherts.gov.uk

ESSENTIAL REFERENCE PAPER 'A'

IMPLICATIONS/CONSULTATIONS

Contribution to the Council's Corporate Priorities/ Objectives	<p>Place This priority focuses on sustainability, the built environment and ensuring our towns and villages are safe and clean.</p> <p>Prosperity This priority focuses on safeguarding and enhancing our unique mix of rural and urban communities, promoting sustainable, economic opportunities and delivering cost effective services.</p>
Consultation:	<i>Community consultation has been undertaken as set out in the report</i>
Legal:	<i>Preparation of the Appraisal fulfils statutory requirements.</i>
Financial:	<p><i>Costs associated with the preparation of the Appraisal are met from within existing staffing and operational budgets.</i></p> <p><i>The Appraisal suggests works and actions which could be undertaken to enhance the character and appearance of the conservation Area and remove detracting elements. The Council is not committed to undertaking these further actions. There will be potential revenue and capital costs associated with doing so – which can be further assessed on reaching a decision whether to undertake further action.</i></p>
Human Resource:	<i>No additional staffing implications</i>
Risk Management:	<i>No significant risk issues</i>

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Essential Reference Paper B

Issue	Representations made	Officer comment
General Points	<p>The Town Council (TC) has made a number of useful and considered points. They regard the document once updated as being a 'detailed and thorough document.' They consider the layout could be improved and questioned the validity of some photographs and in other situations, seek additional photographs.</p> <p>Supplementary Consultation: the TC 'unanimously welcomed the documentation' of the Supplementary Consultation exercise that was principally in relation to: (a) a new extension at Warwick Road proposed by both the TC and the Civic Federation (BSCF); (b) notifying owners of other non listed properties principally identified by respondents as being important and (c) consulting owners of selected properties in the extensions recommended by the draft Appraisal because the latter document did not identify individual non listed buildings of quality to be retained in these areas nor their important features.</p> <p>The Bishop's Stortford Civic Federation (BSCF) considers the Appraisal to be 'sensible and sensitive' and the organisation wants to work jointly with EHDC to ensure preservation and</p>	<p>The TC has implemented a number of improvements the Appraisal has recommended and they advise of others. They are to be complemented on their proactive approach. The content of the Appraisal document will always be in need of updating and monitoring. Some texts have been amended and photographs have been replaced where they have become out of date and in other cases new ones added.</p> <p>The TC's general support is welcomed.</p> <p>BSCF's detailed assessment is welcomed. The fieldworker has noted the sensitive manner in which some selected recent development proposals have been</p>

	<p>enhancement. They support the identification of non listed buildings of importance but suggest additional ones and also suggest further extensions to the Conservation Area (CA). They seek solutions to bringing selected 'houses/streets back to their former appearance' and regret the decline in appearance of many of the terraces in the town. They seek greater consistency of signage and shop fronts via a more robust development control approach and urge the use of quality materials. They agree that greater co-ordination of signage in the town centre would represent improvements and draw attention to selected facias and garish 'to let signs'. BSCF also consider EHDC have been 'inconsistent in its attitude' to the excavation of front gardens. They consider the document should be reviewed more frequently. They consider the document should include greater detail concerning the town's local distinctiveness. Their representations extend to over 25 pages.</p> <p>BSCF reiterate a number of these points in their response to the Supplementary Consultation and seek confirmation that the Appraisal document will be reviewed in 5 years.</p>	<p>successfully implemented adding to the quality of the Conservation Area. On the other hand there are other less successful examples. The exercise of 'Permitted Development Right' over which the Council has no control, had led to a reduction in the quality of the environment, sometimes significantly, particularly in relation to some terraces. The introduction of Article 4 Directions is considered to be particularly relevant in relation to Bishop's Stortford. Proposals to return houses/streets to their former appearance whilst laudable are unlikely to be practical without financial investment. One such area where this may be feasible could be in relation to Sydney Terrace. Replacement of facias signs needing consent should be considered carefully as any new replacement proposals are considered. It is considered the document properly recognises the high environmental quality of the town and its buildings 'of high quality' and 'representative of many centuries'. With regard to reviewing the document good practice guidance recommends a review every 5 years.</p>
<p>The use of Article 4 Directions (A4). For information if Members agree the principle of introducing Article 4 Directions, a separate notification and consultation with</p>	<p>The TC raised general concerns regarding implementation management and enforcement of Article 4 Directions. The TC specifically draw attention to the retention of house frontages, walls and gardens in relation to selected properties proposed for inclusion in an extended Conservation Area.</p>	<p>This general issue also relates to other Conservation Areas that Members may wish to consider in greater detail together with any associated resource implications. The use of A4's is not uncommon and similar ones are in place in adjoining authorities. Officers consider</p>

<p>owners will be needed.</p>	<p>Bishop' Stortford College do not consider it reasonable that such Directions should control architectural features that are not visible from the highway.</p> <p>BSCF consider nos. 15-19 London Road have window features worthy of retention.</p> <p>BSCF also consider an A4 would be appropriate in relation to a housing group on Newtown Road</p> <p>One late representation from a private resident was 'pleased that my own house is included in the proposals for Article 4 protection.</p> <p>Objections to the potential of A4 Directions in relation to selected historic buildings within the</p>	<p>there is a particularly strong case for introducing A4 Directions in the town where there are many examples of damage caused by the exercise of Permitted Development Rights.</p> <p>Two school buildings and other properties on Maze Green Road and Hadham Road owned by the school have been identifies as potential candidates for A4 Directions. In respect of the school buildings they could relate to good quality examples of late 19th and early 20th century detailing important to retain in its original form. At a meeting the fieldworker explained to the Bursar the Article 4 process which involves further consideration and notification. This may have reduced their concern.</p> <p>Existing text refers to retention of chimneys only. Suggest change text to a more general reference to selected 'features' so as to allow potential of including selected windows if future detailed consideration so warrants.</p> <p>An A4 is already suggested as a possible future action.</p> <p>Noted.</p> <p>There are no proposals for A4 Directions here.</p>
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	<p>Allinson Flour Mill site (in respect of their other comments - see below).</p> <p>Supplementary consultation. St Mary's School Windhill. SJK Planning raised concerns on behalf of the school. Firstly they consider reference to the potential of an Article 4 Direction as it may affect the school building should be removed from the document.</p> <p>Secondly they objected to the buildings being identified for retention because of this potential impact on a new reception and teaching block they are considering. See below.</p>	<p>If Members agree the principle of introducing Article 4 Directions, a separate notification and consultation with owners will be undertaken. It would be at this time such a decision would be taken.</p> <p>See below</p>
<p>Extensions to the Conservation Area proposed by the Appraisal</p> <p>The contemporary swimming pool on Bishop's Stortford campus has been included in a small extension to the CA.</p>	<p>The proposed extensions are generally welcomed by BSCF.</p> <p>One representation has been received by an individual residential property owner on Grange Road who objects. Conversely other respondents from another property on Grange Road are 'enthusiastic supporters'. Another owner on Maple Avenue is 'especially pleased' that Maple Avenue is included.</p> <p>Supplementary consultation: a respondent from Grange Road reiterates her general support</p> <p>The college welcome the acknowledgement that such a modern building has been perceived to make such a contribution but generally object to any overly restrictive planning framework.</p>	<p>Noted.</p> <p>Noted. It is considered that the proposed extensions to both Grange Road And Maple Avenue are appropriate.</p> <p>Noted.</p> <p>This building represents modern imaginative design and officers consider it is worthy of retention and inclusion in the CA. Such design is refreshing and a bold design. No Article 4 Direction is proposed so the restrictive planning framework referred to is limited.</p>

<p>Changes to the Conservation Area boundary proposed by respondents - namely Warwick Road.</p>	<p>Both the Town Council and BSCF together with a private representation from the President of BSCF, consider that Warwick Road should be included in an extended conservation area. BSCF consider the Edwardian School dating from 1909 is worthy of preservation and that the older parts of the school building are elegant. The tree lined street (privately maintained) was laid out in the late 19th century by Sir Walter Gilbey. Representations remind that Warwick Road was originally included in the draft local plan as a 'special environmental area'.</p> <p>Supplementary Consultation. BSCF welcomed inclusion of parts of Warwick Road but remains concerned that certain parts of the road and buildings are omitted fearing that inappropriate development might take place. BSCF consider the whole of Warwick Road should be included and that a strategy should be devised to encourage appropriate high quality redevelopment of sites/buildings not protected from demolition and to ensure good quality replacement dwellings should redevelopment be proposed in such circumstances.</p>	<p>The fieldworker has carefully re-assessed Warwick Road and following site visits considers on balance that parts of the street are of sufficient quality to warrant inclusion. The area contains groups of late 19th/early 20th century quality housing but also other areas of later date and of lesser architectural value. It is proposed to principally include part of northern side of Warwick Road from Alberta Terrace to the school building and also principally include part of the southern side to embrace nos. 36A- 66.</p> <p>The Supplementary Consultation Exercise with affected residents and properties has taken place which identified buildings and structures to be retained and any properties where A4 Directions may be appropriate.</p> <p>Government advice is that Councils need to ensure that new Conservation Areas have <i>sufficient special architectural or historic interest to justify its designation...</i> This advice was heeded in drawing up the proposed boundaries and on this occasion officers remain of the view the proposed boundaries to the Conservation Area extension are appropriately drawn.</p> <p>Normal development control practice should ensure an appropriately high standard of design in the Conservation Area in situations where redevelopment takes place.</p>
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	<p>Supplementary Consultation: One respondent from Warwick Road draws attention to a current planning application in respect of no. 66, stating that the proposal will change the character of this house.</p>	<p>The outcome of this application has recently been determined.</p>
<p>Other suggested changes to the Conservation Area boundaries.</p>	<p>BSCF propose the following changes:</p> <p>Extension along Maze Green Road to include Maze Green Cottage.</p> <p>Extend along Hadham Road west to junction of Cricketfield Lane.</p> <p>Include an area that embraces Dane O'Coys, Cricketfield Lane and Barrells Down Road. BSCF regards this as a 'noticeable omission'. A resident of Barrells Down Road wishes to see this area included although noting there have been 'alterations over the years'.</p> <p>Extend the area along London Road to include The Three Tuns PH.</p> <p>Include the whole of Grange Road. Conversely one representation from a private household objects to the proposal of including Grange Road on the basis that it would</p>	<p>Considered inappropriate because such an extension would include numbers of later 20th century properties of insufficient quality.</p> <p>Accepted this is a pleasant green area but such an extension would include some other 20th century properties of lesser quality.</p> <p>Whilst some of this area is open and green there are tracts of modern development. Barrells Down Road consists of some earlier terrace housing but there have been changes where the exercising of Permitted Development Rights has detrimentally and significantly altered the area. It is not considered appropriate to extend the Conservation Area in these locations.</p> <p>It is considered this building is of limited architectural merit and that the boundary as currently proposed is appropriately drawn.</p> <p>The draft document proposes including most of Grange Road. In officers opinion the revised boundaries are drawn appropriately to include areas principally of dwellings of</p>

	<p>impose additional restrictions to her property.</p> <p>Consider including Elm Grove.</p> <p>Extension already proposed along Dunmow Road should include houses up to no. 83.</p> <p>Include The Meads open space as far as Michael's Road.</p> <p>Supplementary consultation, Maple Avenue. BSCF and a private resident (no.9) consider both sides of Maple Avenue</p>	<p>quality dating from the late 19th/early 20th century. No further alterations are proposed.</p> <p>Careful thought was given to this originally and the conclusion reached was that whilst the properties were of historic interest with good chimney detailing, different window types, doors, satellite dishes and porches incorporated as Permitted Development had eroded the qualities of buildings to a degree that Conservation Area designation was not appropriate.</p> <p>Already proposed to be extended to include no. 81 which represents the appropriate limit of the proposed extension. No 83 is considered to be a smaller residence of insufficient architectural interest.</p> <p>Part of this extensive area of open space is already within the Conservation Area. Extending it to Michaels Road as far as the Mountbatten PH would take the CA to the edge of the town. The area consists of grazing land, playing fields, sports facilities. There is car parking run by EHDC for visitor facilities. It is designated as playing fields and lies within the Green Belt. No extensions to the CA are proposed.</p> <p>The large detached houses here are generally modern with insufficient historic or architectural quality to warrant</p>
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	<p>should be included in the Conservation Area.</p> <p>Supplementary consultation, Chantry Road. The Treasurer of BS Management Company with interest in Chantry Mount, a former school converted to flats, raised a number of general. Particular interest was expressed in a frontage wall that the supplementary consultation had identified as being important.</p> <p>Supplementary consultation Chantry Road. The owner of no. 7 asked whether the Coach House would be included in the proposed extension.</p> <p>Supplementary consultation Foxley Drive. Representations have been received from a resident who support the proposed inclusion 'strongly'. The same representation also suggests the 'old wall opposite' should be included.</p>	<p>inclusion. One property, no. 9 dates from the early 20th century and whilst retaining some original features is modified to a degree that on balance officers consider the boundaries should be not be redrawn to include it.</p> <p>The fieldworker attended a site visit and answered the questions of concern. The wall in question is in need of repair and the potential of grant assistance was advised. Following this meeting there have been no representations so it is assumed the queries raised were answered satisfactorily.</p> <p>The Coach House is proposed to be included and the owners are content with this.</p> <p>Officers have examined the wall which is of yellow brick construction and typically late 19th/early 20th century in appearance and approximately 2.5m in height. It forms a pleasing boundary to this part of the street scene. The fieldworker has contacted the owner of the wall (front boundary to St Fillans) who raises no objections. On balance it is considered appropriate to extend the Conservation Area to include this wall.</p>
<p>Comprehensive development Areas</p> <p>Associated British Foods (ABF) site bounded by Dane</p>	<p>Professional representations advise that the client agrees with the principal general thrust</p>	<p>Several historic buildings owned by ABF are identified to be retained but no Article 4</p>

<p>Street (Allinson Flour Mill site)</p>	<p>relating to the balanced needs of the community and financial expectations of the landowner. However they raise objections to the identification of several unlisted buildings shown to be retained and perceived to be candidates concerning A 4 Directions. In summary they consider the buildings so identified to be of insufficient 'significance' whose retention could undermine the objective of securing the proper comprehensive development of the site.</p> <p>Alternatively BSCF consider a 19th century industrial building the subject of one of the objections referred to above, should be preserved.</p> <p>Both the TC and BSCF query the inclusion of some of the text. One private respondent and newcomer to the town observed the Mill buildings were a striking in appearance and of historical interest.</p>	<p>Directions are proposed. One building (part of former car showroom) is noted as needing further investigation. Other buildings include the Fountain PH, a yellow stock building fronting Dane Street and a 19th century industrial building. These buildings are considered worthy of retention and in officers opinion fit the description of being of 'significance' as defined by National Planning Policy. They are of heritage interest both in terms of their architectural presence and/or historic interest. A wall is identified that adds to the character of the street scene. In the event of future redevelopment taking place and it can be demonstrated that the removal of any such building or structure is essential, then the decision taken at that time will need to balance any such competing factors. In the meantime it is considered appropriate to retain the text as currently written.</p> <p>The text principally draws attention to the environmental impact of the site on the Conservation Area and as such is considered appropriate.</p>
<p>Land defined by Hockerill Street, London Road, Telephone site and railway.</p>	<p>BSCF concur that the area is run down and improvements can and should be made. However they would object to the wholesale redevelopment of the public car park, a concern they reiterate in their response to the Supplementary Consultation.</p>	<p>Officers recognise the importance of the car park to the local shopping economy and have recommended a sentence to that effect be included in the Appraisal document.</p>

MAG American and Warwick Electrical Contractors site.	TC considers the comments in the Appraisal to be inappropriate.	The site, albeit beyond the CA, impacts detrimentally on it and such comments are considered appropriate.
Castle Keep.	BSCF agree with the report that greater efforts to preserve the Castle mound from erosion and overgrowth would be beneficial.	This issue needs further consideration and discussion. Some improvements identified in this general area by the Appraisal have been carried out by the TC.
Listed Buildings including those considered by respondents as being 'At Risk'.	<p>BSCF express concern about the condition of the Boars Head on Windhill and attached weather boarded building which they consider to be 'At Risk'.</p> <p>The TC and others wish, variously, to see mention and reference to the Stag on the façade of no.14 North Street, the Half Moon PH, the Oxfam shop, North Street and Coopers, Bridge Street.</p>	<p>Whilst some repair works are needed, neither of these buildings can be regarded as being 'At Risk'.</p> <p>These buildings are listed and thus protection is afforded. Only a selection of Listed Buildings is included in the Appraisal in the interest of brevity.</p>
Additional unlisted buildings considered to make an important contribution proposed by respondents.	<p>The TC suggest amendments to the text relating to Foxley Cottage and the Red Cow PH respectively. Also to identify include Pizza Express on North Street and the former Drill Hall (also identified by BSCF).</p> <p>The TC also suggest the Kingdom Hall (Interpreted as being to rear of former church building) south side of Newtown Road.</p> <p>In Area 1 BSCF suggest Sutton House and the Senior School library both on Bishop's Stortford campus; the flat iron building being Steps Cottage; a terrace on Hadham Road; Aston House; Maze Green Cottage and cottages junction of Cricketfield Lane; 96-104 Barrells Down Road and other cottages on Barrells Down Road. A private respondent from nearby Maple Avenue also suggests Sutton</p>	<p>It is agreed these suggestions are appropriate and that relevant textural amendments and additions be made.</p> <p>This modern building is considered to be of insufficient importance to warrant inclusion.</p> <p>Officers consider that these buildings are either of insufficient interest or are located beyond the Conservation Area where an extension would be inappropriate. Sutton House and the terrace on Hadham Road are much modified. Robert Pearce House dates from the 20th century, is typically pleasant but unremarkable. On balance</p>

	<p>House, Benson House and possibly other buildings on the college campus including Robert Pearce House.</p> <p>In Area 2 BSCF suggest 21-23 London Road should be identified and that properties opposite Aldi, nos. 51-81 should be so identified.</p> <p>In Area 4 the TC suggest a building behind 40-44 Portland Road. The same building is identified by the BSCF and is believed to be a former bake house.</p> <p>In Area 5 BSCF suggest no. 2 Windhill; Stable End, Windhill; no.15 Windhill; no.21 Windhill; nos.14-16 Church Street; The Coach House, King Street; nos. 29 Fine and Country - 29C North Street; no.6 and no. 19 Half Acres</p>	<p>only those on the campus selected by the Appraisal are considered appropriate and no further additional ones are proposed. Aston House, Maze Green Cottage and properties at Barrells Down Road all lie beyond the Conservation Area. Steps Cottage is already included.</p> <p>It is considered these properties should remain beyond the Conservation Area as alterations have occurred that detract.</p> <p>This simple building may be in deteriorating condition with a more recent roof and is not considered to have sufficient architectural merit to be so. There is an historic unimplemented permission.</p> <p>It is agreed that no.15 Windhill has sufficient qualities and although tucked away behind the main street its appearance and historic association with former nearby Oast House warrants inclusion. Officers do not consider the other buildings are of sufficient quality. No.16 Church Street has already been included.</p> <p>In summary officers consider three additional unlisted buildings are worthy of retention being Pizza Express, North St; the former Drill Hall and no.15 Windhill. The owners have been consulted but no responses from them have been received. The text of the Appraisal document has been amended to include</p>
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		appropriate reference to these buildings.
Other comments relating to unlisted buildings identified by the draft Appraisal as making an important contribution.	<p>BSCF consider that the Police Station is not universally considered thus although they acknowledge the façade has some interest.</p> <p>The owner of one such building, no. 20 Church Street agrees with comments in the Appraisal and wishes to see it preserved and its original features retained.</p> <p>The owner of another such building, no. 22 Church Street notes with regret the inappropriate changes including replacement windows and wishes to see remaining features preserved.</p> <p>Northgate Youth Centre. One respondent applauds its identification and considers it should be preserved and recent graffiti removed.</p> <p>The TC draw attention to the importance of the Victorian cast iron brackets on the station building.</p> <p>SJK Planning raised concerns on behalf of St Mary's school at Windhill and object to the buildings being identified to be retained because of the detrimental impact this might have on a new reception and teaching block they are considering. The fieldworker attended a meeting with senior representatives of the school and their professional advisors. Key points they raised were (a) the buildings were unsuitable for classroom accommodation and because of this the upper floors had been vacated :(b) the</p>	<p>The Appraisal only recommends long term retention of the façade.</p> <p>Noted and agreed. An A4 would be an appropriate mechanism for achieving this.</p> <p>Noted and agreed.</p> <p>Noted and agreed.</p> <p>Accepted, the purpose of including the photograph was to illustrate this very point.</p> <p>There are two buildings one three storeys high and another adjacent of four storeys. They date from the late 19th/early 20th century and are of historic interest and have selected features of architectural merit and contribute to the street scene in this locality. The lower building has good quality entrance and window details to both front and rear elevations on the ground floor whilst the upper floors are much changed and are of little architectural value. The</p>

	<p>agreement with the Diocese does not allow the resale of these buildings and thus their conversion to a non educational use was not possible; (c) the fire authority had condemned the existing fire escape; (d) retention of the existing buildings would represent an ongoing and significant financial liability with no prospect of effective future educational use.</p> <p>In a follow up letter they confirm the buildings have been mothballed mainly because of serious risk management issues; that the taller building is in a poor condition with inadequate outdated and inefficient services; that there is 'no practical way, even at great expense' to alter the internal spaces to provide modern classroom sizes; that even if refurbished the teaching environment would be very poor; that there are serious health and safety concerns such that insurance could not be obtained. The buildings would be difficult to convert to an alternative use and provide the associated parking, access and amenity space.</p> <p>They accept the taller building is striking although austere and that there are some features of 'genuine historic and architectural quality'. They advise their architects are looking at ways some of the existing features could be incorporated into a new build. Their main concern is that any reference in the Appraisal 'should reflect the situation with regard to the viability of re-using the buildings, reach a balanced judgment and allow for redevelopment.</p>	<p>taller building has some good quality window detailing. The fire escape detracts</p> <p>By virtue of decanting the upper floors the school clearly regards such accommodation as being unsuitable and if as stated, the fire escape has been condemned, there may have been little choice in this respect. In combination with their advice that an alternative non educational use such as residential flats is not possible for legal and practical reasons, the concerns of the school, as they have explained them, are understood.</p> <p>The fact that careful consideration is now being given to the principle of retention of selected features is welcomed but at this early stage further comment is not possible. There are parts of the existing façades worthy of retention but others, as already noted, are of limited interest. Further discussions may be appropriate at the formative stages if the proposal develops further.</p> <p>On balance officers consider it is appropriate to have identified the buildings, in parts at least, as being worthy of retention.</p> <p>If the school choose to submit a redevelopment proposal they will need to detail the condition of the buildings and demonstrate that the current practical and legal which they advise currently exist, remain</p>
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	A further letter from the Head teacher based on his own research, advises that a covenant 'removes the possibility of selling the older buildings for residential accommodation'.	incapable of resolution at that time. In such circumstances the competing factors will need careful consideration in reaching a balanced decision.
Other unlisted distinctive features identified as making an important contribution.	<p>In addition to the reports 'excellent proposals' for preserving and improving such features, BSCF raise a general point relates to pavement surfaces in some selected streets where traditional solutions as opposed to tarmac, would be more appropriate. The same point is raised on an individual basis.</p> <p>BSCF seek inclusion of a flint wall to the east of 86 Hadham Road.</p>	<p>The principle of this is accepted and is an issue that needs further discussion with the appropriate authority.</p> <p>It is believed this is already included.</p>
Important open land to be protected	<p>Bishop's Stortford College make a general point that the school is a major employee in the town and should not be subject to unnecessary restrictions preventing its future evolution. They are particularly concerned with the wording of the existing paragraph which they consider to be 'absolute' and in contrast to that regarding open space in the adopted local plan. They point out that had the above wording previously been in place it would not have been possible to bring forward their 'innovative arts centre building'.</p> <p>Open land to rear of Yew Tree Place (Northgate End). A respondent describes this as an important open space. Should it become a flood compensation</p>	<p>It is accepted that the college may wish to provide other educational buildings on campus and should these be provided without significant detriment to the open space such a proposal may be acceptable. It is suggested the relevant text be modified to read: <i>Open spaces on Bishops Stortford College Campus. It is important that the green spaces as shown on the accompanying plans be retained unless it can be demonstrated that development does not significantly detrimentally affect the important vistas and settings for the listed Memorial Hall and other existing buildings of quality.</i></p> <p>Noted, the land is identified as important open space to be protected.</p>

	<p>area associated with development, trees should be retained.</p> <p>One respondent considered the small churchyard to Holy Trinity on South Street to be an important open space.</p> <p>TC advise that the Quaker open space at the bottom of Newtown Road is subject to 'major refurbishment by the TC.</p>	<p>Agreed. On reflection, officers consider this small space in a dense urban environment should be so allocated.</p> <p>The principle of appropriate refurbishment respecting the historic context and reducing current high level of maintenance is welcomed.</p>
Important Views	TC and BSCF identify a number of additional important views.	It is accepted that there are other important views and the text already acknowledges this referring to a 'selection' being provided and views of St Michaels Church from many view points being, 'too numerous to show'.
Opportunities for improvement	<p>BSCF identify badly damaged steps to cottages on the north side of Hadham Road as being in need of repair.</p> <p>BSCF consider a longer term objective should be to replace the Telephone Exchange and adjacent office buildings with a more long term harmonious development.</p> <p>BSCF draw attention to a 'flower bed' in a bad state of repair near the junction of Trinity Street/ Jervis Road. Another on Jervis Road has also been noted.</p> <p>BSCF draw attention to a redundant salt bin in Windhill Old Road which detracts.</p>	<p>Officers agree and suggest an appropriate addition to the document. Damage may have recently occurred.</p> <p>Should redevelopment be proposed at a future date these comments should be heeded.</p> <p>This is accepted and appropriate reference has been proposed in respect of both flower beds..</p> <p>This is accepted and appropriate reference has been proposed.</p>

Other points	<p>TC suggests some gravestones be listed because of their historical importance.</p> <p>TC. The industrial Crane at Hockerill Cut, is it being maintained properly?</p> <p>TC. Redundant sign side of 42-44 Portland Place.</p> <p>TC. Buildings on the former Fyfe Wilson Site should be included in the document.</p> <p>TC. Retention of wood panelling, Thomas Heskin Court and retention of features on 39 Hockerill Street.</p> <p>Representations from the Bishop Stortford College seek confirmation the highlighted locations of trees are indicative only.</p> <p>Eroded lettering on War Memorial, St Michaels Churchyard. A respondent agrees the names should be re engraved.</p>	<p>Individual gravestones are occasionally listed. Any individual or organisation can apply to English Heritage with such proposals. In any event some protection in law is afforded to gravestones of certain age, pre 1925.</p> <p>It appears in fair condition. Weeds to base need ongoing treatment. Metal components painted and free of rust. No evidence of rot or infestation on wooden jib although some timber shakes (splits) evident. The latter particularly would benefit from careful inspection periodic monitoring and treatment as necessary.</p> <p>Agreed it should be removed.</p> <p>It is noted these buildings are currently being marketed for redevelopment and that planning permission has previously been granted for their demolition.</p> <p>Normal planning and Listed Building controls exist respectively.</p> <p>Confirmed this is the case.</p> <p>Noted and agreed.</p>
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	<p>A respondent advised Holy Trinity church is not built of stone but of brick with stone cladding added.</p> <p>Attention is drawn to a few name errors namely Market Square not Market Street; Chantry Road, not Chantry Lane; Sydney Terrace, not Sydney Street and Charles Mellows building, not Mellors.</p> <p>Attention is drawn to perceived OS error regarding an area of open space at Oakway Lodge.</p> <p>The TC requests a number of textural changes and new photographs in the interests of updating the Appraisal document.</p>	<p>Noted and appropriate changes made to text.</p> <p>Noted, appropriate changes made to text.</p> <p>The small area/s of open space in this location are very much incidental to Oakway Lodge and neither considered nor identified as being important by this Appraisal.</p> <p>The Appraisal document will never be completely up to date as change in a dynamic urban area is frequent and ongoing. However in response a number of selected changes have been made and several new photos provided.</p>
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**BISHOP'S STORTFORD CONSERVATION AREA APPRAISAL
AND MANAGEMENT PLAN**

DRAFT FOR CONSULTATION
INCLUDING FURTHER SUPPLEMENTARY CONSULTATION

DRAFT FOR CONSULTATION

2014

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Schedule and Table of
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Appendix 1- List of Guidance notes
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BISHOP'S STORTFORD CONSERVATION AREA APPRAISAL AND MANAGEMENT PLAN

This Appraisal has been produced by Officers of East Hertfordshire District Council to assess the current condition of the Bishop's Stortford Conservation Area, to identify where improvements can be made and to advise of any boundary changes that are appropriate. The document ~~is in draft form and~~ Is in draft form and will be ~~will be~~ subject to public consultation and agreement by District Council Members. There has been a supplementary consultation exercise mainly regarding non listed properties and distinctive features in proposed extensions to the Conservation Area. This document includes the proposed additional text resulting from this exercise.

1. Introduction.

1.1. The historic environment cannot be replaced and is a resource that is both fragile and finite. Particularly in an age when society and its needs change with rapidity, the various historic and architectural elements of Conservation Areas can be perceived to interact in a complex manner and create a 'unique sense of place' that is appreciated by those lucky enough to reside in such special places and the many interested persons who appreciate and visit them.

1.2. East Hertfordshire District has a particularly rich and vibrant built heritage, featuring 42 Conservation Areas and approximately 4,000 fine listed buildings displaying a variety of styles representative of the best of architectural and historic designs from many centuries. Generally and very importantly the clear distinction between built form and open countryside has been maintained.

1.3. The District is situated in an economically buoyant region where an attractive environment, employment opportunities and excellent transport links, road rail and air, make it a popular destination to live and work. In addition to London a short commuting distance away, the District is influenced by other factors beyond its administrative area, such as Stansted Airport and the towns of Harlow and Stevenage. With such dynamics it is inevitable that the historic environment will be subject to pressures which emphasize the need to protect it. Bishop's Stortford is the largest town in the District.

1.4. The East Hertfordshire Local Plan Second Review, adopted in April 2007, recognises these facts and commits the Council to review its Conservation Areas and their boundaries. In specific respect of Bishop's Stortford the plan's aims and objectives are *'to maintain and enhance the attractiveness of Bishop's Stortford as a pleasant place in which to live, grow up, work, shop and spend leisure time'* and *'where resources permit, to continue to improve the built environment of Bishop's Stortford, through street enhancements and maintenance of its historic character'*. Again and in respect of Bishop's Stortford the plan says *'even relatively small detailing on new buildings and other proposals can substantially improve the overall quality of the development'*. To this could be added that it is of equal importance to retain small architectural detailing on buildings of historic importance. The production of this document is very much part of this process.

1.5. Conservation Areas are environments which are considered worthy of protection as a result of a combination of factors such as the quality of design and setting of the buildings or their historic significance. In addition to the individual qualities of the buildings themselves, there are other factors such as the relationships of the buildings with each other, the quality of the spaces between them and the vistas and views that unite or disrupt them. The relationship with adjoining areas and landscape, the quality of trees, boundary treatments, advertisements, road signage, street furniture and hard surfaces, are also important features which can add to or detract from the Conservation Area.

1.6. This Appraisal recognises the importance of these factors and will consider them carefully. ~~Once approved this document will be~~ regarded as a 'material consideration' when determining planning applications. The document also puts forward simple practical management proposals that would improve the character of the Conservation Area and which are capable of being implemented as and when resources permit.

1.7. The recommendations concerning non-listed buildings and structures are normally formed by the field workers observations made from the public realm and seldom involve internal inspection or discussions with owners. Thus such recommendations contained in this Appraisal might be subject to reconsideration through the planning application process, where that is necessary, and which would involve

the submission of additional information. Similar considerations apply to estimating dates of buildings, particularly in the historic core, where a 19th century façade might disguise a building of earlier date, for example. Uses above shops are assumed to be ancillary to the main ground floor use or flats in multi occupation.

1.8. This Conservation Appraisal will:

- Identify the special character of Bishop Stortford's Conservation Area.
- Identify elements that should be retained or enhanced;
- Identify detracting elements;
- Review the existing boundaries;
- Put forward practical enhancement proposals;

1.9. The document ~~will be~~ will be prepared in partnership with the Town Council and the local community through the consultation process. The Council is grateful for the many responses received.

1.10. Acknowledgement and thanks are recorded to Hertfordshire County Council whose Historic Environment Unit has been particularly helpful.

1.11. This document is written in three parts: Part A - Legal and Policy Framework. Part B - Appraisal; Part C - Management Proposals.

PART A - LEGAL AND POLICY FRAMEWORK

2. Legal and Policy framework.

2.1. The legal background for designating a Conservation Area is set out in Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990. This states that the Council shall from time to time designate Conservation Areas, which are defined as being '*areas of special architectural or historic interest, the character or appearance of which it is desirable to conserve or enhance*'. The same section of the Act also requires that Councils undertake periodic reviews.

2.2. Section 71 of the Act requires Councils to '*formulate and publish proposals for the preservation and enhancement*' of Conservation Areas and hold a public meeting to consider them.

2.3. Within Conservation Areas there are additional planning controls and if these are to be supported it is important that the designated areas accord with the statutory definition and are not devalued by including land or buildings that lack special interest.

2.4. ~~From October 2013~~ ~~p~~Planning permission is ~~now~~ required for the demolition of a building in a Conservation Area but is subject to certain

exceptions. For example, it does not apply to Listed Buildings which are protected by their own legislation but is relevant to other non listed buildings in the Conservation Area above a threshold size set out in legislation.* Looking for and assessing such buildings is therefore a priority of this Appraisal.

* The demolition of a building not exceeding 50 cubic metres is not development and can be demolished without planning permission. Demolition of other buildings below 115 cubic metres are regarded as 'Permitted Development' granted by the General Permitted Development Order, subject to conditions that may require the Council's 'prior approval' regarding methods of proposed demolition and restoration.

2.5. Certain ecclesiastical buildings (which are for the time being used for ecclesiastical purposes) are not subject to local authority administration provided an equivalent approved system of control is operated by the church authority. This is known as the 'ecclesiastical exemption'. Importantly in such circumstances, church authorities still need to obtain any other necessary planning permissions under the Town and Country Planning Act 1990.

~~2.4. From October 2013 planning permission is now required for the demolition of a building in a Conservation Area but is subject to certain exceptions. For example, it does not apply to Listed Buildings which are protected by their own legislation but may be relevant to other non listed buildings in the Conservation Area above a threshold size set out in legislation (115 cubic metres). Looking for and identifying such buildings is therefore a priority of this Appraisal.~~

~~2.5. Another exception relates to certain ecclesiastical buildings which are not subject to local authority listed building and conservation area administration provided an equivalent approved system of control is operated by the church authority. This is known as the 'ecclesiastical exemption'. Importantly in such circumstances, church authorities still need to obtain any necessary planning permissions under the Town and Country Planning Act 1990.~~

2.6. The Town and Country Planning (General Permitted Development Order) 1995 (as amended), defines the range of minor developments for which planning permission is not required and this range is more restricted in Conservation Areas. For example, the Order currently requires that the addition of dormer windows to roof slopes, various types of cladding, satellite dishes fronting a highway and a reduced size of extensions, all require planning permission in a Conservation Area~~cladding, satellite dishes fronting a highway and a reduced size of extensions, all require planning permission in a Conservation Area, whereas they would not require permission beyond.~~

2.7. However, even within Conservation Areas there are other minor developments that do not require planning permission. So as to provide further protection the law allows Councils to introduce additional controls if appropriate. Examples of such controls can include some developments fronting a highway or open space, such as an external porch, the painting of a house or the demolition of some gates, fences or walls. The removal of important architectural features that are

important to the character or appearance of a Conservation Area such as distinctive porches, windows or walls or railings to some non-listed properties can be subject to a more detailed assessment and if appropriate made subject to protection by a legal process known as an 'Article 4 Direction' which withdraws 'Permitted Development Rights'. The use of such Directions needs to be made in justified circumstances where a clear assessment of each Conservation Area has been made. In conducting this Appraisal, consideration will be given as to whether or not such additional controls are necessary.

2.8. Works to Trees. Another additional planning control relates to trees located within Conservation Areas. Setting aside various exceptions principally relating to size and condition, any proposal to fell or carry out works to trees has to be 'notified' to the Council. The Council may then decide whether to make the tree/s subject to a Tree Preservation Order. This Appraisal diagrammatically identifies only the most significant trees or groups of trees that make an important contribution to the character of the Conservation Area, particularly when viewed from the public realm. Other trees not specifically identified may still be suitable for statutory protection. [For information there are a number of Tree Preservation Orders already in place within the Conservation Area.](#)

2.9. Some hedges may be protected by the Hedgerow Regulations 1997. This legislation is extremely complicated and only applies in certain situations that are determined by the location of the hedge, its age and or its historical importance, the wildlife it supports and its number of woody species.

2.10. National Planning Policy Framework. Published in March 2012, this document replaces previous advice including PPS 5, Planning for the Historic Environment. The principle emphasis of the new framework is to promote sustainable development. Economic, social and environmental roles should not be considered in isolation because they are mutually dependent and positive improvements in the quality of the built, natural and historic environment should be sought, including replacing poor design with better design. Whilst architectural styles should not be imposed it is considered proper to reinforce local distinctiveness.

2.11. In relation to the historic environment the ~~new~~ National Planning Policy Framework advises as follows:

- There should be a positive strategy in the Local Plan for the conservation of the historic environment and up-to-date evidence used to assess the significance of heritage assets and the contribution they make.
- Conservation Areas. Such areas must justify such a status virtue of being of '*special architectural or historic interest*'.

- Heritage assets. A Heritage asset is defined as *‘a building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listings)’*.
- Considerable weight should be given to conserving such heritage assets and the more important they are the greater the weight. For example the effect of an application affecting a non- designated heritage asset should be taken into account and a balanced judgment reached. Substantial harm to or loss of a grade II Listed Building should be exceptional whilst harm to heritage assets of higher status, e.g. a grade I or II* Listed Building should be wholly exceptional.
- Local Planning Authorities should look for opportunities for new development within Conservation Areas to enhance or better reveal their significance and proposals that preserve such elements should be approved.
- The use of Article 4 Directions to remove national permitted development rights should be limited to situations *‘where this is necessary to protect local amenity or the well being of the area...’*
- Green Areas. Such areas of particular importance can properly be identified for special protection as Local Green Spaces in selected situations.

2.12. East Hertfordshire’s environmental initiatives and Local Plan Policies. East Hertfordshire is committed to protecting Conservation Areas and implementing policies which preserve and enhance them; to support their preservation through the publication of design and technical advice and to be pro-active by offering grants and administering an Historic Buildings Grant Service. With regard to the latter grants are awarded on a first come first served basis in relation to works which result in the maintenance of listed buildings and other unlisted buildings of architectural or historic interest. The maximum grant will not normally exceed £1,000.

2.13. In respect of the above the Council has produced a number of leaflets and guidance notes that are available on request. Further details are provided in Appendix 1.

2.14. The Council also has a ‘Buildings at Risk Register’, originally produced in 2006 and updated in 2012/13. In relation to Bishop’s Stortford Conservation Area, the remains of Waytemore Castle and the entrance arch to no. 5 Half Acres and outbuildings to the rear of no. 12 North Street, have been identified as being ‘At Risk’. Grant assistance

not exceeding £10,000 may be available for necessary works that lead to such buildings' long term security.

2.15. The East Herts. Local Plan was adopted by the Council in 2007. The 'saved' policies set out in the plan remain in force and are relevant in relation to Conservation Area and Historic Building considerations. The Local Plan and its policies can be viewed on the Councils website or a copy can be obtained from the Council (contact details are set out in section 7).

2.16. In accordance with the requirements of the Planning and Compulsory Purchase Act 2004, the Council is in the process of preparing a planning policy document which will replace the 2007 Local Plan. This will be known as the East Herts District Plan (DP). Once adopted the DP will contain the relevant Council planning policies.

2.17. Within the designated Conservation Area on the Bishop's Stortford Insets maps 5 and 6 of the Local Plan referred to above; there are formal designations for the following. Housing; Playing fields/open space/recreation areas; a Scheduled Ancient Monument; Mixed Use sites; Areas of Archaeological Significance; areas of Primary Shopping and areas of Secondary Shopping. There is also a designated Wildlife Site at Apton Road cemetery, ~~a site that in part is proposed to be included in a proposed extension to the existing Conservation Area.~~

2.18. Bishop's Stortford Conservation Area was first designated in 1981 and reviewed in 1997.

Part B - APPRAISAL

3. Origins and Historical Development

3.1. There are 116 records within the existing Conservation Area held by the County Archaeologist. Several of these are believed to date from the Neolithic and Mesolithic periods so it is likely the general area of Bishop's Stortford has been settled since early times.

3.2. There is evidence of Roman settlement and the Roman Road, Stane Street (that linked Braughing with Colchester in Essex) ran to the immediate north of the Conservation Area, running from east (Cricketfield Lane) to west (Parsonage Lane). It is reported that Roman coins were found in 1728 in Waytemore Castle garden reputedly being of Marcus Aurelius, AD 80-161. Roman and/or Saxon spear heads were found in the mid 19th century.

3.3. The Domesday Book was a census commissioned by William I in 1086. In relation to Bishop's Stortford it states that in the Braughing Hundred the Bishop of London also holds Stortford. *'It answers for 6 hides, land for 10 ploughs. In Lordship 4 and 1/2 hides. 2 ploughs there;*

a third possible. 6 villagers with 8 smallholders have 4 ploughs, 3 possible. A priest with 2 men-at-arms; 12 cottagers 2 mills at 30s; meadow for 1 plough; woodland, 300 pigs. The total value is and was £8; before 1066 £10. Edeva the Fair held this manor... Source: Domesday Book no. 12 Hertfordshire, translation edited by John Morris; Phillimore, Chichester 1976.

3.4. Interpretation: A hide of land is believed to be about 120 acres. Kelly's Directory of 1874 (see below) advises that in relation to St Michaels church in the town '*Editha the Fair, the wife of Harold is said to have been buried at the west end of the church*'.

3.5. The Norman motte and bailey was built by William I as a stronghold of the Bishops of London. Circumstantial evidence suggests that the Bishops may have diverted the Roman road at Crabbs Cross and Collins Cross to access Waytemore Castle.



Picture 1. The Castle Mound from a sketch made in 1669. (Reproduced courtesy of Hertfordshire Archives and [Local Studies Records](#)).

3.6. The church of St. Michael was largely rebuilt in the 15th century but has much earlier origins extending back to the 12th century. Later additions and alterations from the 17th century reflect the continued expansion of the town. The evidence of occupation from medieval times onward is apparent from the brief analysis of the dates of the Listed Buildings provided elsewhere in this Appraisal.

3.7. Medieval Bishops Stortford grew into a prosperous trading centre. Seasonal fairs are documented from the late 12th century although the formal grant of the market dates to the early 14th century. The layout preserved in the street pattern and plot boundaries is that of a planned market town with a rectangular market place.

3.8. Although no charter has been found, Stortford acquired burgesses and from 1306-36 was taxed as a borough, sometimes sending two members to Parliament. The Black Death spread through England in the mid 14th century reducing the population of the town by half. It was

described in 1546 as a pleasant '*market towne*' and as '*a great thoroughfare for the Kyngges people*'.

3.9. The years of religious upheaval and unrest, which marked the 16th and 17th centuries, made an impact on the town's history and built heritage. The church was stripped of its decoration and the church cross pulled down. In 1691, following the 1690 Toleration Act, Quakers registered their meeting place, near the surviving burial ground in Newtown Road. The castle was in ruins by 1549; the bishops' prison, used in the 16th century for dissenters, was sold and demolished in 1649. Burials of those who died in the prison (outside the moat) are still sometimes found.

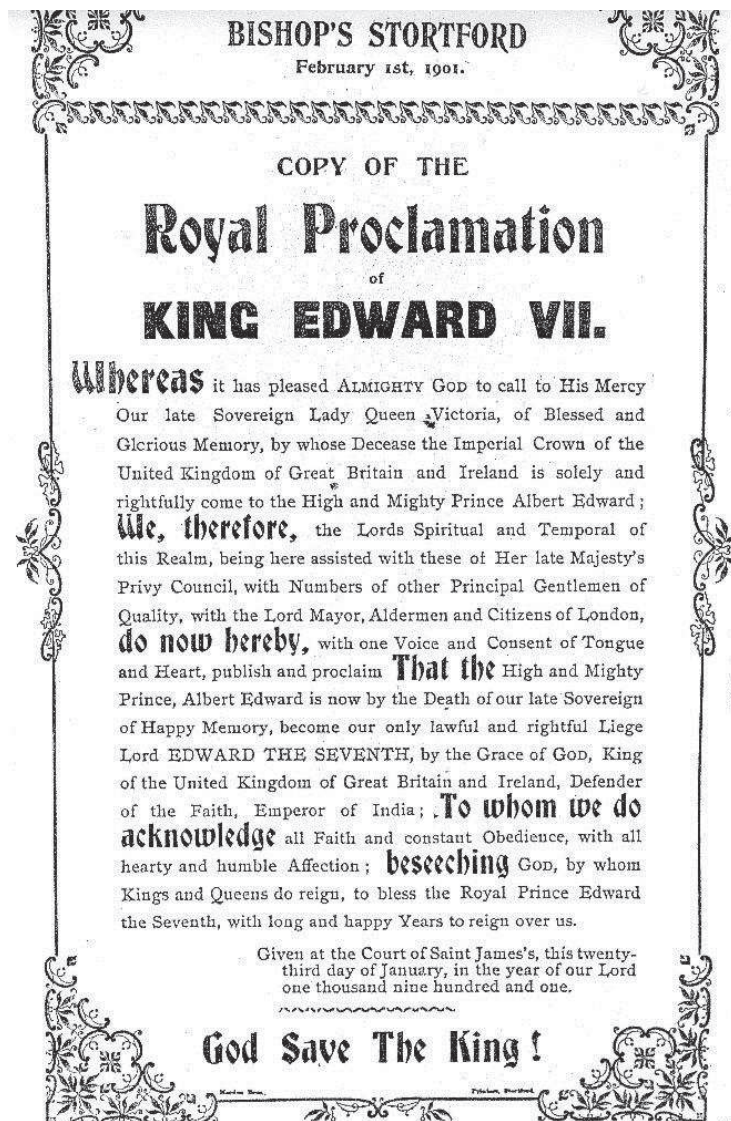
3.10. Communications with London improved further in 1744 with the formation of the Essex & Herts. Turnpike Trust (later the Hockerill Turnpike Trust). This helped in the development of the stagecoach business, which continued to flourish till the arrival of the railway in the mid-19th century.

3.11. A significant turning point in Bishop's Stortford's fortunes came with the coming of The Stort Navigation in 1769 which prompted an economic boom and by 1800 the town was the largest national supplier of brown malt to the London porter-brewing industry. The Stort was canalised and locks provided elsewhere to transport goods to and from wharves constructed in the town. The course of the river north of Terminus Basin and Hockerill Cut was not diverted to its existing course around Waytemore Castle until 1968.

3.12. A picture of the town as it can be recognised today is set out in Kelly's Directory of 1874 which refers as follows: '*Bishop's Stortford is a parish, market and union town (formerly a borough), and a station on the Great Eastern (Cambridge) RailwayThis place has its name from its situation on each side of a ford on the River Stort, which river is navigable hence until it joins the River Lea at Roydon, in Essex; and its prefix, having been bestowed by William the Norman upon...Bishop of London and his successors. William built here Watymore Castle (sic) and the remains of the keep are still to be seen ...Considerable traffic is carried on the Stort and Lea rivers, in malt-, great quantities of which are made here, and in grain and other articles which are sent to London.....A Grammar School (the High School) was founded and endowed in 1579 by Mrs Margaret Dane, of London ...in this school Henry Chauncey, a native of this town, and author of the 'History and Antiquities of Hertfordshire' was educated. The living (of St Michael's church) is a Vicarage...and held by the Rev. William Francis Rhodes. Here is also a British School , some almshouses and places of worship for, Independents, Baptists, Wesleyans, and the Society of Friends...The cemetery is situated on a commanding eminence and comprises about seven acres of land , one half of which is allocated to the church, and the other half for the burial of the different denominations of dissenters. A corn exchange Market house was built in 1828...Here are three banks,*

a large brewery, malting establishments, brickfields, foundry, coach and sacking works, lime kilns and gas works...The Union Workhouse at Hockerill is large and contains 217 inmates... and the population...in 1871, 6250, inclusive of 217 inmates... the population of Holy Trinity parish was 1967. Hockerill is a suburb...and was formed into an ecclesiastical parish in 1852. The Training College for the diocese of Rochester stands on an elevated situation near Hockerill church and was opened in November 1852...the object of the institution is to train mistresses for parochial schools, and it contains accommodation for 60 students.

3.13. Kelly's Directory of 1874 lists a considerable number of official establishments including a Telegraph Office, a long list of Insurance Agents, a Corn Exchange and Market House, a County Court, an Excise Office, a Police Station, a Subscription Library and Reading Room. A number of public officers are named including the Surveyor to the River Stort Navigation Company and the curiously named Inspector of Nuisances. Five places of worship and nine schools are listed. Under conveyance the railway is listed and under carriers '*waggon*s to all parts of Cambridgeshire, Norfolk, Suffolk &c' whilst under water conveyance two barge owners are listed. The commercial entries of about 250 are wide and varied catering for most needs of the population of the three parishes (Bishop's Stortford, Holy Trinity and Hockerill) which in 1871 was 9,539.



Picture 2. Royal Proclamation of 1901. (Reproduced courtesy of Hertfordshire Archives and [Local StudiesRecords](#)).

3.14. Bishop's Stortford has several interesting associations and 'famous sons'. One such was Sir Walter Gilbey, a wine merchant associated with 'Gilbey's Gin'. He died in 1914, aged 83 and is buried alongside his wife in New Cemetery, Apton Road. He founded King's Cottages almshouses. His gravestone includes the following... *'He lived a long honourable and useful life and was a great benefactor to agriculture'*.

3.15. The most famous person associated with the town is Cecil Rhodes, son the Rev. William Francis Rhodes' referred to above in Kelly's description of 1874. Cecil Rhodes was dispatched to Natal aged 16 to

join his brother Herbert and has been described as an 'integral participant in Southern African and British Imperial history'. His birthplace is a Listed Building, ~~and currently beyond (but proposed to be within) the Conservation Area boundary. The, which together with an attached~~ museum, is a visitor attraction.

3.16. The publication, Place Names of Hertfordshire, Cambridge University Press 1970 advises several names, a selection of which are included thus: Storteford 1086; Estorteford 1085; Stratford 1493; Strotford 1560; Bishop Stafford 1710.

3.17. Plan 1 shows the existing Conservation Area boundary approximately imposed on mapping dating from the late 19th century.

4. GENERAL DESIGNATIONS AND CRITERIA USED TO IDENTIFY IMPORTANT ENVIRONMENTAL FEATURES.

4.1. There is one designated Scheduled Ancient Monument in the Conservation Area being the remains of Waytemore Castle.

4.2. Areas of Archaeological Significance. The Areas of Archaeological Significance extends across significant tracts of the Conservation Area from Hadham Road in the west to the Anglo European College on Dunmow Road in the east, including the town centre and Castle Gardens and as a separate area, Grange Paddocks in the north whilst extending south to embrace Newtown and the Apton Road cemetery.

4.3. Listed buildings. Individually listed buildings have been identified, plotted and a selected few are briefly described, such abbreviated descriptions being based on the Dept. of Culture Media and Sport's list, occasionally with additional comments by the fieldworker. Full descriptions can be obtained on line at English Heritage's website or Heritage Gateway website (www.heritagegateway.org.uk) Listed Buildings are protected from unauthorised demolition, alteration or extension. Structures, including railings and walls, within the curtilage of listed buildings, if they are pre-1948, are subject to the same controls as listed buildings. Because of the length of this report and because details relating to Listed Buildings are available as advised above, reference to them is limited.

4.4. Non listed buildings of quality and worthy of protection. Such other non-listed buildings and structures that make an important architectural or historic contribution to the Conservation Area have been separately identified. The basic questions asked in identifying such buildings/structures are:

- (a) Is the non listed building/structure of sufficient architectural or historic interest whose general external form and appearance remains largely unaltered?

- (b) Does the building contain a sufficient level of external original features and materials?
- (c) Has the building retained its original scale without large inappropriate modern extensions that destroy the visual appearance particularly in respect of the front elevation?
- (d) Is the building visually important in the street scene?

4.5. Trees and Hedgerows. The basic criteria for identifying important trees and hedgerows are:-

- (a) They are in good condition.
- (b) They are visible at least in part from public view points.
- (c) Do they make a significant contribution to the street scene or other publicly accessible areas?

4.6. Open spaces or gaps of quality that contribute to the visual importance of the Conservation Area where development would be inappropriate have been identified. The basic question asked in identifying such areas is does the open space or gap form an important landscape feature contributing to the general spatial quality and visual importance of the Conservation Area? Private open spaces forming an important setting for an historic asset and unkempt spaces that have the potential to be enhanced are candidates for selection subject to complying with the principle question.

4.7. Other distinctive features that make an important visual or historic contribution are noted and shown diagrammatically. In relation to walls and railings those above prescribed heights (1m fronting a highway including a footpath or bridleway, water course or open space or 2m elsewhere) are protected and require prior permission for their demolition).

4.8. Reference has previously been made to the potential of introducing Article 4 Directions in justified circumstances and the criteria for their selection in relation to retaining features associated with selected non listed properties is as follows:

- In relation to chimneys, these need to be in good condition, contemporary with the age of the property, prominent in the street scene and complete with chimney pots. Exceptionally particularly important chimney stacks without pots may be selected.
- In relation to selected windows, these need to be on front or side elevations, fronting and visible from the street/s, generally contemporary with the age of the property or of a

sympathetic historic design and where the majority of windows of respective elevations retain their original characteristics and have not been replaced by disruptive modern glazing units.

- In relation to walls or railings, those selected need to be below the prescribed heights (walls fronting a highway including a footpath or bridleway, water course or open space 1m or 2m elsewhere require permission for their demolition), be prominent in the street scene and make a positive architectural or historic contribution to its visual appearance.
- In relation to other features, these may include good quality architectural detailing to non-listed buildings, constructed of wood, metal or other materials.

- It may also be appropriate to introduce Article 4 Directions to retain quality buildings below the prescribed Permitted Development threshold.

~~It may also be appropriate to introduce Article 4 Directions to retain quality buildings below the prescribed threshold where permission for demolition in Conservation Areas is not required.~~

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4.9. Features that are out of character with the Conservation Area and detract or are in poor repair have been identified.

4.10. Important views are identified.

4.11. Conservation Area boundaries. In suggesting any revisions to the Conservation Area boundaries, consideration has been given as to whether or not the land or buildings in question form part of an area of special architectural or historic interest whose character or appearance should be conserved.

5. GENERAL CHARACTER AND SETTING OF BISHOP'S STORTFORD.

5.1. Bishop's Stortford is a large prosperous market town with a population of about 35,000 on the Essex border. The Local Plan describes the town as continuing to evolve but at the same time maintaining its medieval heritage.

5.2. In terms of its wider setting, the Landscape Character Assessment produced in 2007 as a Supplementary Planning Document, describes the Stort Meads area, which is a finger of floodplain extending from the centre of Bishop's Stortford to the Essex boundary, as being a floodplain that becomes increasingly intensively used as a public recreation space as it approaches the town centre and a valued

landscape to local residents. The document sets down guidelines for its conservation and restoration.

5.3. The Conservation Area generally has a diverse and high quality built environment with substantial numbers of worthy buildings, both those that are formally listed and importantly a considerable additional number that are not listed.

5.4. However there are several sites that detract and one of these which is particularly disruptive is the Mill site whose tall buildings and silos dominate many views and much of the town.

5.5. There are relatively small numbers of Listed Buildings in the town as a whole, totalling a modest 105. Within the existing Conservation Area there are 71. Of this total, 4 date from the 15th century or earlier (6%); 9 from the 16th century (13%); 18 from the 17th century (25%); 18 from the 18th century (25%); 19 from the 19th century (27%) and 3 from the 20th century (4%). The latter are the War Memorial in Castle Gardens, All Saints Church on Stansted Road and the Memorial Hall at Maze Green Road. (St Josephs Church at Windhill is also a 20th century but is included within its formal description as being part of an earlier group).

5.6. Two of the Listed Buildings are Grade 1, namely the remains of Waytemore Castle and St Michael's Church. Additionally there are others which are listed grade II* namely, no 10 Bridge Street (Black Lion); no. 30 High street (Boar's Head) and nos. 8-10 High Street.

5.7. As previously indicated some of the Listed Buildings have been identified as being 'At Risk'.

5.8. This Appraisal also identifies many other buildings of high quality that are not listed but that should be retained. These principally date from the 19th century and are an important element in the high environmental quality of the Conservation Area and make a major contribution to its built form and historical evolution. Selected numbers of these buildings have good quality windows, chimneys and other architectural features worthy of additional protection.

5.9. Conversely there are areas of late 19th century terraces whose qualities have been eroded principally by the insertion of modern windows with no overall co-ordination of design and by the provision of off street parking areas.

5.10. Of importance to Bishop's Stortford are other non listed features of high quality including many lengths of walls that should be retained.

5.11. There are also open spaces and water features which have been identified that are particularly important to the town with its urban characteristics and high densities of population. Additionally the Castle

Grounds are identified as a Locally Important Historic Garden. Apton Road cemetery is a designated Wildlife Site.

5.12. Trees enhance many areas adding character and diversity to many local street scenes.

5.13. This Appraisal proposes a number of extensions to the Conservation Area that are described elsewhere below.

5.14. The Conservation Area has been divided into five separate geographical Identity Areas namely: Area 1 which includes most of Hadham Road, Maze Green Road and Bishop's Stortford College. Area 2 being that part of the town to the east of the railway line, including the Telephone Exchange on London Road, All Saints Church on Stansted Road and the Anglo European College on Dunmow Road. Area 3 consists of that part of the town either side of The River Stort from Grange Paddocks in the north to Station Road in the south. Area 4 essentially embraces Newtown whilst Area 5 consists of the remainder of the town including the main historic core centred on the Market Square.

5.15. These Identity Areas are shown on Plan no. 2.

6. DETAILED CHARACTER ANALYSIS.

AREA 1.

6.1. This area consists of Hadham Road running in a south easterly direction towards the town centre before turning east to its junction of Chantry Road. The area includes Bishop's Stortford College and part of Maze Green Road.

6.2. General Overview. Mapping from the late 19th century shows this area to be relatively open in nature and dominated by several large houses and buildings. These include a Nonconformist School, now part of Bishop's Stortford College, Westfield House, School House (now Springfield Court), a Malting building to the west of School House (part of structure remains) and Emery House on Chantry Road. Mapping from 1874 identifies a kiln, brickyard and clay pit to the east of the Nonconformist School. The area had more extensive tree cover at this time.

6.3. Today the same general structure remains although significant development has taken place in the intervening years. Nevertheless large villas of quality dominate the street scene and the area retains significant tree cover, including many fine trees such as Cedar of Lebanon and Wellingtonia, species that were frequently planted by the

Victorians. Bishop's Stortford College is a large campus containing some good quality buildings dating from the 19th century onwards.

6.4. Unfortunately elsewhere in the area the quality of several 19th/early 20th century terraces have been detrimentally eroded by 'permitted development' and by the insertion of inappropriate windows, for example.

6.5. In brief summary within Area 1, this Appraisal has identified considerable numbers of unlisted properties worthy of retention and some are suitable candidates for additional protection. It is suggested the Conservation Area be extended in several locations as set out below.

6.6. Archaeological Sites. The core of the area as shown on the accompanying mapping is identified as an Area of Archaeological Significance. Of particular historic interest is the fact that the site of the Grammar School (now occupied by Springfield Court) moved here in the 1860's, closing in 1930 and that a Medieval Cross, Watye Cross, once stood at the junction of Maze Green Road and was destroyed either at the Reformation or during the Commonwealth.

6.7. Individually Listed Buildings. Within this area there are two Listed Buildings only.

~~6.8.~~ Memorial Hall at Bishops Stortford College – Grade II. 1922 by Clough Williams Ellis. Single-storey detached building in modified, classical style. Yellow brick with Portland stone dressings, and steeply pitched pantiled roof with central copper-covered cupola. Order of brick pilasters with stone bases and entablature crowned by pair of urns to long south side.



Picture 3. Memorial Hall at Bishops Stortford College, a Grade II building by Clough Williams Ellis erected in 1922.

6.89. No. 94 Westfield Lodge, Hadham Road (North Side) - Grade II. Circa 1830, Painted stucco, slate roof. Main east elevation. Symmetrical, 3 windows. Central Greek revival doorcase with consoles on slim pedestals, deep cornice. Approached by old flagstone steps. Original sashes, top ones square. Deep plain eaves.

6.109. Other non listed buildings that make an important architectural or historic contribution. Within this area including proposed extensions there are 22-40 such buildings or groups of buildings of quality worthy of retention. Others will be identified if the proposals to extend the Conservation Area are accepted. Many buildings have selected architectural details that (as observed from the public domain) may merit additional protection by Article 4 Direction subject to further consideration following separate consultation with owners.

6.104. No. 129 Hadham Road. Late 19th/early 20th century painted brickwork, tiled roof with prominent chimneys. Large bay window to front with distinctive entrance detail to side. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.



Picture 4. 129 Hadham Road a typical residence of the area with good architectural detailing worthy of retention and additional protection.

- | 6.112. No. 127 Hadham Road. Late 19th/early 20th century render, tiled roof with prominent chimneys. Large bay window to front with distinctive entrance detail to side, similar to that of no.129. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.
- | 6.123. No. 125A Oakleigh. Probably early 20th century large 2 storey of brick and plaster construction with tiled roof, central doorway and distinctive window detailing. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.
- | 6.143. Nos. 125 Hadham Road, Kingsmead and Maple Corner. Early 20th century brick and render with tiled roof and decorative wooden detailing; original/early windows, canopy over central doorway, small decorative chimneys. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.
- | 6.145. No. 119 Hadham Road. Carfield Castle. A most unusual late 19th/early 20th century building in exuberant Gothic style constructed of red brick with turrets and large entrance canopy. Set in spacious heavily treed grounds. The fieldworker did not seek access when undertaking

survey but considers this exceptional building warrants proper examination. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.



Picture 5. Carfield Castle, Hadham Road designed in exuberant Gothic style; an exceptional and most worthy building of its period.

| 6.156. No. 117 Hadham Road, Langham House. Probably early 20th century yellow stock brick with pyramidal slate roof and prominent chimneys with pots. Two storey bay windows either side of recessed central entrance door; decorative horizontal banding. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.

| 6.167. Nos. 90- 92 Hadham Road. Pair of 19th century prominent two storey houses with rendered elevation and slate roof with 3 no. chimneys with pots. 4 no. distinctive bay windows. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.



Picture 6. Nos. 90-92 Hadham Road, a pair of 19th century prominent 2 storey houses of quality.

- | 6.178. Little Westfield Court, Westfield Road. 19th century former stable block; two storeys painted brickwork and slate roof. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.
- | 6.189. Snowlands, Westfield Close. 19th century two storey house of red brick with slate roof. 2 no. chimneys with pots; original /early windows with recessed central access; modest side extension does not detract. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.
- | 6. 2019. 96A and 96B Hadham Road. Typical pair of 19th century tall 3 storey villas with dormers in subdued Gothic style. Yellow brick with red brick detailing and banding; bay windows with stone detailing to second floor. Elsewhere quality windows with stone lintels and cills. Replacement slate roof and tall chimney stacks without pots. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification unless this group is classified as flats in which case protection is already afforded under normal development control.
- | 6.204. Masonic Hall, Hadham Road, north side. Probably dates from the late 19th/early 20th century; single storey constructed of red brick with slate roof and tall chimneys with pots, some stone detailing. Very large stone detailed window with glass removed to front elevation that dominates the building. It is

~~important that s~~Such architectural detailing ~~should be is~~ preserved and retained. Formal protection is provided by existing planning controls.

6.2~~12~~²³. 114 Hadham Road. A large house in the modernist style with clean lines and good proportions. From available mapping the building is likely to have been built in the 1950's. A rare and unusual building of quality. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.



Picture 7. A building in the modernist style that may have been built in the 1950's. The fieldworker would appreciate further details if there is additional local knowledge.

6.2~~23~~²³. Nos. 118-120 and nos. 122-124 Hadham Road. Two pairs of large 19th century villas of red brick construction with slate roofs with chimneys (few pots). Both pairs have distinctive typical Victorian detailing with bay windows decorative stone window surrounds, prominent canopies and recessed entrances. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.



Picture 8. 122-124 Hadham Road. A distinctive Victorian Villa with good architectural detailing most worthy of retention and additional protection.

6.234. College building abutting Maze Green Road. Early 20th century school building of red brick construction with tiled roof. High quality rubbed brick detailing to lintels and arch features defining recessed walkway. Decorative metal rainwater goods; original wooden and lead window detailing; and plaque interpreted to be dated 1908 (in fact plaque is inscribed MDCCCXVIII, whereas it more usually would have been MCMVIII) It is important to preserve these windows and other architectural details in their original form and therefore protection by possible Article 4 Direction may be appropriate.



Picture 9. College building Maze Green Road dating from the early 20th century.

6.245. School House and Collett House on Bishops Stortford College campus. A tall three storey 19th century red brick building with prominent chimneys with pots, finials and decorative tiled roof with fish scale bandings. Yellow stock brick quoin detailing, good window detailing with stone window surrounds and stone plaque inscribed 1868. It is important to preserve these windows and other architectural details in their original form and therefore protection by possible Article 4 Direction may be appropriate.



Picture 10. School House and Collett House, originally a 19th century Non conformist school building. Kelly's Directory of 1874 described it as a 'handsome building'.

6.256. Nos. 6-16 Maze Green Road, including no.10, the Headmasters House. A grouping of mid 20th century two storey houses possibly post war of red brick or render and tiled roofs. Typical detailing includes chimneys with pots several with vertical tile hanging between bay windows to both floors and leaded windows. The grouping is typical of the period and important to retain. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.



Picture 11. Typical mid 20th century house, part of group on Maze Green Road worthy of retention and additional protection subject to further consideration.

- | **6.267.** Nos. 86-88 Hadham Road. Pair of 19th century prominent two storey houses with rendered elevation and slate roof with 4 no. prominent and decorative chimneys with pots. 4 no. distinctive bay windows. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.
- | **6.278.** Prominent private day nursery, Hadham Road north side, between Thornfield Road and Chantry Road. Probably dating from the late 19th/early 20th century; constructed of stock brick with red brick detailing, recessed entrance.
- | **6.289.** No. 30 Hadham Road, Oakbeam. Two storey house dating from early 20th century of brick and render construction with slate roof and decorative chimney. High quality bay windows to both floors surmounted by dormer; decorative wooden detailing. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.



Picture 12. No. 30 Hadham Road, Oakbeam. Two storey house dating from early 20th century. Selected architectural features are worthy of additional protection.

6.2930. Markwell Windows and Conservatories, Hadham Road. Probably early 20th century of painted brickwork and render with decorative wooden detailing. Slate roof and tall decorative chimney. It is important that such architectural detailing is preserved and retained. Formal protection is provided by existing planning controls.

6.304. Carlton House, corner Hadham Road, south side and Bell's Hill. Prominent corner plot. Probably late 19th century building characterised with large bay windows to ground floor and portico supported by classical columns with arched window above; slate roof. It is important that such architectural detailing is preserved and retained. Formal protection is provided by existing planning controls.

6.312. The Emery, Chantry Road. Large 19th century house now divided into a number of flats. Yellow stock brick with slate roof and chimneys with pots. Large bay windows and central entrance; painted stone and rusticated detailing. Particularly well kept. It is important that such architectural detailing is preserved and retained. Formal protection is provided by existing planning controls.

6.32. No. 46 Maze Green Road, south east corner of Maple Avenue. Early 20th century detached house, brick to ground floor, render to first. Tiled roof with decorative ridge tiles and finial detailing; decorative chimneys. Decorative floral/ foliate banding defines ground and first floors. Bay windows to both floors with tiled roofs above. Decorative barge board detailing. Original/early windows. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.

6.33. The Redwoods, Maple Avenue. A large detached building consisting of five flats. Modern prominent property constructed of yellow brick with tiled roof with dormers. Bay windows to two storeys. Contemporary window range of pleasing design and proportions. Formal protection provided by existing planning controls.

6.34. No.18 Maple Avenue. Large detached early 20th century house with gable end to street. Rendered with tiled roof and chimneys. Bay windows to two floors with tiled roofs above. Decorative floral/ foliate and other brick decoration. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.

6.35. Nos. 8-10 Maple Avenue. Large detached pair of early 20th century properties of red brick construction with tiled roof, decorative ridge tiles; chimneys. Decorative barge board and other wooden detailing. Recent windows. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.

6.36. No. 4 Maple Avenue. Large early 20th century detached property of red brick construction with tiled roof. 2 no. decorative chimneys and decorative ridge tiles and finials. Bay windows to both floors with tiled roofs above. Central entrance with canopy over. Windows of traditional design. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.

6.37. Nos. 1- 3 Thornfield Road. Late 19th/early 20th century rendered building with slate roof and central chimney with pots. 2 no. bay windows to ground floor; decorative barge board detailing; windows of traditional design. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.

6.38. No. 5 Thornfield Road. Late 19th century residence of yellow brick construction with slate roof and 2 no. chimneys with pots. Bay windows to both storeys on one section. Barge board and quoin detailing. Date plaque inscribed 'The Gables' 1892. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.

6.39. No. 7 Thornfield Road. Late 19th/early 20th century residence of yellow brick construction with slate roof and decorative chimneys. 2 no. dormers to roof with decorative barge board detailing. Good quality red brick banding, brick quoins, rubbed brick lintels and central archway to recessed entrance. Bay window with roof above. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.

6.40. Nos. 9 and 11 Thornfield Road. Two detached houses probably dating from the early 20th century of differing design but with common features being of yellow brick construction with slate roofs. Whilst garaging may be considered to detract, their mass and selected detailing contributes to the street scene.

6.41. Nos. 13-15 Thornfield Road. Late 19th/early 20th century of red brick construction with slate roof and 2 no. chimneys with pots. Garages detract to a degree but such impact is limited by being subservient to principal block. Range of bay windows to first floor and one to ground floor with scalloped roof above. Decorative wooden canopy on wooden supports above central entrances. Early/original windows. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.

6.42. No. 17 Thornfield Road. Late 19th/early 20th century house of simple design constructed of yellow brick and slate roof with chimneys and pots. Bay window to ground floor with slate roof above. Preliminary view is that the interesting range of leaded windows may be contemporary with original date of construction of the property. Recessed entrance with shallow arch detail. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.

6.43. Nos. 21-23 Thornfield Road. Late 19th century pair of yellow brick construction with pyramidal slate roof, 2 no. chimneys, one with pots. 2 no. bay windows to ground floor with slate roofs above. Good quality brick detailing including banding incorporating named stone plaques dated 1898. Modern windows. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.

6.44. Nos. 25-27 Thornfield Road. Late 19th/early 20th century pair principally of red brick construction with tiled roof and centrally located chimney with pots. High quality decorative brick detailing. Also complex wood detailing to first floor and barge board detailing. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.



Picture 13. Nos. 25-27 Thornfield Road, one of several high quality houses on this street.

6.45. Nos. 5-7 Chantry Road. Large 19th century dwelling now a pair with later additions. Identified as Chantry Villa on late 19th century mapping. Render with slate roof and chimneys with pots. 2 no. bay windows to ground floor and entrance doorway in classical style. Early/original windows and possibly door detailing. Decorative eaves detailing. Also former coach house to rear. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.

6.46. Chantry Mount, Chantry Road. Late 19th/early 20th century former school building now converted to flats and as such afforded protection by normal development control. Of yellow brick construction with tiled roof. Bay window detailing to second floor. Decorative quoins and heraldic style plaque inscribed 'school'. Various window types detract.

6.47. Osbourne House Chantry Road. (nos. 9a and 9b). Probably of 20th century date. Gable ends with barge board and other wooden detailing. Rendered with slate roof and decorative ridge tiles and centrally located chimney with pots. Range of windows with common lancet arched detailing provides unity to whole elevation. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.

6.48. No. 13 Chantry Road. Large detached late 19th/early 20th century house of brick to ground floor, render to first floor. Pyramidal tiled roof with finials and prominent chimneys with pots. Decorative barge boards and porch detailing. An Article 4 Direction to provide protection for

selected features may be appropriate subject to further consideration and notification.

6.4933. *Other distinctive features that make an important architectural or historic contribution.* Walls so identified are protected from demolition without prior consent virtue of exceeding specified height or being within the curtilage of a Listed Building unless otherwise noted.

6.3450. Brick wall fronting Westfield Road within curtilage of Westfield Lodge, a Listed Building; height varies.

6.3551. Wall to front of no.125 Hadham Road, Kingsmead and Maple Corner. Brick with piers and capped with spent industrial waste embedded in cement.

6.5236. Wall to front of Carfield Castle. Prominent wall in street scene, includes repairs and replacements; original piers up to approx. 2m.

6.5337. Wall to no. 92 Hadham Road on Westfield Road boundary. Brick with rounded capping detail, exceeds 1m in height.

6.5438. Boundary wall to Hadham Road, east of no. 86. Prominent in street scene height varies, exceeds 1m; of unusual large brick construction, elsewhere of flint. The dimensions of bricks varied and bricks were either taxed by numbers (post 1784 Brick Tax) or by volume (post 1803).

6.5539. Boundary wall, north side of Hadham Road, opposite Bell's Hill. Constructed of brick and flint with capping detail including that composed of spent industrial waste embedded in cement.

6.5640. Boundary wall north side of Hadham Road to east of Thornfield Road. Constructed of yellow stock brick, height varies, exceeds 2m in places.



Picture 143. Boundary wall, east of no. 86 Hadham Road. Walls are a feature of the town in this area and need to be retained. Note unusually large brick sizes of this example.

6.57. Wall on the east side of Chantry Lane a continuous wall of flint and brick capped with clinker industrial waste. Except for access points this wall as identified runs the length of nos. 34 - 38 Chantry Road. Exceeds 1m in height.

6.58. Wall on the west side of Chantry Road fronting Chantry Mount, Osbourne House and no.11 Chantry Lodge; a prominent brick wall with open and recessed arched detailing, exceeds 1m in height .

6.59. Wall on the west side of Chantry Road north of Pleasant Road; a wall of unusual construction and appearance being of exposed aggregate blocks with substantial aggregate capping detail, approx 1.8m in height.



Picture 15. Distinctive boundary wall at Chantry Road, part of which is proposed for inclusion within an extended Conservation Area.

6.4160. Free standing letter box corner of Hadham Road/ Dane O'Coys Road with crown and inscribed GR

6.4261. *Important Open Spaces.* Area to front of Springfield Court, Hadham Road. An important open space in the street scene and highly relevant to the setting of Springfield Court. Contains several trees of exceptional quality.



Picture 164. Important open space at Springfield Court with fine specimen trees associated with former School House that previously existed on the site. Used to be site of Grammar School.

6.6243. Open spaces on Bishops Stortford College Campus. It is important that the green spaces ~~in whole and in part~~ as shown on the accompanying plans be retained unless it can be demonstrated that development does not significantly detrimentally affect the important because they provide vistas and ~~important~~ settings for the listed Memorial Hall, ~~the contemporary swimming pool and other important buildings to be protected and previously referred to namely the College building abutting Maze Green Road and School House and Collett House, and other existing buildings of quality.~~

6.6344. *Particularly important trees and hedgerows.* Those trees that are most important are shown very diagrammatically on the accompanying plans. Some very fine specimens add to the character and verdant nature of Hadham Road. Trees of various species and at various stages of maturity significantly add to the quality of Maple Avenue and Thornfield Road, some of which are subject to Tree Preservation Orders.

6.6445. *Important views.* A selection as shown on accompanying plans.

6.6546. *Elements out of character with the Conservation Area.* Concrete post and wire fence to Hadham Road frontage, boundary of Bishop's Stortford College. Boundary detailing would be improved by planting shade tolerant hedge screening. Fence to front of Snowlands, Westfield Close. Wooden fence in state of deterioration. Ideal solution would be to replace with suitable railings or hedge. Front boundary fence to nos. 69A and 69B. Re-erect chestnut paling fence and allow ivy vegetation to colonise.

6.6647. *Opportunities to secure improvements.* Plant shade tolerant screening to Bishops Stortford College boundary with Hadham Road. Replace existing deteriorating fence to front of Snowlands, Westfield Close. Allow ivy vegetation to re-colonise chestnut paling fence to front of nos. 69A and 69 B Hadham Road. Repair badly damaged steps to cottages on north side of Hadham Road.



Picture 175. Deteriorating fence to front of Snowlands. This may need replacing in the future; an ideal solution would be with railings or hedge.

6.6748. *Suggested boundary changes.* It is proposed to extend the Conservation Area to include properties at Maple Avenue, principally on the western side but also to include a small section at the south east as shown on the accompanying plans. The area is of architectural and historic interest because it consists of a number of large residences dating from the early 20th century which are worthy of retention. ~~Some of these have architectural detailing worthy of additional protection that will be identified as a supplementary exercise if there is support for the proposal.~~ The area also contains a number of fine mature trees, both deciduous and coniferous that are contemporary in age with the properties, thus adding to the areas overall environment quality and historic interest. There was a supplementary exercise involving consultation with non listed properties to be retained and identification of any associated architectural detailing particularly worthy of additional protection which are described above.

6.6849. It is also proposed to extend the Conservation Area to include the Charles Mellowws swimming pool on the Bishop's Stortford campus that was opened in 2002. This 21st century building represents imaginative modern design that is functional and pleasing in

appearance and considered to be of sufficient architectural interest and worthy of retention.



Picture 168. The simplicity and elegance of this contemporary building at Bishop's Stortford College adds to the range and diversity of quality buildings on the campus.

6.6950. It is also proposed to extend the Conservation Area principally to include properties on the west side of Thornfield Road up to and including no. 27. Detached and semi detached properties here date from the late 19th/early 20th century and are of brick construction and generally with slate roofs. Although modifications such as replacement windows have taken place, a number of properties have quality detailing such as chimneys with pots, rubbed and decorative brickwork, bay windows, recessed entrances, date plaques and decorative wooden detailing. In recognition of the contribution of tree cover on the eastern side of the road, the ~~proposed~~ Conservation Area has been drawn to include an appropriate strip in this location. There was a supplementary exercise involving consultation with non listed properties to be retained and identification of any associated architectural detailing particularly worthy of additional protection which are described above. ~~If there is support for the proposal, properties to be retained and architectural detailing worthy of additional protection will be identified as a supplementary exercise.~~

6.70. ~~6.51.~~ Similarly it is proposed to extend the Conservation Area principally on the western side of Chantry Road. In this location there are several large late 19th/ early 20th century properties of architectural and historic interest. One Chantry Mount has a plaque demonstrating its previous use as a school. Another interesting characteristic of this area are several distinctive boundary walls to both sides. ~~If there is support~~

for the proposal, the precise rear boundary, properties and boundary walls to be retained and architectural detailing worthy of additional protection will be identified as a supplementary exercise. There was a supplementary exercise involving consultation with non listed properties to be retained and identification of any associated architectural detailing particularly worthy of additional protection which are described above.

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Picture 17. No. 27 Thornfield Road, one of several proposed for inclusion within an extended Conservation Area.



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~~Picture 18. Distinctive boundary wall at Chantry Road, part of which is proposed for inclusion within an extended Conservation Area.~~

AREA 2.

~~6.71.52.~~ This area consists principally of Dunmow Road and Stansted Road, London Road and Hockerill Street where the western edge of the sub area is the railway line.

~~6.72.53. *General Overview.*~~ The majority of the area lies to the north of the Dunmow Road and mapping from the late 19th century shows the area to have been largely undeveloped with significant areas of woodland within which were scattered several large buildings including All Saints Church on Stansted Road, Clapham Place and the Diocesan Training Institute (Schoolmistresses), now forming part of the Hockerill Anglo European School campus. However the area around the crossroads was well developed at this time and mapping shows several Malthouses, a Smithy and a Nursery between the Railway and crossroads. The Railway Hotel existed on the corner of Station Road and London Road and there was a Maltings building to the south of Station Road.

~~6.7354.~~ The area as existing today largely consists of some good quality residential development dating from the early 20th century with Manor Road and Sandle Road dating from this time. Hockerill College has continued to expand. Unfortunately the quality of several 19th/early 20th century terraces has been detrimentally eroded by 'permitted development' and by the insertion of inappropriate windows and roofing materials.

~~6.74.~~ The area of mixed uses between Hockerill Street, London Road and the Railway and south of Station Road is dominated by the large Telephone Exchange building. Parts of this area are in decline and would benefit from redevelopment. Until recently this was the case relating to the former garage and works site between Station Road and the station building to the south where redevelopment ~~has now is now~~ taking place with a new Aldi store.

~~6.5575.~~ In brief summary within Area 2, this Appraisal has identified a considerable number of unlisted properties worthy of retention some being suitable candidates for additional protection, seeks views on the potential of redevelopment on one large site and has suggested the Conservation Area be extended in several locations as described later.

~~6.7656. *Archaeological Sites.*~~ Most of the area is identified as an Area of Archaeological Significance. A hearth and associated worked flints

probably representing Neolithic occupation were found in this area. The possible site of the Parish Workhouse is believed to have stood on the south side of Hockerill Street. There were clay pits on the Dunmow Road and mapping from 1874 shows the location of Hockerill Corn Mill on the south side of Dunmow Road just beyond the Conservation Area boundary.

| **6.7757. Individually Listed Buildings.** Within this area there are a number of Listed Buildings with the principle concentration being located to the north side of Hockerill Street between the railway line and Stansted Road. A selection of abbreviated descriptions is provided below.

| **6.7858.** Hockerill Residential School (now Hockerill Anglo- European College campus). - Grade II. Former Church of England Elementary Schoolmistresses' residential college by Joseph Clarke, 1852. Tudor Gothic style. Diaper patterned red brick walls with stone dressed doors and windows. Old red tile pitched roofs with Hampton Court style brick chimneys. Quadrangular plan. Main south front is a 1924 addition. East front has central projecting single storey chapel 1878 by J Clarke. Late 19th century additions on north-east of quadrangle. Modern cloisters. Good example of mid 19th century college architecture.

| **6.7959.** The Maltings (behind No 27) Hockerill Street, north side- Grade II. Long range late 18th /early 19th century maltings. Red brick, old red tile roof. Two storeys. Steep pitched projecting roofs and 2 conical ventilators near centre.

| **6.8060.** No. 2 (Cock Inn, including outbuildings at rear) Stansted Road - Grade II. Late 16th century, plastered timber frame. Old red tile steep pitched roof, slated at rear. West elevation has jettied first floor with 19th century casements and 3 jettied gables, north gable with 19th century iron sign. South elevation has exposed half-timbering with carpenter's marks.

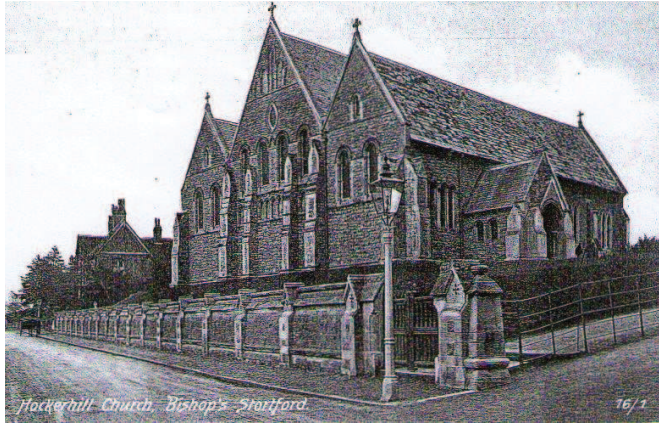
| **6.8164.** Church of All Saints, Stansted Road- Grade II. 1936 by S. E. Dykes Bower. Rough limestone with ashlar dressings. West front to road has tall, broad, central tower with steep, hipped, red tile roof. Chancel has east rose window with flowing tracery and 2 south windows of paired plain lancets beneath a multifoil oculus. 19th century open timber lych gate at south west corner of churchyard with cruciform shingle roof. The church dominates the east aspect of the town.



Picture 19. Fine interior to Church of All Saints Stansted Road, 1936 by S. E. Dykes Bower.



Picture 20. Lych Gate at Church of All Saints, of oak construction. Shingle roof and old bench seats,



Picture 21. The earlier All Saints church (Reproduced courtesy of Hertfordshire Archives and [Local Studies Records](#))

6.6282. Other important buildings within the curtilages of Listed Buildings.

6.8363. Buildings within the Hockerill Anglo- European College.

- Rochester House. Tall late 19th century brick property with slate roof and chimneys. Appears on 19th century mapping as 'Clonmore'.
- Thames House, old block. 19th century brick building with tiled roof, prominent chimneys, decorative barge boarding and original window detailing. Now boarding accommodation. Set in expansive lawned area when approached from Stansted Road.
- Headmasters House, no. 66 Stansted Road. 19th century, painted brickwork, slate roof, prominent chimneys and original windows.
- St Albans Hall. Mid 20th century hall with tiled roof and central cupola. Original windows, central entrance door with concrete surround simulating concrete. Well designed and proportioned. Despite later adjoining wings with architectural qualities varying from mediocre to poor to the front, this main central element retains its original identity. From available mapping the fieldworker has assumed it predates 1948 and thus, unless other information reveals otherwise, can be considered as 'curtilage listed'.



Picture 22. Thames House, old block. Good quality 'curtilage listed' 19th century accommodation on the Hockerill Anglo- European College campus.

6.8464. Other buildings and structures of importance on the Hockerill Anglo- European College campus. There are two other buildings of architectural and historic interest on the campus that should be retained.

6.8565. These are as follows: Thames House new block and St Albans House, formerly Chelmsford House.

(a) Thames House new block; three storey block yellow stock brick simple design, original window surrounds, replacement windows. Plaque with Latin inscription dated 1949, so consequently post dates 1948 and thus cannot be regarded as being 'curtilage listed'.

(b) St Albans House. Three storey mid 20th century brick building with vertical tile hanging to third floor. Utilitarian post war detailing of concrete window and decorative door surrounds simulating stone. Well proportioned. Plaque reads 'Chelmsford House, this building replaces St Albans House and Menet House which were destroyed by enemy action 10 October 1940. This stone was unveiled by ... on the occasion of the college centenary 24 May 1952. From the latter it is assumed the building is post 1948 and therefore cannot be considered as 'curtilage listed'.

6.8666. Other non listed buildings that make an important architectural or historic contribution.

~~6.87. Within Area 2- Within this area including proposed extensions there are 69 there are 19~~ such buildings or groups of buildings of quality worthy of retention. ~~Others will be identified if the proposals to extend the Conservation Area are accepted.~~ Many such buildings have selected architectural details that (as observed from the public domain) may merit additional protection by Article 4 Direction subject to further consideration following separate consultation with owners.

~~6.8867. Foxley Cottage. Access to this property from its long gated entrance off Foxley Drive could not be obtained. However despite being shielded by high wall when partly viewed from adjacent college grounds it is clear that t~~This 19th century property has a number of good quality architectural features including decorative barge boarding and distinctive tall chimneys. ~~There is a modern extension sympathetically designed. On this basis it has been concluded worthy of protection whose s~~Selected architectural details may merit additional protection by Article 4 Direction subject to further consideration following separate consultation with owners.

~~6.8968.~~ Thames House new block and St Alban's House (formerly Chelmsford House) on the Hockerill Anglo- European College campus; see above.

~~6.9069.~~ Nos. 6-26 Manor Road, east side. Group of two storey early 20th century properties of brick construction with tiled roofs and chimneys with pots. Architectural features include bay windows, canopies, decorative wooden detailing. A plaque dated 1907 noted. Selected features within this group are candidates for protection by possible Article 4 Direction unless any ~~within this group~~ are flats in which case protection is already afforded.



Picture 23. Architectural detailing that contributes to the quality of early 20th century residence, being no. 6C Manor Road.

6.9170. No. 33 Manor Road- The Gables (corner Sandle Road), west side. Group of two storey early 20th century properties of brick construction with tiled roofs and chimneys with pots. Other architectural features include bay windows (whose repetitive design add to the architectural quality of the street scene), canopies and decorative wooden detailing. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.



Picture 24. North west side of Manor Road. Good quality early 20th century housing with architectural details worthy of additional protection.

- | **6.9274.** Nos. 2-16 Sandle Road. Tall distinctive early 20th century villas, brick and render, tiled roofs, many chimneys with pots. Some wooden decorative detailing and canopies. Some replacement windows detract but overall mass and scale is pleasing. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.

- | **6.9372.** Nos. 7-15 Manor Road. Tall early 20th century residences constructed of brick with tiled roofs and prominent chimneys with pots. Bay windows to both floors; some decorative wooden detailing. Some replacement windows detract but overall mass and scale is pleasing. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.

- | **6.9473.** 47- 49 Dunmow Road. Small group of probably mid 20th century houses brick or render with slate and tiled roofs respectively. Various architectural details including chimneys, prominent bay windows to ground floor with slate roofs above and arched window detailing. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.

- | **6.9574.** No.18 Stansted Road. Prominent red brick building with tiled roof, chimneys with pots. Bay windows. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.

- | **6.9675.** Nos. 21-23 and 25-35 Stansted Road, west side. A group of early 20th century two storey dwellings. Nos. 21-23 are tall and constructed of yellow stock brick with red brick quoins and other banding. Bay windows to ground floor; slate roof with chimneys with pots; date plaque 1904. Whilst replacement windows detract, massing and scale pleasing in street scene. Nos. 25-35 are of similar date with red brick front elevations with high quality horizontal banding detail; slate roofs and chimneys with pots. Bay windows to both floors. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.



Picture 25. Nos. 25-35 Stansted Road. Repetitive architectural detailing adds to their individual quality and quality as a group.

6.9776. Nos. 52-56 Dunmow Road, south side. Late 19th century yellow stock brick, slate roof and prominent chimneys with pots. 3 no. bay windows structures to ground floor with decorative detailing. Whilst replacement windows detract the overall scale and massing and decorative form of the bay windows adds quality to the street scene. Plaque inscribed Highland Place 1895. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.

6.9877. The Red Cow PH, Dunmow Road South side. A small scale PH (currently ~~being redeveloped for flats~~~~closed and for sale~~) with slate roof probably dating from the late 19th/early 20th century with distinctive leaded window range and decorative detailing. ~~that should be~~ **it is important that such architectural detailing is** preserved and retained. Formal protection is currently provided by existing planning controls. ~~but this might alter if the use changed.~~

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6.9978. Church House and adjacent no. 48 Stansted Road. Tall prominent late 19th century yellow stock brick with tiled roof and chimneys. Decorative lintels and red brick banding. Some replacement windows. Partly hidden from view.

6.10079. Thomas Heskin Court, corner London Road and Station Road, former Inn and then Hotel. Now flats. Prominent façade to Station Road. Render with slate roof; some replacement windows but many original; metal support for former sign above central vehicular access. It is important that such architectural detailing is preserved and retained. Formal protection is provided by existing planning controls.



Picture 26. Thomas Heskin Court, an important unlisted building on a prominent corner of London Road and Station Road.

6.10180. Station building dating from early 20th century, London Road west side. Single storey brick building with slate roof and tall decorative chimney with pot. Typical cast iron brackets supporting flat canopy over. It is particularly important that such typical architectural detailing is retained.



Picture 27. Typical late 19th/early 20th century metal railway architectural brackets.
Station building, London Road.

- | 6.[10284](#). Nos. 43- 47 London Road, east side. 19th century tall red brick building with dark brick decorative detailing; slate roof and central chimney. Porch to Grange Road elevation, may be contemporary with original building. Chimney, selected windows and architectural detailing should be preserved and retained. Formal protection is provided by existing planning controls if these are flats.
- | 6.[10382](#). Nos. 39-41 London Road. 19th century prominent pair of houses with render or ashlar type finish, bay windows, many original window detailing, central entrance; slate roof with chimney. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.
- | 6.[10483](#). No. 37 London Road, Jubilee Cottage. Mid 19th century yellow stock brick with central entrance; slate roof. Two plaques that jointly read Jubilee Cottage 1865. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.
- | 6.[10584](#). Déjà Vu Sandwich Bar- no. 19 and 25-29. (Nos. 21-23 excluded). Late 19th century terrace of varying heights, roofs principally slate with several prominent chimneys and pots. Some replacement windows. Plaques 'Mayfield 1895; also W.G. 1899. Selected [chimneys/features](#) on

single dwellings within this group are candidates for protection by Article 4 Direction.

6.106. Nos. 63A and 63B- 65 and 71-73 Dunmow Road. Two storey early 20th century of red brick construction with tiled roofs and chimneys. Decorative ridge tiles each with central recessed doorway to front with name of house inscribed above. Bay windows with good quality stone surrounds to both floors with tiled roofing above. Some modern windows detract. An Article 4 Direction to provide protection for selected features on single dwellings may be appropriate subject to further consideration and notification.

6.107. Nos. 67- 69 Dunmow Road. Similar to previous except no. 67 has gable end to street with barge board detailing. Some modern windows detract. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.

6.108. Nos. 75 - 77 Dunmow Road. Two storey early 20th century pair of red brick construction with tiled roof, 2 no. chimneys and decorative ridge tiles. Bay windows to both storeys with tiled roofs and finials above. Centrally located pair of recessed doors. Combination of traditional and more recent windows. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.

6.109. No. 79 Dunmow Road. Distinctive early 20th century residence of red brick construction with gable end to street. Tiled roof with chimneys and decorative ridge tiles; other good quality decorative brick/tile detailing. Box shaped bay windows to two floors. Recessed doorway; early/original windows. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.

6.110. No. 81 Dunmow Road. Distinctive early 20th century residence of red brick and plaster appearance with decorative vertical tiles hung to part gable front elevation. Tiled roof with chimneys. Good quality decorative barge board detailing. Two unusual bay windows to ground floor; one semi circular, the other boxed and diagonally aligned; both with decorative brickwork above. Some early/original windows. Centrally located plaque interpreted as inscribed with 1904 date. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.



Picture 28. Properties to the north side of Dunmow Road are proposed to be included in an extended Conservation Area.

6.111. No. 62 Dunmow Road. Probably early 20th century two storey yellow brick residence with hipped slate roof and chimney with pots. Canopy with slate roof over central doorway. Windows probably contemporary with age of property. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.

6.112. Single storey building to east of no. 62 Dunmow Road. Probably of late 19th century origin formerly part of Malthouse complex. Single storey flint construction with hipped slate roof. Recently sold. Modern windows.

6.113. Nos. 68-100 Stansted Road and nos. 1-13 Foxley Drive. Believed to date from the 1930's these properties are characterised by having bay windows to both floors with vertical tile hanging between window areas, repetitive 'leaded' window detailing; pyramidal tiled roofs with deep eaves and chimneys. Nearly all retain recessed doors with brick detailing surrounds. Various elevational treatments of brick, render and occasional pebble dash. A most important and indeed unusual characteristic of these two groups of mid 20th century houses is the manner in which they have remained largely unaltered. A few chimneys have probably been reduced in height but, for example, only minimal changes have been made to the repetitive leaded window detailing. In discussion with one resident, the fieldworker was advised that although some such windows had been replaced with modern materials there had been a general voluntary consensus regarding their retention. Only one such alternative window detailing without leaded detailing was noted.

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6.114. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.



Picture 29. Mid 20th century detached housing, typical of those on Stansted Road and Foxley Drive, proposed to be included in an extended Conservation Area.

6.115. No.1 Grange Road. Late 19th century two storey yellow brick with slate roof and 3 no prominent chimneys with pots. Early/ original windows. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.

6.116. Nos. 7-9 Grange Road. Late 19th century two storey yellow brick with hipped slate roof. 2 no. roofed bay windows to ground floor. Central plaque inscribed 'Bedford Villas'. Early/ original windows. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.

6.117. Nos. 11-13 Grange Road. Late 19th century tall yellow brick house with pyramidal slate roof with large central chimney, some pots. Red brick banding and lintel detailing. 2 no. bay windows to ground floor worthy of retention. Some later modifications detract. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.

6.118. Nos. 19-21 Grange Road. Late 19th century yellow brick pair prominent in street scene. 2 no. flat roofed bay windows and central recessed doorway. Some detracting modifications such as later tiled roof but building and some details contribute to street scene. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.

6.119. Nos. 25-27 Grange Road. Tall late 19th century building with rendered prominent gabled elevation fronting the street. Slate roof and 2 no. prominent chimneys with pots. 2. no. bay windows with flat roofs. Interesting entrance details to both side elevations. Render front would benefit from renovation. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.

6.120. Nos. 47-49 Grange Road. Two storey late 19th/early 20th century pair constructed of brick with tiled roof and decorative ridge tile detailing. 2 no. prominent chimneys with pots. Bay window detailing to both storeys surmounted by tiled roofing. Interesting 'keystone' detailing. 2 no. recessed entrances. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.

6.121. Nos. 2-4 Grange Road. Late 19th/early 20th century two storey pair of brick construction with pyramidal slate roof; central chimney with pots. Mass and chimney adds positively to street scene. However front elevation rendered in two different colours detracts. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.

6.122. No. 8 Grange Road. Yellow brick two storey gable end to street. Recessed entrance; bay window to ground floor; horizontal red brick banding. Windows of traditional design. Various chimneys with pots. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.

6.123. Nos. 10-12 Grange Road. Late 19th century of red brick construction with slate roof. 2 no. chimneys with pots. 2 no. bay windows to ground floor and recessed entrances with keystone detailing. Matching doors, probably original. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.

6.124. No. 14 Grange Road. Large late 19th century two storey rendered house with slate roof and 2 no. chimneys to front. Two bay windows to ground floor with similar central entrance detailing. Windows of traditional design. Plaque inscribed Grenadier Villa 1886. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.

6.125. No.18 Grange Road. Late 19th century two storey house of red brick construction with slate roof and central prominent chimney with pots. Bay windows to both floors. Horizontal brick and lintel detailing. Windows of traditional design. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.

6.126. No. 20 Grange Road. Tall late 19th rendered property with tiled roof. Some windows of traditional design. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.

6.127. Nos. 22-24 Grange Road. Two storey late 19th century pair with pyramidal slate roof and large central chimney stack. Of yellow brick construction with some red brick detailing. 2 no. bay windows with slate roofs above. Some windows of traditional design; others later and detract. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.

6.128. No. 26 Grange Road. Late 19th/early 20th century two storey yellow brick with red brick quoins and detailing. Pyramidal slate roof with chimney. Bay window to ground floor with tiled roof over. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.

6.129. No. 28 Grange Road. Tall late 19th/early 20th century house prominent in street scene. Brick to ground floor, render to first floor. Two prominent chimneys. Interesting canopy detailing to entrance. Some modern windows detract. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.

6.130. No. 30 Grange Road. Late 19th/early 20th century of red brick construction with tiled roof and chimney with pots. Windows of traditional design. Decorative barge board and good quality vertically hung tiles to part front elevation. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.

6.131. Nos. 32-34 Grange Road. Late 19th/early 20th century of red brick construction with tiled roof and decorative chimneys. Half rounded bay windows to both storeys each topped with scalloped tiled roofs and finials. Centrally located pair of recessed doors with heraldic device above. Other decorative brick detailing. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.



Picture 30. Nos.32-34 Grange Road, part of the street proposed to be included in an extended Conservation Area.

6.132. Nos. 36-38 Grange Road. Of late 19th/early 20th century date; two storey red brick construction with slate roof; 2 no. chimneys with pots; decorative ridge detailing. Traditional bay windows to both floors with barge boarding and finial detailing above. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.

6.133. Nos. 44-46 Grange Road. Of early 20th century date two storey constructed of yellow brick with slate roof. Decorative ridge tiles, tall chimneys with pots. Two bay windows to ground floor with slate roofs above. Fine window with ornate column detailing. Central date plaque 1903. One decorative canopy detail missing which would improve elevation if replaced. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.

6.134. Nos. 48-50 Grange Road. Late 19th/early 20th century pair of yellow brick with red brick quoins and other detailing. Bay windows to both floors, 2 no. recessed entrances and 2 no. chimneys with pots. Later roof to no. 48 disrupts overall unity. Tiled canopy to front with decorative metal supports. Original/ early windows. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.

6.135. Nos. 52-54 Grange Road. Late 19th/ early 20th century brick and rendered pair with tiled roof and central chimney with pots to front. Bay windows extend to second floor. Red brick quoins and other detailing.

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Recessed doorways to side of each. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.

6.136. Nos. 36A-42 and 52-54 Warwick Road. Three pairs early 20th century; red brick to ground floor with render to first. Tiled roofs, chimneys with pots. Windows at first floor defined by brick detailing. Bay windows to ground floor. Some with recessed entrances, others with canopy supported by decorative iron brackets. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.

6.137. Nos. 44-50 Warwick Road. Two pairs, early 20th century, constructed of brick with slate roofs surmounted by chimneys with pots. Recessed entrances; bay windows to ground floor. Some modern windows. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.

6.138. Nos. 56-60 Warwick Road. Three detached 20th century houses, each of red brick construction with hipped tiled roofs. Two with prominent chimney to front (chimney removed on no. 56). Nos. 58 and 60 have porch detailing interpreted as being original. Windows of common design. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.

6.139. Nos. 62-66 Warwick Road. Three large detached 20th century dwellings of character. Common features include red brick construction, tiled roofs, chimneys with pots, wooden porch detailing to side elevations and unusual diagonally aligned bay windows to ground floor fronts with decorative detailing above. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.



Picture 31. No. 66 Warwick Road with unusual diagonally aligned windows to front elevation, one of three such examples in the street.

6.140. Nos. 1-11 Warwick Road (Alberta Terrace). Late 19th century terrace of yellow brick with slate roof and 3 no. prominent chimneys with pots. Central plaque inscribed Alberta Terrace 1878; other plaques display initials. Continuous canopy partly covered by corrugated plastic. Variety of windows also detract. An opportunity for neighbours to cooperate over time to achieve real improvements. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.

6.141. Nos. 13-15 and 17-19 Warwick Road. Prominent and of late 19th century date. Two storey brick to ground floor, render above. Tiled roofs and chimneys. Recessed entrances with heraldic date plaque on one 1897. Various bay window detailing; side windows to each pair may contain original stained glass. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.

6.142. No. 21 Warwick Road. Large two storey residence with tiled roof. Prominent plaster and wood detailing to front. Large mass and different type adds variety and character to street scene. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.

6.143. No. 23 Warwick Road. By contrast with former, a smaller scale building of brick construction with tiled roof and prominent chimney to front worthy of an Article 4 Direction to provide protection subject to further consideration and notification.

6.144. Nos. 25 and 27 Warwick Road. Large brick and brick and render residences with tiled roofs and prominent chimneys. Mass of buildings contribute to street scene. Some modern windows. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.

6.145. No. 29 Warwick Road. Large prominent rendered 20th century residence with hipped tiled roof whose different design and massing adds to the rich variety of the street scene. Horizontal banding and detailing of central doorway. 2 no chimneys with pots. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.

6.146. Nos. 33 and 35 Warwick Road. Two large detached residences principally valued for their mass and impact on the street scene; principally of red brick construction with tiled roof. Chimneys and other detailing worthy of retention. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.

6.147. No. 37 Warwick Road. Two storey 19th/20th century yellow brick frontage with slate roof. 2 no. chimneys, recessed entrance, bay window

with slate roof above. Decorative barge boarding; early/ original windows. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.

6.148. No. 39 Warwick Road. Two storey 19th/20th century yellow brick frontage with tiled roof decorative ridge tiles and finials. Good quality red brick quoins and other detailing, bay windows to both floors. Large prominent chimney to front. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.

6.149. Nos. 41-43 Warwick Road. Pair of late 19th/early 20th century constructed of yellow brick with tiled roof and central chimney. Attractive bay windows to first floor with ornate detailing including decorative stone columns. Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.

6.150. No. 47 Warwick Road (Evsham Lodge). Late 19th/ early 20th century of yellow brick construction with tiled roof, chimneys and finial detail. Bay windows to first floor in part. Windows of traditional design. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.

6.151. Property between no. 47 and school complex (associated with school). A modest building with prominent chimney worthy of retention by possible Article 4 Direction. Date plaque reads 1910.

6.152. Edwardian school building in part. The elegant Edwardian window detailing, other brick features and components such as the cupola atop tiled roof are most worthy of retention in their original form. Some later additions detract. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.



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Picture 32. Elegant Edwardian window and other detailing on school building in Warwick Road.

6.85153. *Other non listed distinctive features that make an important architectural or historic contribution.* Walls so identified are protected from demolition without prior consent virtue of being within the curtilage of a Listed Building or exceeding specified height unless otherwise noted.

6.86154. Prominent stone wall forming boundary to Stansted Road at All Saints church. Probably 19th century, of stone construction with piers and substantial stone capping. Height varies up to approx 2m.



Picture 3328. Finely detailed stone wall to front of All Saints church, Stansted Road protected. This wall existed as part of the previous church that burnt down.

6.87155. Various walls within the [curtilage](#) of Hockerill Anglo European

College: being prominent brick wall adjacent to public footpath to north of the college; varies in height from less than 2m to more than 3m. Also tall boundary wall north of Thames House separating college campus from Foxley Cottage. Also prominent length of wall of yellow stock brick to eastern side of Stansted Road, north of All Saints church, extending nearly as far as Foxley Drive. Of varying height exceeding 1m; piers, capping and panel detailing.

6.88156. Prominent wall to north side of Dunmow Road, principally to west of Manor Road. Stock brick with capping, probably dates from late 19th/early 20th century. Height varies up to 2 m. Eastern corner of Dunmow Road/Manor Road in need of repair. Length to front of terrace nos. 19-33 Dunmow Road surmounted by railings making this stretch particularly important to retain.

6.89157. Prominent length of wall of yellow stock brick to eastern side of Stansted Road, south of All Saints church. Of varying height exceeding 1m; piers and decorative capping detailing.



Picture [3429](#). Prominent wall of yellow stock brick to eastern side of Stansted Road, south of All Saints church. Walls are important in selected street scenes of Area 2.

[6.158](#). Wall to the front of no.62 Dunmow Road of yellow brick construction with triangular slate capping detail and wall to front of Conewood Manor.

[6.159](#). Following supplementary consultation, wall to front of St Fillans, Foxley Drive, of yellow stock brick construction, exceeds 2m in height.

[6.160](#). Wall to front of Alberta Terrace, Warwick Road. Constructed of yellow brick capped with clinker. On sloping ground but generally exceeds 1m in height.

[6.161](#). Wall on the south side of Warwick Road. Two lengths of wall constructed of brick with clinker capping and tall intermittent piers similarly capped. Heights vary Both exceed 1 metre.

[6.162](#). Edward VII letter box on south side of road corner of Pine Grove. Adds historic and visual interest to the street scene. It is hoped it will be retained.

[6.90163](#). Telephone Letter Post Box mid 20th century dating from mid 20th century, south side of Hockerill Street. GR V1 and Crown inscription.

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6.94164. Important open spaces. Graveyard to All Saints church, Stansted Road. A small but important open space with range of gravestones dating from the 19th century. The area has been allowed to develop into a wildlife meadow that together with trees provides an oasis of tranquillity.



Picture 350. The delightfully tranquil graveyard at All Saints, Stansted Road.

6.16592. Open spaces at Hockerill Anglo- European College campus. Within the campus there are six important green spaces of various sizes that add significantly to its environmental qualities and provide verdant settings for the historic buildings. Some spaces are enclosed and intimate whilst others are more expansive. Their qualities are enhanced with a variety of mature tree species, some of which are contemporary with the establishment of the original buildings.

6.93166. Particularly important trees and hedgerows. Trees add interest and diversity particularly on Stansted Road and as set out above, within the Hockerill Anglo- European College campus. A Copper Beech tree to front of no. 79 Dunmow Road has been identified in the extended Conservation Area. There are some particularly fine coniferous species between main Stansted Road and service road to nos. 68-100 in this extended Conservation Area. Trees of various species and at various stages of maturity throughout Warwick Road, including those planted within footpaths alongside the road, significantly add to this extended area's environmental qualities. Some Tree Preservation Orders are in place.

6.16794. *Important views.* A selection as shown on the accompanying plans. Views looking along the approach roads towards the traffic lights at the cross roads are important and if the opportunity presents itself, should be improved.

6.95168. *Elements out of character with the Conservation Area.* Small triangle of open space, north side of Dunmow Road adjacent Cock PH. Provides 2 no. seats, a dog waste container prominently displayed and a litter bin. Frontage defined by short posts and site traversed by random paved path. A landscape enhancement scheme including additional planting against the prominent wall would benefit the area.



Picture 364. Small triangle of open space adjacent to Cock PH. A landscape enhancement scheme would benefit the area.

6.96169. The area defined by Hockerill Street, London Road, the Telephone site to the south and railway to the west is a site of mixed uses. These include commercial properties fronting Hockerill Street and London Road, a surface car park run by EHDC and housing including Crown Terrace. The latter's historic and architectural qualities have been compromised by 'permitted development' and is accessed by a private road in need of repair. Between Crown Terrace and the surface car park is an area of ancillary residential development containing a range of free standing garages and defining fencing of a poor and temporary nature. The commercial properties fronting Hockerill Street and London Road principally date from the late 19th/early 20th century and are of limited architectural quality having been compromised in part

by modern windows and discordant signage. The London Road boundary to the car park is poorly defined by advertisement hoardings and a row of short bollards that are seasonally overgrown by weeds. The area is located at an important focal entrance point to the town and its appearance imparts an area in partial neglect and decline. If this view is shared a bold long term vision of comprehensive redevelopment in whole or in part might find support. During consultation the importance of the car park was highlighted and this is agreed.

6.17097. Alternatively short term initiatives could bring immediate improvements, for example providing a more acceptable boundary treatment to the London Road car park.



Picture 327. Garaging of a temporary nature associated with Crown Terrace adjacent to EHDC surface car park. Views relating to the future of this whole area are sought.



Picture 383



Pictures 383 and 349. Bollards and signage poorly define the London Road boundary to site corner of Hockerill Road, ~~where views relating to the future of this whole area are sought.~~

6.17198. Damaged boundary wall to Telephone Exchange, London Road. Brick wall is damaged in several locations, some damage possibly caused by trees. Contact owner and seek appropriate remedy.

6.99172. Former derelict site, south west corner of Station Road, opposite Thomas Heskin Court (now redeveloped as an Aldi shop) where redevelopment is now taking place.



Picture 4035. Southern extension to former derelict site south west of Station Road, now redeveloped.



Picture 4136 - Redevelopment that is taking place on former derelict site south west of Station Road (now completed).

6.10073. Wall on Grange Road boundary relating to nos. 43- 47 London Road, of red brick with piers; height varies but exceeds 1m. In urgent need of repair.



Picture 4237. Wall at Grange Road in urgent need of repair.

6.10474. Opportunities to secure improvements. Undertake a landscape enhancement scheme for triangle of open space on Dunmow Road adjacent to Cock PH. Continue to consider~~Seek views on~~ the prospect of achieving selected improvements or comprehensive redevelopment of the area defined by Hockerill Street, and London Road, the Telephone site to the south and railway to the west whilst acknowledging the importance of the car parking facilities to the local economy. Seek remedy and initiate repairs to boundary wall to Telephone Exchange, London Road. Also repairs to wall eastern corner of Manor Road/Dunmow Road. Repair boundary wall at Grange Road boundary of nos. 43- 47 London Road,

6.17502. Suggested boundary changes. It is proposed to extend the Conservation Area in an easterly direction along the north side of Dunmow Road to include properties nos. 63A and 63B5- 813 as shown on accompanying mapping. These two storey houses date from the early 20th century and are brick construction with tiled roofs with prominent chimneys with pots. Other common architectural features are bay windows, stone dressing and other decorative architectural detailing. There was a supplementary exercise involving consultation with non listed properties to be retained and identification of any associated architectural detailing particularly worthy of additional protection which are described above.

~~If there is support for the proposal such architectural detailing worthy of additional protection will be identified as a supplementary exercise.~~



Picture 38. Properties to the north of Dunmow Road are proposed to be included in an extended Conservation Area.

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~~6.10376. It is also proposed to extend the Conservation Area south of Dunmow Road to include Conewood Manor, a Care Home and a Listed Building and also no. 62 Dunmow Road and nearby adjacent single storey flint building with slate roof at right angles to the road now in residential use. The latter may have been a late 19th century ancillary building to a former Malthouse. No. 62 is of yellow stock brick and probably dates from the early 20th century. To the front of no.62. is a yellow stock wall capped with slate detailing that exceeds 1m in height. The Town Council advise that Conewood Manor, formerly known as Plantation House, was once home to Major Holland of Holland and Barrett health shops. If there is support for the proposal any such architectural detailing worthy of additional protection will be identified as a supplementary exercise. There was a supplementary exercise involving consultation with non listed properties to be retained and identification of any associated architectural detailing particularly worthy of additional protection which are described above.~~

~~-6.10477. It is also proposed to extend the Conservation Area to the west of London Road to include the historic Railway Station entrance building with its typical industrial iron supporting brackets. This proposal also has the effect of including the remainder of the former derelict site now being redeveloped.~~

6.10578. It is also proposed to extend the Conservation Area north along Stansted Road to include nos. 68-100 ~~London~~Stansted Road and nos. 1-13 Foxley Drive. These detached houses date from the mid 20th century, generally have ~~brick front elevations~~, bay windows to both floors with vertical tile hanging between window areas, repetitive 'leaded' window detailing; pyramidal tiled roofs with deep eaves and chimneys. Although subject to occasional alteration, a ~~characteristic main quality~~ of these properties is in addition to being that they are typical of their period, ~~they are and~~ most importantly, largely unaltered. The area between London Road and the access to properties is well landscaped with some very fine coniferous species. ~~If there is support for the proposal, architectural detailing worthy of additional protection will be identified as a supplementary exercise.~~

There was a supplementary exercise involving consultation with non listed properties to be retained and identification of any associated architectural detailing particularly worthy of additional protection which are described above.



~~Picture 39. Mid 20th century detached housing, typical of those on London Road and Foxley Drive, proposed to be included in an extended Conservation Area.~~

6.17906. It is also proposed to extend the Conservation Area along Grange Road on the south side to include nos. 2- 54 and on the north side to include nos. 1-27 and also nos 47-49. This residential area dates from the late 19th and early 20th centuries and principally consists of pairs of large villas constructed of brick with both slate and tiled roofs. Good quality architectural features include chimneys, bay windows and a variety of– decorative detailing. There was a supplementary exercise involving consultation with non listed properties to be retained and

identification of any associated architectural detailing particularly worthy of additional protection which are described above.

~~If there is support for the proposal, architectural detailing worthy of additional protection will be identified as a supplementary exercise.~~



Picture 40. Late 19th/early 20th century housing on Grange Road, part of the street proposed to be included in an extended Conservation Area.

6.180. As a result of public consultation it is also proposed to extend the Conservation Area along Warwick Road principally on the north side to include Alberta Terrace along to and including parts of the school. Also on the south side to principally include nos. 36A- 66. This mainly residential area dates from the late 19th and early 20th centuries and consists of a variety of residential types. The boundaries have been defined to exclude later developments and areas of lesser architectural value. Some historic walls to both sides of the road at its western end have been identified as worthy of retention. There was a supplementary exercise involving consultation with non listed properties to be retained and identification of any associated architectural detailing particularly worthy of additional protection which are described above.

6.10781. Other actions. Add Lych Gate (Church of All Saints, Stansted Road) to EHDC mapping records as a Listed Building because it forms part of the formal description of English Heritage Listed Building description.

AREA 3.

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6.18208. Area 3 consists of that part of the town either side of The River Stort from Grange Paddocks in the north to Station Road in the south. It includes The Causeway, Jackson Square shopping area, the south side of Bridge Street, the east side of Potter Street and South Street and that section of the town between the River Stort and the railway, including Dane Street.

6.18309. *General Overview.* Mapping from the late 19th century shows the area north of The Causeway to have been open and crossed with drainage channels with the whole area annotated as being '*Liable to Floods*'. At this time the course of the River Stort was further to the west forming the eastern boundary to the School at Northgate End (now a Youth Centre) and continuing south along the alignment of Old River Lane. The river course was not diverted until 1968. South of The Causeway and Hockerill Street and hemmed in by the railway, this area was highly developed with industries which included an Iron Foundry, a Saw Mill and large numbers of Maltings clustered around an active river transport system cumulating at Terminus Basin and Hockerill Cut. Streets with names such as Anchor Yard and Carpenters Yard reflect the industrial heritage at this time.

6.440. The area today is similar in physical layout with the exception that the course of the river is now diverted around Waytemore Castle. The extensive areas of Castle Gardens and Grange Paddocks remain open and are an important space accessible to the public. South of The Causeway the area is densely developed as before but the old industries have given way to large retail, residential and industrial developments. The Mill site and its silos together with other 20th century industrial buildings dominate the area and many of these are visually intrusive.

6.18411. In brief summary within Area 3, this Appraisal has identified a number of unlisted properties worthy of retention with some being suitable candidates for additional protection. The Appraisal considers the Mill Area and its prominent buildings and other adjacent industrial buildings to be visually disruptive to the general qualities of Bishop's Stortford and supports the principle of high quality mixed redevelopment. To be realised such redevelopment must satisfy both the planning needs of the community and be financially viable to the landowners. A number of shop fascias would be improved if shop owners would cooperate and implement greater co-ordination of signage.

6.18512. *Scheduled Ancient Monuments.* Waytemore Castle has important royal and ecclesiastical associations with William I and the Bishops of London. The motte survives and will retain archaeological and environmental evidence relating to the development and use of the castle from the 11th to the 14th century.

6.18613. Motte and bailey castles are medieval fortifications introduced into Britain by the Normans. They comprised a large conical mound of

earth or rubble, the motte, surmounted by a palisade and a stone or timber tower. In a majority of examples an embanked enclosure containing additional buildings, the bailey, adjoined the motte. Motte castles and motte-and-bailey castles acted as garrison forts during offensive military operations, as strongholds, and, in many cases, as aristocratic residences and as centres of local or royal administration. Motte and bailey castles generally occupied strategic positions dominating their immediate locality and, as a result, are the most visually impressive monuments of the early post-Conquest period surviving in the modern landscape.

6.18744. Waytemore Castle monument includes the ditched motte of a motte and bailey castle, later adapted as a shell keep. On the summit of the motte are the flint rubble foundations of a shell keep ...containing two sunken chambers... The castle was built by William I and was an early stronghold of the Bishops of London. It was used as a prison from 1344. Burials and coins relating to the prison have been found in the bailey area....Source English Heritage Scheduled Ancient Monument description.

6.18845. The Castle is also identified as part of a Locally Important Historic Park and Garden, the documentation of which additionally advises that '*...it became the gaol and dungeons (until 1649). King John pulled down the castle in 1208 after he clashed with the Bishops... Site sold under the Commonwealth Confiscation of 1649 and the stone was used to build a public house (since demolished)....*

6.14689. Archaeological Sites. Most of the area is identified as an Area of Archaeological Significance. Of other interest is Mesolithic Flint tool finds from excavations carried out in 1966 and human remains found at the Castle Gardens area which possibly originate from the prison which housed dissenters as well as felons. The Iron Foundry previously referred to above belonged to a William Hughes, iron and brass founder whilst the Saw Mill was operated by Joseph Boulcott, a London timber importer who first set up after the opening of the Stort Navigation in 1769.

6.19047. Individually Listed Buildings. Remains of Waytemore Castle Grade 1. Remains of 11th and 12th century motte and bailey castle. Earthwork mound, flint walling. Large oval motte, 40 ft high, with ruins of 12th century shell keep on top perimeter. Remains of chambers in north-east and south-east angles. Roughly pentagonal bailey to south has water courses on 4 sides. As set out above it is also a Scheduled Ancient Monument.

6.19148. The Castle has been identified as a Building at Risk on EHDC's Buildings at Risk Register. The course of action recommended is to seek advice from the County Archaeologist and assess erosion and security and consider removing vegetation.



Picture 443. Waytemore Castle of significant visual historic and archaeological importance. A careful assessment is suggested particularly in relation to security, erosion and vegetation.

- | 6.1**1992**. No. 10 Bridge Street (Black Lion Inn) Grade II*. Mid 16th century double fronted house. Exposed post and panel timber-framing, steep red tile pitched roofs. Two and a half storeys. North elevation to Bridge Street has jettied first floor and jettied second floor twin gables. East elevation to Devoils lane has original mullion windows on ground and first floors.
- | 6.1**19320**. No. 6 Bridge Street - Grade II. Early-mid 17th century plastered, timber-framed house with modern red tile roof. Two storeys. Early-mid 19th century ground floor double shop front with late 19th century double doors and modern glazing. Deep jettied first floor sloping out towards top with late 19th century sash windows.
- | 6.1**19421**. No. 8 Dane Street - Grade II. 17th century timber frame, plaster and painted brick front, old red tile roof. Two and a half storeys. Central third storey overhanging sack hoist on curved brackets. Two pargetted roses on soffit and other 17th century pargetted armorial motifs on walls. 19th century sash windows. Modern shop front to north. Some works may have been undertaken when compared with the condition of the building 12 months ago but the building remains of concern whose condition should be monitored.
- | 6.1**19522**. Other non listed buildings that make an important architectural or historic contribution. Within Area 3 there are 13 such buildings or groups of buildings of quality worthy of retention, including groups of shops. A possible additional one needs further investigation. Many have selected architectural details that (as observed from the public domain)

may merit additional protection by Article 4 Direction subject to further consideration following separate consultation with owners.

6.19623. Northgate Youth Centre, Northgate End. Former mid 19th century school building. A high quality two storey red brick building with slate roof and tall distinctive chimneys. Original windows. Central plaque reads 1839 SCHOOLS with other inscriptions BOYS and GIRLS. It is important that such architectural detailing is preserved and retained. Formal protection is provided by existing planning controls.



Picture 424. Northgate Youth Centre, a former mid 19th century School of high quality with many original architectural features. Flint panelled wall to front.

6.12497. No. 14A North Lodge, Northgate End. 19th century, render with slate roof, chimneys with limited pots, relatively discreet extension to side.

6.12598. No. 16 Northbrook House. 19th century, tall yellow stock brick house corner of Yew Tree Place behind high modern wall; hipped slate roof, two prominent chimneys with pots. Central entrance portico with lead roof. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.

6.12699. The Wheatsheaf PH, Peugeot Garage, nos. 22-24 and pair of houses, nos. 18-20 Northgate End. A grouping of residential and commercial buildings that add to the quality of the street scene in this location. 19th century, two storey, render with slate roofs and chimneys with pots. Some replacement windows. An Article 4 Direction to provide protection for selected features on single dwellings may be appropriate subject to further consideration and notification.

6.127200. Riverside house, west corner of The Causeway/ Dane Street. Hertfordshire Registry Office. Dating from early/mid 20th century. Painted brick with wooden detailing, tiled roof and decorative chimneys. An important building in a prominent position potentially vulnerable to development pressures; important the building is retained. It is particularly important that its architectural detailing is preserved and retained through normal planning control.



Picture 435. Hertfordshire Registry Office Dating from early/mid 20th century; an important building in a key location; important that it is retained.

6.128201. No. 41 Dane Street, Terry Reed and Co, (east side). 19th century yellow stock brick with red brick banding. Slate roof, decorative chimney stacks, no pots. Bay windows to front and central doorway with continuous slate canopy above. Some original windows. A building of domestic scale worthy of retention in a street dominated by large scale urban and industrial developments.

6.129202. Part of Mill complex, west side of Dane Street. Of yellow stock brick construction with slate roof and one chimney worthy of retention. Only several original windows; decorative window surrounds. Should redevelopment of Mill site take place this building to be retained and improvements/ refurbishments negotiated.

6.203130. Part of former Sheppard's car showroom (currently no longer in use). Part of showroom has old tiled roof that may date from 19th century or earlier; on footprint of former Malthouse. Needs further investigation.

- | **6.434204.** 19th century industrial building corner of Dane Street west side/ Station Road and adjacent to railway. Of brick and weather boarded construction with slate roof. Part of the Allinson Mill complex. Historically may have been part of a coal yard complex.
- | **6.43205.** The Fountain PH, corner of Station Road/ Dane Street. 19th century PH formerly called The Falcon. Render with decorative window surrounds and original rainwater goods and unusual chimney detailing. It is important that such architectural detailing is preserved and retained. Formal protection is provided by existing planning controls.



- | **Picture 464.** The Fountain PH attractive 19th century PH of domestic scale worthy of retention in an area largely dominated by industrial activity.
- | **6.433206.** Rose and Crown PH and attached ancillary single storey building, corner Station Road/ Anchor Street. 19th century, principal building is two storeys painted brickwork with slate roof. Original bay windows. Ancillary building has hipped slate roof. It is important that architectural detailing such as the windows is preserved and retained. Formal protection is provided by existing planning controls.
- | **6.434207.** Range of shops on east side of Palmers Lane including F. J. Zelle, Glen House and Bears. Range of shops dating from 19th century or earlier, tiled roofing with brick and weather boarding facades. The varying heights and their juxtaposition with neighbouring listed properties provides an interesting and diverse street scene that should be retained.
- | **6.435208.** Group of shops on the western side of Market Street opposite the Corn Exchange, currently occupied by [Sisley](#) [Save the Children](#),

Burton Butchers, Dorrington's and Thomson Travel agent. Principally dating from the 19th century; some possibly earlier. Facades principally of brick or render; varied and interesting tiled roofline. Some early/original windows, good quality rubbed brick lintels to Sisley building. It is important that such architectural detailing is preserved and retained. Formal protection is provided by existing planning controls. Travel signage prominent and detracting.

6.436209. Group of shops east side of Potter Street opposite Apton Road probably dating from the late 19th/early 20th century currently being Accessorize, Costa, British Heart Foundation and ~~a premises for rent~~Keech charity shop. The fascias and their competing uses of colour and style of lettering lack co-ordination and detract from the quality of the buildings at ground floor level. Bay windows at first floor level are attractive and some are original. At third floor level there is decorative wooden detailing. Tiled roof with chimneys. An isolated group of historic buildings in this location worthy of preservation and if possible, enhancement. It is important that such architectural detailing is preserved and retained. Formal protection is provided by existing planning controls.



Picture 476. Group of early 20th century shops on Potter Street whose appearance could be improved if owners were prepared to join forces in implementing a co-ordinated enhancement scheme.

6.437210. Other non listed distinctive features that make an important architectural or historic contribution. Walls so identified are protected from demolition without prior consent virtue of exceeding specified height unless otherwise noted.

6.138211. Fountain within Castle Gardens. 19th century fountain being the gift of Edwin and Eliza Eyre, 1872. It was moved to present location from its original site at Hockerill cross roads in the 1920's.



Picture 486. The fountain, on its original site at Hockerill cross roads.

6.139212. Boundary wall, Station Road, north side, boundary to Allinson site. Simple yellow stock brick wall with piers and blue brick capping detail exceeds 1m. Date uncertain, probably early 20th century.

6.140213. Late 19th/ early 20th century crane associated with industrial activity at Hockerill Cut. Hertfordshire archaeological information advises it was used for loading/unloading of barges. Hand operated with oak arm. Creates an interesting feature. It is important that the iron mechanisms and wooden jib are properly maintained.



Picture 497. Crane at Hockerill Cut, an interesting reminder of the previous industrial use of the site. It is important this is properly maintained.

6.141214. Steps accessing Potter Street from Devoils Lane. Steep flight of stone steps probably dating from 19th century or earlier that add character to this part of the Conservation Area. At top of steps is an unlisted K6 Telephone box with some small missing window panes. Also a delightful modern sculpture, being a metal ear of wheat.



Picture 50. Historic steps accessing Potter Street of considerable historic and visual interest.

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6.142215. Red brick and brick with flint panel walls to front and side boundaries of Northgate Youth centre. Blue brick capping detail surmounted by metal fence. Height varies, exceeds 2m.

6.143216. *Important open spaces.* The whole area consisting of Grange Paddocks and Town Meads, in part a heavily treed wild area, together with Castle Gardens, an area declared as being a 'Locally Important Park and Garden in EHDC's Supplementary Planning Document, 'Historic Parks and Gardens'. There are various play areas and Tennis Courts that are well maintained; the War Memorial, a Listed Building and the Paddling Pool nearby. Collectively these represent an extensive open space of great importance offering a diverse range of open space facilities to the town. The whole area is accessed by well maintained public footpaths and provided with many seats. Its attractive appearance is highlighted by extensive tree and vegetation cover and by the River Sort that runs through it. Unless the need for additional small scale recreational or other community facilities are required, it is important that the site be protected from development and remain available as a diverse open space for residents of the town and visitors to the adjacent town centre.



Picture 5148. The River Sort traverses the public open space and is an attractive habitat.



| Picture [4952](#). Grange Paddocks / Town Meads are traversed by well maintained and lit footpaths with well designed seating.

| [6.444217](#). However the following issues are noted.

- Pathways – certain locations are in need of resurfacing and some may represent tripping hazards.
- Information board to Waytemore Castle vandalised and needs repair/replacement.
- War Memorial area. The War Memorial is a Listed Building of merit and represents a focal meeting point for visitors and organisations commemorating those who gave their lives for their country. The area is surrounded by grassed areas within which are situated a number of flower beds which represent high maintenance. The configuration of the surrounding grassed areas is similar to that displayed on early 20th century mapping. Some recent improvements have been made. However and ideally it is considered that a landscaping scheme with principles of low plant maintenance, common boundary treatment, and a greater sense of enclosure, simplicity, geometry and level surfaces would introduce a more appropriate visual solution.
- Paddling Pool area. An area operated by the Town Council. Consists of Paddling Pool, seating and a small ancillary building. The pool is in need of refurbishment. The surrounds have recently been improved by implementing a number of short term

measures. The Town Council advise this area will be 'subject to major redevelopment and refurbishment'.



Picture 503. The paddling Pool – Pool ~~in need of improvements or possible long term comprehensive treatment~~ to be subject to major redevelopment and refurbishment.

- 6.145218. Particularly important trees and hedgerows. Boundaries to the open space and areas within it and along the banks of the river are liberally planted with trees which provide a high quality environment within the urban area.
- 6.219146. Important views. There are many important views both positive and negative. A selection is provided. Positive views include ones of Waytemore Castle and along the river whilst negative views include those looking towards the dominant industrial buildings and silos.
- 6.220147. Elements out of character with the Conservation Area. In addition to the issues identified above in relation to Castle Gardens the following are noted. MAG American and Warwick Electrical Contractors sites, Northgate End. Whilst this site is not within the Conservation Area it abuts it and a combination of poor quality buildings, untidy and unattractive fencing and hoardings has a detrimental effect on the Conservation Area. Discussions with the owners might result in improvements. Ideally redevelopment of the combined sites is the most desirable outcome.
- 6.148221. Shed associated with and adjacent to Link Road car parking facility with graffiti, The Causeway.



Picture 544. Graffiti detracts - shed associated with EHDC car park, The Causeway.

6.449222. Metal barriers to Link Road long term car parking area. EHDC are to be generally commended in the manner in which they maintain and landscape their parking areas in the town. However these barriers detracted (subsequently barriers have been replaced, a considerable improvement) and located at a prominent position and well used pedestrian entrance point to Grange Paddocks and Castle Gardens. Nearby are vertical post detailing which is visually more appropriate.



Picture 552. Disruptive former Metal barriers that were are visually more disruptive, than oak posts also seen in this picture. Are there technical reasons why posts cannot replace barriers in due course?



Picture 56. The metal barriers of previous picture now replaced with raised surface and bollards.

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6.450223. Storage building east side of Dane Street. A poor quality industrial building in an area principally of industrial uses. If existing use ceases, redevelopment of the site either individually or as part of a wider comprehensive scheme should be encouraged.



Picture 537. One of several many poor quality buildings in and around the Mill area. Such buildings provide employment but are visually damaging to this part of the town centre.

6.451224. Poor quality fencing, both sides of elevated access road to Station. The boundary fence to the Allinson site adjacent to the railway is of concrete post and wire mesh whilst that on western side is damaged and constructed of metal post and railings and in need of repair and refurbishment.



Picture 548. Fencing both sides of Station Road in need of repair and replacement. This general area appears run down and in need of comprehensive redevelopment, retaining the few quality historic buildings that exist.

6.452225. Entrance to Jackson Square from Bridge Street. Modern entrance to shopping precinct in need of repainting.

6.226153. Unattractive site corner of Station Road and Riverside. Characterised by several signs and utility company service boxes, circular planters, grass surface traversed by worn and ragged path. This is a part of the Conservation Area that is particularly in need of some improvements. This unattractive corner plot would be considerably improved by implementation of a landscaping scheme that might involve providing a hard surface to the whole site and if services allow, an associated tree planting scheme.



Picture 55. Unattractive site corner of Station Road and Riverside. ~~that would benefit from a comprehensive landscape enhancement scheme. S~~ Since this photo was taken ~~planters filled with decorative vegetation has been planted but is this appropriate in a well used urban environment? this has done little to make any strategic improvement.~~



Picture 60. The same corner site planted with seasonal vegetation. A hard urban and permanent solution would resolve the issues of wear and maintenance.

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- 6.154227. Corner plot north end of modern Riverside Wharf building, Riverside. Corner plot with advertisement hoardings advising of Restaurant/ Bar opportunities. Potentially an attractive and vibrant site; extensive and well designed seating; trees planted; overlooking water. A recently implemented cheap and simple operation of remove excess vegetation has resulted in an immediate improvement.
- 6.155228. *Opportunities to secure improvements.* Seek improvements or ideally long term redevelopment of MAG American and Warwick Electrical Contractors, Northgate End. Remove graffiti from car parking shed, The Causeway. Consider devising a comprehensive landscaping plan for the War Memorial area. Undertake minor improvement in Castle Gardens Area, including replacement of vandalised sign and selective resurfacing/repair of footpaths. Initiate ~~Consider~~ long term improvements to Paddling Pool area. Seek to improve fencing at elevated access road to Station. Undertake an assessment of necessary works to Waytemore Castle to secure its long term preservation. Monitor condition of no. 8 Dane Street. Repaint modern entrance to Jackson Square from Bridge Street. Replace small windows in telephone kiosk as necessary at Potter Street/ Devoils Lane. Consider permanent landscape solution to ~~Implement landscape enhancement scheme for~~ unattractive site corner of Station Road and Riverside.
- 6.156229. Proposed comprehensive redevelopment area. The existing local plan properly identifies the Mill site as having redevelopment potential and suggests a mix of uses including some residential. A subsequent document produced by the Bishop's Stortford 20 20 group in association with the District Council produced a site specific development brief for the area bounded by Dane Street , Station Road , The Causeway and the River Stort. In summary this brief assumes that the Mill will not be seeking to close or relocate and as a result options for redevelopment are limited. The brief properly recognises the environmental qualities of the river and concludes the most appropriate options would be those based on employment and river related uses.
- 6.157230. The area as defined by the roads and river as set out above consists of several principle industrial uses which consist of very large Mill buildings that dominate the local scene, a number of poor quality industrial sheds, some with asbestos roofs. Additionally metal security fencing dominates parts of the street scene. The sum visual impact is considerable and detrimental to the qualities of Bishop Stortford in this key central location. Several quality 19th century buildings have been identified as previously set out in this Appraisal and these should be retained.
- 6.158231. It is not the remit of this Appraisal to comment on the future mix of land uses other than to say that if the community wishes to see a comprehensive improvement to this area, the agreed development options and land uses must be balanced not only to achieve the vision

of the community but also the reasonable financial expectations of existing landowners, without which redevelopment is likely to founder.



Picture 6156. The Mill buildings and other buildings nearby together with extensive lengths of security fencing and other sub standard buildings constitute a visually unattractive area in the centre of the town.

AREA 4.

6.159232. Area 4 embraces Newtown being bounded by Apton Road in the north and west, South Street in the east and the south western boundary being formed by the Apton Road Cemetery.

6.233160. General Overview. It was not until after the arrival of the railway in the mid 19th century that the hilly Newtown area began to develop with its characteristic terraces and narrow streets. Mapping from the late 19th century shows development mainly to have been located to the west side of Portland Road and concentrated south of Newtown Road.

6.161234. Elsewhere housing was more scattered and features at this time included a large nursery, for example. Salvation Army barracks existed on Apton Road and a Friends Meeting House backed onto Newtown Road. Beyond the existing Conservation Area, Cecil Rhodes birthplace is shown on the mapping as Netteswell House.

6.162235. Today many of the 19th century properties and terraces in Newtown have been compromised by the insertion of modern windows which are particularly detrimental when different window types are used on the same terrace. Also provision of off street car parking areas, varieties of modern and inappropriate boundary detailing and satellite dishes detract to varying degrees throughout the area.



Picture [62.67](#). Off Street car parking and boundary fencing, Newtown Road detracts. There is need for such parking provision but these late 19th/early 20th century terraces and their narrow roads were not designed for the transport needs of the modern family. [6.163236](#). However there are other pockets of Newtown and individual buildings that retain many of their original characteristics. Two such examples are larger three storey terraces on Portland Road and the tightly knit Sidney [Street Terrace](#) complete with street lighting fixed to the buildings.

[6.164237](#). In brief summary within Area 4, this Appraisal has identified numbers of unlisted properties worthy of retention and some being suitable candidates for additional protection. There is one particular opportunity to secure real environmental improvements and that relates to Sidney [Terrace Street](#). Should the residents here collectively be interested in co- operating to achieve an overall improvement scheme, officers of the Council could offer more detailed advice. The Appraisal recommends the Conservation Area be extended to include Apton Road Cemetery east of Cemetery Road and to extend along South Road to include The Rhodes Centre, several other listed buildings being former Maltings and the unlisted terraces of King's Cottages which are of historic note and architectural quality.

[6.238165](#). *Archaeological Sites.* Most of Area 4 is an Area of Architectural Significance. Of interest HCC archaeological records advise that Dr Thomas Dimsdale who died in 1800 and developed an inoculation for smallpox that he administered in 1768 to the Empress Catherine of Russia, is buried in what is now the small public garden at the bottom end of Newtown Road.

6.166239. *Individually Listed Buildings.* There are no individually Listed Buildings within the existing Conservation Area although others such as The Rhodes Centre and buildings in the Southmill Trading Centre and buildings within Apton Road cemetery are listed in proposed extensions to the Conservation Area.

6.167240. *Other non listed buildings that make an important architectural or historic contribution.* In total wWithin Area 4 including proposed extensions there are 202 such buildings or groups of buildings of quality, including the whole of Sidney TerraceStreet, worthy of retention. Others will be identified if the proposals to extend the Conservation Area are accepted. Many such buildings have selected architectural details that (as observed from the public domain) may merit additional protection by Article 4 Direction subject to further consideration following separate consultation with owners.

6.241168. Nos. 7- 9 Apton Road with plaque dated 1893. Of brick construction with pyramidal slate roofs, prominent chimneys with pots. Bay window and entrance door detailing. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.

6.242169. Shopping group. South Street (west side) being Santander, Spec Savers, The Edinburgh Woollen Mill, Holland and Barratt, Waterstones, Steamer Trading, Nationwide, Carphone Warehouse and an unoccupied premises. Above the shopping premises to ground floor, elevations to South Street probably date from late 19th/early 20th century, are of brick with tiled and slate roofs. Selection of original windows above The Edinburgh Woollen Mill and also above Nationwide, Carphone Warehouse and the unoccupied premises. It is important that such architectural detailing is preserved and retained. Formal protection is provided by existing planning controls.

6.170243. Shopping group of four, South Street (west side) being Elements, East, Gerry Webber and an unoccupied premises represent a group of shops probably dating from the late 19th/early 20th century. Principally of brick construction with some render, miscellaneous heights with varied roofline, chimneys with pots. Dormers, prominent chimneys, oriel windows. One plaque inscribed Albion House noted. It is important that such architectural detailing is preserved and retained. Formal protection is provided by existing planning controls.

6.171244. The Bishop's Stortford Methodist Church, South Street. Probably dating from the early 20th century the historic part of this important and imposing building dominates the local street scene. Of red brick construction and large central window and former entrance with turrets and central cross. Good quality stone window dressings. Windows and doors with original glazing. Internally there is substantial

wooden roof truss detailing. It is important that such architectural detailing is preserved and retained. [Formal p](#)Protection is provided by existing controls.



Picture [63.58](#). Good quality century window detailing at Bishop's Stortford Methodist Church, South Street.

[6.245172](#). Housing group extending from Careless Court to no.16 Newtown Road. Dating from the late 19th century; of yellow stock brick, painted brickwork, slate roofs and selected chimneys with pots. Two

former shop front windows to ground floor and an oriel window to first floor; some original windows. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.

6.~~246173~~. Former late 19th/early 20th century church building opposite Careless Court, south side Newtown Road. A tall red brick building prominent in this part of the street scene. Slate roof; dressed stone window surrounds, original windows with blue glass. It is important that such architectural detailing is preserved and retained. ~~The building is currently on the market for let.~~ Formal protection is provided by existing controls if ~~in multiple flat use.~~ ~~still in church use.~~ However if now occupied as a single dwelling/s an Article 4 Direction to protect selected features may be appropriate.



Picture ~~5964~~, Former church building Newtown Road. Should be retained for its architectural detailing and historic associations.

6.~~247174~~. Bishop's Stortford Baptist Church, Portland Road. Early 20th century, brick with slate roof. Various commemorative stones to front elevation dated 1928. Now used by Doodledo nursery and pre-school.

6.~~248175~~. Nos.15-25 Portland Road. Terrace of 6 small scale early 20th century houses of yellow stock brick construction with red brick detailing and slate roofs (except modern tiled roof replacement to no. 25) and prominent chimneys with pots. Bay windows with slate roofs;

many early/original windows. Repetitive architectural detailing largely unaltered. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.

6.~~249~~~~176~~. Nos. 6-8 and nos. 10-12 Portland Road, respectively brick or render; 19th century, both with hipped slate roofs and chimneys with pots. Nos. 10-12 has plaque JIREH VILLAS 1868. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.

6.~~477~~~~250~~. Nos. 16-28 Portland Road. 19th century, principally render, with some yellow stock brick. Mainly original pyramidal slate roofs and selected chimneys with pots. Bay windows to ground floors and also bay windows to both floors (nos. 26-28). Many original windows. Recessed entrances. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.

6.~~251~~~~478~~. Nos. 30-56. Portland Road. 4 no. three storey 19th century terraces principally of yellow stock brick with slate roofs and prominent chimney ranges. Many original/early and (as advised by one resident) exact copy windows; some inappropriate replacement windows however. Bay windows to ground floors, simple but distinctive recessed entrances. Some deep eaves with decorative detailing. A group of considerable quality where selected features are potential candidates for protection by Article 4 Direction. Some groups have provided off street parking, others have not. To the front residents parking on the highway has been provided extending across the fronts of those properties which have off street car parking.



- | Picture ~~605~~. Good quality three storey terrace housing Portland Road that makes a positive environmental impact in this part of Newtown.

- | ~~6.479~~~~252~~. Nos. 51-61 Apton Road. Late 19th century terrace of yellow stock brick with slate roof and prominent chimneys with pots. Some original windows, probably with original decorative glass. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.

- | ~~6.480~~~~253~~. Nos. 47-49 Apton Road. Late 19th century pair of houses of yellow stock brick construction with red brick quoins and banding. Rubbed brick lintels, decorative barge boarding and decorative plaque that reads Elm Villas 1897. Bay windows to ground floor. Range of chimneys with pots. Many replacement windows. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.

- | ~~6.481~~~~254~~. No. 104 Apton Road, Royal Oak House. 19th century detached residence of brick construction with slate roof and prominent chimneys. Vertical sliding sash windows. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.

- | ~~6.482~~~~255~~. Nos. 138-144 Apton Road. Two pairs dating from the 19th century, one rendered the other painted brickwork. Both with hipped slate roofs and selected chimneys with pots. Good ranges of windows that contribute to their quality. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.

- | ~~6.256~~~~183~~. Holy Trinity Church, South Street. 19th century church ~~faced constructed of~~~~with~~ stone ~~with~~~~and~~ dressed stone window surrounds, slate roof and central bell tower. HCC archaeological records advise it was built in 1859 at a cost of about £1,800. It is important that such architectural detailing is preserved and retained. ~~Formal p~~~~P~~rotection is provided by existing controls.

- | ~~6.484~~~~257~~. Nos. 91-93 Apton Road. Probably late 19th/early 20th century, of red brick to ground floor with render to first floor, slate roof with chimneys and pots. Bay windows to ground floor, canopies above entrance doors, some decorative wooden detailing. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.



Picture 664. Nos. 91-93 Apton Road, Selected features are potential candidates for protection by Article 4 Direction.

6.486258. The Jolly Brewers PH South Street. 19th century painted brickwork with slate roof and 2 no. prominent chimneys, some original windows. It is important that such architectural detailing is preserved and retained. Formal protection is provided by existing planning controls.

6.486259. Sidney Terrace Street in its entirety. Sidney Terrace Street dates from the late 19th/early 20th century where houses on both sides of the street abut the roadway. This layout has restricted 'permitted development' to the facades of the properties principally by the insertion of individual windows and doors. Despite this some original windows and doors remain and all, including replacements, are within their original openings. Constructed of red stock brick with red brick banding and detailing around windows and entrance doors, which together with the prominent chimneys with pots and old street lamps attached to buildings, present a street scene much the same as when it was originally constructed.

6.487260. There is therefore the basis for a unique opportunity to recreate the street in its original architectural format with individual owners co-operation by replacing windows and doors to their common original design as and when they need replacing. Should there be community interest in such a longer term co-operative venture within the street, officers could assist further. Notwithstanding the numbers of replacement windows it is considered appropriate that selected windows and doors in addition to chimneys and other architectural detailing and features, are potential candidates for protection by Article 4 Direction.



Picture 627. Largely because of the restrictive nature of its layout Sidney [Street Terrace](#) which dates from the late 19th/early 20th century, represents a unique opportunity for restoration.



Picture 638. One of several street lamps attached to buildings in Sidney [Street Terrace](#) that add to its character.

6.188261. Providence Cottage, near entrance to Apton Road Cemetery. 19th century two storey house of painted brickwork with slate roof and 2 no. prominent chimneys with pots. Original windows with central plaque reading Providence Cottage 1864. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.

6.262. King's Cottages. Two separate groups being nos. 1-8 and 9-20 South Road. In total 5 pairs of single storey yellow brick cottages with tiled roofs and chimneys with pots. Each pair with individual plaque named and dated variously 1905 (x2), 1907, 1910 and 1913. Separate plaques identify various donors, one such being Sir Walter Gilbey in memory of his wife. Red brick and porch detailing. Modern windows detract but impact reduced by being of common design. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.

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Pictures 69 and 70. Kings Cottages, the Conservation Area is proposed to be extended to include these two groups of early 20th century cottages of quality and historic interest. Lower picture shows properly turned wooden replacement support being fitted, being an exact copy of the original.

6.489263. *Other distinctive features that make an important architectural or historic contribution.* Walls so identified are protected from demolition without prior consent virtue of exceeding specified height unless otherwise noted.

6.490264. Wall to side and rear of Friends Garden Sanctuary on Newtown Road (see below). Of various height, approximately 2m.

6.491265. Railings to front of former Baptist Church, Portland Road, approx. 2m in height, probably contemporary with age of building, namely early/ mid 20th century.

6.492266. Flight of 9 stone steps accessing Portland Road from Apton probably dating from late 19th/early 20th century.

6.267193. Representative front wall and pillar detailing to nos. 42-44 Portland Road. This simple detailing would likely have been repeated along the frontage of this terrace block. Piers exceed 2m.



Picture [6471](#). Representative front wall and pillar detailing to nos. 42- 44 Portland Road. Similar simple detailing would likely have been repeated along the frontage of these terrace blocks. The sign for Anchor Press is redundant and would benefit by being removed.

6.[194268](#). War Memorial to front and in grounds of Holy Trinity Church, South Street.

6.[195269](#). Boundary wall adjacent to access path south of Holy Trinity Church, South Street. Of various heights up to approx. 2m, of red brick construction capped with industrial waste bye product.

6.270. Boundary wall and gates to Apton Road cemetery. This area is enclosed by a simple brick wall with good quality entrance gates. Constructed of red brick with piers and yellow brick and cement capping detail. Of varying heights with some lengths below 1m in height. Generally in fair condition but selected areas in need of repair. Continuous around whole site except for a relatively small length on southern rear boundary. Wooden main entrance gates topped with metal detailing particularly fine. Other entrance points with piers and metal gates.

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6.271. Tombstones in Apton Road cemetery. There is a wide range of interesting tombstones including the family tombs of the Gilbey Family. There are also interesting numbered and alphabetically referenced metal markers denoting general grave positions.

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Pictures 72 and 73. General view of Apton Road cemetery and interesting metal detail of grave marker. The Conservation Area is proposed to be extended to include this mature and verdant 19th century cemetery which is also a designated Wildlife Site.

6.272. Early 20th century metal railings to front of both groups of Kings Cottages with gates and decorative supports in excess of 1 metre in height.

6.273. Yellow brick wall to Southmill Road frontage of the Rhodes Centre. Probably of late 19th/early 20th century date with piers.

6.196274. ***Important open spaces.*** Small open space, Newtown Road, Appears as part of Friends Meeting House on late 19th century mapping. Contains seats and rose beds. From wear to ground around seating the garden appears well used. At time of survey the fieldworker noted some flower beds needed replanting and considered that perhaps a less intensive maintenance regime might appeal. There is a memorial stone erected by the Stortford Branch of the British Women's Temperance Association to commemorate 60 years of Queen Victoria's reign (believed to have been relocated from elsewhere) a stone plaque to the principal wall commemorating those buried therein and another plaque reading '*The Garden Sanctuary was presented to the town of Bishop's Stortford by the Society of Friends on 3rd October 1935*'. Some improvements to this important historic garden have been carried out but the problem of high level maintenance remains.





Picture [6574](#) and [6675](#). Garden Sanctuary Newtown Road. On site of former Friends Meeting House. A small tranquil area that must be retained but where a less intensive maintenance regime might be more practical. Some improvements have been made [and the Town Council advise of major refurbishment](#).

6.[497275](#). Open spaces Chestnut Close. These open spaces which are flat and have limited environment qualities and are surrounded by houses and bungalows could be enhanced by the strategic planting of several additional native trees.

6.[498276](#). Trinity Play Area. A small sloping area with play equipment run by EHDC. Located in a densely built up part of Newtown and thus fulfils a particularly important function. Some general maintenance to north west boundary would be beneficial. Additional peripheral tree planting is an option.

[6.277. Churchyard to front of Holy Trinity Church, South Street. The importance of this small area was promoted in the consultation process and it is agreed it performs an important function in this dense built up part of the town and should be retained.](#)

6.[278499](#). Original cemetery area, Apton Road. [The cemetery area proposed for inclusion in the Conservation Area is a well used important tranquil open space with fine trees throughout and paths providing access to its high quality environment.](#)

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6.279. Havers Park Bowls Club. A distinctive open space kept in immaculate condition enhanced by hedge planting to parts of boundary and several mature trees. Close boarding to corner of Havers Lane detracts to a degree.
~~See below: it is proposed to extend the Conservation Area to include this area.~~

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6.20080. *Particularly important trees and hedgerows.* Trees play a limited role in this area of few open spaces. Any appropriate additional planting where the opportunity arises should be encouraged. However mature trees exist in abundance at ~~nearby~~ Apton Road Cemetery ~~which is proposed for inclusion~~ within ~~thean~~ extended Conservation Area. This magnificent collection of mature trees is composed of species frequently associated with Victorian cemeteries. Various boundary hedges to and trees within Bowls Club and Rhodes Centre.

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6.281.04. *Important views.* Internal to the site views along South Street to the town centre and along Portland Road and along Apton Road towards the cemetery warrant mention.

6.28202. *Elements out of character with the Conservation Area.* Former Regent Garage site and adjacent buildings boarded up to north. Planning permission has been granted for the redevelopment of this site.

6.28303. *Opportunities to secure improvements.* Consider replanting rose beds at Friends Garden Sanctuary on Newtown Road or alternatively consider a revised landscaping scheme involving less maintenance. Consider enhancing open spaces at Chestnut Close by the planting of several additional trees of appropriate species. Consider additional peripheral tree planting at EHDC Trinity play area. Repair/replace 2 no. 'flower beds' now harbouring perennial weeds and damaged presumably by traffic impact, junction of Trinity Street/ Jervis Road; other nearby in Jervis Road. In association with residents consider the potential of a longer term enhancement scheme for Sidney TerraceStreet.

6.284. *Wildlife site.* The cemetery area is a Wildlife site consisting of unimproved neutral grassland with areas of conservation importance with high species diversity. Some conifers are shading out some of the grassland species.

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6.28504. *Suggested boundary changes.* It is proposed to extend the Conservation Area to include that older part of the cemetery east of Cemetery Road. There was a supplementary exercise involving consultation relating to this area w~~Within whichthis area~~ there are three Listed Buildings, being the Lodge and two Mortuary Chapels. ~~These were~~ designed by local architect George Pritchard and constructed in the mid 19th century. ~~The whole is an expansive open space with a wide~~

range of interesting tombstones including the family tombs of the Gilbey Family and a magnificent collection of mature trees, species of which are associated with Victorian cemeteries. The area is enclosed by a simple brick wall with good quality entrance gates. There are also interesting numbered and alphabetically referenced metal markers denoting general grave positions.

6.205. The site is also a designated Wildlife Site with closely mown old unimproved neutral grassland and areas of conservation importance with high species diversity. In summary This part of the cemetery is a large well used tranquil open space is of significant environmental quality with strong local historical associations. Other important features within it are described above.





~~Pictures 67 and 68. General view of Apton Road cemetery and interesting metal detail of grave marker. The Conservation Area is proposed to be extended to include this mature and verdant 19th century cemetery which is also a designated Wildlife Site.~~

6.28606. It is also proposed to extend the Conservation Area to include the listed Malhouses on South Road, and the Rhodes museum and Cecil Rhodes birthplace, opposite which is also listed, on South Road. The Conservation Area is also proposed to be extended to include the Bowling Club site and the two groups of Kings Cottages which date from the early 20th century which have interesting historic associations as well as being of architectural merit. Both groups have metal frontage boundaries of quality contemporary with the age of the cottages. There was a supplementary exercise involving consultation with non listed properties to be retained and identification of any associated architectural detailing particularly worthy of additional protection which are described above.



~~Pictures 69 and 70 Kings Cottages, the Conservation Area is proposed to be extended to include these two groups of early 20th century cottages of quality and historic interest. Lower picture shows properly turned wooden replacement support being fitted, being an exact copy of the original.~~

AREA 5.

6.28707. Area 5 consists of the remainder of the town including the main historic core centred on the Market Square. Within this area the main streets are Windhill, High Street, King Street, Basbow Lane, North Street, Water Lane, Church Street, Market Street and Bridge Street.

6.28808. *General Overview.* Mapping from the 19th century shows the tightly knit layout of the historic core centred on the junction of High Street, North Street, Bridge Street and Market Street. The south west quadrant of Area 5 was more open and dominated by dwellings in

extensive treed grounds such as Elmhurst, Windhill House and Windhill Lodge.

6.28909. Today the layout of the historic core remains very similar and is still dominated by St Michael's church but significant changes to its periphery have taken place. For example the south west quadrant is now dominated by schools and large buildings such as Priory Court whilst Link Road now connects The Causeway with Hadham Road thus bypassing the historic core and containing large shopping complexes in the broad location of land formerly subject to flooding and the old alignment of the River Stort.

6.29010. In brief summary in Area 5 this Appraisal has identified numbers of unlisted properties worthy of retention and some being suitable candidates for additional protection. Walls of good quality make a considerable contribution and enhance the quality of the street scene in a number of locations.



Picture 746. The Market stalls add character and diversity to the town centre.

6.29114. **Archaeological Sites.** Most of Area 5 is an Area of Archaeological Significance including all of the main historic core. Of interest from HCC archaeological records the following have been selected. Church of St Michael: by 1243 it was in the gift of the Bishop of London. Restoration in 1869 revealed a 12th century marble font bowl beneath the floor. Traditionally some believe the 15th century choir stalls came from old St Paul's but this is not substantiated.

6.29242. Lock up, North Street: built in 1520 of wood with iron door it originally stood on the north side of Market Square being moved in 1718 to the lower end of North Street.

- | 6.29313. The concrete foundation blocks of six WW2 anti tank traps were found in Potter Street that (in the event?) would have originally held iron girders to block this road being the main through route.
- | 6.29414. Building formerly occupied by Tissimans High Street: late 14th century Merchant's House, representing the ultimate compression of the Wealden Town House fitted into a constricted urban space.
- | 6.29515. Windhill House (between St Michael's and St Joseph's Churches): became a Redemptionist Monastery in 1903. The Order was founded in 1732 in Scala, Italy and departed Bishop's Stortford in 1994.
- | 6.29616. Site of The Manse, Water Lane: described as being a fine house with a large garden, it was demolished in 1966 to make way for a car park.
- | 6.29717. The Corn Exchange: on the site of the old King's Head PH it was still used for its original use until 1959 and was saved from demolition in the late 1960's.
- | 6.29818. *Individually Listed Buildings.* No 2 High Street - Grade II. Formerly the George Hotel. Originally 16th century or earlier timber framed, remodelled late 19th century. Three storeys. Old red tile roof. The building is now occupied by Prezzo.
- | 6.29919. No. 4 and 4A High Street formerly identified as a Building at Risk but repairs have been carried out and the building is now occupied by David Lee.
- | 6.300220. Entrance arch and wall to No 5 Half Acres - Grade II. 15th century stone mullioned window in irregular flint and brick screen wall erected circa.1890 with material from St Michael's Church. On axis of entrance to former Chantry House.
- | 6.221. ~~This~~ above entrance arch has been identified as a Building at Risk and continues to be of concern. General repairs need undertaking and most importantly the general stability needs assessing and appropriate repair works carried out to consolidate it.



- | Picture [772](#). Listed Building entrance arch to no. 5 Half Acres, a Listed Building at Risk and in urgent need of repair and consolidation.

- | [6.222301](#). The Star Inn, Bridge Street- Grade II. Early 19th century painted brick front to late 16th or early 17th century timber-framed house. Side elevation along Water Lane, plastered and weather boarded with old red tile roof. The latter is a prominent feature in the street scene and would benefit from general renovation, including repairs to render and re-decoration.

- | [6.22302](#). The Corn Exchange - Grade II. 1828 by L Vulliamy. Greek Revival. Painted Roman cement. Three storeys, consisting of 2-storey centre block on larger single storey podium. The high quality of this important focal point in town centre may be compromised from time to time by advertisement banners festooned on the railings at first floor level.

- | [6.303224](#). Other important buildings within the curtilages of Listed Buildings, Curtilage outbuildings to no. 12 (?) North Street. Described as 17th/18th century possible former stables with hayloft above; tiled hipped roof and has been identified as a Building at Risk. A [recent](#) site visit in September 2013 revealed works were being undertaken.



Picture 738. Outbuildings rear of no.12 North Street- a building identified as being 'At Risk' but one where works had commenced in 2013.



Picture 79. The same building as above, restored.

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6.225304. Single storey late 19th century building corner of Hadham Road and North Street, in Listed Building [cucurtilagertilage](#) of Half Moon PH. Brick with simple panel pier detailing. A good quality build in its own right but also important to retain as its limited height sets off and displays the interesting roofline of the Half Moon PH.

6.226305. Other non listed buildings that make an important architectural or historic contribution. Within Area 5 there are 44 such buildings or groups of buildings of quality worthy of retention. Many have selected architectural details that (as observed from the public domain) may merit additional protection by Article 4 Direction subject to further consideration following separate consultation with owners.

6.306227. Nos.21-25 Northgate End. Group of 19th century buildings of yellow stock brick or render. Principally slate roofs although no. 23 is clad with modern tiles; prominent chimneys with pots. Many original windows. Selected windows and chimneys on dwellings are potential candidates for protection by Article 4 Direction.

6.228307. Glyn Hopkin Garage corner of Northgate End /Hadham Road. This building was interestingly promoted for designation as a Listed Building which was supported by English Heritage but rejected in 2012 by the appropriate Minister who considered on balance that partly because of later alterations it lacked sufficient architectural qualities and historic associations to be formally considered thus. The building dating from the 1930's has a curving band of metal framed casement windows and a central fin and the building and these features are important in the street scene. Notwithstanding this the Council could legitimately decide that the building is a non- designated heritage asset that should be retained.



- | Picture [7480](#). Attractive early/mid 20th century building of unusual design and quality on a prominent corner plot.

- | [6.308229](#). Group of 19th century shops extending from corner of Half Acres to no. 7A Hadham Road, currently including Flames Grill, Tandori Cottage, HR Go Recruitment and Karens Cakes. Buildings are of red brick or render with slate roofs and 2 no. prominent chimneys with pots. Many original windows. Fascias to shops would benefit from co-ordinated design. It is important that selected architectural detailing is preserved and retained. Formal protection is provided by existing planning controls.

- | [6.309230](#). The Folly, no.18 Hadham Road, 19th century or earlier. Prominent red brick building with tiled roof. Original windows. It is important that such windows are preserved and retained. Formal protection is provided by existing planning controls.

- | [6.234310](#). Nos. 2- 4 Chantry Road. 19th century pair of two storey houses of red brick with hipped slate roof and chimneys with pots. Decorative window and door surrounds. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.



Picture [8175](#). Nos. 2-4 Chantry [Road Lane](#). 19th century pair of non listed houses with decorative window and door surrounds, worthy of retention.

6.232311. No. 4 Half Acres. Probably dates from early 20th century. Brick with slate roof, decorative chimneys with pots and barge boarding detail; bay windows to ground floor. Early vertical sliding sash windows. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.

6.312. Pizza Express, North Street. Representations during the public consultation exercise recommended this building. Renovations to the front elevation have been carried out. The steeply sloping tiled roof and decorative barge boarding add to the quality and diversity of North Street's roofscape and on balance this building warrants inclusion. Formal protection is provided by existing planning controls.

6.313233. Nat West Bank and Russell Property building, North Street, west side. The height and diversity of these buildings adds to the quality of North Street in this location. Of render and yellow stock brick. Prominent chimney stacks, cornice with dentil detailing. Decorative horizontal detailing; varied window detailing of quality. It is important that such architectural detailing is preserved and retained. Formal protection is provided by existing planning controls.



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Picture [7682](#). Nat West Bank and Russell Property non listed buildings, North Street. Their scale adds interest and diversity; many of their architectural details are worthy of continued protection.

6.[314234](#). Nos. 9 and 9A Hadham Road. 19th century render with slate roof and chimneys with pots. Bay window, original windows. It is important that such architectural detailing is preserved and retained. Formal protection is provided by existing planning controls.

6.[315235](#). Nos. 10-12 Bell's Hill. Pair of cottages, probably 19th century. Render and yellow stock brick; original windows. No. 10 has modern tiled roof, no.12 is pantiled. It appears some works have been recently carried out. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.



Picture [8377](#). Nos. 10-12 Bell's Hill. Pair of non listed cottages worthy of retention.
[Some repair works to roof have been carried out.](#)

- | **6.316236.** Hill Cottage, Bell's Hill near junction with Windhill. Probably early 20th century red brick building with tiled roof and prominent central chimney stack and finials. Two dormers, two bay windows, central plaque inscribed Hill Cottage. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.
- | **6.317237.** Nos. 24-26 Windhill. 19th century yellow stock brick, slate roof with chimneys but not prominent, decorative barge boarding. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.
- | **6.238318.** No.16 Windhill. Tall prominent late 19th century yellow stock brick with slate roof, 2 no. chimneys with pots deep eaves with dentil detailing. Simple red brick wall with 2 no. capped yellow stock gate piers forming boundary. Wall less than 2m and not adjacent to road; as such unprotected from demolition without prior consent. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.
- | **6.319239.** No.18 Windhill. 19th century cottage constructed of brick with slate roof and large central chimney with pots, tucked away to rear of the main street. Distinctive leaded windows that may be original; access needs to be gained to ascertain. An Article 4 Direction to provide

protection for selected features may be appropriate subject to further consideration and notification.

6.320240. No. 6 Windhill. Tall prominent 19th century detached house set back from Windhill and approached by long driveway. Constructed of red brick with central entrance; dormers, tiled roof and tall decorative chimney stacks; original windows. Also eastern boundary (common with adjoining Listed Building) contributes to the approach to this most attractive residence and is a wall of varying height parts of which do not exceed 2m. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.



Picture 8478. No 6 Windhill a delightful 19th century non listed detached residence set back from Windhill, unspoilt and worthy of additional protection.

6.321241. Property and attached weather boarded barn corner of High Street and King Street. 19th century or earlier. Some repair works to roof appear necessary (see photo below).
~~, appears from late 19th century mapping to have been part of a former PH. House to High Street rendered with roofs to house and attached barn in old tiles.~~



Picture [8579](#). Weather boarded outbuilding corner of King Street and High Street. Adds character, history and visual diversity in this part of the Conservation Area.

6.[242322](#). Small triangular shaped two storey 19th century red brick and render house between King Street and flight of steps at Basbow Lane.

6.[323243](#). No. 35 Basbow Lane. 19th century two storey house of yellow stock brick, tiled roof; elegant carriage entrance that is an architectural feature of quality in the street scene; regrettably replacement windows detract. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.

6.[324244](#). Police Station, corner of High Street and Basbow Lane. A large mid 20th century Police Station constructed of brick with interesting rounded brick detailing between windows at ground floor and distinctive entrances. Should this site ever be considered for redevelopment consideration should be given to retaining the façade to High Street and a section of the return to Basbow Lane to include the main entrance.



Picture 860. Interesting public architecture from the mid 20th century; the Police Station, High Street. Should the site ever be redeveloped consideration should perhaps be given to retaining a section of the façade and its entrances.

6.325245. No. 38 North Street, Edwards Interiors. 19th century single storey shop of painted brickwork, pilasters with decorative capitals supporting parapet. It is important that such architectural detailing is preserved and retained. Formal protection is provided by existing planning controls.



Picture 874. No.38, Edwards Interiors, the building and its architectural detailing makes a very positive contribution to the street scene.

6.326246. Nos.22 - 26 North Street, Charley Turney, Martin Reynolds and Harpers. 19th century appearance of render and brick; slate and tiled roofs. Decorative dormer and brick detailing to no. 22. Some early/original windows. It is important that such architectural detailing is preserved and retained. Formal protection is provided by existing planning controls.

6.327247. Café Rouge, North Street. Yellow render, elegant range of four windows to first and second floors. It is important that such architectural detailing is preserved and retained. Formal protection is provided by existing planning controls.

6.328248. Barclays Bank, North Street. Probably late 19th/early 20th century rendered decorative façade to ground floor; 1st and second floors of brick with decorative detailing. Original windows. Large prominent chimneys with pots. It is important that such architectural detailing is preserved and retained. Formal protection is provided by existing planning controls.



Picture 882. Barclays Bank, North Street, a good quality unlisted building with many original features, most worthy of continued protection.

6.232949. Lednor, Bairstow Eves and Rickmoves, Bridge Street. Late 19th/early 20th century in appearance. Located between two Listed Buildings the varied materials and rooflines add interest. Some original

windows. It is important that these are preserved and retained. Formal protection is provided by existing planning controls. The group and street scene would be enhanced by improved shop front fascia displays.

6.330250. Former industrial buildings on Water Lane (formerly Brewery Lane); of yellow stock brick, includes Charis Centre. Appears to have once been part of 19th century brewery that existed here. Façade adds interest and diversity in street scene; retain façade.

6.331251. Small group of former shops, adjacent to Coopers, Bridge Street, probably dating from late 19th century, painted brickwork with slate roof. Renovation of this group being of domestic scale and located between Listed Buildings ~~has been is currently being~~ carried out and represents a worthwhile improvement to the street scene.

6.332252. Zizzi Restaurant, Market Square. Three storeys painted brickwork with slate roof, probably 19th century, hipped slate roof, deep eaves detail. Original three window ranges to first and second floors. It is important that such architectural detailing is preserved and retained. Formal protection is provided by existing planning controls.

6.333253. Rosey Lea, Market Square. Render with slate roof and two decorative bay windows to ground floor with fish scale roofing detail above. It is important that such architectural detailing is preserved and retained. Formal protection is provided by existing planning controls.

6.334254. Former Clement Joselyne building, corner of Market Square and Potter Street. 1st floor window range is early/ original It is important that such window detailing is preserved and retained. Formal protection is provided by existing planning controls.

6.335255. Tourist Information Centre, Premier Travel, Avant Garde, Market Square to ground floor with Nockolds Solicitors above. Also unoccupied premises with slate roof and plaque dated 1886. Otherwise render with attractive window ranges to first and second floors. It is important that such window ranges and architectural detailing is preserved and retained. Formal protection is provided by existing planning controls.

6.336. Former Drill Hall, to South west of Market Square. Representations during the public consultation exercise recommended the inclusion of this building. Tucked away behind the main routes this former Drill Hall is now being converted to a restaurant. Constructed of brick with extensive slate roof, date plaque and good quality stone arch and other window detailing that should be preserved. This building warrants inclusion and formal protection is provided by existing planning controls.



Picture 89. The former Drill Hall, now being converted to a restaurant. It is important that stone detailing is retained.

6.**337256**. Group of shops, Potter Street (west side), including Coral, Nomad, Cancer Research, Click Click, Artico and Mr Simms. Two and three storey of brick construction with tiled roofs, dormers, prominent chimneys with pots. Some decorative wooden detailing, some early/original windows, rubbed brick lintels; date plaque 1902 noted. As frequently is the case shop front fascias lack co-ordination of design. It is important that good quality architectural detailing is preserved and retained. Formal protection is provided by existing planning controls.

6.**257338**. Café Nero block, corner of Apton Road/ Potter Street. Probably dates from early/mid 20th century. Three storey brick building with slate

roof. Window ranges to first and second floors probably contemporary with age of building; original rainwater goods, rubbed brick lintel detailing, string course provides horizontal emphasis. Entrance door to Apton Road with stone surround. The visual success of the building in the street scene is its simplicity and repetitive window articulation. It is important that such architectural detailing is preserved and retained. Formal protection is provided by existing planning controls.



- | Picture [8390](#). Café Nero, corner of Apton Road and Potter Street. Interpreted as dating from early/mid 20th century. Its simplicity and repetitive rhythm of windows contributes to its visual success.

- | 6.[339258](#). Corner of High Street and Church Street, retail use and no. 34 Church Street. Single storey and two storey buildings. Respectively brick tiled roof with stone dressed window surrounds and original rainwater goods; no. 34, render, tiled roof and 2 no. chimneys with pots, early window range and central doorway to front elevation. Selected windows chimneys and architectural detailing contribute to the street scene and should be retained.

- | 6.[340259](#). Nos. 16-30 Church Street. A range of interesting and varied properties principally dating from the 19th century, some possibly earlier. They display miscellaneous architectural features with different masses and varied roof line. The whole is particularly attractive on this inclining street with its narrow and curving features. The buildings differ considerably in scale; the largest being nos. 24, 26 and 26A of yellow stock brick with classical entrance detailing, early/original windows and

plaque dated AD 1890. Of smaller domestic scale is no.20 being of red brick with tiled roof and plaque dated 1828; wall to front worthy of retention. Within this group selected windows, chimneys and architectural detailing relating to dwellings are potential candidates for protection by Article 4 Direction ~~for selected features may be appropriate~~ subject to further consideration and notification.



Picture [8491](#). Nos. 24-26A, The Old Courthouse, Church Street; part of a varied group displaying different architectural detailing, massing and scales, particularly attractive in this narrow street with different profiles and gradients.

[6.341260](#). The Old Vicarage, Church Street. A large building dating from the 19th century set back from the street; of red brick with tiled roof and large prominent chimneys with pots. Original windows, vertical decorative tile hanging; decorative barge boarding. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.

[6.342261](#). Nos.11-23 Church Street. A variety of commercial properties, dating from the 19th century or earlier. Some rendered, others of brick construction; some old tiled roofs, others with slate. Some original windows, dormers, distinctively large chimney stacks; plaque inscribed HL 1895 noted. It is important that such architectural detailing is preserved and retained. Formal protection is provided by existing planning controls.



Picture [8592](#) - Nos. 11- 23 Church Street, a variety of non listed properties whose differing characteristics and roof lines add significantly to this historic street.

6.343262. Nos. 7- 9 Windhill. Dating from the 19th century or possibly earlier this pair is located between two groups of Listed Buildings and respects their scale and qualities, adding character and diversity to the street scene. Of brick and painted brick with tiled or slate roofing; chimneys with pots. Bay windows and central doorway in simple classical style. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.



Picture [8693](#). Nos. 7-9 Windhill, non listed properties whose worthy architectural qualities are sympathetic to adjacent Listed Buildings.

[6.344263](#). The Granary through to no. 13 Windhill, including the Oast House. Identified as a Malthouse on late 19th century mapping. Use of a variety of materials with varied roofline of tiled and slate roofs; kiln building to rear adds diversity and interest to the street scene.

[6.345](#). No 15 Windhill. Representations during the public consultation exercise recommended this building which is tucked away behind the main street. Of both two and single storey construction probably dating from 19th century or earlier, with later additions. Good quality old tiled roofs throughout. Owner advised the property was formerly associated with the Oast House.

[6.346264](#). Nos. 50- 56 Windhill. 19th century yellow stock brick with red brick detailing and quoins. Slate roofs, dormers, highly decorative chimneys, decorative barge boarding and metal balcony to front. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.

[6.347265](#). No. 48 Windhill. Simple yellow stock brick with slate roof. Large decorative chimney stack and red brick banding to side, visible from road. Bay window to front. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.

[6.348266](#). Part of St. Mary's Catholic school complex, Windhill Fields. Previously part of Windhill Lodge as identified on late 19th century

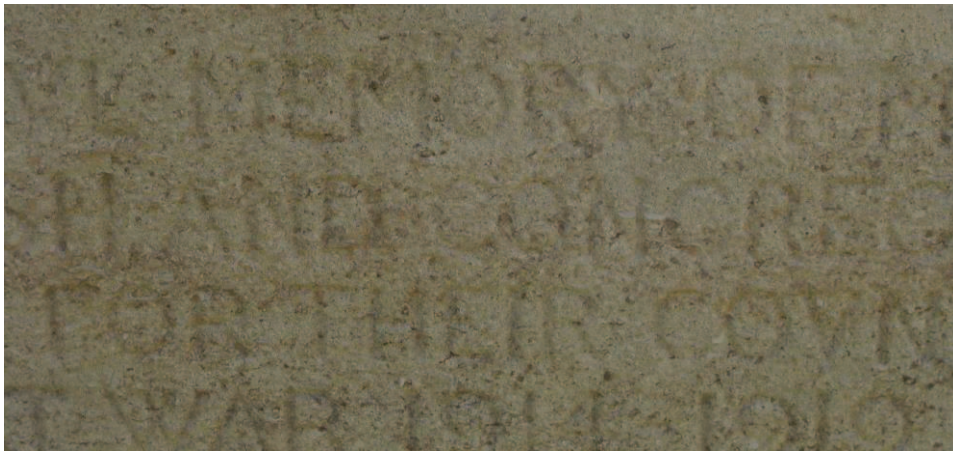
mapping. (~~Observations by field worker made from distant public realm~~)
~~—t~~Tall red brick building with slate roof and tall prominent chimneys and window detailing worthy of retention, also good quality window detailing on northern elevation fronting track.; Attached adjacent painted brick building to south with good quality bay windows and entrance detailing at ground level. Appointment necessary to make proper assessment. An Article 4 Direction may be appropriate to retain selected features in their original form should Members decide to pursue this option.

6.349267. No. 46 Windhill, The Lawns. Late 19th century building of red brick with tiled roof and tall chimneys. Some decorative wood detailing and some vertical hung tiles; some original windows. An Article 4 Direction to provide protection for selected features may be appropriate subject to further consideration and notification.

6.350268. Other distinctive features that make an important architectural or historic contribution. Walls so identified are protected from demolition without prior consent virtue of exceeding specified height unless otherwise noted or being within the curtilage of Listed Buildings.

6.351269. Boundary walls to St. Michaels Church, High street and Church Street and boundary between churchyard and The Old Monastery. Of red brick and of various heights; wall to High Street capped.

6.270352. Tombs within St Michael's churchyard. A wide range of tombstones of high quality and rich variety; also War Memorial with lettering 'fading' and in need of re-engraving.



- | Pictures [8794](#) and [8895](#). Range of high quality tombstones in St. Michaels Churchyard and beneath inscribed lettering to War Memorial beginning to 'fade'.
- | 6.[353274](#). Wall corner of Barrells Down Road and Brookland Place. Brick wall prominent in street scene, height varies up to about 2m.
- | 6.[354272](#). Tall brick walls both side of narrow alleyway adjacent to no. 1 North terrace. Walls enclose walkway leading to Half Acres.
- | 6.[355273](#). Walls both sides of Half Acres. The quality of the narrow road Half Acres is largely defined by high quality brick and brick and flint walls of varying heights exceeding 2m in places. It is very important that

these walls are kept in good repair and are retained. The west boundary wall to no. 2 Half Acres is individually listed. Parts of other boundary walls might be considered to be within the [curtilagertilages](#) of Listed Buildings, ~~but are included here for convenience.~~



Picture [8996](#). High quality brick and flint walls at Half Acres enclose and provide a streetscape of considerable interest that must be retained.

6.[356274](#). Walls between North Street and Basbow Lane at White Horse Court. Flint wall exceeds 2m; red brick wall with rounded capping exceeds 3m.

6.[357275](#). Flight of 19 steps north end of Basbow Lane. Probably date from 19th century. An interesting and visually important feature in need of repair and attention. It appears minimum recommended works relating to removal of vegetation has been carried out. Ideally replace top vertical support and provide matching lower connecting rail.



Picture 907. Flight of steps and railing, probably from 19th century in need of renovation; minimal work relating to removal of vegetation (as seen in this picture) has been carried out.

6.358276. Long length of wall to south side of Hadham Road to east of Bell's Hill. Height varies; brick section exceeds 3m, flint panelled section exceeds 1m.

6.277359. Boundary walls to EHDC Apton Road Car Park. Various heights, many lengths exceed 2m various capping detail, both rounded and constructed of industrial waste product embedded in cement. A small criticism related to how one small section has been repaired with modern rounded brick detailing of inappropriate profiles. North wall has plaque with inscribed lettering and date of 1832; ideally needs re engraving before message is lost.

6.278360. Tall brick wall enclosing western edge of Church Street. Together with other walls in the surrounding area including those at Apton Road car park and others forming boundaries to the church yard, they collectively represent an important architectural feature in this part of the town.

6.361279. Red brick wall of varying heights generally exceeding 2m, up to 4m in places, west of Priory Court and northern boundary to car park rear of St. Joseph's church on Windhill. Small plaque with initials dated 1943. Forms an important function of enclosure.

- | 6.~~280~~362. Prominent red brick wall west side of Windhill forming road boundary to several properties, including no. 46, The Lawns. Of yellow stock brick approaching 2m in height, much finished with rounded capping detail.
- | 6.363284. Wall south side of Hadham Road, junction with King Street. Height varies. In need of repair.
- | 6.364282. *Important open spaces.* Commemorative tree planting area adjacent Waitrose car parking area, Link Road. A small attractive commemorative open space with mature trees and seating.
- | 6.365283. The Market Square surfaced in natural stone is a small intimate space enclosed by buildings that are either listed or which are considered to make an important architectural or historic contribution. In addition the key to its visual success is its simplicity and uncluttered nature.
- | 6.366284. St Michaels churchyard. An important open space with mature trees traditionally associated with an historic graveyard, well cared for and as previously noted, containing many tombstones of architectural and historic interest.



Picture 948. Traditional graveyard trees, St Michaels churchyard.

- | 6.367285. *Particularly important trees and hedgerows.* Trees and hedgerows as shown on the accompanying plans are important. Although such vegetation is limited in the historic core, its presence where it does occur, is particularly important. There are many trees of quality in and adjacent to St Michaels Church.

6.368286. Important views. There are many important views within this area of the historic streets and focal buildings such as St Michaels Church and the Corn Exchange.

6.287369. Elements out of character with the Conservation Area. Wall south side of Hadham Road, junction with King Street. Height varies. In need of repair.

6.370. Redundant salt bin Windhill Old Road. This should be removed and if necessary, replaced.



Picture 99. Redundant salt bin, Windhill Old Road which is most unattractive.

6.371288. Boundary fence to Coopers of Stortford and Rivetts, Old River Lane, entrance to car park. Boundary fence of concrete post and wire with metal gates define this important focal point in the town and important Listed Building complex nearby. Any proper opportunity that may present itself through the planning process in the longer term or by negotiation should be seized to improve this detracting element.

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Picture [92100](#). Boundary fence to Coopers of Stortford and Rivetts, Old River Lane detracts in an important town centre location.

6.289372. Opportunities to secure improvements. Undertake essential repair works to Listed Building, entrance arch and wall to No. 5 Half Acres. Undertake repairs to railings of historic flight of steps north end of Basbow Lane. Repair wall Hadham Road, junction with King Street. Undertake additional tree planting at car park boundary, King Street. Seek to improve boundary fence to Coopers of Stortford and Rivetts, Old River Lane, entrance to car park, via negotiation or the planning process should the opportunity arise. Consider re engraving lettering as necessary to War Memorial in St Michaels churchyard. Re engrave fading dated inscription on north wall of Apton Road car park. [Remove or replace decaying salt bin in Windhill Old Road.](#)

6.373290. Overall Summary. Bishop's Stortford's Conservation Area is expansive and its large area is an urban environment which is considered to be '*special architectural or historic interest, the character or appearance of which it is desirable to conserve or enhance*'. There are many buildings of high quality and a selection of Listed Buildings. The latter are principally concentrated in the historic core and are representative of many centuries and with some having important historic associations. In the past good quality buildings have been demolished and it is important such a process is not repeated.

6.374291. Most importantly this Appraisal has identified a large number of late 19th/early 20th century buildings that add considerably to the town's heritage and which are most worthy of protection from demolition. The use of such buildings differs considerably and their spread is throughout the whole Conservation Area. They vary from large distinctive villas on the Hadham Road to terraces within the Newtown

area and also include premises forming part of shopping streets and institutional properties such as school buildings and churches. Many have architectural detailing and features worthy of protection and preservation, some by Article 4 Directions. Such Directions are proposed to be applied selectively and sparingly and will, inter alia, protect ~~windows, chimneys and other~~ selected architectural detailing following notification of owners and further consideration. It is thought that such a procedure is particularly well justified in Bishop's Stortford where much 'Permitted Development' that has been undertaken has eroded the architectural qualities of many buildings, particularly late 19th century terrace developments.

6.375292. There are also a considerable number of other features of importance that should be retained. These include walls that add to the quality and diversity of the Conservation Area and of particular note in this respect are the many brick and flint walls and other walls with pier or panelled detailing. Additionally there are other features of note including 19th century industrial equipment, fountains, flights of steps and commemorative memorials and plaques.

6.376293. Open spaces that are important to retain have been identified and set out in summary form in the Management section below. They vary in size and function from the very large Grange Paddocks and Castle Gardens through to small intimate spaces such as the Garden Sanctuary on Newtown Road. Some of these important spaces would benefit from landscape improvements, possibly by also introducing less demanding maintenance regimes. The River Stort is a feature of considerable quality that adds to the diversity of the town's environmental stock.

6.377294. Many improvements and enhancements have been identified which are set out in summary tabular form in the Management section below. Some strategic objectives such as extensive comprehensive developments have been suggested whilst at the other end of the scale more modest improvements are identified. It is considered that the several industrial buildings and associated industrial infrastructure in and around Dane Street, particularly the tall Mill buildings, have a particularly detrimental effect on both the local and wider townscape. The suggested improvements, both large and small, will principally be implemented by the goodwill and with the co-operation of individual owners. However the Council may be able to offer advice and guidance and, subject to staff resources will be prepared to do so, as and when appropriate. Some improvements are very minor indeed but each single visual improvement will be worthwhile. The quality of shop fronts and associated fascia signage varies considerably and there are some sites where it detracts; this Appraisal suggests further consideration be given to this issue and discussions take place locally and best national practice researched and where there is accord, implemented.

6.378295. Many extensions to the Conservation Area have been proposed and these are identified immediately below.

PART C - MANAGEMENT PROPOSALS.

7. MANAGEMENT PROPOSALS.

7.1. *Revised Conservation Area Boundaries.* The revised boundaries include the following amendments. Their exact boundary alignments are shown on the accompanying plan to which the reader is referred.

(a) Extend the Conservation Area to include parts of Maple Avenue, principally the western side but also a small section at the south east.

(b) Extend the Conservation Area to include the Charles Mello~~r~~^{ws} Swimming Pool at the Bishop's Stortford College campus.

~~(c)~~ Extend the Conservation Area along Thornfield Road principally on west side up to and including no. 27.

(d) Extend the Conservation Area principally along west side of Chantry Road.

(e) Extend the Conservation Area on north side of Dunmow Road to include nos. 6~~53a~~⁵³-8~~13~~¹³ Dunmow Road.

(f) Extend the Conservation Area to include Conewood Manor and no. 62 Dunmow Road and nearby single storey building now in residential use.

(g) Extend the Conservation Area along London Road to include the Railway Station entrance building.

(h) Extend the Conservation Area along Stansted Road to include nos. 68-100 and also nos. 1-13 Foxley Drive.

(i) Extend the Conservation Area along Grange Road on south side to include nos. 2-54 and on north side to include nos. 1-27 and also nos. 47-49.

(j) Extend the Conservation Area along South Street to include former Malthouses, Rhodes Museum and birthplace, the Bowling Club site and two separate terraces of King's Cottages.

(k) Extend the Conservation Area to include Apton Road Cemetery, east of Cemetery Road.

(I) Extend the Conservation Area along Warwick Road principally on northern side to include Alberta Terrace to and including parts of the school and on the southern side principally to include nos. 36A-66.

7.2. General Planning Control and Good Practice within the Conservation Area. All 'saved' planning policies are contained in the East Herts. Local Plan Second Review adopted in April 2007. It is currently against this document and the National Planning Policy Framework that the District Council will process applications.

7.3. Applicants considering submitting any application should carefully consider the relevant policies and if necessary contact Council Officers to seek pre-application advice. For further details including advice on Planning Applications, Conservation Areas, Listed Buildings, Landscaping and other general administrative advice, please contact the Planning Department for assistance.

Telephone no. 01279 655261

E-mail planning@eastherts.gov.uk

Or write to E.H.D.C. Wallfields, Pegs Lane, Hertford SG13 8EQ

7.4. Applicants may also wish to refer to one of the several Guidance Notes referred to in Appendix 1 below.

7.5. Planning Control - Potential need to undertake an Archaeological Evaluation. Within the sites designated as being a Scheduled Ancient Monument or within an Area of Archaeological Significance, the contents of policies BH1, BH2 and BH3 are particularly relevant.

7.6. Listed Building Control and Good Practice. Those buildings that are individually listed are identified. Other pre-1948 buildings, structures or walls within ~~the curtilage~~ the curtilage of a Listed Building are similarly protected in law.

7.7. Listed Buildings are a significant asset in contributing to the quality of the Conservation Area. It is essential that their architectural detailing is not eroded nor their other qualities and settings compromised.

7.8. The Appraisal has identified several Listed Buildings/structures as being 'At Risk' where improvements and resolutions to respective problems should be actively sought.

7.9. Planning Control – Other Unlisted Buildings that make an Important Architectural or Historic Contribution. Within the ~~existing~~ Conservation Area ~~including extensions~~ this Appraisal has identified ~~115-188~~ unlisted buildings/ groups of buildings that are considered to have

sufficient qualities to be described thus. This large number is a major environmental asset to the town that must be protected as appropriate through the planning process.

7.10. ~~In total there are 4022 such unlisted buildings/ groups of buildings in Area 1, being as follows; on~~ On Hadham Road: nos. 117, 119, 1256, 1256A, 127, 129, 30, 86-88, 90-92, 96A-96B, 114, 118-120 and 122-124, Masonic Hall, Day Nursery, Markwell Windows and Conservatories and Carlton House. Little Westfield Court, Westfield Road; Snowlands, Westfield Close; college building backing on to Maze Green Road; nos. 6-16 Maze Green Road; School House and Collett House, Bishop's Stortford campus and The Emery, Chantry Road. Additionally Within the extensions to the others will be identified if proposals to extend the Conservation Area as suggested are accepted. there are the following buildings: no. 46 Maze Green Road. Maple Avenue - nos 9, The Redwoods, 18, 8-10 and no.4. Thornfield Road - nos. 1-3, 5, 7, 9 & 11, 13-15, 17, 21-23, and 25-27. Chantry Road - nos. 5 -7, Chantry Mount, Osbourne House, no.13.

7.11. ~~In total there are 649 such unlisted buildings/ groups of buildings in Area 2, being as follows; on~~ On Manor Road: Nos. 6-26, no. 33 - The Gables and nos. 7-15; nos. 2-18 Sandle Road. On Dunmow Road: nos. 47-49, nos. 52-56 and the Red Cow PH. On Stansted Road: no 18, nos.21-23 and 25-35, Church House and no. 48. On London Road: Thomas Heskin Court, Station building, nos.43-47, 39-41, no.37, Déjà Vu Sandwich Bar- no.19 and nos. 25-29. Within the Hockerill Anglo European College: Thames House new block and St Albans House, formerly Chelmsford House. Foxley Cottage. Additionally Within the extensions others will be identified if proposals to extend the Conservation Area there are the following buildings as suggested are accepted. Dunmow Road - 63a and 63b-65, 67-69, 71-73, 75-77, 79, 81, 62, building east of no.62. On Stansted Road - nos.68-100. On Foxley Drive - nos. 1-13. On Grange Road - nos. 1, 7-9, 11-13, 19-21, 25-27, 47-49, 2-4, 8, 10-12, 14, 18, 20, 22-24, 26, 28, 30, 32-34, 36-38, 44-46, 48-50, 52-54. On Warwick Road nos. 36a-42, 44-50, 52-54, 56-60, 62-66, 1-11(Alberta Terrace), 13-15, 17-19, 21, 23, 25&27, 29, 33&35, 37, 39, 41-43, 47, building between no. 47 and School, School building in part.

7.12. ~~In total there are 13 such unlisted buildings/ groups of buildings in Area 3 being as follows; at Northgate End; -~~ Northgate Youth Centre, no.14A, no.16, group consisting of the Wheatsheaf PH, Peugeot Garage, nos. 22-24 and nos. 18-20. On The Causeway; - Riverside House (Herts. CC Registry Office). On Dane Street; - no. 41; building part of Mill complex west side ~~e, e and~~ industrial building part of Mill complex corner Dane Street/ Station Road. On Station Road; - The Fountain PH, Rose, ~~and~~ the Crown PH and ancillary building. Elsewhere: Range of shops on east side of Palmers Lane including F.J. Zelle, Glen House and Bears;

Group of shops on the western side of Market Street opposite the Corn Exchange currently occupied by [SisleySave the Children](#), Burton Butchers, Dorrington's and Thomson Travel. Group of shops east side of Potter Street opposite Apton Road being Accessorize, Costa, British Heart Foundation and ~~an unoccupied~~ [Keech charity](#) shop.

7.13. ~~In total t~~There are ~~220~~ such unlisted buildings/ groups of buildings in Area 4 being as follows; on South Street: shopping group of Santander, Spec Savers, The Edinburgh Woollen Mill, Holland and Barratt, Waterstones, Steamer Trading, Nationwide, Carphone Warehouse and an unoccupied premises; a shopping group of Elements, East and two unoccupied premises; the Methodist Church; Holy Trinity Church, ~~and~~ The Jolly Brewers PH. On Apton Road: nos. 7-9, 47-49, 51-61, 91-93, 104, ~~and~~ 138-144. On Newtown Road; group of houses from corner of Careless Court – no. 16, ~~and~~ former church building opposite [Careless Court](#). On Portland Road: the Baptist Church; nos. 15-25; 6-8 and 10-12; 16-28 and 30-56. Sidney Street in its entirety and Providence Cottage near Apton Road Cemetery entrance. Within the extensions to the Conservation Area there are the following buildings - King's Cottages being two separate groups, nos. 1-8 and nos. 9-20 South Road.

7.14. ~~In total t~~There are ~~414~~ such unlisted buildings/ groups of buildings in Area 5 being as follows; at Northgate End: nos. 21-25, ~~and~~ Glyn Hopkin Garage; On Hadham Road: group of shops corner of Half Acres- no.7A, The Folly and 9-9A. Nos. 2-4 Chantry Road. No. 4 Half Acres. On North Street: [Pizza Express](#), Nat West Bank and Russell Property building, nos.22-26, Café Rouge, Barclays Bank and no.38. On Bells Hill: nos.10-12, ~~and~~ Hills Cottage. On Windhill: nos. 24-26, 16,18, 6, 46, 48, 50-56, 7-9; the Granary through to no.13; [no.15](#), part of St. Mary's Catholic complex, Windhill Fields; On King Street: barn corner of High Street, ~~and~~ residence corner of King Street/ steps at Basbow Lane. On Basbow Lane: no.35, ~~and~~ Police Station façade in part. On Bridge Street: Lednor, Bairstow Eves and Rickmoves group, ~~and~~ former shopping group adjacent to Coopers. Former industrial buildings, Water Lane, inc. Charis Centre. In the Market Square area: Zizzi Restaurant, Rosey Lea, ~~former~~ Clement Joselyne, shop group of the Tourist Information Centre, Premier Travel, Avant Garde and an unoccupied premises; ~~also former~~ [Drill Hall](#). On Potter Street shopping group of Coral, Nomad, Cancer Research, Click Click, Artico and Mr. Simms, ~~and~~ Café Nero building corner of Apton Road. On Church Street: No.34 and office suite to let, corner of High Street; The Old Vicarage; nos. 16-30, ~~and~~ nos. 11-23.

7.15. Any proposal involving the demolition of these buildings is unlikely to be approved.

7.16. *Planning Control – Other Unlisted distinctive features that make an Important Architectural or Historic Contribution.* This Appraisal has identified a number of walls that make a particular contribution to the

character of the Conservation Area. These are protected virtue of exceeding the specified heights relevant to Conservation Area legislation or by Listed Building legislation. Any proposal involving the demolition of these walls is unlikely to be approved.

7.17. There are other distinctive features that are integral to some of the important unlisted buildings identified in the paragraphs above that make an important architectural or historic contribution, including selected chimneys, windows and other architectural detailing. In some situations protection already exists through existing planning controls but in other cases protection could only be provided by removing Permitted Development Rights via an Article 4 Direction. The associated legislation is complex. Should the Council consider such a course of action appropriate there would be a process of notifying the affected owners separately at a later date. This would be associated with further detailed consideration and possible refinement.

7.18. *Planning control - Wildlife Site within the proposed extension to the Conservation Area.* The wildlife importance of the Apton Road Cemetery site has been previously referred to. Any development that adversely affects wildlife species occupying such sites will not normally be permitted and would need clear justification. Proposals will be considered against Policies [ENVV 14](#) and [ENVV 16](#).

7.19. *Planning Control – Locally Important Historic Parks and gardens.* EHDC Supplementary Planning Document ‘Historic Parks and Gardens’ has identified Castle Gardens thus. Proposals that significantly harm such gardens special character will not be permitted and will be considered against Policy BH16.

7.20. *Planning Control – Important open land, open spaces and gaps.* This Appraisal has identified the following particularly important open green spaces: area to front of Springfield Court, Hadham Road; Green Spaces on Bishop’s Stortford College campus; graveyard to All Saints Church, Stansted Road; Grange Paddocks/Castle Gardens; Garden Sanctuary, Newtown Road; open spaces, Chestnut Close; Trinity Play Area; [Holy Trinity churchyard](#); commemorative tree planting area adjacent Waitrose car park, Link Road; St Michaels churchyard. Green spaces at Hockerill Anglo European College. [Within the extensions to the Conservation Area there are the following open space:](#) Additionally the Bowls Club on South Road and Apton Road Cemetery. ~~will be so identified if the proposals to extend the Conservation Area in these locations are accepted.~~ These open spaces will be protected.

7.21. *Planning Control – Particularly important trees and hedgerows.* Only the most significant trees are shown diagrammatically. It has not been possible to plot trees on inaccessible land. Subject to certain exceptions all trees in a Conservation Area are afforded protection and a person wanting to carry out works has to notify the Council. Trees that have not been identified may still be considered suitable for protection

by Tree Preservation Orders. Owners are advised to make regular inspections to check the health of trees in the interests of amenity and Health and Safety. [Some Tree Preservation Orders are in place.](#)

7.22. Planning Control - Important views. Views of St Michaels church from many view points, too numerous to show, are important. A selection of general views are diagrammatically shown. Policy BH6 is particularly relevant.

7.23. Enhancement Proposals. The Appraisal has identified a number of elements that detract which are summarised in the Table below together with a proposed course of action; other actions are also identified. Within the staff and financial resources available, Council Officers will be pro-active and provide assistance. It must be recognized that such improvements will generally be achieved only by the owner's co-operation.

Detracting element	Location	Proposed Action.
Post and wire boundary fence.	Hadham Road, south side, boundary to BS College.	Seek landowner's co-operation in planting shade tolerant screening.
Boundary fence.	Snowlands, Westfield Close.	Will need replacement at a future date; at such time encourage owner to replace with appropriate railings or hedge.
Chestnut paling fence.	Front of 69A-69B Hadham Road.	Suggest owner re-erect and allow ivy vegetation to colonise.
Damaged steps.	To cottages on north side of Hadham Road.	Seek owner's co-operation in initiating repairs.
Triangle of open space.	Dunmow Road adjacent to Cock PH.	Suggest comprehensive landscape improvements be implemented.
Damaged wall.	London Road, Telephone Exchange.	Discuss solution with owner and seek appropriate repairs.
Boundary to EHDC car park.	London Road.	Consider options for making improvements that might range from weed removal to a more permanent and pleasing visual enhancement.
Boundary wall at Grange Road, in	Part of nos.43-47 London Road.	Seek owner's co-operation in undertaking necessary

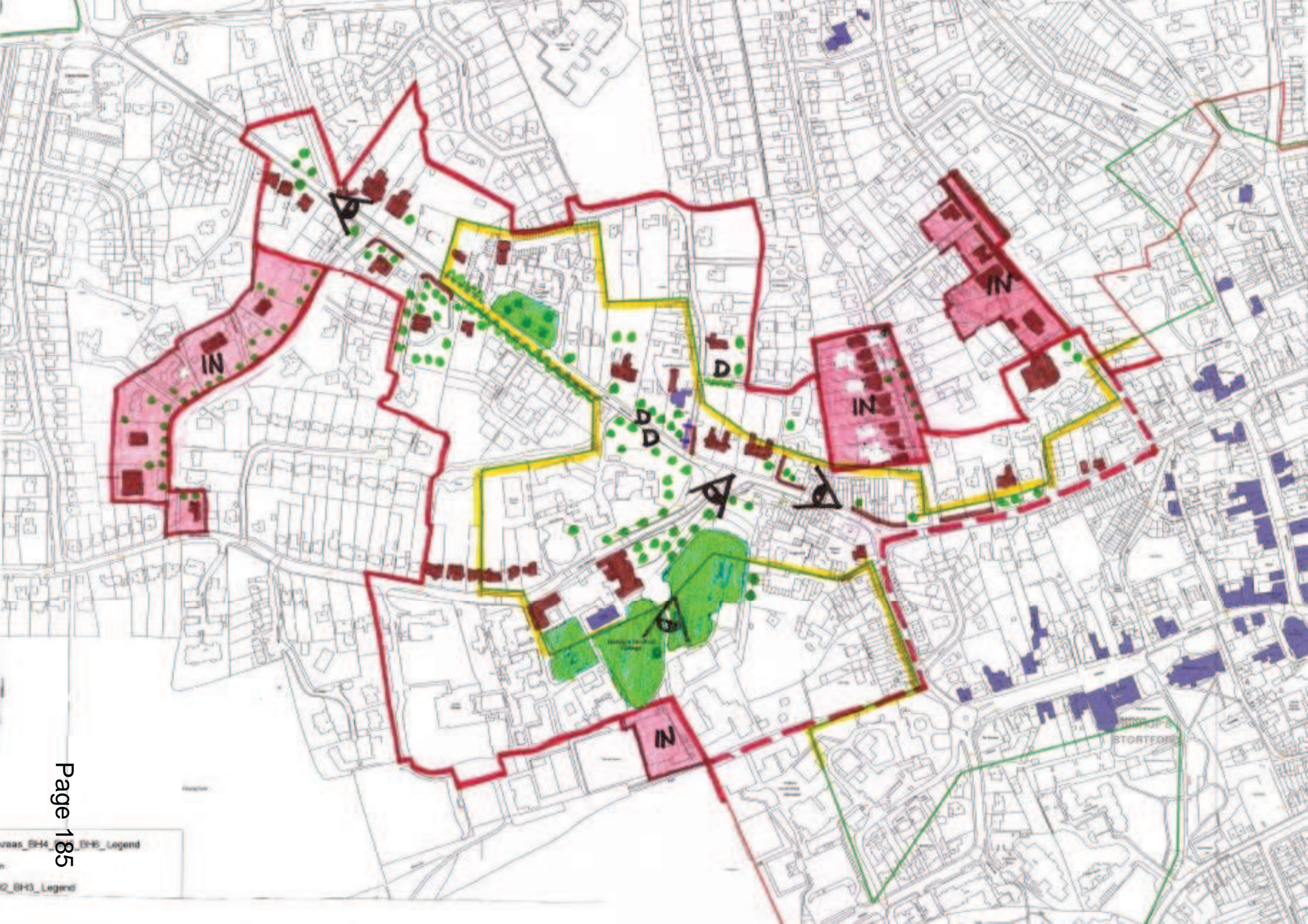
need of repair.		repairs.
Boundary wall in need of repair.	West corner of Dunmow Road Manor Road.	Seek owner's co-operation in undertaking necessary repairs.
MAG American and Warwick Electrical Contractors sites.	Northgate End, beyond but adjacent to the Conservation Area.	Seek improvements following discussion with owners; Joint redevelopment would be an ideal solution.
Shed associated with EHDC Link Road parking area.	Link Road.	Remove graffiti.
Uneven paths.	Castle Gardens.	Consider need to resurface/repair in selected locations.
Minor works.	Castle Gardens.	Replace vandalised information sign.
Boundary fencing.	Elevated access road to Station.	Seek improvements following discussion with respective owners.
Entrance structure with deteriorating paintwork.	Jackson Square entrance at Bridge Street.	Seek co-operation of owners to undertake necessary repainting.
Damaged telephone kiosk.	Potter Street Devoils Lane.	Seek co-operation of owners to undertake minor window repair, also repaint.
Unattractive corner site.	Corner Station Road and Riverside.	Seek owner's co-operation to long term permanent 'hard' undertake appropriate landscaping solution. -
<u>2 no.unattractive former raised 'flower beds'.</u>	<u>Junction Trinity Street/ Jervis Road and nearby on Jervis Road.</u>	<u>Source owners and seek repair or replacement.</u>
Shop fronts and fascias.	Selected sites throughout Conservation Area.	Seek views of Chamber of Commerce; consider undertaking an assessment of best national practices and liaising with individual shop owners.
Flight of steps.	North end of Basbow Lane.	Ideally replace top vertical support and provide lower rail.
Wall in state of disrepair.	Hadham Road, junction with King Street.	Contact owner and seek co-operation in undertaking necessary repairs.

Detracting fence at key focal point in town.	Coopers and Rivetts, Old River Lane, entrance to car park.	Seek improvements through negotiation or via planning process, should opportunity arise.
Old salt bin in badly deteriorating condition.	Windhill Old Road	Seek removal/replacement.
Other Actions.		
Building at Risk- Waytemore Castle. Make an assessment of Waytemore Castle to secure its long term future as a Scheduled Ancient Monument and an important Grade 1 Listed Building.		
Building at Risk- Entrance arch and wall to No 5 Half Acres. Contact owner advising of potential assistance and seeking co-operation in undertaking essential repairs.		
Continue discussion Seek views on the prospect of achieving selected or comprehensive redevelopment of the area defined by Hockerill Street, and London Road, the Telephone site to the south and railway to the west.		
Add Lych Gate (Church of All Saints, Stansted Road) to EHDC mapping records as a Listed Building because it forms part of the formal description of English Heritage Listed Building description.		
Following selective improvements consider commissioning a comprehensive long term landscaping plan for the War Memorial area.		
Following selective improvements, consider undertaking long term improvements to the Paddling Pool area.		
Boundary to car park King Street. Suggest several additional trees are planted to provide height and enclosure to street scene.		
Redecoration of elevation to Star Inn on Water Street would be beneficial, assist the longevity of this important Listed Building and improve the street scene. Source owner and seek co-operation in implementing improvements.		
Consider re engraving lettering to War Memorial in St Michaels churchyard as necessary.		
Consider re engraving fading dated inscription on north wall of Apton Road car park.		
Consider replanting rose beds at Friends Garden Sanctuary on Newtown Road or alternatively consider a revised landscaping scheme involving less maintenance.		
Consider planting several trees of appropriate species on open spaces, Chestnut Close off Apton Road.		
Consider planting additional peripheral trees to boundary of Trinity Play Area.		
Consult owners of properties in Sidney StreetTerrace to explore the potential of developing a voluntary overall longer term enhancement scheme.		

Appendix 1. Guidance notes produced by East Hertfordshire District Council. The following represent useful technical information and can be obtained via the details provided above.

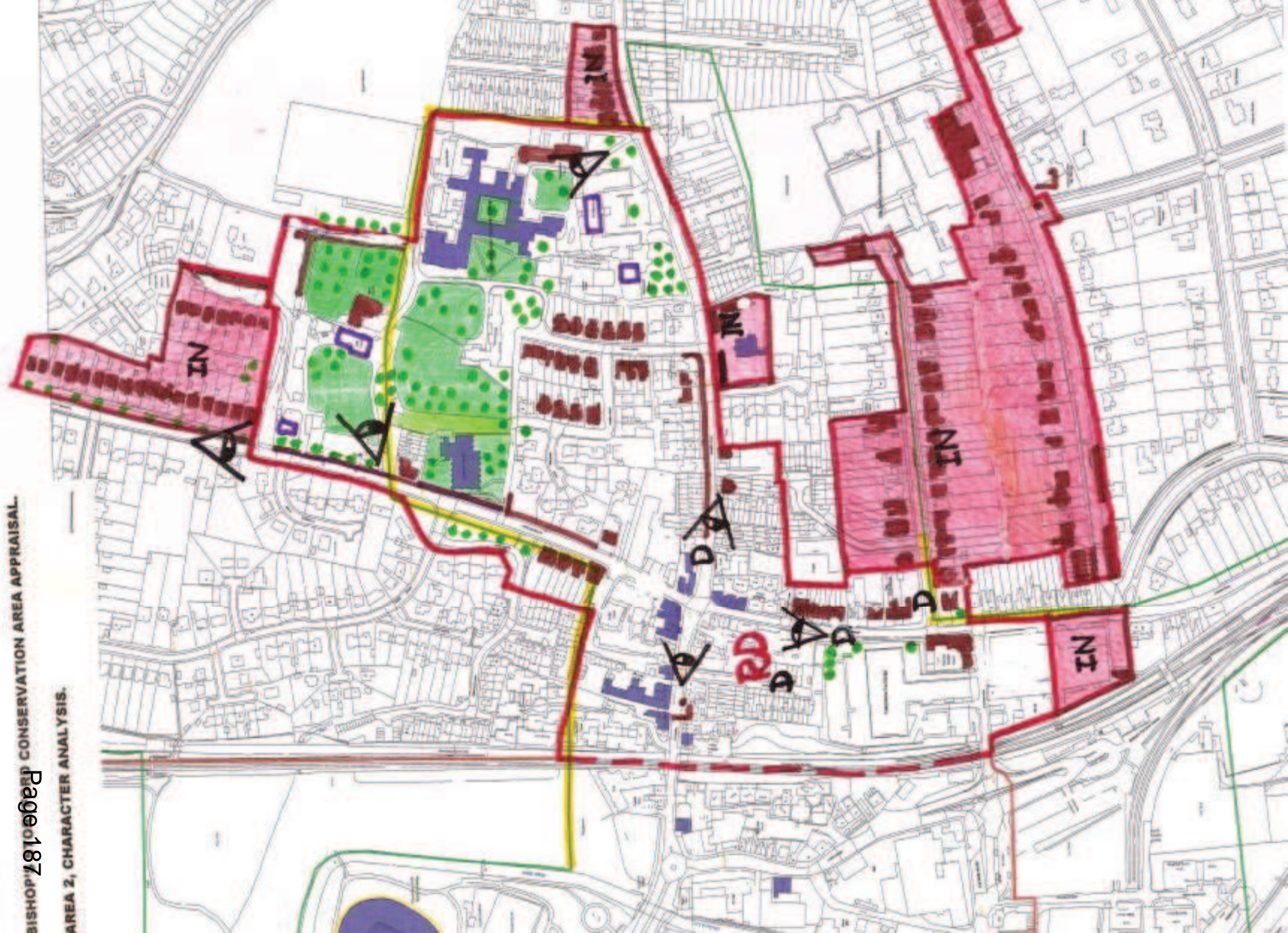
- 1. Brick Repointing and Repair.**
- 2. Conservation Areas.**
- 3. Cleaning Historic Brickwork.**
- 4. Farm Buildings.**
- 5. Flint and Flint Wall Repair.**
- 6. Hard Landscaping in Historic Areas.**
- 7. Listed Buildings.**
- 8. Rainwater Goods and Lead.**

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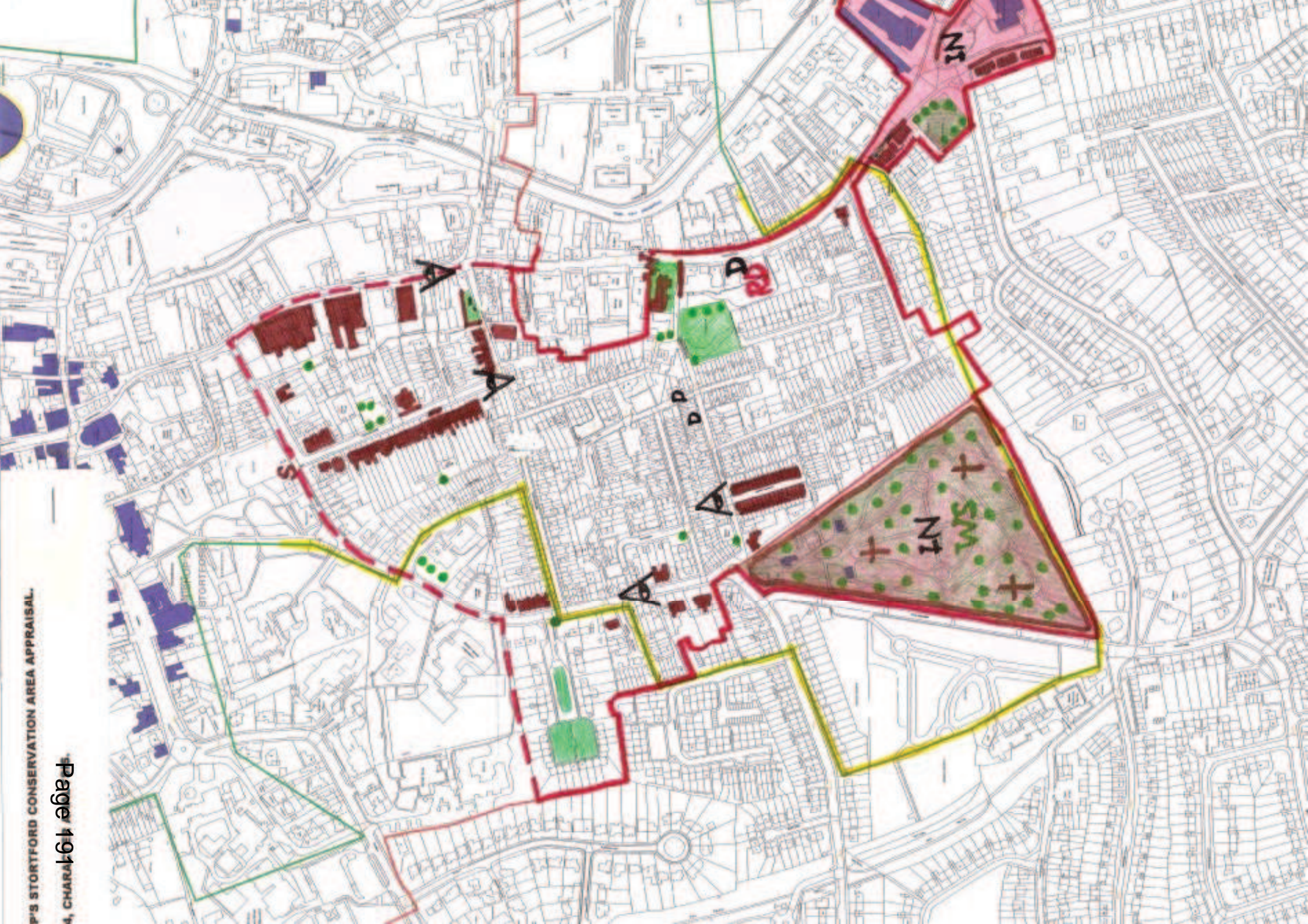
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AREA 2, CHARACTER ANALYSIS.



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AREAS OF ARCHAEOLOGICAL SIGNIFICANCE	
INDIVIDUALLY LISTED BUILDINGS/STRUCTURES	
OTHER INDIVIDUALLY LISTED FEATURES	
Walls/railings	
War Memorial	
LISTED BUILDINGS 'AT RISK' OR OTHER LISTED BUILDINGS/STRUCTURES IN NEED OF REPAIR / REFURBISHMENT	
IMPORTANT BUILDINGS IN THE CURTILAGES OF LISTED BUILDINGS	
UNLISTED BUILDINGS THAT MAKE AN IMPORTANT ARCHITECTURAL OR HISTORIC CONTRIBUTION	
OTHER DISTINCTIVE FEATURES THAT MAKE AN IMPORTANT ARCHITECTURAL OR HISTORIC CONTRIBUTION	
Tombstones	
Walls/ railings	
Letter box	
Fountain	
Crane	
Steps	
War memorial	
IMPORTANT OPEN SPACES	
IMPORTANT WATER FEATURES	
GENERAL LOCATION OF IMPORTANT TREES/HEDGEROWS	
WILDLIFE SITES	

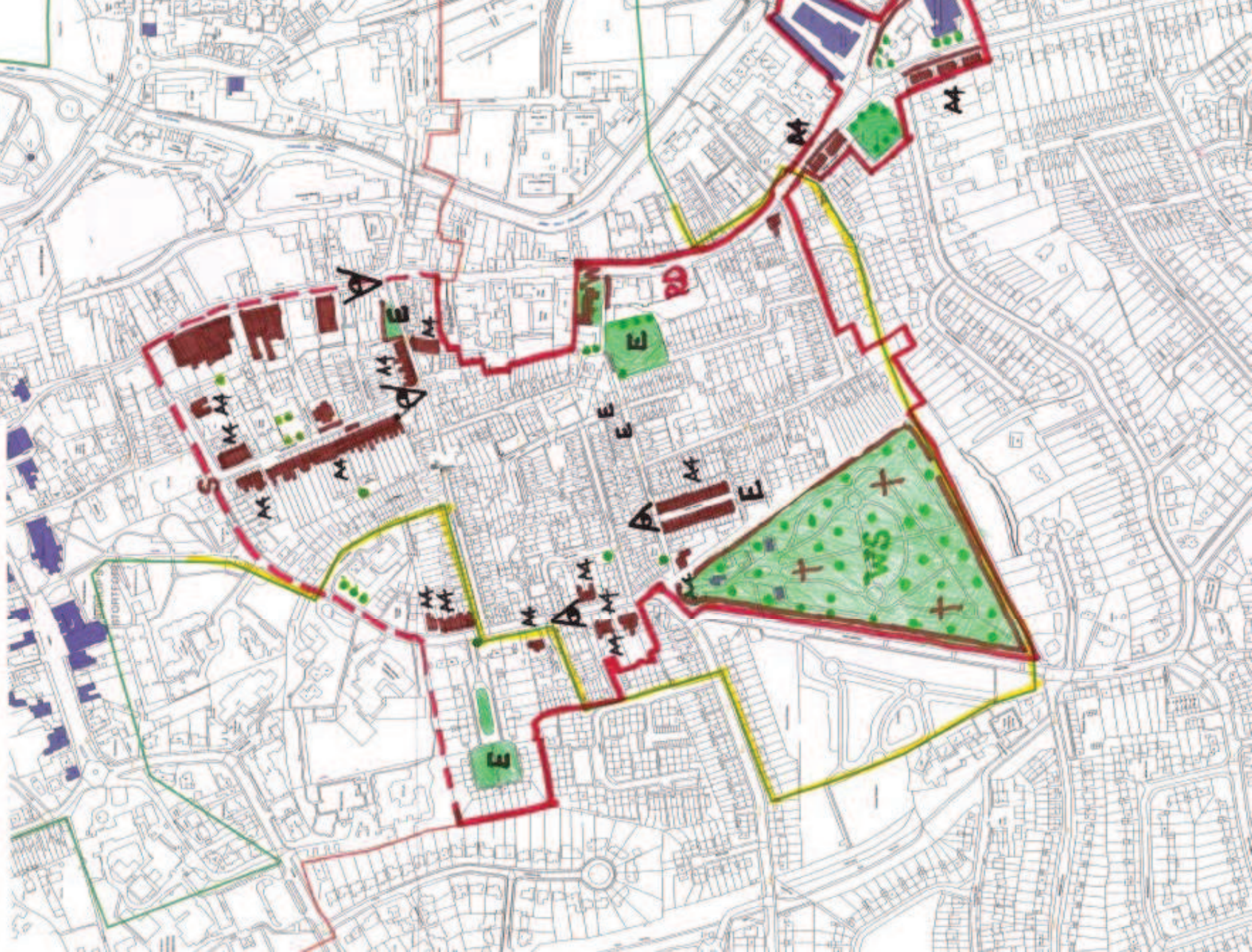
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SAM

INDIVIDUALLY LISTED BUILDINGS/STRUCTURES: NPP policies apply

OTHER INDIVIDUALLY LISTED FEATURES: NPP policies apply

Walls/railings

War Memorial

LISTED BUILDINGS 'AT RISK' OR OTHER LISTED
BUILDINGS/STRUCTURES IN NEED OF REPAIR/ REFURBISHMENT

IMPORTANT BUILDINGS IN THE CURTILAGES OF LISTED BUILDINGS:
NPP policies apply

UNLISTED BUILDINGS TO BE PROTECTED FROM DEMOLITION

OTHER DISTINCTIVE FEATURES TO BE PROTECTED FROM
DEMOLITION WITHIN PARAMETERS OF EXISTING LEGISLATION:
(includes features within the curtilage of Listed Buildings and
walls/railings above the specified heights)

Walls/railings

Tombstones

Letter box

Fountain

Crane

Steps

War memorial

SELECTED FEATURES ON UNLISTED BUILDINGS WHERE ADDITIONAL
CONTROLS ARE PROPOSED SUBJECT TO FURTHER CONSIDERATION
AND NOTIFICATION (by Article 4 Direction)

IMPORTANT OPEN SPACES TO BE PROTECTED

IMPORTANT WATER FEATURES TO BE PROTECTED

GENERAL LOCATION OF IMPORTANT TREES/HEDGEROWS TO BE
PROTECTED WITHIN PARAMETERS OF LEGISLATION

WILDLIFE SITES TO BE PROTECTED: Local policies Env 14 and Env 16

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EAST HERTS COUNCIL

EXECUTIVE – 9 OCTOBER 2014

REPORT BY EXECUTIVE MEMBER FOR STRATEGIC PLANNING AND TRANSPORT

SAWBRIDGEWORTH CONSERVATION AREA APPRAISAL

WARD(S) AFFECTED: SAWBRIDGEWORTH

Purpose/Summary of Report

- To enable Members to consider the Sawbridgeworth Conservation Area Appraisal following public consultation.

<u>RECOMMENDATIONS FOR EXECUTIVE:</u> That	
(A)	the responses to the public consultation be noted and the Officer responses and proposed changes to the Sawbridgeworth Conservation Area Appraisal be supported;
(B)	authority be delegated to the Head of Planning and Building Control, in consultation with the Executive Member for Strategic Planning and Transport, to make any further minor and consequential changes to the Appraisal which may be necessary;
(C)	the Sawbridgeworth Conservation Area Appraisal be supported for adoption;
<u>RECOMMENDATIONS FOR COUNCIL:</u> That:	
(A)	the responses to the public consultation be noted and the Officer responses and proposed changes to the Sawbridgeworth Conservation Area Appraisal be agreed;
(B)	the Sawbridgeworth Conservation Area Appraisal be adopted.

1.0 Background.

- 1.1 East Herts has a rich environmental heritage which includes 42 Conservation Areas. The East Herts Local Plan commits the Council to review its Conservation Areas, a requirement which is also set out in national legislation.
- 1.2 The review of Sawbridgeworth's Conservation Area is the first in a series of reviews undertaken in 2013/2014. These reviews can now be presented for Members consideration at a number of meetings of the Executive. This is the latest. In each case a report will be presented when a public consultation exercise has been undertaken in relation to each individual settlement
- 1.3 Each document identifies the special character of the respective Conservation Area together with the elements that should be retained or enhanced and those which detract from the identified character. Existing boundaries will be reviewed and, where appropriate, practical enhancement proposals will be suggested.
- 1.4 Once Members have considered each Appraisal, and the document has been adopted by the Council, they will become a 'material consideration' in the process of determining planning applications.

2.0 Sawbridgeworth Conservation Area Appraisal

- 2.1 Sawbridgeworth's Conservation Area was first designated in 1968 and redesignated in 1981. The Sawbridgeworth Conservation Area Appraisal was completed in 2014. There was a period of public consultation from May to July 2014. A public meeting was held on 29 May 2014 at which about 15 members of the public were in attendance. Responses were received from 3 respondents including a Local Member and other points were raised at the public meeting. The headline issues are set out in the following paragraphs:
- 2.2 *General content of Appraisal:* The Appraisal sets out a revision to the Conservation Area boundary to include the 'New Town' area on Station Road, the Cricket pitches and pavilions and the Springhall Road suburb. It identifies the key environmental features and the manner in which they can be controlled. In relation to Sawbridgeworth the most relevant ones are: Listed Buildings including structures in their curtilages; non listed

buildings of quality worthy of protection; other unlisted distinctive features worthy of protection and important open land and spaces.

- 2.3 *Listed buildings and structures in their curtilages:* These are protected by legislation and have been identified in the Appraisal. Some are in a poor condition and these have also been identified in the Council's recently updated Buildings at Risk Register. It is considered important their condition improves. Potentially this could occur through the planning process or possibly from grant assistance. Officers will approach owners as Members agreed when considering the Buildings at Risk Register in March 2013.
- 2.4 *Non listed buildings of quality worthy of protection:* A small number have been identified that make a positive contribution to the Conservation Area and these should be retained through the planning process.
- 2.5 *Important open land and spaces:* The Appraisal has identified a number of such important open spaces that materially contribute to the character or appearance of the Conservation Area that should be protected through the planning process.

3.0 Consultation Feedback

- 3.1 Comments received through the consultation process are set out in the table included as **Essential Reference Paper B** arranged in the subject order set out above.
- 3.2 **Essential Reference Paper C** is a copy of the Sawbridgeworth Conservation Appraisal as it appeared at the consultation draft stage with track changes to show how the final document will appear.
- 3.3 In summary it is recommended that the Sawbridgeworth Conservation Area Appraisal be adopted and be used in the process of determining planning applications.
- 4.0 Implications/Consultations Information on any corporate issues and consultation associated with this report can be found within **Essential Reference Paper A**

Background Papers

None

Contact Member: Cllr Mike Carver – Executive member for Strategic Planning and Transport
mike.carver@eastherts.gov.uk

Contact Officer: Kevin Steptoe – Head of Planning and Building Control, ext 1407
Kevin.steptoe@eastherts.gov.uk

ESSENTIAL REFERENCE PAPER 'A'

IMPLICATIONS/CONSULTATIONS

Contribution to the Council's Corporate Priorities/ Objectives	<p><i>Place</i> This priority focuses on sustainability, the built environment and ensuring our towns and villages are safe and clean.</p> <p><i>Prosperity</i> This priority focuses on safeguarding and enhancing our unique mix of rural and urban communities, promoting sustainable, economic opportunities and delivering cost effective services.</p>
Consultation:	<i>Community consultation has been undertaken as set out in the report</i>
Legal:	<i>Preparation of the Appraisal fulfils statutory requirements.</i>
Financial:	<p><i>Costs associated with the preparation of the Appraisal are met from within existing staffing and operational budgets.</i></p> <p><i>The Appraisal suggests works and actions which could be undertaken to enhance the character and appearance of the conservation Area and remove detracting elements. The Council is not committed to undertaking these further actions. There will be potential revenue and capital costs associated with doing so – which can be further assessed on reaching a decision whether to undertake further action.</i></p>
Human Resource:	<i>No additional staffing implications</i>
Risk Management:	<i>No significant risk issues</i>

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Essential Reference Paper B

Issue	Representations made	Officer comment
Changes to the Conservation Area Boundary.	A local Councillor expressed support for the proposed extensions to the Conservation Area. They also suggested extending the Conservation Area further south.	Officers have considered this representation; however Officers consider that the Conservation Area boundary as proposed represents a sensible line between edge of the historic built form of the village and the suburban extension beyond.
Other minor points	<p>One respondent noted an inaccuracy regarding the address of one building.</p> <p>One respondent notes that the streetlights at the south end of Knight Street are in keeping with the character of the road and asks if the streetlights at the northern end of the road could be changed.</p> <p>Additionally the respondent is concerned about development within the local area and their design.</p>	<p>The document has been amended.</p> <p>Proposing replacement street furniture goes beyond the remit of the Appraisal. The respondent has been directed to Hertfordshire Highways.</p> <p>Conservation Area status does not stop or limit development, it merely gives the Local Planning Authority</p>

		further controls on location, orientation and form. The respondent was advised to express their concern with planning applications during the application process.
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Sawbridgeworth

Conservation Area Appraisal

2014

Deleted: Draft



CONTENTS

1.0	Introduction	4
2.0	Planning Policy Framework	7
3.0	Definition of Special Interest	10
4.0	Location, Topography and Landscape	11
5.0	Historic Development and Archaeology	12
6.0	Spatial Analysis	31
7.0	Character Areas	42
	<i>Character Area 1: The Medieval Core</i>	42
	<i>Character Area 2: Station Road and River Valley</i>	65
8.0	Public Consultation	78
9.0	Bibliography	79

APPENDICES

Appendix 1: Historic Environment Records relevant to Sawbridgeworth Conservation Area	81
Appendix 2: Listed Buildings within Sawbridgeworth Conservation Area	83
Appendix 3: Relevant Local Plan Policies	86

LIST OF FIGURES

Figure 1. Alterations to Sawbridgeworth Conservation Area boundary since designation	6
Figure 2. Sawbridgeworth Conservation Area	9
Figure 3. 1970 aerial photograph of Sawbridgeworth viewed from the northwest	10
Figure 4. 1948 aerial photograph showing the countryside around Sawbridgeworth	11
Figure 5. Surviving burgage plot boundaries and distribution of earliest dateable surviving buildings	15
Figure 6. Post-medieval development of Sawbridgeworth 1500-1900	17
Figure 7. Extract from the Dury and Andrews Map of Hertfordshire of 1766	18
Figure 8. Extract from the 1839 Tithe Map of Sawbridgeworth	19
Figure 9. Extract from the 1874-94 Ordnance Survey Map of Sawbridgeworth	21
Figure 10. Extract from the 1897-98 Ordnance Survey Map of Sawbridgeworth	22
Figure 11. Extract from the 1920-24 Ordnance Survey Map of Sawbridgeworth	19
Figure 12. Location of Maltings in Sawbridgeworth and Lower Sheering	24
Figure 13. Extract from the 1938-51 Ordnance Survey Map of Sawbridgeworth	25
Figure 14. Extract from the 1962-92 Ordnance Survey Map of Sawbridgeworth	28
Figure 15. Sawbridgeworth. Areas of Archaeological Significance	30
Figure 16. Map detailing the two character areas within Sawbridgeworth Conservation Area	42
Figure 17. Sawbridgeworth Conservation Area. Character Area 1: The Medieval Core. Appraisal map	64
Figure 18. Sawbridgeworth Conservation Area. Character Area 2: Station Road and River Valley. Appraisal map	73
Figure 19. Proposed extensions to Sawbridgeworth Conservation Area	77

Front cover: Parish Church of Great St. Mary's, Church Lane; The Corn Mill, Mill Lane; Orchard Works, Station Road (now 1 – 36 River Court); The Market House Hotel, 42 Knight Street from Bell Street

1.0 INTRODUCTION

Background

- 1.1 This appraisal of the Sawbridgeworth Conservation Area was carried out by BEAMS Ltd (the trading arm of the Hertfordshire Building Preservation Trust), in partnership with East Herts Council. The appraisal provides an up-to-date review of the character, appearance, special interest & significance of the buildings, spaces & the inter-relationships that comprise this unique town.
- 1.2 Sawbridgeworth Conservation Area was designated on 10th June 1968. The boundary was modified on two occasions, 27th March 1981 and 20th January 1998 (Figure 1). An adjoining conservation area in Lower Sheering was designated in September 1975 by Essex County Council and centred on the 19th century maltings complex south of the station. This is included in the appraisal because of the close links to the town, although it has not been commissioned by Essex County Council (or Epping Forest District Council) and therefore has no status in respect of any planning applications or other proposals on the Essex side of the county boundary.
- 1.3 Designation of a conservation area introduces additional controls within the area, including control over the demolition of unlisted buildings, strengthening control over minor development and provides additional protection for trees. However, conservation area designation does not necessarily stop change - alterations, different uses & new development, which requires planning permission or consent, can be positive and are carefully considered to seek to encourage conservation of the intrinsic character, appearance & significance & a harmony in sympathetic new buildings and works of clear quality.
- 1.4 The purpose of this appraisal is to define the special interest and local distinctiveness of Sawbridgeworth Conservation Area by analysing its development, landscape setting, views and spaces, and the architectural and historic interest of its buildings. It is intended to assist and guide all those involved with development and change and will be used by the Council when considering development proposals. The approach used in preparing this document is based on current good practice guidance as set out by English Heritage in 'Guidance on Conservation Area Appraisals' (2006) and Conservation Area Designation, Appraisal and Management (2011).

Objectives

- 1.5 The main objectives of this conservation area appraisal are:
 - To define the special interest of Sawbridgeworth Conservation Area, and Lower Sheering Conservation Area in as much as it affects Sawbridgeworth's setting, by analysing historic development, uses, landscape setting, views and spaces, and also through assessing the architectural and historic qualities of buildings.
 - To identify neutral areas, negative features and spaces, and the problems, pressures and capacity for change

Survey

- 1.6 A full photographic record of Sawbridgeworth Conservation Area was made in line with the recommendations by English Heritage (2006) to provide 'a baseline for measuring change and monitoring alterations / physical condition'. This will form part of the project archive for use / reference by East Herts Council. The omission in this report of any particular feature within the conservation area does not imply that it is of no significance or value.

Public Consultation

- 1.7 There is a strong emphasis on community involvement in the production of appraisals to ensure the documents are as accurate as possible by assessing local knowledge, to encourage local involvement and to give people the chance to influence the document. This appraisal and the associated management plan have been produced in line with the East Herts Council's Statement of Community Involvement adopted in March 2007. Further details regarding the Public Consultation exercise can be found in Section 8.0.

Status and Contacts

- 1.8 The appraisal will be used as a technical document to inform planning decisions and will be subject to a process of monitoring and review.
- 1.9 General advice about matters relating to the historic environment, including conservation areas and listed buildings can be sought from the Council's Conservation Section, which is part of Planning Services.

Postal address: East Herts Council,
Wallfields, Pegs Lane,
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SG13 8EQ
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Email: planning@eastherts.gov.uk

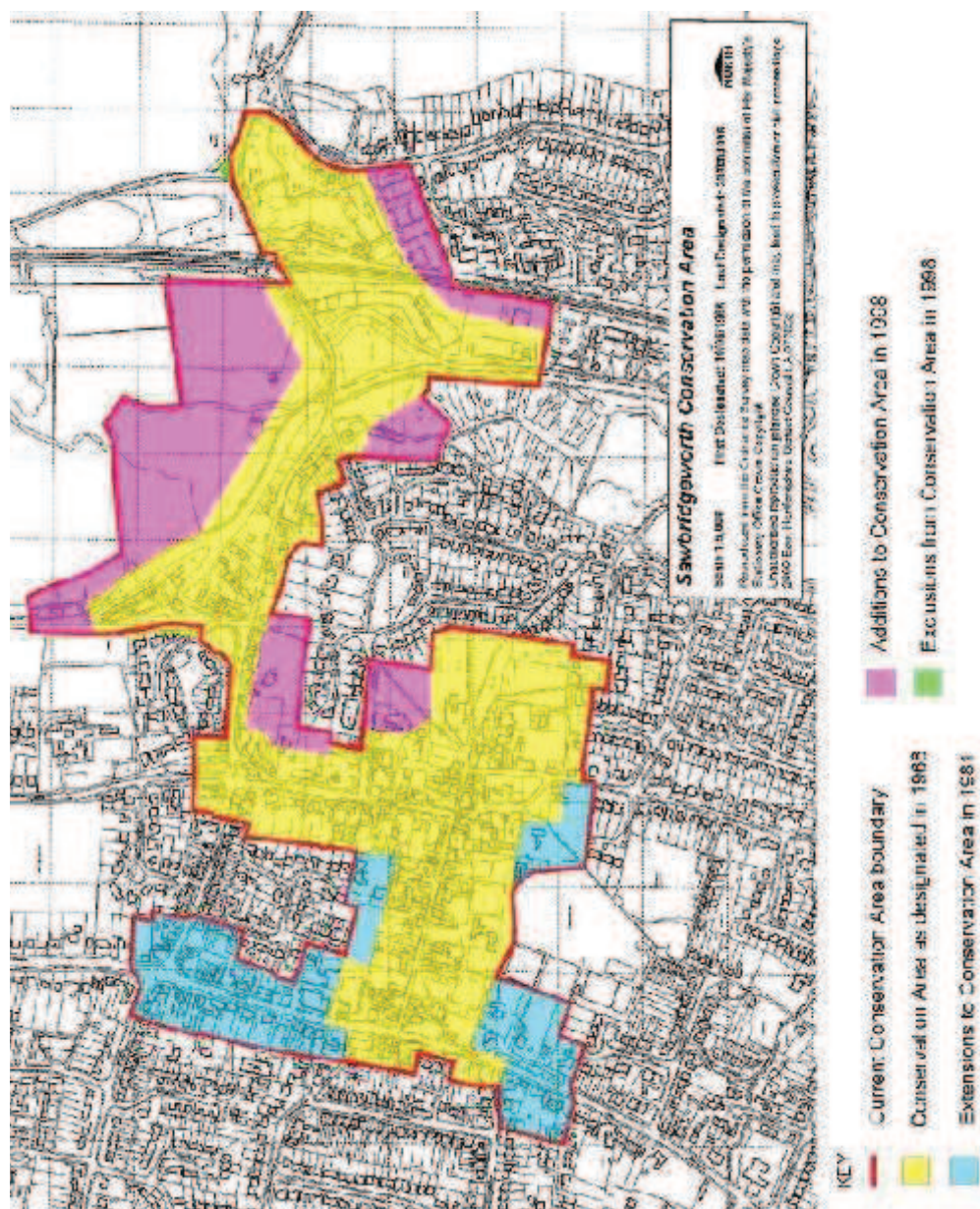


Figure 1. Alterations to Sawbridgeworth Conservation Area boundary since designation.
 Map courtesy of East Herts Council.

2.0 LEGISLATION AND PLANNING POLICY

- 2.1 A Conservation Area is defined under section 69 of the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990 as *'an area of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance.'* Each local planning authority is responsible for the designation of such conservation areas under the Act. Section 71 of the same Act requires local planning authorities *'...to formulate and publish proposals for the preservation and enhancement...'* of these conservation areas.

National Policy

- 2.2 The National Planning Policy Framework was published in March 2012 and sets out what sustainable development means in practice. One of the key dimensions of sustainability is protecting and enhancing the historic environment. A core principle is that planning should conserve heritage assets, so that they can be enjoyed for their contribution to the quality of life of this and future generations. There is a positive requirement to look for opportunities for enhancement within conservation areas.

Regional and Local

- 2.3 The Planning and Compulsory Purchase Act 2004 introduced a new system for the preparation of development plans, which will comprise a Regional Spatial Strategy and a set of documents known as the Local Development Framework (LDF). This series of LDF documents will gradually replace the Local Plan; they will set out the Council's policies for meeting the community's economic, environmental and social aims for the future where they affect the development and use of land within the framework provided by the regional plan.
- 2.4 Within the framework provided by the regional plan, the LDF Core Strategy and Rural Issues Plan will set out a long term spatial vision and objectives, policies and proposals to guide decisions about the planning of the District. Objectives relevant to the conservation area include:
- Care about what is built and where
 - Shaping Now, Shaping the Future (LDF)
 - Safeguarding our unique mix of rural and urban communities
- 2.5 For a transitional period a number of policies from the Local Plan (adopted in 2007) have also been saved and remain in force.
- 2.6 Chapter 7 of the Local Plan refers to retail and the policies seek to avoid out of town shopping centres having a negative impact on town centres. More specifically, policy STC 4 deals with change of use within retail shopping areas in small towns and seeks to avoid the loss of A1 retail to other uses where this would have an effect on the retail character.
- 2.7 Chapter 8 of the Local Plan refers to Environment and Design and many of these policies could also be relevant to the Conservation Area, including ENV.1, 3-6, 8-9, 11-13, 16-21, 23 -28.

- 2.8 Chapter 9 of the Local Plan deals with conservation areas and related policies BH5, BH6, BH7, BH8, BH14 and BH15, which cover a range of issues, including the control of development within the conservation area, although BH4, which covered the demolition of buildings within the conservation area has not been saved. In addition, policy BH 17 refers to enabling development with respect to listed buildings, although all other listed building policies, BH9, BH10, BH11, BH12 and BH13 have not been saved. Policies BH1, BH2 and BH3 are relevant to sites of archaeological interest.
- 2.9 Chapter 14 of the Local Plan refers specifically to Sawbridgeworth. It has a list of three aims and six objectives, all of which are relevant to the character of the Conservation Area. A summary of these aims and objectives would be:
- To enable development to provide for the needs of present and future generations, whilst maintaining the town's pleasant character, ameliorating the problems associated with traffic, maintaining and enhancing the vitality of the commercial centre, protecting and enhancing the River Stort.*
- 2.10 The specific policies SA1-4 concern allocation of land for two housing developments both of which are outside the conservation area but could impact on its setting.
- 2.11 All relevant policies can be found in Appendix 3.



Figure 2. Sawbridgeworth Conservation Area (existing boundary marked in red).
Map courtesy of East Herts Council.

3.0 DEFINITION OF SPECIAL INTEREST

- 3.1 Every conservation area has a distinctive character, which is derived from its topography, historical development and current uses. Features such as streets, hedges, buildings and place names are all important contributors. The centre of Sawbridgeworth is situated on a plateau above the Stort River Valley. Although there are earlier signs of settlement, it is believed to have been a planned medieval town of the 13th century and that it grew through its agricultural wealth and good transport links.
- 3.2 The principle features of Sawbridgeworth Conservation Area are:
- The medieval core of the town as defined by Bell Street, Knight Street, Church Street all meeting at "The Square"
 - The church and large sylvan churchyard in the centre of the town
 - Fair Green, a sylvan and tranquil open space and Vantorts Road
 - The river valley and canal side maltings, a significant example of early industry
 - The Rivers Nurseries, an early specialised nursery, serving large country houses and developing through improved transport links
 - The winding, semi-rural Station Road and the old mill group around the lock
 - The rich vein of historic buildings of many eras throughout the town and their architectural quality. Including the inns which recall the importance of London Road and the coaching era, surviving agricultural and maltings buildings which recall the importance of these two industries to the town. Showing the local vernacular traditions adapted over time to different architectural trends and philosophies
 - The many fine trees which contribute to the character whether in public or private space
 - The archaeological significance of the area



Figure 3. 1970 aerial photograph of Sawbridgeworth viewed from the northwest (Beams Collection)

4.0 ASSESSMENT OF SPECIAL INTEREST

- 4.1 Sawbridgeworth is located approximately two miles to the north of Harlow and four miles south of Bishop's Stortford on the A1184 which connects the three towns but was formerly the A11 trunk road and therefore still links south to London and northeast to East Anglia. The important east-west cross country route, now the A414, connecting Hertford and beyond to the west and Hatfield Heath and beyond to the east traverses the town. It has a railway station that also links to London to the south and to Cambridge and East Anglia to the northeast. It is linked with the smaller Lower Sheering, just across the Essex Border, at the important hub of the railway station and the river crossing. It is situated on a small plateau above a bend in the River Stort to the east and is surrounded by open fields, parkland and water meadows apart from the small intrusions of High Wych to the west and Lower Sheering to the east, to which it is tenuously connected. Pishiobury Park and the river valley have formed natural barriers to southward and eastward sprawl and both northern and eastern post-war expansion has been relatively restrained.
- 4.2 The underlying geology is of alluvium in the river valley with loam and gravel in and around the town itself, which especially for early farmers was an advantage compared with the London Clay that predominates in the area. The rolling countryside around is predominantly of arable farmland with small woods on higher ground.



Figure 4. 1948 aerial photograph showing the countryside around Sawbridgeworth (Beams Collection)

5.0 HISTORIC DEVELOPMENT AND ARCHAEOLOGY

- 5.1 An extensive detailed assessment of historic development and archaeology was carried out by Hertfordshire County Council in 1999 (Bryant and Seddon 1999). This chapter draws on this report to create a brief summary with emphasis on the factors which bear on the present character of the conservation area.

Early Development

- 5.2 There is evidence of prehistoric settlement in the general area of Sawbridgeworth and specific Iron Age evidence of a hill fort on the Essex side of the River Stort, which could perhaps mark the boundary between two major tribes, the Catuvellauni to the west and the Trinovantes to the east of the river. There is more substantial evidence of Romano-British settlement, which is strengthened by its location, approximately halfway between the known Roman towns at Bishop's Stortford to the north and Harlow to the south.

Medieval

- 5.3 The early Saxon period (AD 400-700) is poorly represented generally in Hertfordshire and whilst there is no firm evidence of the settlement during the period, by the time of the Domesday Survey, there was a substantial town called *Sabrixte worde* here, which maintained a sizeable population and was valued amongst the richest manors in the County. This points to possible ecclesiastical importance or, more likely perhaps, a trading centre, which squares with its advantageous location having both good road and river transport links.
- 5.4 Although granted to Geoffrey de Mandeville after the conquest, the manor became known as Sayesbury after the de Say family who inherited it in 1189. Subsequently during the middle ages it was divided into several "sub manors" as was common during the period. Sayesbury manor house itself was believed by the 17th century historian Chauncy, to have been "situated upon the Side of the Hill between the Town and the River...tho' this House has been demolish'd for a long time, Yet Part of the Foundation thereof may be seen in a Field at this Day called Sayes Garden" (Chauncy 1700).
- 5.5 It is believed that the present layout of the historic core of the settlement is illustrative of deliberate planning during the early 13th century. Most medieval towns developed organically often around the main through route. However, here the surviving medieval fabric is more concentrated on present day Bell Street, Knight Street and Church Street which are straight and regular and meet at close to right angles at a cross roads. Furthermore, the market, chartered in 1222 was situated at this point and unusually not on the main through route. Its site remains as "The Square" which is. A remnant of the larger open area which was encroached upon from the 15th century onwards. This process is ironically thought to be indicative of dynamic and successful medieval markets, rather than loss of importance.
- 5.6 The market place was therefore set up close to the church, (whose fabric itself owes much to this period) and to the Manor House too if Chauncy was correct with regard to its location. The unusual location of the market may have been to enable close supervision by the Lord of the Manor and although not ideally situated for passing trade, may well have been specialised for the marketing of local agricultural produce, especially Saffron for which the town was famous. Indeed the only other known planned medieval town in the region was Saffron Walden founded in the 1230's. The Hertfordshire County Council Survey referred to above also analyses surviving burgage plot boundaries and the distribution of early surviving buildings to reinforce this thesis

(Bryant and Seddon 1999). Figure 5 is reproduced from their publication to illustrate this evidence.

- 5.7 There is little doubt that the economy of the town in the medieval period was based on agriculture, certainly the very profitable saffron crocus but also cereals, which grew and still grow well on the upland soils and which had replaced saffron as the main crop by the 15th century. These could be transported relatively easily to the London market by river and their successful production then led to the symbiotic growth of the malting industry. Agricultural land here was worth twice the average for Hertfordshire in the 13th century and there was little permanent pasture, which conversely was valued at only half the value of the county average. The presence of early barns and evidence of arable land within the medieval core area are also indicative of the importance of agriculture to the town.
- 5.8 The river, although navigable until at least 1590 (and of course later canalised in the 18th century) also supported milling. Whilst the sites of all the mills are not at present known, the remaining mill buildings in Mill Lane (Sawbridgeworth Mill: the mill house and grain store. The mill itself was lost to fire c1978), are believed to occupy the site mentioned in the Domesday Book. There is also known to have been a Sheering Mill, which, although in Essex, would also have been part of the economy of the town.



Postcard of Sawbridgeworth Mill c1907 (HALS Photographic Collection)

- 5.9 Being situated halfway between Harlow and Bishop's Stortford and on the route between London and East Anglia, the inn trade was also likely to have been of importance to the town and the number, size and status of the surviving buildings which are known to have been inns gives credence to this view. Again the known early sites with one exception are not situated on the main route itself but within the medieval core and one senses again the probable hand of the Lord of the Manor in enticing travellers and thus passing trade into the town to benefit its economy. Indeed the exception, now The White Lion Hotel, 28 London Road, is situated on the corner with Bell Street and therefore marks the entrance to the medieval core.



Sketch of Bell Street in 1834 up to the junction with Knight Street.
The Market House is on the left at the corner (Buckler 1834: Beams Collection)



The Market House, 42 Knight Street (LB.G11*) of the 17th century.
Photographed in 1935 from Knight Street (Beams Collection)

- 5.10 The parish church and churchyard of Great St. Mary's and the earliest of the suite of surviving buildings subservient to it take up the important site close to the central crossroads and market and between the latter and the site of the former manor house. Whilst the Domesday Survey describes the presence of a priest in the manor and therefore the potential of a Saxon church, the present building dates from the 13th century. The great many high quality brasses and monuments from this period and beyond are again indicative of the importance and wealth of the town burgesses and the relative importance and large number of people that held the surrounding manors, created by subinfeudation during the period.

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Figure 5. Surviving burgage plot boundaries and distribution of earliest dateable surviving buildings (Bryant and Seddon 1999)

Seventeenth and Eighteenth Centuries

- 5.11 During the 17th century the town began to develop beyond the medieval core and this can be traced by the surviving 17th century buildings that remain, although it is also clear that the core continued to be consolidated, updated and extended back into the burgage plots during the period. This is illustrated by Figure 6, which is again reproduced from the Hertfordshire County Council survey referred to above (Bryant and Seddon 1999). The expansion occurred in the Vantorts Road, London Road and what is now Station Road towards the river. It is likely that the importance of the latter two areas were in response to the growth of the national economy and therefore the importance of the road transport link and the increasing relative importance of malting in the town.
- 5.12 This trend continued into the 18th century and during this period many of the medieval and post-medieval buildings were given Georgian style facades and it can be assumed that the complete Georgian buildings within the medieval core probably replaced earlier buildings. It is also clear from the evidence of the significant building that took place during the period that the centre of the town remained of high status and quality. This is shown in the Dury and Andrews map of 1766 (Figure 7). Ironically, the demise of the market as such by the 18th century can be seen as indicative of the improvements to the town's transport links as much as the relative success of the Bishop's Stortford Market.
- 5.13 During this period agriculture continued in importance and cultivated fields and corn barns continued to prevail right into the centre of the town. However, malting increased in importance and the canalisation of the river from Bishop's Stortford, through Sawbridgeworth and down to the River Lee at Rye in 1769 would have been both promoted by the malting industry and a fillip to its continued growth. The location of the malthouses at this time seems to have been still within the burgage plots of the centre of the town (as indicated in Figure 6 reproduced from the Hertfordshire County Council survey) and it is not clear when the sites down by the river and along station road were established, although the surviving buildings in these areas date mainly from the 19th century or later. River traffic steadily increased throughout the 18th century and doubled between 1790 and 1807.
- 5.14 John Rivers set up his famous nursery in 1724. The land he chose to the northeast of the town was in part light and sandy in addition to the clay which is more prevalent in the area. His son Thomas took over the business, followed by his nephew, another Thomas. At this time they specialised in fruit trees, roses, shrubs, forest trees and conifers which were presumably aimed at the burgeoning interests in the great houses and estates for extensive landscaped gardens. The good road links to the capital and beyond were later supplemented by the improvement of the river in the latter half of the century (Figure 7).
- 5.15 The growth in road travel and particularly coaching into the 18th century and beyond and the improvement of the road through Sawbridgeworth (The London Road was turnpike in 1744), ensured the continuing prosperity of the inns, which is illustrated by the Georgian facades and 18th century outbuildings which grew into the rear of the burgage plots. The road was successively widened, straightened and improved throughout the century. The London to Norwich Mail coach is recorded as passing through Sawbridgeworth during this period.

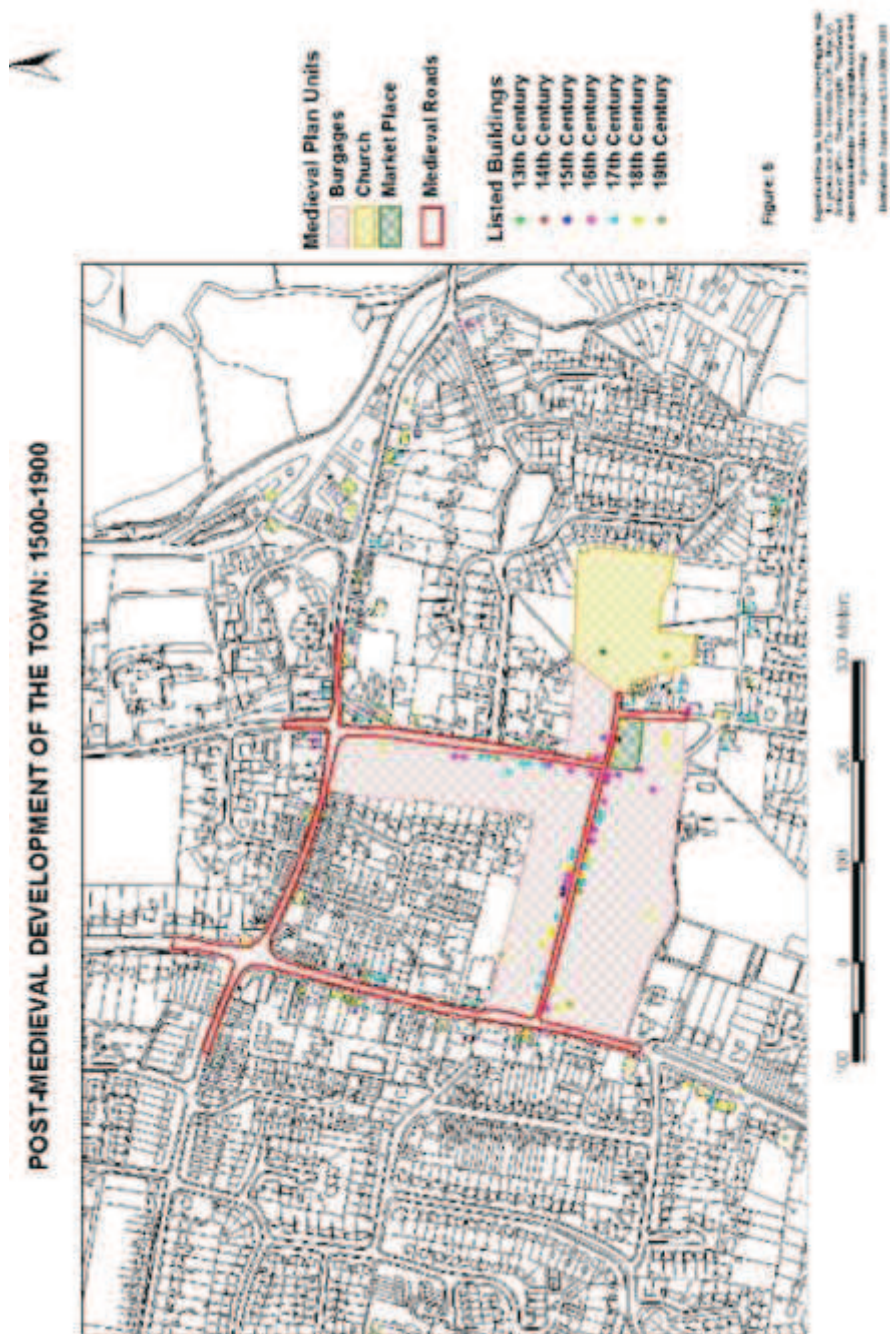


Figure 6. Post-medieval developmen

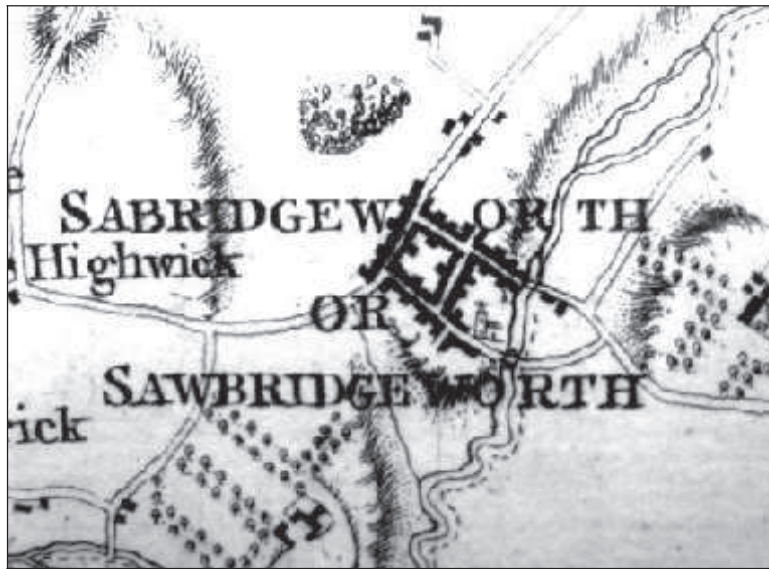


Figure 7. Extract from the Dury & Andrews Map of Hertfordshire of 1766

- 5.16 The church and associated buildings continued to increase in the period. The original vicarage is first recorded in 1649 on the south side of the churchyard, as a substantial building complete with gatehouse, and was rebuilt in 1685 (it was replaced again in 1857). The original almshouses were recorded in 1652 (replaced in 1901) The Old Manse on Fair Green was built in the 18th century (now a private house). The church house / workhouse at 1 Vantorts Road was also formerly church property and recorded as "The Church House" in 1652. The church itself continued to be improved and extended throughout the 17th century and 18th century; it is clearly depicted on the Dury and Andrews map (Figure 7).



Great St. Mary's Church
(HALS Photographic Collection)



Fair Green
(HALS Photographic Collection)

- 5.17 Public buildings were established in this period and included 1 Vantorts Road (see above) which probably converted to this use following an Act of Parliament in 1722, although reverting to church use again in the 19th century. The Assembly Room (next to 28 London Road) was established on the London Road in the 18th century, adjacent to no. 28. This indicates the growing importance of London Road during the period.

Nineteenth Century

- 5.18 The continued improvement of the canalised river during the 19th century led to the growth of industry and particularly malting to the east of the town down on the river banks, initially in what is now station road and then eventually across the river onto the Lower Sheering side in Essex. George Fawbert and John Barnard were principal owners during this period and they assimilated themselves into the future life of the town by setting up a charity for children's education which led to the setting up of the infant's school which still exists today in Knight Street. While these buildings on the west bank are not shown on the Sawbridgeworth Tithe Map, the course of the river along side the mill is depicted (Figure 8). The Tithe Map of 1839 shows the extent of the town by the mid-19th century along with Sawbridgeworth Mill on the north side of the town that is believed to occupy the site mentioned in the Domesday Book.



Sawbridgeworth Railway Station, Station Road
(HALS Photographic Collection)



The Maltings at Sheering Mill, Station Road
(HALS Photographic Collection)



Figure 8. Extract from the 1839 Tithe Map of Sawbridgeworth

- 5.19 The first half of the century was the golden age of coaching and the inns continued to flourish and in some cases improve or expand. However, the railway age and in

particular the opening of the Norwich to London main line in 1845 rapidly killed off long distance road travel and therefore substantially the inn trade and, whilst some still remain as public houses to this day, others were converted to alternative uses. It can be seen at the corner of the Tithe Map (Figure 8). On the principle that one door closing opens another and in particular because the town got its own station, the overall effect, whilst undoubtedly dramatic, led to further growth in other industries, certainly benefitting the malting industry still further. The Rivers Nursery too would have been helped no doubt from better access to their markets and during the period the various descendants of the family expanded the business and were early exploiters of the new glasshouse technology.

- 5.20 The 1874-1894 Ordnance Survey Map further illustrates the growth of the town (Figure 9). The maltings on the west bank of the railway line can be seen to have been almost fully developed and there are large malt houses too in Mill Hill (now Station Road). However, the old malt houses on Cock Street (now Bell Street), Knight Street and Church Street are still shown and therefore presumably going concerns, whilst terraces of artisan cottages have been built on the south side of Barker's Lane (now part of Station Road), and within a segment making up the corner with London Road; this was known as New Town and is an example of several similar Victorian suburbs that developed in Hertfordshire towns during the period.
- 5.21 The other side of the road and the corner with Cambridge Road is still occupied by Walnut Tree Farm, and the area behind the original burgage plots of Knight Street and Bell Street is still open and presumably agricultural. Bridgefoot Farm on the west bank of the river by the crossing has fields still stretching right back up to Knight Street. The original site of the Rivers Nursery can be seen sloping down to the river to the northeast of the town, whilst a much larger area is spread on either side of the London Road to the south of the town.



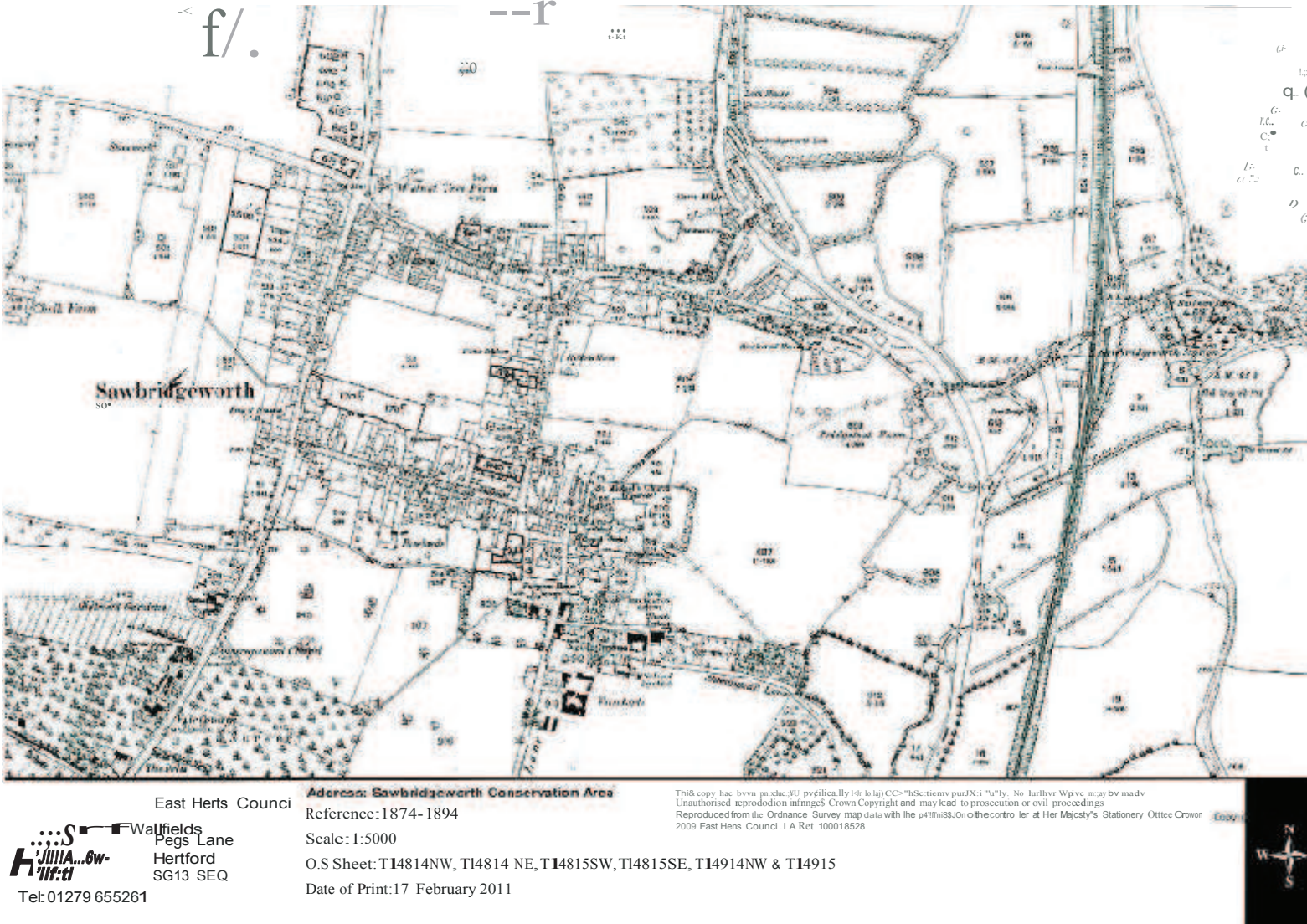
Congregational Chapel, London Road
(HALS Photographic Collection)



Station Road c1890 looking west. The Railway
Hotel is on the left (HALS Photographic
Collection)

- 5.22 The growth of shops as we know them during this period is indicated by the number of surviving shop fronts from the period and recorded in the DOE lists of historic buildings. There are two schools within the town, one by the churchyard and presumably a church school and another in Barker's Lane (Station Road). A chapel for Independants and Baptists was certified in 1814 and the Congregational Chapel which still exists on London Road was built in 1863.
- 5.23 The 1897-8 Ordnance Survey Map shows very little difference, except that the addition of two further malting buildings down by the river indicates that the industry was still flourishing (Figure 10). The school on Knight Street was built during this period and seems to have replaced the church school.

East Herts Council
Reference: 1874-1894
Scale: 1:5000
O.S. Sheet: T14814NW, T14814 NE, T14815SW, T14815SE, T14914NW & T14915
Date of Print: 17 February 2011





Twentieth Century

- 5.24 The 1920-24 Ordnance Survey Map shows expansion of artisan housing to the west of London Road just outside the conservation area and the start of suburban development along the London Road to the south, with some infilling between the older larger houses on the west side (Figure 11). It seems that shops were now developing along the London Road, in the stretch north of the junction with Bell Street.
- 5.25 The malting industry is still expanding and whilst at least two were still shown in the centre of the town, together with those along Station Road, there are further new large maltings on the east side of the railway line and a large joinery works to the south of the conservation area boundary, also served by the canal and also with their own railway sidings (Figure 12). However, Walnut Tree and Bridgefoot Farms still remained and with fields hard up to the town, although the field in the centre of the town is partly given over to allotments, presumably a legacy of the First World War. The original Rivers Nursery site to the northeast of the town had also succumbed to this fate, although they had retained extensive grounds to the southwest of the town.
- 5.26 The centre of the town remains relatively unchanged and the older plots have not extended beyond the original rear boundaries. A couple of banks had appeared by this time and it is likely that there was now a greater diversity of shops as we know them, selling the greater range of mass produced consumer goods of the period. However, public wells were still in use in the town.
- 5.27 The 1938-51 Ordnance Survey Map shows little further expansion adjacent to the historic core but by this time the two farms seem to have gone and a new road (Figure 13); The Forebury, has been created on the line of an old footpath that formerly wound down the hill from the centre of town to the river bridge. From this two short curving spurs, Forebury Avenue and Church Walk were to form the basis of later post war development. Similarly, Walnut Tree Court had been created off Station Road next to the old Walnut Tree Farm buildings and over on the Lower Sheering side, Sheering Lower Lane was starting to be developed. Mains water however, did not reach the town until 1948 and until that time wells were still being sunk, repaired and cleaned.
- 5.28 The malting and joinery industry remain but there had been no further expansion. HA&D Taylor, Maltsters were still a major employer in the 1960's as was Walter Lawrence and Sons, joinery and aircraft manufacturing.
- 5.29 During the Second World War, RAF Sawbridgeworth operated at various times, Spitfires, Mosquitos, Lysanders and Mustangs. It was situated about 1 mile northwest of the town but Great Hyde Hall was requisitioned as it's HQ and it must be supposed that for the duration there would have been a strong relationship with the town.

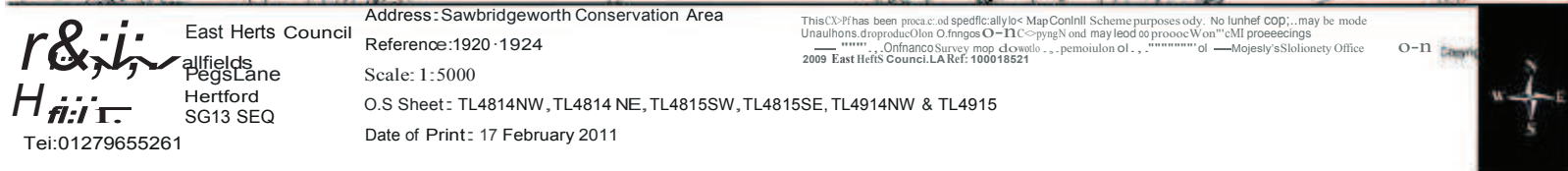




Figure 12. Location of Maltings in Sawbridgeworth and Lower Sheering (Bryant and Seddon 1999)

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- 5.30 The 1962-92 Ordnance Survey Map shows the massive development of the second half of the 20th century (Figure 14). The open space behind the burgage plots had finally been infilled with council housing and the area between the church yard and the river bank area finally developed along what is now Forebury, Church Close, Forebury Avenue and the spurs off of them. The former Vantorts Farm fields had now been developed to the south as had Sheering Mill Lane, whilst the cricket field open space has remained as a break between the old centre and other new expansion to the south. Further development and infill had taken place along the London Road to the north and south and to the east of it. And the petrol filling station and supermarket had been cut into the east side of it.
- 5.31 The malting buildings largely survive but have changed use, some to commercial and some to residential use. The large malting buildings on the Lower Sheering side of the river have been converted to residential use and suburban housing now encroaches up to them from the south.
- 5.32 The central core of the conservation area remained physically much unchanged through this period, although some of the old burgage plots to the south of Bell Street have been combined to create car parking and other former rear yards have been converted or redeveloped mostly for residential use.
- 5.33 Throughout the second half of the 20th century, road transport steadily increased, the London Road being the main A11 trunk road from London to East Anglia. Whilst the opening of the M11 some miles to the east of the town was initially a relief, traffic has again built up to high levels. The early decision to plan the medieval town off the main route has indeed been vindicated once again in that the historic core is relatively unaffected by traffic, although London Road is significantly affected.

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Address: Sawbridgeworth Conservation Area

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Reference : 1962 • 1992

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Archaeological Significance and Potential Significance

- 5.34 The Area of Archaeological Significance within the conservation area is shown on Figure 15. It occupies a significant portion within the conservation area boundary and roughly correlates with the extent of the medieval development of the town. There is a further small area that lies along the northern boundary, east of Mill Fields.
- 5.35 The area around Sawbridgeworth has produced archaeological finds from the Mesolithic, (c8000-4500BC). The most important Neolithic (c4500-2500BC) find is of a causewayed enclosure in Pishiobury Park, just to the south of the town (SMR 2605 & 7647). The function of causewayed enclosures is not precisely known and indeed they are currently thought to have been multi-functional and important as meeting places for both trade and ceremonial purposes. The site is a Scheduled Monument (No. 29391: *Springhall Lane Causewayed Enclosure*)
- 5.36 Additionally, in the Mill Fields just to the north of the town a possible long barrow from the period was uncovered during the 1960's (SMR 1387). The presence of these sites together suggests a possible Neolithic settlement in the area and a probable site for this was discovered but not properly recorded during housing development in the Rowney Farm area of Pishiobury Park in the 1930's (SMR 588) together with evidence of occupation in the Bronze Age too (c2500-800BC).
- 5.37 There is a known Iron-age hillfort at Wallbury, a Scheduled Monument (No. EX16: *Wallbury Camp*), on the east side of the river just within Essex and this may denote the importance of the location at a boundary between two ancient tribes in this period.
- 5.38 There have been substantial Roman and Romano-British finds and there is strong evidence for a Roman settlement in the Stort Valley area, especially given the proximity of the Roman Road to the river crossing at this point and it being roughly halfway between two other known Roman settlements at Harlow and Bishop's Stortford. There is a Roman villa at Little Hallingbury, on the Essex side of the valley, and a probable Roman villa or temple at Spelbrook Farm, 2 kilometres north of the town (SMR 6581). There is also a concentration of Roman finds in the (current) Pishiobury Park area. Closer to the limits of the modern town, two Roman bowls (SMR 2796) and a probable Roman coin (SMR 1752) have been found.

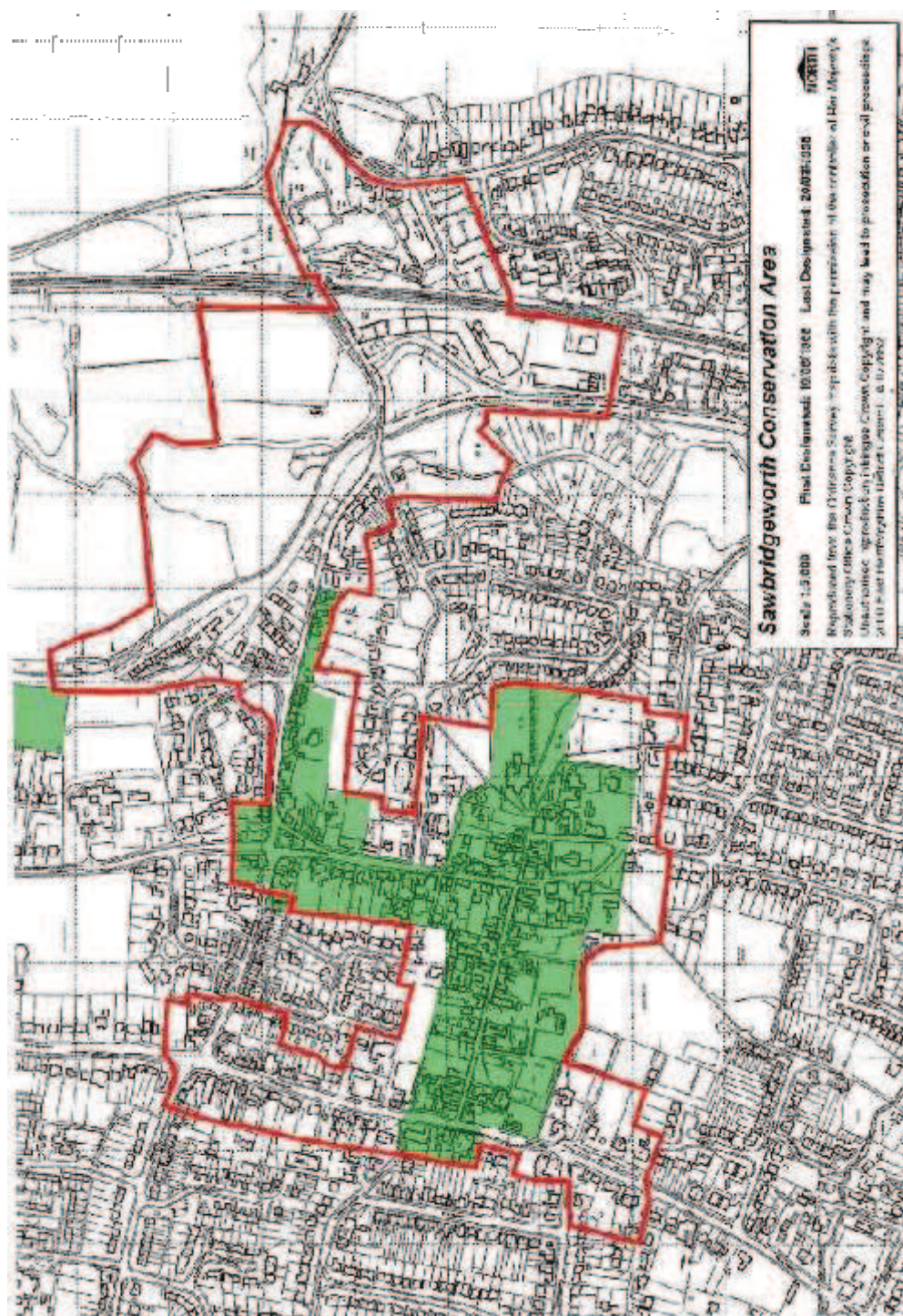


Figure 15. Sawbridgeworth. Areas of Archaeological Significance shaded green
(conservation area boundary denoted by red line)

6.0 SPATIAL ANALYSIS

The Character and Interrelationship of spaces within the area

- 6.1 Sawbridgeworth Conservation Area is not completely urban. The tightly packed medieval core which sits on top of the hill is flanked by the open spaces of the car parks to the south and the green sward of the cricket ground, which separate it from the later suburban development.
- 6.2 Also, open spaces are contained within it including the green and restful Fair Green, the tiny “ The Square” and the little yards and precincts off Bell Street and Knight Street in the former burgage plots behind, some private, some public. The sylvan churchyard separates the centre from later development to the east. The open meadows and the river beyond this sweep round the valley to the east and northeast and separate the distinct early industrial area, centred on the railway, the canal and the former maltings.
- 6.3 To the east, the London Road is of an essentially linear character snaking up the hill from the south and flanking the medieval core, whilst to the north, Station Road begins straight and urban but becomes increasingly more rural as it bends and sweeps eastward down to the river crossing. The distinct mill area branches off and nestles low down into the bend of the river to the north.
- 6.4 The approach to the conservation area from the south is across rolling countryside, the broad parkland of Pishiobury Park and the rural winding River Stort, but whilst this latter route takes us right into conservation area at the early industrial enclave of the old maltings, elsewhere the approach uphill to the centre is through later suburban development.
- 6.5 The London Road route is important today as throughout history. The sylvan rural approach from the south through open countryside and with Pishiobury Park on the right is maintained somewhat by an informal avenue of trees until the junction with Brook Road, where suburban housing begins to intrude, although in low density with some good trees intervening and indeed, following the Burnside junction the tree and hedge screens become the dominant features, punctuated only by the corner buildings of the little Victorian and Edwardian suburb of Springhall Road.
- 6.6 The entrance to the conservation area is prefaced by the powerful image of the Congregational Church and from here the area is seen as a landscape of mature trees to the right and a picturesque group of historic buildings to the left fronted by the white stucco and brick chimney stack cluster of No. 29. The view out of the conservation area is to distant landscape dominated by the massive bulk of the church in the foreground, although the immediate setting of this is rather weak frontage adjoining to the north.
- 6.7 Across the wider southern boundary of the conservation area it is seen across the broad expanse of the cricket pitch, which is itself bounded by good mature trees, whereas the approach along Vantorts Road is uphill through a low density suburban area, punctuated by the splendid Georgian frontage and Tudor chimney stacks of Spring Hall. The entrance to the conservation area is then softened by a pleasant sylvan landscaped screen to the rear of the Fair Green houses and the cluster of historic buildings to the right hand side, (19-23), which gently curve to the left and lead the eye to the white stucco buildings within. A magnificent copper beech towers over the roofs to the right.
- 6.8 The view out from the conservation area is pleasant enough from the corner of Sheering Mill Lane, as it appears as landscape dominated but from the very edge the setting is of suburban housing well spaced and with some planting, which softens the view.

- 6.9 The approach into the conservation area from the west is amorphous, being largely through later development. Even the main route is inauspicious towards the weak mini roundabout at the north end of London Road. Three of the corners sites are too are weakly expressed. However, the former Walnut Tree farm buildings (Cambridge Road / Station Road) still enhance the north eastern corner, although the later extension and shopfront somewhat diminish the effect.
- 6.10 The approach from Hoestock Road is framed by the high quality polychrome brickwork and bracketed eaves details of the Victorian building on the southern corner, No. 39, and enhanced by the prospect of 43 London Road and its pleasant grounds. The view outwards to the west from this point is however cut off from the landscape beyond by the suburban development of the road although the prospect is closed by a good line of mature trees in the distance at the junction of Wimbourne Close.
- 6.11 From the north, the historic core of the conservation area is cut off from the open countryside by suburban development, whereas its eastern arm and the early industrial segment is approached through the curving sweep of the river valley and parkland of Hyde Hall.
- 6.12 The main approach down Stortford Road is lined with suburban housing up to the same weak cross roads as mentioned above, which gives little indication of the quality of buildings further down the London Road. The view out to the north is of suburban housing, softened by landscaping especially in the summer months.
- 6.13 There are views of the rooftops of the conservation area, including the church spire from across the recreation fields to the north of station road, although modern development intervenes between. The approach via Bullfields is across these fields on the right and is softened by the hedgerow and high trees to the school on the left. Although, there is a short stretch of modern housing before the entrance to the conservation area, this is set back somewhat and softened by tree planting on the verges.
- 6.14 The conservation area proper is announced by the low rear wing of the 17th century listed building, which takes up the northwest corner of the junction with Station Road, (No. 17). Opposite, is the entrance to historic Knight Street but unfortunately this is rather weakly framed by the car park to the George the IV pub, (albeit an attractive building in itself, listed grade II) and the rather plain flank of No. 2A and 2B which again in truth is a good simple 19th century semi detached pair in buff stock brick and low pitched slate roof.
- 6.15 The view out of the conservation area from this point is pleasing enough when the trees and plantings on the south side of Bullfields are in leaf.
- 6.16 Views into the conservation area from Leat Close are pleasantly framed by the abundance of planting around the junction with Mill Lane and the mock "malting like" residential building on the corner with Station Road gives a flavour of the early industrial character that is to follow. Beyond, one glimpses the little cottage at 92 Station Road whose low eaves and thatch, complete with eyebrow dormers, evokes the rural nature of Station Road at this point.
- 6.17 Next to this and separated by a little lane is a good simple row of 19th century cottages in buff stock brick with low slate roofs, with the large mature trees on the rising ground beyond towering above and framing the view.

Character and interrelationship of spaces



*South approach into the conservation area.
View north along London Road by the
Congregational Church*



*East approach into the conservation area.
View east along Sheering Mill Lane from
Vantorts Road*



*Approach into Knight Street from the junction with
Station Road, framed by the car park to the George the IV pub*



*The northwest approach into the conservation area. View
across the river towards Mill Lane and its two former historic
mill buildings*

- 6.18 Looking out of the conservation area the view is more prosaic as the suburban road curves gently away to the left, affording no view of the countryside just beyond.
- 6.19 Eastward, the conservation area boundary is within the open countryside of the river valley and from its water meadows there are pleasant views of the former mill with its two remaining listed historic buildings seen across the river and softened by the major trees to the south.
- 6.20 The great bulk of the former maltings (listed grade II) are glimpsed through gaps in the trees and from here there are good views out between the trees and across the river back to the water meadows beyond.
- 6.21 Further east the conservation area is bounded entirely by trees until the river itself affords views over the bridge to the former riverside malting complex beyond and the landscape reasserts itself up to the junction with the Hallingbury Road. This is an entirely rural lane and the pleasant tree dominated view of the Railway Inn comes into play at the entrance to the conservation area.
- 6.22 From the east the Lower Sheering conservation area is approached through rolling countryside down a steep winding lane with hedgerows and trees either side. The group of former malting buildings which form the basis of the conservation area can be seen across the fields in splendid isolation. The approach is thence down Lower Sheering Lane, lined with abundant trees to the right but open to the fields to the left.
- 6.23 Closer views are of the listed buildings looming above a small group of brick cottages which emphasise their massive height. Views out from the conservation area here are over open countryside which enhances their setting.
- 6.24 Further south, the view out is onto suburban ribbon development and views in are across a massive car park which serves the development. The car park is screened by trees but not completely effectively.
- 6.25 Views into the conservation area from the southeast are from "The Meadows" a late 20th century housing development but there is a good and mature tree screen between this and the listed group. More distant views from "The Meadows" give a view of the maltings above the tree screen, and there are views across to the earlier malting buildings across the other side of the railway line to the west.
- 6.26 From "Ash Groves" further south, there are distant glimpses of the roofs of the malting above the distant trees.
- 6.27 The approach to the Sawbridgeworth part of the conservation area from the southeast is from Sheering Mill Lane, which winds attractively across the river and across the water meadows. Final entry to the town is through a small area of 20th century suburban housing, which includes two small historic cottages nos. 118 and 120.
- 6.28 There are views of the mature trees in the churchyard over roofs on the north side of the road. Finally the conservation area is entered where the road bends sharp north around a dense tree screen and narrows between two historic buildings, 132 and 123, and there is a good view between the buildings framing the churchyard beyond.
- 6.29 Views out from the conservation area to the southeast are across the roofs of the suburban housing to the trees by the river and beyond to distant fields on higher ground on the other side of the valley.

- 6.30 There is also good view into the conservation area from "Rushfield", just to the south of Sheering Mill Lane. This is over the good high wall to 123 Sheering Mill Lane, onto the trees in the grounds and with a glimpse of the rear of the house.
- 6.31 To the east of the Sawbridgeworth Conservation Area, views are masked by the 20th century housing in The Forebury and roads leading off it. There is however a good view from just beyond the junction with Church Walk across the green to the church spire, the rear of the school and historic buildings in Knight Street.
- 6.32 From Sayes gardens there are views over the roofs of buildings to the mature trees in the rear of "Landguard" off Station Road.

Open Spaces

- 6.33 There are many areas of open space within and around the town and they are a distinctive part of its character.
- 6.34 The churchyard is in the southeast corner of the medieval core. It is a large space and extends down the slope to the east of the church and has an annexed area towards the south which is partly in use as a playground and at the north, there is a separate triangular green to Forebury, separated off by a fine diagonal yew tree walk. From here there are glimpses of the church tower.
- 6.35 The churchyard has many fine quality mature trees which can be seen above and sometimes between buildings in The Forebury, Knight Street, Church Street, Vantorts road and Sheering Mill Lane, from where there is an excellent view into the space across the play area. It is bounded by historic buildings around the southwest to which it has historic links. There are several footpath routes which cross the space and connect various parts of the town together.
- 6.36 Adjacent to the southeast corner of the medieval core is the delightful Fair Green, also a green space of irregular but roughly rectangular shape with Vantorts Road bounding it to the east and the road to The Square crossing it diagonally. Here too there are good mature trees within and around it in the spacious gardens of the historic houses that are spaced widely around its perimeter. Two public footpaths lead from it and connect to the cricket pitch to the southwest and London Road to the west. Fair Green has the character of a village green.
- 6.37 The cricket pitch, which also contains the bowling green, tennis courts and a recreation ground to the southeast, is not within the conservation area at present but is a very large and peaceful green space which butts up to the rear of the medieval burghage plots of Bell Street, although much of these are now taken over for car parking. There are good trees around the perimeter, particularly to the north, the south, and also in a fine diagonal avenue, which forms a separation between the pitch and the recreation ground and along which a footpath runs, connecting Fair Green with the Victorian/Edwardian suburb of Springhall.
- 6.38 The Square is the smallest open space in the town but of great importance as it springs from the junction between the medieval Bell Street, Knight Street and Church Street and originally formed the medieval market place. At the time of its formation it would have been much larger, extending closer to the church and conjecturally the medieval manor that controlled it, until later being partly built over by permanent market buildings. It is now an intimate space, hemmed in to south, east and west by historic listed buildings and issuing to all cardinal points. It can be regarded still as the secular the hub of the medieval town.

Open spaces



Great St. Mary's Church: the medieval churchyard



Fair Green: the character of a village green



The Square: the smallest open space but was originally formed the medieval market place



Car park in front of Sayesbury Manor, Bell Street



Open space along the River Stort and its water meadows: view northwest from the road bridge on Station Road



Private space on the outskirts of the town: Waterside Place and The Maltings (Priors Court), Station Road

- 6.39 There are several small courtyards or yards to the north of Bell Street which originate from the medieval burgage plots. Some of these have been converted for residential or retail use and some have been combined to a degree but these will be dealt with later in the description of Bell Street.
- 6.40 However, to the south of Bell Street the plots have been combined to a much greater degree to create a series of linked car parks, which can be regarded as an open space in its own right. There are three linked spaces. The first is to the west behind the very fine pargetted Georgian front of 4 Bell Street and is masked from the street by the good brick wall and tree screen which presumably was originally part of its garden. At least half of the space, to the north, is still landscaped and contains a good number of fine trees making it an attractive space for the surgery to the west and the health centre within No 4 to be accessed. The car park area is also bounded to the south by a good screen of trees and softened to the west by a further clump of mature trees and a large group within the garden to "Eversley", a large property that fronts onto London Road.
- 6.41 The second car park in the centre of the group is linked across the front of Sayesbury Manor, which is now in use as council offices, it has its own forecourt behind a brick wall and the building has a Georgian front in stucco but this is actually the rear of the house as originally conceived. This car park also has access to Bell Street between the burgages of no.8 and no.10 and is relatively narrow. Nevertheless it is an unfortunate intrusion into the street frontage that is mitigated somewhat by a good street tree, which is therefore of great importance.
- 6.42 The third car park is further to the west and is again linked across the front of the outbuildings to Sayesbury Manor. It is the most utilitarian of the three spaces but does have a good tree screen to the south and west. The public footpath between Fair Green and London Road runs across the whole of the southern edge of all three spaces behind a good continuous line of mature trees. All the car parks are paved with utilitarian tarmac and with the exception of the western one are unattractive in appearance.
- 6.43 On the corner of Leat Lane and Station Road there is a triangular area of land which is full of mature trees and shrubs, which strongly reinforce the semi-rural character at this point and form an appropriate softening to Leat Lane leading to the Mill Lane quarter of the conservation area. Further to the east, the conservation area embraces the great open space of the River Stort and its water meadows which stretch to the northeast of the town.
- 6.44 Apart from the above publically accessible open spaces, there are several areas of private gardens which either in themselves or in combination with others are large enough to contribute to the open space of the town, particularly as they accommodate large trees which impact well beyond the confines of these sites. Examples of these are the large gardens behind the properties to the south and west of Fair Green, the gardens behind 19 Knight Street and Landguard (off Station Road), together with gardens behind The Forebury at this point, the area behind Bridgefoot House down by the river, the side garden to 43 London Road and the gardens to "Eversley", almost opposite that contribute as mentioned above to the landscaping of the town car parks as part of a virtually continuous green corridor right through to Fair Green to the east of the town. Landscaping in the front of the converted former maltings on Station Road (Waterside Place, Priors Court and Gainsborough House) is another example of private open space with trees.

Landmark Buildings

6.45 Within the conservation area are a number of landmark buildings; these are visually important structures that make a statement, form a full stop at the beginning or end of a view, hold an important corner position, can be seen at a distance, or stand above the general roof line of the surrounding buildings. Landmark buildings within the Sawbridgeworth Conservation Area:

- Parish Church of Great St. Mary's, Church Lane
- White Lion Hotel (corner of Bell Street and London Road)
- 29 London Road
- 39 London Road
- 43 London Road
- Groves House, London Road
- Former Walnut Tree farm buildings (corner of Cambridge Road and Station Road)
- 17 Bell Street
- The Market House Hotel, Bell Street
- 52 Bell Street / 3 & 4 The Square
- 2 The Square
- 1 The Square
- 33-35 Knight Street
- 40 Knight Street
- The Infants School, Knight Street
- 28 Knight Street
- The Queen's Head PH, Knight Street
- 19 Knight Street
- George IV PH, Knight Street
- 2 Knight Street (corner with Station Road)
- 1 Vantorts Road (corner with Church Street)
- 17 Vantorts Road
- 21 Vantorts Road (from Sheering Mill Lane)
- King William IV PH, Vantorts Road
- 123 Sheering Mill Lane
- 132 Sheering Mill Lane
- The Good Intent PH, 16 Station Road
- Fire Station Tower, Station Road (outside conservation area)
- 17 Station Road
- 27 Station Road
- 33-36 Burtons Mill, (corner of Leat Close / Station Road)
- Orchard Works, Station Road (now 1 – 36 River Court)
- Bridgefoot House, The Forebury
- The Maltings, Station Road
- Waterside Place / Prior's Court / Gainsborough House, Lower Sheering Lane
- Mill House, Mill Lane
- The Corn Mill, Mill Lane

Landmark buildings



The Market House Hotel, 42 Knight Street



Parish Church of Great St. Mary's, Church Lane



The Infants School, Knight Street



The Good Intent, Station Road



*Orchard Works, Station Road
(now 1 – 36 River Court)*



The Corn Mill, Mill Lane

Focal Points

- 6.46 The main focal point of Sawbridgeworth Conservation Area is the area of Great St. Mary's Church and The Square. The churchyard is a hub for footpaths leading to all parts of the town and the church dominates the churchyard. The Square, although small is at the point where the principal streets meet.
- 6.47 The focal point of the eastern part of the conservation area is the river crossing and former maltings buildings. These are massive structures that sit at the junction between the river, the road and the railway and in the case of those on the Lower Sheering side are exceptionally high and can be seen in the landscape for a great distance.

Key Views and Vistas

- 6.48 There are good long distance views of the former malting buildings at Lower Sheering from the fields to the east and glimpses between the hedgerow from Hatfield Heath Road and Hallingbury Road. There are also good long views of both sets of maltings from the river valley and there is also a good view of the former mill buildings from the river/towpath and from the valley to the north and east. There are good middle distance views from the bridge to the south at the moored boats and former malting beyond and to the north out into the river valley. Although the town is on a hill there are no particularly dramatic views of the church spire from distance, although it can be seen from the river near the western malting.
- 6.49 The key vistas within the town are:
- Down Bell Street and Church Street in both directions.
 - Looking down the hill in Station Road towards the former Orchard Works Maltings.
 - From the top end of The Forebury, looking across the green towards the church tower rising above the trees.
 - From just outside 22 Knight Street looking south along a group of mostly ancient buildings with the view closed by 2 The Square in the distance.
 - From the cross roads looking into Knight Street and Bell Street, The Square, with the glimpse of the trees and buildings of Fair Green beyond and Church Street, towards the trees in the churchyard beyond, each with an apparent unbroken run of historic buildings.
 - From the end of Church Street into the Church.
 - Between The William IV PH and the adjoining building, across above the almshouses to the church spire.
 - From 11 Vantorts Road looking south towards Fair Green and north towards Church Street, with fine buildings on the east and good trees and landscape enclosure to the west.
 - From the junction of Vantorts road with Fair Green south towards the last buildings in the conservation area and the illusion of open countryside beyond.
 - The views into Fair Green, particularly from the northwest corner, an idyllic harmony of trees, green and historic buildings, evocative of a village green.
 - Both up and down leafy Sheering Mill Lane.
 - From the junction of Maylins Drive with London Road looking north with informally grouped historic buildings to the left and a good tree screen to the right.
 - From 35 London Road looking south towards the Congregational Church, with historic buildings in the foreground and trees to the left and beyond.
 - From 87 London Road looking north; a good run of historic buildings on either side.

Trees and Vegetation

- 6.50 Sawbridgeworth is blessed with several areas of trees which contribute to its character. The major areas have been dealt with in the Open Space section and individual street trees will be dealt with in the Character Areas section below.

Focal points / key views / vistas



Focal point: Great St. Mary's Church



Focal point: The Square



Focal point: the river crossing and the East & West Maltings from Station Road



View: south from 14 Knight Street to 2 The Square



View: east along Bell Street from London Road



View: into Fair Green towards Corner House

7.0 CHARACTER AREAS

- 7.1 The conservation area can be divided into two distinct character areas (Figure 16). Each area has a different character and appearance that relates to its past and current function, the design of the street layout and its buildings and the types of material used in their construction. These character areas are shown in Figures 17 and 18 and have been analysed separately.
- 7.2 There are 107 Statutory Listed Buildings in the Sawbridgeworth Conservation Area (Appendix 2); each is described within their particular character area along with any key unlisted buildings which make a positive contribution to the conservation area.

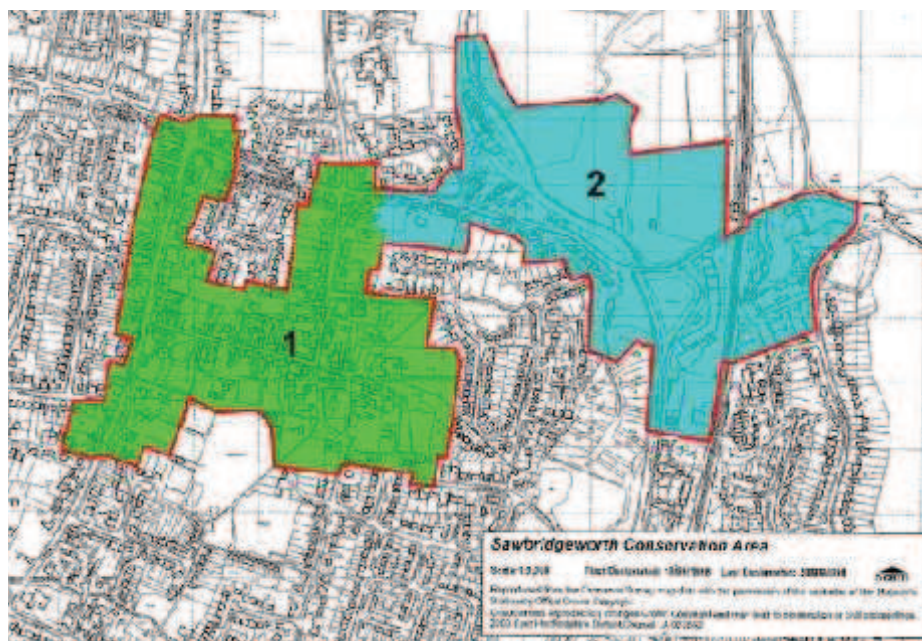


Figure 16. Map detailing the two character areas within Sawbridgeworth Conservation Area

CHARACTER AREA 1: The Medieval Core

- 7.3 Character Area 1 encompasses the main streets of the original medieval town and includes Bell Street, Knight Street, Church Street, Vantorts Road, Sheering Mill Lane and The Square, together with the open spaces of the Churchyard and Fair Green. It sits on top of the highest ground. London Road is also included because it defines the edge of the medieval town and was the main route to London at least from the post-medieval period.

Former uses, prevailing activity and their influence on plan form and building types

- 7.4 The town is believed to have been planned and controlled in the medieval period (see history above) and this is reflected in the straight and rectilinear form of the street pattern, to north, southeast and west of the former market square which now as “ The Square”, although very much reduced in size still remains the hub. Original medieval burgage plots can still be identified on the ground and some analysis has taken place of

these by Herts County Council in their Extensive Urban Survey Project Assessment Report of 1999 (Figure 5). However, the original regularity of these plots is somewhat disguised by the continual building, rebuilding and amalgamation of plots over the centuries and so the appearance of these streets and burgages owes as much and more to the organic growth of the town over time.

- 7.5 The original uses of the plots would have undoubtedly been a mixture of residential, in the form of merchants' houses together with inns, workshops, in the form of the various trades common to medieval towns but with an increasing emphasis on malting over the centuries. 19th century Ordnance Survey Maps show several maltings remaining within the town, despite the later growth of the industry down by the river, e.g. "The Market Hall" on the important corner of Bell Street and Knight Street. Malting was itself a product of the agricultural strength of the town. Right up to the 20th century there were still agricultural fields behind the burgage plots of Bell Street and Knight Street and for this reason the rear extent of these remains well defined, by the footpath between the car parks and cricket pitch to the south of Bell Street, the boundary with the churchyard and the Forebury properties to the east of Knight Street and the boundaries with the mid 20th century housing to the north of Bell Street and west of Knight Street. To this day there are remnants of agricultural buildings in the rear yards of these two streets e.g. barns to the rear of 17 Vantorts Road and 2 The Square. (Figure 12 is a map indicating where there is evidence of malting and agricultural use in the town.)
- 7.6 The residential element is of course still present, especially in the form of some grand houses, e.g. Nos. 4, 9 and 11 Bell Street, which sit cheek by jowl with retail premises now occupying the ground floors of most frontages properties, although this is less the case in Knight Street, which may well always have been more residential in nature. On shopping days, Bell Street gives the impression of a bustling high street, although at the time of this survey, there were several premises that were either closed or in uses as charity shops.
- 7.7 London Road did not appear to have been developed until the post-medieval period, (there are no surviving buildings from before the 17th century) and indeed there is little building to the south of the Bell Street junction and a significant gap on the east side between Bell Street and Station Road on the 19th century Ordnance Survey Maps. It would seem to have become more popular as a site for fairly large houses on the approach to the town from London from the 18th century onwards, whereas north of the Bell Street junction there are mainly smaller plots developed from the 19th century. It is likely that inns were not allowed to develop on London Road and this may well have been a deliberate policy to ensure that travellers and trade entered the town rather than bypassing it. However, there were undoubtedly a large number of inns in the medieval core and these are still represented by surviving buildings as follows
- 7.8 "The White Lion" (LB.GII) is on the corner of Bell Street and London Road and would have marked the entrance to the medieval town proper. The oldest part of the surviving building is a white stucco timber framed range of the 16th century which takes up the Bell Street frontage. It was recorded in the 18th century as the first inn to be reached by coaches from London and the London Road frontage is an impressive 18th century brick edifice of the highest quality, reflective no doubt of the improvements and relative importance of stage coach travel in that period.
- 7.9 "The Old Bell", 38 Bell Street (LB.GII). This has gone through several name changes and in 1719 was also known as "The White Lion", originally probably a 16th century house, it seems to have been altered, extended and adapted as an inn in the 17th century. It was given a polite pargetted frontage in the 18th century and was listed as the first stop for the stagecoach running from Hertford to Harwich, as evidence of its continuing prosperity and function. Comparison of modern maps with the 1874-94

Ordnance Survey Map indicates that, whilst there was a little more in the way of rear outbuildings then, that the current form remains fairly true to its 17th century “U” shaped plan.

- 7.10 “King William IV”, 7 Vantorts Road (LB.GII). Although slightly off the track for an inn catering for travellers, it is very central and close to the former market place. It also has the form of an inn, with a carriageway (albeit very low) to a yard with 18th and 19th century outbuildings. However, it is recorded in the deeds as merely a “beerhouse” between 1770 and 1886 and described as a “malt office” in the 1839 Tithe Map.
- 7.11 “The George IV”, at the junction of Knight Street with Station Road (LB.GII). Although of 17th century origin this appears to have been altered and adapted to inn use later and by 1822 (when the stagecoach era was at its height).
- 7.12 “The Bull”, Cambridge Road (LB.GII). This is believed to have at one time occupied 3 Church Street (LB.GII) and was recorded as such in 1720, although no. 3 is described as “a special purpose building” in the DOE list. The form of the building and the carriageway at the side could certainly be indicative of a former inn, indeed the 1874-.94 Ordnance Survey Map shows a characteristically larger number of outbuildings in the rear and the juxtaposition on the adjoining plot of large maltings.
- 7.13 “The Bell and Feathers”. This was at 52 Bell Street (LB.GII) on the corner with “The Square” and would thus have been well situated in the market place. An inn gallery (for access to rooms) was inserted in the 17th century and this is indicative of its likely use at this time.
- 7.14 London Road is typical of many main road settlements, although in this case it is really a bypass to the main town and therefore never developed as a high street and has only a smattering of shops. These are in any case mostly around the entrance to Bell Street which has always been the important trading street of the town. South of this junction is residential and contains some good 18th century and 19th century houses. North of the junction, whilst still mainly residential, the buildings are generally 19th century or later and not so grand. Most recently, the east side of the road has seen the introduction of a supermarket and a garage both of which are intrusive and negative in visual effect. For many years this was the main trunk road from London to Norwich and traffic would have been heavy and intrusive throughout the 20th century. Despite the opening of the M11 to the east of the town and the de-trunking of the former A11, it remains a very busy road and this has a negative effect on the environment.
- 7.15 In Bell Street the current frontage use is predominantly retail with also a bank and building societies but with some wholly residential and some small offices and businesses, whereas Knight Street is more residential, although there are some shops near to the Bell Street end, a bank and two pubs. It is quieter than Bell Street. The rear yards still retain some older outbuildings which are reminders of the former uses and in one case a small cobblers still survives. Others, behind nos. 13/15, 19 and 29-31 Bell Street and 22, 30 and 40 Knight Street are now small courtyard housing precincts, not of great quality but reasonably deferential in scale and materials and providing residential accommodation in the town centre that improves the night time environment.

Character Area 1: photos



The White Lion, 28 London Road



The Old Bell, 38 Bell Street



King William IV, 7 Vantorts Road



The George IV, Station Road



11 Bell Street



Sayesbury Manor, Bell Street

- 7.16 To the rear of 1-7 Bell Street is a small shopping precinct of largely modern construction but incorporating at least one old Victorian building which flanks onto London Road and this serves the useful purpose of connecting the supermarket on London Road and its car park to the Bell Street shops. Some of these areas are softened by trees within adjoining gardens such as behind 9, 11 and 35 and the Market House, Bell Street and 4, 8, 12, 26, 30, 32 and 40 Knight Street. The rear yards behind the south of Bell Street have been combined into three linked municipal car parks which also give access to the Surgery behind no.4 and district council offices in Sayesbury Manor (LB.GII), which is set well back against the footpath and cricket pitch. The western car park is well landscaped with grass and major trees which were once part of the large garden to no.4. These not only enhance the setting of the listed building but also Bell Street itself and they combine well with the trees in the private garden to "Eversley" to the east and the avenue of trees to the footpath to the south.
- 7.17 The central space is a car park straight off Bell Street, between no.8 and no.10 but this is not landscaped, apart from a street tree at the egress, which is therefore important. The third car park to the east is also unrelieved but does benefit from the trees along the footpath to the south and within the garden to the inn to the east. "Sayesbury Manor" is an 18th century over-restored white stucco building within its own courtyard, enclosed by a rather mean brick wall and close-boarded fence. It presents its rear elevation and outbuildings to the car park and the overall effect is not harmonious. The car park surfaces are of unbroken tarmac throughout except for the forecourt to Sayesbury Manor, which is of concrete blocks and only marginally better. Except for the landscaped west end, the area overall has a negative effect on the character of the conservation area and should be enhanced. However, it serves a very positive purpose in helping the viability of the shops and combining the health and municipal functions.
- 7.18 Knight Street becomes increasingly more residential in character progressively towards the north. Again there is variety in widths and heights of buildings and spaces in between, which are generally tighter on the west side, (photo), the east being broken up in the centre by the Victorian School building and "The Forebury" turning off to the east. The school is set back and whilst of high quality, is a marked contrast to the majority of the architecture in the street, the rear 20th century extension to the building is however not a good example and has a negative effect on the character of the conservation area. The northern end of the street appears to be all of the 19th century or later and probably resulted from the division of earlier larger plots. No. 19 on the south side appears to have been built in splendid isolation on what until that time was open farmland stretching down to the river. It remains a landmark building here being a very wide frontage white stucco Regency house listed grade II*. The road forks at its junction with Station Road and the "George IV" Inn sits on the island thus created. It is difficult to know how this developed, possibly one of the forks was once a carriage entrance to the Inn which later became a through route when the town developed further towards the river.
- 7.19 "The Square" is the truncated remainder of the former market place and it is believed that the buildings to the east are actually a product of the market being progressively developed with permanent buildings from the 15th century onwards. This process would have stopped sometime before the closure of the market by the end of the 18th century. It remains now as an intimate space, hardly more than a widening in the road but charming nonetheless and still an important crossing of the main streets. It is enclosed on the south and north by shops and to the north by a firm of accountants all within white stucco buildings with classical frontages. There is, a butchers shop in the southwest corner with glimpses of barn like buildings beyond reminiscent of the agricultural past. The trees and openness of "Fair Green" are glimpsed beyond the southeast corner.

Character Area 1: photos



Victorian School, Knight Street



North end of Knight Street



1 The Square



The Old Manse, Fair Green



1, 2 & 3 Vantorts Road (Mann Memorial Almshouses)



1 & 2 Fair Green

- 7.20 Church Street forms part of what was formerly the market and now accommodates the transition between the bustling town and the quiet churchyard to which it leads. In retail use at the western end it becomes more residential in character beyond the junction with Vantorts Road. Unsurprisingly, some of the buildings have ecclesiastical roots e.g. nos.1 - 3. The white weatherboarded building 1 Vantorts Road was formerly the workhouse. Vantorts Road is more rural and progressively so as it leads south towards Sheering Mill Lane through Fair Green. Residential in character although with one public house, formerly an inn, the large houses are well spaced out on the east side with views through to the trees in the churchyard beyond. The west side is lined with a good wall and tree screen to 1 & 2 Fair Green, although the southern half forms the eastern side of Fair Green itself.
- 7.21 Fair Green is wholly residential. It is the historic location of the chartered fair, landscape dominated and semi-rural in character, having the appearance and quietude of a village green. Every building contributes because they are only six and widely spaced.
- 7.22 Sheering Mill Lane is also rural in character but is included in this character area for convenience, because it is linked with the churchyard and Fair Green. The small part of it which is within the conservation area is evocative of what once must have been a narrow country lane, winding down to the river and Sheering Mill but which has now become partly suburban beyond the conservation area.
- 7.23 The churchyard is the last essential component of the medieval town, lying just beyond the main cross roads and former market place and between them and the supposed site of the former manor. It is a major landscaped space and something of a hub for pedestrian routes joining the town centre with suburban areas to the east. It is of course the setting for the most important building, the Church of St. Mary's the Great, listed Grade I. It is described more fully under the "Open Spaces" heading above.

Architectural and historic qualities of the buildings

- 7.24 Despite this being a medieval planned town, there is now little uniformity of plot widths, heights or architectural styles. This is because plots would have been amalgamated or truncated and buildings progressively altered, extended or replaced over the centuries. There are still a significant number of timber framed buildings from the 15th and 16th century onwards throughout the area but they have been progressively modernised to account for changes in architectural taste. Indeed many 18th century buildings are timber framed which is an unusual characteristic of the town. Even 19 Knight Street, an early 19th century, stucco, Regency House is timber framed. Because of this wish to modernise yet still retain the timber frame, most buildings are plastered or rendered and very few have an exposed timber frame (the cross wing of 36 Knight Street seems to be the only example where rendering has been removed recently to expose a previously covered timber frame). However, the prevalent building type is of white rendered buildings with steeply pitched red tile roofs.
- 7.25 Some of the rendering is pargetted in the local vernacular tradition, in panels with various different infill patterns impressed or scratched in such as at 1 - 3 Church Street. However, 18th century and later pargetting tends to be in classical form, intended to simulate the forms found on 18th century stone buildings such as dentilled eaves, cornices and pilasters such as at 4 Bell Street.
- 7.26 There are relatively few brick buildings and some of these are 18th century encasements or merely frontages to timber framed buildings. This would have been the ultimate expression of wealth and status in the late 17th century and 18th century. They are carried out in typical Hertfordshire fiery red brick and tend to be of particularly high standard e.g. 40 Knight Street and 11 Bell Street. However during the later 19th century

brick was used for relatively lower status buildings, which tended to be of cream or yellow stocks that were popular in the Victorian era and cheaply transportable from outside the district by train e.g. 2a & 2b Knight Street and some of the 19th century or later houses in the central part of London Road.

- 7.27 Likewise, there are very few surviving early window frames even on the older properties, especially on the frontages, where 18th century/19th century sash windows would have replaced them as part of the modernising process and which remain the prevalent type. (There are early leaded light windows in 37 Bell Street and at "The Market House").
- 7.28 Shopfronts where they occur, are typically of painted timber, small in scale, with modest fascias and signage, except in London Road, where there are some poor aluminium shopfronts and over-sized or garish signs. Some are 19th century or earlier, and a few are of very high quality, with sophisticated classical detailing.
- 7.29 The flanks and rear of the older buildings tend to display surviving earlier finishes and materials, such as vernacular pargetting, painted or blackened weatherboarding and mullioned windows, displaying their earlier origins. The few remaining old outbuildings in the rear yards are important vernacular reminders of the historic use of the burgage plots, as are the remaining vertically boarded gates on the frontages which give access to them, even where these are modern replacements. There are a significant number of 18th /19th century water pumps surviving in the town centre which are good enough to be listed individually or within the description of listed premises. Mains water did not reach the town until 1948 and this may be the reason for their survival.
- 7.30 Despite the agricultural history of the town, there are now no thatched roofs in the town centre. While this maybe because of the danger of fire in the packed streets, it is as likely that the desire for expression of wealth and status led to their replacement with the local fiery red peg tiles on the steep pitched roofs of the town.
- 7.31 The individual buildings in all the streets of the town centre core tend to make a strong contribution to the character and many are listed whereas this is less so in the case of London Road, where the later infilling between the surviving 18th century. Buildings is often of less quality and in some cases poor.

London Road

- 7.32 The southern section contains the better buildings, which are also well spaced and benefit from landscaping both between the buildings and from the good mature tree screen which graces most of the eastern frontage of the road up until the Bell Street junction. Nos. 29 - 43 form a good picturesque group of historic buildings.
- 7.33 Nos. 29 - 33 (LB.GII) although set back, are prominent because they mark the entrance to the conservation area and being on the corner with Maylins Drive, the flank is seen for some distance. The front range is 18th century, timber framed and of white stucco with mostly original sash windows and louvered shutters, which add to the rather "out of town" feel to the group. No. 33a (LB.GII), is also prominent because the earlier rear range was extended right up to the road in the 19th century and encased in buff brick. It was then increased in height and has unusual 1st floor tall French windows above the arched ground floor openings that once gave access to a forge but are now fenestrated.

Character Area 1: photos



1 - 3 Church Street



4 Bell Street



The Market House, 42 Knight Street



29 – 33a London Road



37 London Road



43 London Road (The Clock House)

- 7.34 No. 35, Sayesbury Cottage, (LB.GII) also has a country cottage feel, embodied in the hipped red tiled roof, bay windows and dormers and emphasised because it is set back behind a picket fence and small garden. It is 18th century, timber framed, cream stucco. There is a good street tree between no.35 and no.37. No. 37 (LB.GII) an 18th century timber framed house with a double frontage of white painted brickwork completes this picturesque group. The little outbuilding in white painted weatherboarding in the East Hertfordshire vernacular tradition adds to the effect. No. 39 is a prominent building which takes up the corner with Hoestock Road. It is of high quality cream gault brickwork with red brick banding and quoins and moulded terra-cotta bracketed eaves. The roof is of slate with a splayed hip at the corner. An unlisted building of good quality which enhances the character of the conservation area and makes a positive contribution. No. 43 (LB.GII) takes up the other corner with Hoestock Road and its importance is emphasised by the good group of trees and good buff stock brick wall, which form part of the garden to the north and separate it from the more commercial part of London Road beyond. The house is 18th century timber framed and stucco and has prominent canted bay windows. The gable end is weatherboarded as are the stables to the rear, which are also of interest.
- 7.35 A tree screen continues beyond the garden to no.39 and partially conceals the modern houses behind. On the opposite side of the road, the trees finally give way after the grounds of "Eversley", a large late-Victorian house of red brick and decorative tile hanging, in Neo-Vernacular style. A good quality building that contributes positively.
- 7.36 The town centre is then announced by the prominent Georgian frontage of the White Lion Inn, which is described in greater detail above. Although the positive merits of the building have also been discussed, its car park lets it down badly, spoils the setting from the south and is a negative influence on the character of the conservation area. Towards the northeast corner of the car park is "The Assembly Room" (LB.GII) an interesting late Georgian survival. A simple white stucco building, tall but well set back and so subservient to the Inn. Fortunately the trees beyond the car park to the rear, soften the effect somewhat.
- 7.37 Opposite the Bell Street junction, 47 - 51 is a group of unlisted buildings. No. 47, whilst run down, is a simple inoffensive white rendered building but the others, which are all in restaurant use have been altered/rebuilt and are disfigured with garish signage, which is particularly unfortunate, given their important location opposite the junction and closing the vista down Bell Street. They are at best neutral in contribution. No. 53 (LB.GII) is a simple but tall three storey house in dark pink stucco with a small 20th century shopfront in green glazed brick. No. 55 (LB.GII) is a lower, two-storey building in white stucco with sash windows and louvered shutters, housing a delicatessen and a hairdresser with modern but reasonably scaled shopfronts in painted timber.
- 7.38 The group to the north of the Bell Street junction is generally poor. On the west side there are two large three-storey blocks of flats occupying the former plots 57-67. 20th and 21st century in date, these are out of scale and the brickwork, window design and architectural details are out of character with the town. They are considered to be of negative contribution. The supermarket development opposite clearly serves a useful purpose, especially as it incorporates some small retail units, at the corner with Bell Street which are at least of neutral contribution and potentially positive with better shopfronts. However the main block has a very plain and utilitarian brick frontage and poor quality shopfronts which make a negative contribution, although the street trees provide some screening, which should improve as they mature. Whilst the frontage building of the supermarket itself is restrained, the wide gap created affords unattractive views into the car park and the flank of the retail units.

- 7.39 The little listed building, Groves House (LB.GII) is now rather isolated between two car park accesses. However, its double gable end remains prominent in views from the north because it is set forward of the modern buildings. The street tree against the south gable end helps the setting to a degree. It is of white stucco with steep pitched red tiled roofs and with 3-light mullioned casement windows as a reminder of its 17th century origins. The garage forecourt is the final piece of this rather poor part of the road and is of extremely negative effect.
- 7.40 On the opposite side of the road is a residential group of more character that represents the development that took place to the west of London Road in the 19th century. There are two detached houses set back from the road, 69 and 71, one of red brick and one of yellow stocks, both with slate roofs, in very original condition and of positive contribution, although the frontages have been opened up for parking. These are followed by a terrace of smaller artisan cottages, 73-81, mostly of brick and weatherboarding with red tiled roofs, although no. 81 was combined to form the "The Gate" public house in 1843. Although the cottages are less original, this whole group is considered to make a positive contribution, although the car park to the side of The Gate, with views to the poor telephone exchange to the rear makes a negative contribution. No. 87 is a prominent building because it occupies the corner of an access road to the telephone exchange and because of the gap created by the car park to The Gate. It is a large double fronted 19th century house, in red brick with terra cotta details around the bay windows. It makes a positive contribution along with the frontage garden and trees in the side garden.
- 7.41 Opposite, beyond a pair of maisonettes, which are screened by landscaping in generous front gardens are nos. 62 - 68, a group of 17th century origin but with 18th / 19th century frontages in white painted weatherboarding, an East Hertfordshire rural vernacular tradition (all LB.GII). These form part of a good group with nos. 89 - 95, small late 18th century houses of varying materials, plaster, brick, tiles and slates but united by 18th century/early 19th century sash windows and listed (LB.GII). Nos. 97 and 99 although unlisted, are 19th century white stucco buildings of good quality, which also contribute to the character of the area. On the negative side, several of these frontages have been opened up for car parking to their detriment. Likewise, nos. 70-74 are a simple group of unlisted Victorian cottages, which whilst not of such character, do compliment nos. 62 - 68 and are therefore considered positive in contribution. Nos. 101-103 is a charming small cottage pair, in pink render, set back behind an attractive garden, although marred somewhat by plastic windows (LB.GII). No. 105 is a much altered 19th century building with a shop on the ground floor with a garish and overscaled shop fascia. Whilst it detracts at present, because of the shopfront, the building as such is neutral in contribution. Nos. 76-82 is a simple, mainly terraced, Victorian group which, although somewhat marred by replacement windows, still contributes positively to the character of the area.
- 7.42 Taking up the corner with West Street are two / three storey housing blocks with shops on the ground floor. The applied gables and weatherboarding do not disguise the inappropriate bulk and blandness of these buildings, which are unfortunately negative in contribution on this important corner site. The group of buildings on the opposite corner is more appropriate in scale and interest but fails to make an adequate contribution to this important junction. The northwest corner of the crossroads is no better served by no. 1 Cambridge Road, an extremely bland housing block with poor quality shopfronts beneath and of negative contribution. However, the northeast corner still retains buildings from Walnut Tree Farm, including the former farmhouse (LB.GII) of brick with a symmetrical parapetted stucco frontage. Attached to the south is a building described in the list as 19th century, but this actually appears to be now a modern yellow stock building with an aluminium shopfront. To the east, there remains an 18th century black weatherboarded barn, which also has a frontage to Station Road.

Character Area 1: photos



53 London Road



Groves House and neighbouring supermarket, London Road



62 – 68 London Road



Weatherboarded barn, Station Road, formerly part of Walnut Tree Farm, Cambridge Road



The Good Intent, Station Road

- 7.43 The complex is a reminder of the agricultural past of the town, when farms encroached right into its heart and makes a positive contribution. Altogether, this important junction, which marks the crossing of two historical routes and the northern end of the historic town is weak and crying out for improvement.
- 7.44 The conservation area continues into Station Road. Nos. 8-12 and the public house, "The Good Intent", (LB.GII) are part of a small 19th century suburb of artisans housing, possibly originally occupied by workers at the large maltings down by the river, or London workers taking advantage of cheap workers railway tickets. This is shown as "Newtown" on the 19th century Ordnance Survey Maps. There is a good case for including this whole area i.e. on the south side of Station Road right down to the Knight Street junction as an extension to the conservation area.
- 7.45 As it stands, the group which is within the current boundary is of positive contribution, especially the public house, "The Good Intent", a pleasant corner building of yellow/brown stocks, early 19th century but incorporating an 18th century rear wing. Very original and clearly a vibrant community asset (LB.GII). The downside is the car park, which cuts a big gap in the enclosure of the street and is of unrelieved tarmac, although it does afford views of trees in the gardens beyond.

Bell Street

- 7.46 This street can be split into groups because of the intervening gaps. The corner with London Road is dominated by the impressive "White Lion Hotel" (see above) but from the junction on the north side of the street no.7 makes an impact because 1-5 are relatively low and plain although they afford access through to a small shopping precinct behind and to the supermarket and make a positive contribution. No. 7 (LB.GII) is a good quality stucco 17th century listed building with 18th century windows and has two good quality linked shopfronts.
- 7.47 The group of nos. 2, 4, 9 and 11 is particularly fine and the best in the street. No.2 (the side elevation of the White Lion Hotel) and no.4 are both faced in white stucco, no.4 is particularly fine because of the classical detailing embodied in its pargetting. It is well separated from the next group by the fine wall and trees of its former garden. No.9 is prominent because it is end on to the street and has an atypical hipped/gablet roof, although the end elevation is very restrained, in four pargetted panels and with only one Georgian window, asymmetrically placed, in contrast to the return façade, which is carefully ordered and visible from the street across the large garden. No.11 (LB.GII*) is well set back from the street behind its garden but is prominent because of the width of its plot and because it is of fine quality, early 18th century red brickwork with rusticated quoins and key stones in gauged work. Nos. 9 and 11 are enhanced by their front boundary treatments, including wide vertically boarded carriage gates, characteristic of the street and their landscaped gardens, which combine well with the landscaped grounds of no.4 opposite.
- 7.48 The next group is dominated by two buildings, nos.13 & 15 because of its height, the only three-storey building in the street and no.6 a modern building, because of its excessive depth, which is unfortunately undisguised because the whole of its flank is exposed by the car park access. Together with no.8 it forms what can more accurately be described as a block. No. 6 gives the impression of a very large building, although it is only two storeys in height and is regarded as neutral/negative. Its neighbour no. 8 is not listed but is probably early 19th century judging by the window frames. Also in white stucco it is unremarkable but whilst the modern shopfronts are not good, it makes a positive contribution and could be considered for local listing.
- 7.49 Nos. 13 & 15 (LB.GII) is a listed Georgian building, prominent because of its height, the set back of no.11 and also because it is of brickwork although it is very plain and boxy,

the roofs being hidden behind parapets to all elevations. It could be said to represent a typical Georgian building of the type to be found all over the country but without the concessions to local distinction that is exhibited by its fellows. The fascia and pilasters of the shopfronts are good but the infill is not. Modern to no. 13, currently a restaurant and of brickwork to no. 15, currently occupied by an insurance consultant.

- 7.50 No.17 (LB.GII) has a plain stucco "Georgian" frontage to a 17th century house now a shop on the left hand side with a good 19th century shopfront. There is a yard to the rear which is as yet undeveloped and still contains an old black weatherboarded outbuilding in use as a cobblers, evocative of a time when many of the rear yards would be occupied by small workshops. No. 19 is set back deeply from the street and is a mid-20th century mock-Tudor house, out of character but with a certain charm of the unexpected. To the rear of this is a small courtyard bungalow development. The whole plot is considered neutral in contribution.
- 7.51 The car park egress beyond no. 8 intrudes between this and the next group. 18-32. Mostly fairly low eaved plain white stucco buildings, although listed (LB.GII), they are relatively simple and plain, unified by the stucco and the Georgian windows and with good shopfronts, some historic and some modern reproductions. No. 24 has a former carriageway behind full height boarded doors, historically characteristic of the street. However, the group is dominated by no.26, currently offices, which has an unusually high first floor and high eaves.
- 7.52 Likewise on the other side of the street, of the group, 21 - 29, the most prominent is no. 29 (LB.GII) because of its height. Nos. 21/23 (LB.GII) are a pair of 17th century to 18th century cottages with a 19th century brick front (colour washed) and a modern shopfront which is small and in proportion. Nos. 25 & 27 are unusual, having retained an earlier frontage with mullioned and leaded windows and therefore atypical in that the Georgian treatment has not been applied. No. 29 has a modern shopfront but simple and well proportioned.
- 7.53 There is a gap between this group and Nos. 31&33 (LB.GII) giving access to 20th century housing of deferential scale and neutral in character. The building itself has a wide plain Georgian frontage and two 19th century shopfronts but the right hand one is marred by a plastic "dutch" blind that is out of character. There is a carriageway between no. 33 and the next group and this now serves a small residential block, "Granary Court". This is of white render and brickwork and in an "L" shape around a car parking area, which also serves the frontage building. The residential buildings are at best neutral in contribution and the car park is negative, however there are views beyond of good trees in the rear of Knight Street that soften the view. No. 35-37 is a plain red brick late-Victorian building with a high pitched tiled roof which, although not listed, contributes positively to the character. It is occupied by a bank but the frontage of this, in white render with stained timber display windows, is out of character and negative in contribution.
- 7.54 A prominent feature next to the bank is a tall and narrow black weatherboarded structure with a prominent sack hoist cantilevered out over the street, said to be a rebuild in facsimile of an earlier building but nevertheless it does contribute positively. Beyond a pair of modern buildings set back from the pavement and of neutral contribution at best is the "Market House" (LB.GII*). This building forms the corner with "Knight Street and is further described under that heading. The Bell Street range is very long part rendered and part dark weatherboarding, formerly part used as a maltings and part as a fine central town house. It is a unique building and a reminder of the town's past. The west gable is prominent because of the set back of the adjoining buildings and has a prominent chimney stack with coupled diagonal shafts. There are two wide mullioned windows, although these are described as 19th century in the DOE list.

Character Area 1: photos



*White Lion Hotel from Bell Street
& 7 Bell Street*



The Chantry, 9 Bell Street



13 & 15 Bell Street



19 Bell Street



24 Bell Street



*The Market House Hotel, 42 Knight Street from
Bell Street*

- 7.55 Opposite the bank, No. 36 (LB.GII) forms a prominent group with the "Old Bell". It is gable end on to the street and jettied and pargetted in early vernacular style, although with an 18th century sash window to first floor. The mock bow fronted shopfront is out of character. The "Old Bell" (LB.GII) is a 16th century inn, further described earlier. It is very

prominent in the street scene. The frontage is pargetted in vernacular style but the windows are later, including 19th century canted bays to the ground floor and recent 20th century replacement windows to the first floor, which until that time had remained mullioned. It still has a carriageway to the rear, which is now a substantial garden with trees which contribute to the character and can be seen from the street.

- 7.56 Nos. 40-44 (LB.GII) is a simple low stucco building with panelled pargetting and a coved eaves cornice. The ground floor is split into three shopfronts with mock bow windows.
- 7.57 No.46 (LB.GII) is a plain plastered jettied 16th century building which has been extended to the west with a 20th century building with a reasonably scaled frontage range but with a recessed shopfront and garish fascia, which are out of character. The rear extension is a utilitarian flat roofed structure that is visible from the street.
- 7.58 No. 52 (LB.GII) is a good corner building and together with no.4 The Square formed an Inn called "The Bell and Feathers". It is white rendered and pargetted and has good 19th century shopfronts that return round the corner. The west flank is black weatherboarded but this is largely covered up by a later extension.

Knight Street

- 7.59 The street is entered from the important hub of "The Square" and it's junction with Bell Street with two very strong corner buildings. On the west, the deeply jettied "Market Hall" (LB.GII*) most recently a public house but currently vacant. It is a surviving former maltings, although the Knight Street range is more representative of an early high status medieval house with deep jetties to both elevations and mullioned and leaded windows evocative of the 16th century origins of the building but probably later reproductions. On the opposite corner is the impressive no. 35-37 (LB.GII) which forms a strong corner with Church Street. A medieval timber framed building but with fine Georgian facades in pargetted stucco with an impressive modillioned eaves cornice, Georgian windows and good quality 19th century shopfronts with strongly expressed pilasters and consoles taken round the corner into Church Street. No. 33 (LB.GII) is a well mannered, 19th century neighbour to it, which successfully picks up the same proportions although much plainer and with a low pitched slate roof and with white painted weather boarding at the north end.
- 7.60 No.40 (LB.GII*) is a landmark building. A fine example of a medieval timber framed house fronted by an exceptionally high quality early Georgian brick facade in very original condition. The setting of the house and of no. 38 has been somewhat compromised by the formation of 20th century courtyard housing within its former garden and in particular the vehicular access to it, although the mature street tree helps to soften the view through and is an important tree within the general street scene too. No. 38 (LB.GII) is prominent because of the exposed timber frame on the cross wing, although this atypical and gives the whole building a "split personality", the rest of the building retaining its 18th century cloak.
- 7.61 No.28 (LB.GII) now a bank, is prominent again because of the high quality and sophisticated 18th century brick frontage, which compares with the contemporary frontages at no. 40, 11 Bell Street and the White Lion Hotel in London Road and is indicative of the highest status buildings in the town in the early 18th century. The high parapet returns on the flank and hides the old tile roof.
- 7.62 Opposite is the Fawbert and Barnard Infants School. This building is important not least because of its function, which continues to give life and activity, not only to Knight Street but also to the grounds to the rear and the otherwise peaceful churchyard. It is also prominent by contrast as an unashamedly Victorian building in yellow stock brickwork with red details under low pitched slate roofs and because it forms the corner with "The

Forebury". It is set well back behind a forecourt, which is rather spoilt by untidy later buildings but enhanced by a good street tree. The school is not listed but contributes positively to the character of the conservation area.

- 7.63 The junction is also marked by "The Queens Head" (LB.GII) also prominent because of its function and because it closes the vista at the end of "The Forebury". This building may have been built as a public house in the early 19th century. It conforms to the prevalent white stucco and sash windows of the town, although with a low pitched slate roof, typical of its period. The other corner with "The Forebury" is weak with two mid-20th century houses, 21 & 23 set back. Whilst the frontage trees make a valuable contribution, along with the good tree outside no.18, opposite, nos. 21 & 23 are considered neutral/negative. The corner is also graced by a good telephone box and pillar box. No.19 is a fine, white stucco Regency house with three storeys. A wide but innocuous extension to the south, however due to the set back, in summer at least this is screened by some very good street trees in the frontage.
- 7.64 Nos. 6,8,10 and 12 are Edwardian neo vernacular houses and whilst they introduce a more suburban form and some alien features such as half-timbering and tile hanging, some rendering is still present and they are of good quality and considered to enhance the character, making a positive contribution. These buildings are relatively widely spaced and afford views of garden trees beyond and this is an important feature. However, one has been extended to the side and this has had the effect of closing the gap and has also led to the paving of the front garden to enable car parking, both of which are detrimental to the overall group.
- 7.65 No.4 is another fine listed building (LB.GII) with a good white stucco Regency front range, separated from no.6 by a fine tree within the garden to the latter. Its importance is emphasised by the curve in the road at this point and because of the projecting wing at the northern end where the road bifurcates. It is enhanced by the fine trees within its garden to the north, which impact on the street scene. However, although less imposing as a building, "The George IV" Inn (LB.GII) is more important as a landmark because it occupies the island that is formed by the fork in the road and consequently closes the vista looking north down Knight Street. However, from the important view point across the station road junction from the north, it presents a weak and untidy image behind a small car park, fronted by ranch style fencing, only partly screened by hedging.
- 7.66 The west corner of this important junction is also not well served by 2a/2b Knight Street, which, although an attractive enough Victorian semi-detached pair in buff stock brick to the frontage, present a blank flank wall to the corner. A rather better corner building is the bakery which occupies the corner of the eastern fork of Knight Street. Although a simple Victorian building of red and buff brickwork, with a decent if not outstanding shopfront, it gives a welcome liveliness to this corner, which is some distance from the main shopping area and makes a positive contribution.
- 7.67 No.17 Station Road is prominent as it forms the northwest corner, opposite Knight Street with Station Road. No.15 is a medieval timber framed house (LB.GII) in white stucco under a steep pitched red tile roof. It retains early casement windows with leaded lights and a vernacular open eaves detail and has not received the 18th century makeover.

Character Area 1: photos



33 – 37 Knight Street



38 – 40 Knight Street



*28 – 32 Knight Street and the Queens Head
(no. 28)*



19 Knight Street



8 – 12 Knight Street



4 Knight Street

The Forebury

- 7.68 This street connects Knight Street to the mid-20th century developments to the east, is on the line of an old footpath, which is shown on the earlier Ordnance Survey Maps, leading through farmland down to the river. The buildings are not outstanding and the rear extension to the infants' school is not a good example of post war school building, the link with the frontage building being particularly poor. However, the memorial hall and particularly the library can be regarded as neutral or even positive, unexciting but decent restrained buildings of their period.
- 7.69 The open space on the south side of Forebury is valuable and attractive, affording views of the church spire and incorporating the tree lined footpath that connects to the west end of the churchyard and Church Street, although it is a shame that the density of the hedge precludes views from the path into the churchyard.

The Square

- 7.70 The Square makes up for its lack of size by the quality of its buildings, their happy juxtaposition and its important location at the historic hub of the town. No.2, is the plainest building but prominently situated, closing off the south side of the space but allowing a partial view beyond into the green space of Fair Green and a glimpse of the old barn and other black weatherboarded buildings in the little courtyard leading off from the southwest corner of the square. Of 16th century origins but having an 18th century front range according to the list description (LB.GII), it has the simplicity of an early 19th century building, with simple sash windows in plain stucco. There is a painted timber shopfront to a butchers shop, continuously used as such since 1838.
- 7.71 The other two buildings on the east and west sides of the square are similar in external appearance, having 18th century frontages in white stucco, sash windows and red tiled roofs but whereas no.1 (LB.GII) is of the 18th century and rather more detailed, including a modillioned eaves, no. 3 & 4 (LB.GII) is an old 16th century former Inn (together with 52 Bell Street) with an 18th century facade, and has pargetted panels. Both have good quality 19th century shopfronts, (partial on no.1), no. 3 & 4 with a central doorway with pedimented classical porch, which faces across the square to pilastered and pedimented central doorway in no.1.

Church Street

- 7.72 Church Street has a quiet atmosphere, leading down to the peaceful, sylvan churchyard, through a pleasant pair of oak gates. It contains a collection of different and unusual building types, developed partly over the former market place.
- 7.73 Nos.1-3 (LB.GII) is described in the DOE list as "a special purpose building", although there is evidence also that at one time it served as an Inn. In white stucco, with panelled vernacular pargetting and still with mullion and transomed casement windows and attractive arch headed shopfront windows. No.5 stands out because it is of red brick with stone dressings and of unusual design, being the former fire station. The most prominent feature is the stone archway, with projecting voussoirs to the former main doors, now a fully glazed shopfront beneath the ornate carved stone date plaque. This is a simple but strong building which expresses its original function and the pride of its creators. Despite its contrast with the prevalent architecture, it has a positive effect on the character of the conservation area. No.7 is a simple late-Victorian, white rendered building immediately adjacent to the churchyard, with impressively tall chimney stacks but well mannered and of positive contribution.

Character Area 1: photos



1 The Square



2 The Square



1 – 3 Church Street



2 – 8 Church Street



Church House & 1 Vantorts Road



Fair Green House, 17 Vantorts Road

Vantorts Road

- 7.74 This forms a quiet junction with Church Street and becomes progressively more rural towards the south and into Fair Green.
- 7.75 No.1 (LB.GII) is prominent because it forms the corner with Church Street by means of an elegant curved corner to the brickwork frontage to Vantorts Road. However, the main frontage is in Church Street, almost within the churchyard and of white painted weatherboarding in East Hertfordshire vernacular tradition. The building was formerly known as the church house and was at one time the work house.
- 7.76 Other prominent buildings are "The King William IV" inn and No. 17, "Fair Green House" (both LB.GII). The former is also of white painted weatherboarding. There are views between it and no.1 into the trees of the churchyard and the church spire, with the rear of the little "Tudor Gothic" almshouses, 1-3 Vantorts Road (LB.GII) of knapped flint with stone dressings.
- 7.77 No. 17 owes its prominence not only to its location overlooking Fair Green but also to its impressively wide frontage. Again this is an 18th century white stucco facade to a much earlier timber framed building. The central portion has a raised parapet and the roof has been truncated by a lead flat, presumably to hide the old steep tiled roof, which was unfashionable in the 18th century and diluted the impression of modernity and status. Nos. 19 & 21 form the corner with Sheering Mill lane and with no. 17 are visually part of the group of buildings around Fair Green. No. 21 is more "cottage like" than most other buildings in the town and appropriately marks the entrance to Sheering Mill Lane.

Fair Green

- 7.78 Fair Green is also distinctly rural. It is the location of the historic chartered fair but now has a distinctly village green character. It is landscape dominated with good trees and widely spaced buildings, giving views to further trees within the generous gardens. All the buildings are good quality and have presence because of the setting. Only "Fair Green Place" is not listed. It is however relatively small, of red brown brick and reticent and can be regarded as neutral.
- 7.79 Nos.1 & 2 is otherwise the odd one out because it has a 19th century brick frontage and slate roof facing the green but here too the grey stock bricks are recessive and the grounds are well endowed with good trees which screen the building. To the rear, the three storey weather-boarded part is impressive and individual but once again screened by trees.

Sheering Mill Lane

- 7.80 This lane is very narrow and again markedly rural. No. 123 is prominent due to its position on a right angled double bend and can be seen from across the playground which forms part of the churchyard. Although of 17th century or earlier origins it presents a tall symmetrical white rendered double fronted 18th century range to the north frontage in the lane and has two impressive double storey height canted bay windows. The black weather boarded outbuildings attached to the southeast, back directly onto the lane and enclose it. The house can also be partially seen from the lane further to the east upon entry into the conservation area and also above the high garden wall at the end of "Rushfields" to the south.
- 7.81 The distinctive double half-hipped gable ends of 136 Sheering Mill Lane are also prominent on the same bend, when seen from the lane to the west. From the lane to the south, the later 18th century range has an unusual 19th century projecting Gothic porch and gothic style window.

The Churchyard

- 7.82 This is the principal green space within the town, containing a wealth of fine trees and acting as a hub to the footpath network. It of course contains the Church but also other good buildings in the southwest corner, which compliment it rather in the nature of a cathedral close. These include nos. 1 and 7 Church Street, discussed above but also "The Old Vicarage", the "Mann Memorial Almshouses," and the rear of an old black weatherboarded barn at the rear of 17 Vantorts Road (all LB.GII). The almshouses were built in 1901 and are an elaborate group of three, with the two ends projecting forward as gable ends. Of knapped flint with stone dressings, in Tudor gothic style, they complement the church. The Old Vicarage is also prominent in views across the churchyard. Built in 1857, it has tall moulded chimney stacks, steep tiled roofs and diaper patterned brickwork.
- 7.83 The Church (LB.GI) is the finest and oldest building in the town and whilst its fabric dates as far back as the 13th century, it is known that a church existed here back to the conquest and beyond. Also, it has been added to and extended in intervening centuries and it is blessed with an unusual wealth of fine monuments which are testament to the wealth and prosperity of the town throughout this time. The Church is now largely of exposed flint with stone dressings but it is interesting to speculate whether it was once plastered in imitation of stonework and thus more similar in appearance to the majority of buildings within the town. The tower is fairly squat but the typical Hertfordshire Spike steeple can be seen from various viewpoints within and around the town.

Character Area 1: photos



123 Sheering Mill Lane



136 Sheering Mill Lane



The Old Vicarage, Sheering Mill Lane



1, 2 & 3 Vantorts Road (Mann Memorial Almshouses)

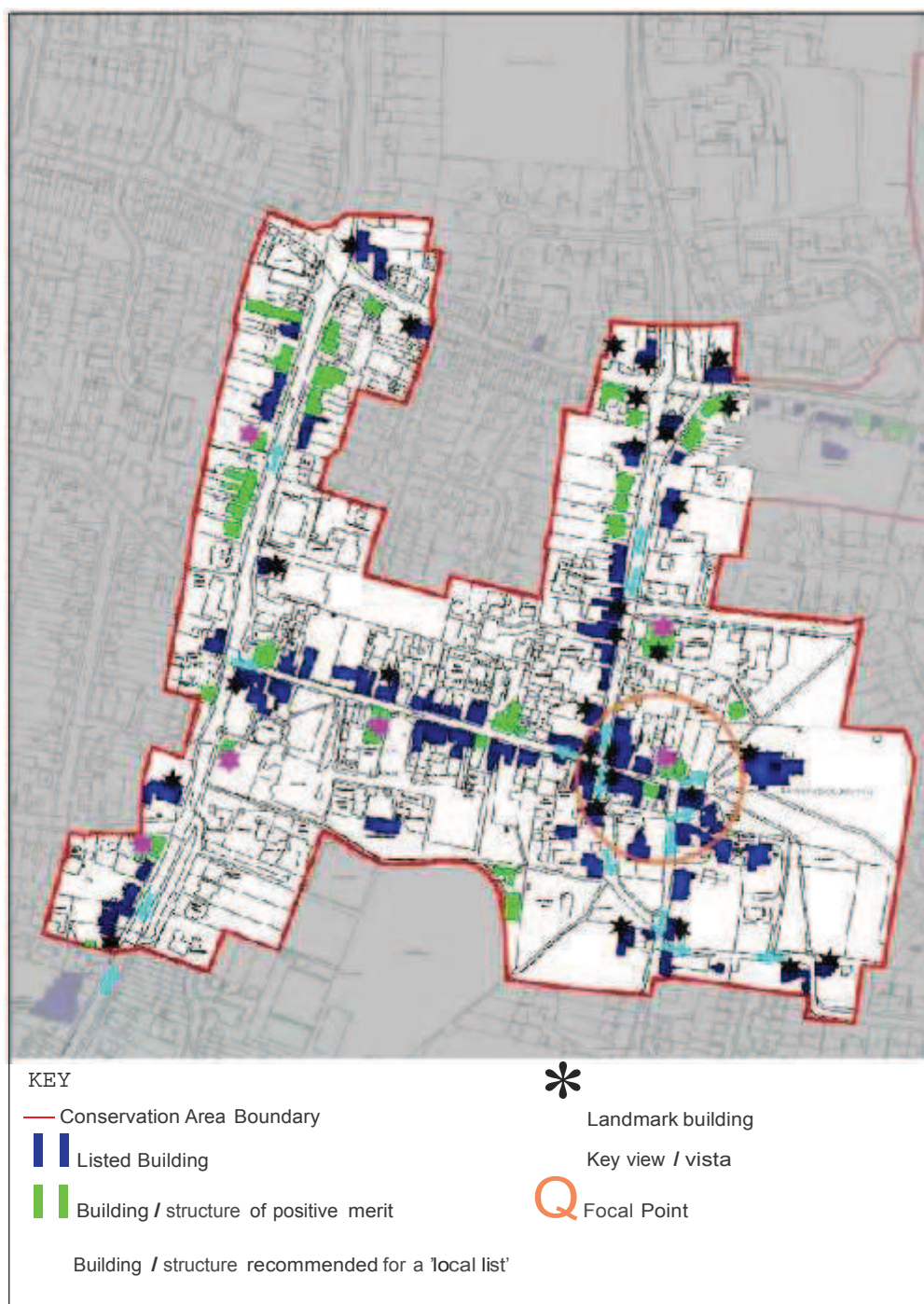


Figure 17. Sawbridgeworth Conservation Area. Character Area 1: The Medieval Core. Appraisal map

CHARACTER AREA 2: Station Road and River Valley

- 7.84 This area encompasses Station Road, Mill Lane, the River Stort and its banks, including the former maltings buildings both sides of the railway line and the station.

Former uses, prevailing activity and their effect on plan form and building types

- 7.85 Station Road, formerly Barker's Lane and Mill Hill was historically part of an east-west cross country route. Its river crossing and junction with London Road played an important role in the genesis and thriving of the town. Locally, it was important as the connection between the town and the mill and it is believed that the surviving mill site is that mentioned in the Domesday Book.
- 7.86 The river is known to have been navigable until the end of the 16th century and although it later became impassable, after its canalisation in 1769 it became the most important trade artery to London and beyond until the coming of the railway in 1845. The area immediately to the south of the river crossing then quickly became the centre of industry, (principally malting) and increasingly large maltings buildings were erected, initially on the hill, leading down station road towards the river, then on the east river bank, served by its own short spur and finally, just beyond the railway line immediately to the south of the station.
- 7.87 Despite its increasing importance, this part of Station Road, to the east of the junction with Knight Street, remains semi-rural in character as it gently curves down the hill, because it is narrow, landscape dominated on the north side of the road and because the buildings on the south side are relatively widely spaced, with trees in between in some cases and on rising ground beyond to the rear.
- 7.88 Further down towards the river, views across open water meadows to the north open out and to the southeast and there are glimpses of the massive old maltings buildings across the reed beds and river. These larger maltings developed in two separate areas. Initially, immediately beyond the river crossing and later in the 19th century, to the east side of the railway line. The western group is of five buildings in a linear configuration, following the curve of the canal spur. The setting is rough and ready but not inappropriate to their robust industrial form. Hard standings are a mixture of tarmac and cinders and the canal and spur are lined with gaily coloured narrow boats and paraphernalia which enliven the scene. The eastern group is very much higher, reflecting their later date and are in a "V" formation. They have been converted to residential use and whilst the conversions are more controlled, the setting to the south is poor, being dominated by a huge car park.
- 7.89 The railway line runs between the two maltings groups, The East & West Maltings, which originally had sidings serving them directly. The station buildings, the footbridge and the level crossing are of poor quality and are of negative contribution to the character of this part of the conservation area.

Character Area 2: photos



View south towards the West Maltings from the road bridge on Station Road



View northeast along Mill Lane to the former 18th century mill site



70 & 72 Station Road



The West Maltings from within the site, Station Road



The East Maltings; Waterside Place and The Maltings (Priors Court), Station Road



Sawbridgeworth Railway Station, Station Road

Architecturally and historically significant buildings which contribute positively, and negative factors within the character area

- 7.90 This area contains older timber framed buildings of the 17th century and 18th century which are generally more vernacular than similar aged buildings in Character Area 1, with a greater number of examples of thatch, weatherboarding and earlier mullioned windows; together with later generally brick built maltings or buildings associated with this industry. The area around the mill contains further brick maltings in addition to the white weatherboarded structures often associated with this process.

Station Road

- 7.91 The junction of Station Road with Knight Street has already been discussed in respect of Character Area 1. The road becomes narrow and curves as it proceeds down the hill to the river from this point and the prospect, framed by nos. 27-31 and the bakery, is landscape dominated, buildings on the north side being screened by a good hedgerow and trees.
- 7.92 There is a picturesque group of four small cottages, 64-72 on the south side, stepping down the hill (all LB.GII). Two of them have completely weatherboarded frontages whilst the pair, 70&72, are part weatherboarded and Cob Cottage (no.64) has weatherboarding to its gable end. Only one, no.66 has sash windows and there are other vernacular features such as catslide roofed extensions. They are well spaced, with views to trees between and beyond, which add to the rural feel. The trees are in the large curtilage of "Landguard" (LB.GII) an 18th century building remodelled as a Regency "cottage ornee" probably by Thomas Rivers who lived here in the first half of the 19th century. The DOE list describes a wonderful building with extravagant decorative features (site not visited for this assessment). The trees on this site and those which adjoin in "The Forebury" and Knight Street make a strong contribution to the character of the conservation area.
- 7.93 No. 76 is interesting as a structure originally associated with the mill (LB.GII), 18th century, of white painted brickwork with a dentilled eaves course and sash windows, it still retains a wide three centred archway and an unusual bay window built, according to the list description, to afford views both to the river wharf and the mill. It forms a stop end to a long terrace of early 19th century cottages in yellow stock brick, slate roofs and with all their sash windows retained. A good simple group, reasonably original and probably built to house workers in the maltings. They make a positive contribution to the character of the conservation area. Most have a picket fence to the frontage, which seems appropriate to the semi-rural location.
- 7.94 The junction with Mill Lane is strongly announced by a 20th century residential block of red brick with buff brick details and slate roofs, designed to evoke a maltings complete with a weatherboarded "oast" feature. There were maltings buildings shown on the 19th century Ordnance Survey Maps which were near to this location and part of one of them, converted to residential use still remains to the east. The building is successful as a corner feature and appropriate to the site and although "pastiche", it contributes positively to the character of the conservation area. On the other side of the junction with Mill Lane/Leat Close, the large group of trees also make a strong positive contribution. On the opposite side of the road the end of the terrace, 78-90 and the little thatched cottage, no. 92 (LB.GII), close the vista from Leat Close. The cottage has a decorative plastered frontage, thatched porch and eyebrow dormers which, together with the picket fence and cottage garden, emphasise the semi-rural setting. Between the cottage and the terrace to the west there is a narrow driveway to "Landguard" and a footpath which leads up to the centre of the town. This is rising ground and the trees beyond seem to tower over the small cottages and, along with the tree in the frontage, they also make a strong contribution to the scene.

Character Area 2: photos



66 Station Road



68 Station Road



Mill Store, Mill Lane from Station Road



92 Station Road



Mill House, Mill Lane

Mill Lane

- 7.95 Beyond the corner building, Mill Lane winds steeply down to the small picturesque group of buildings which mark the former mill site. This is centred on The Grain Store, sited right by the river on the island created by the millstream. A classic white weatherboarded mill building with a projecting lucam and more unusually a bell tower, 18th century (LB.GII). To the west on the other side of the millrace is the "Mill House," also an 18th century white weatherboarded building (LB.GII) but, unusually for Sawbridgeworth, with a mansard roof. To the south of these historic buildings are two late 20th century buildings of weatherboarding on brick bases built in a pastiche of the originals. Although a polite response to the historic group, it could be argued that in this case they do rather diminish their setting.
- 7.96 Behind the corner building, and gable end on to Station Road, is a former maltings building, described in the DOE list as a mill store but on the 19th century Ordnance Survey Maps as a maltings. This is a long black weatherboarded building on a high brick base with a red tiled roof, which is prominent from the east. The main historic mill group is attractively set, particularly from the river towpath. Running along the south west side of the mill stream is a long terrace of cottages, converted from a former maltings. Not very well detailed and, much of the maltings character has been lost. However, because of its historical associations, it is considered as making a positive contribution.

Station Road

- 7.97 From the Station Road/Mill Lane junction, south of the thatched cottage is a group of three unlisted houses. Of these, no. 94 is a late Victorian or Edwardian house, of red brick with a steep pitched roof and three prominent gabled dormers, which contributes positively to the character, whereas the other two are neutral. The other side of the road is landscape dominated and the unlisted buildings are considered neutral in contribution, although nos. 35&37 are listed GII and contribute historically as former mill workers cottages.
- 7.98 On the south side, two listed houses follow the previous group. Of these, no. 96/98 (LB.GII), is most prominent because it is sited well forward. A vernacular cottage with a wide range of materials. The roof is part thatched/part tiled, the walls part rendered, part white and part black weatherboard and the windows predominantly sash on the ground floor with casements above. No. 100, "Orchard Cottage" (LB.GII), is less prominent, being well set back and overshadowed by the massive maltings building to the east. This is of more polite, classical appearance, of plain pink stucco with 18th century sash windows, under a steep pitched red tile roof. There are good trees around and behind this building which partially screen the west gable end of the adjoining maltings.
- 7.99 The former Orchard Works maltings is a massive mid-late 19th century building of 12 bays in yellow gault brickwork and under a slate roof, with a dramatically high lucam towards the west end. Now converted to residential use (River Court), it remains an important landmark at the entrance to the town and very prominent when seen from the river towpath to the north and beyond in the water meadows through a gap in the trees (LB.GII). Beyond is a small group of mid-20th century suburban detached and semi detached houses, set back from the road behind a good hedge.
- 7.100 Bridgefoot House, occupies the corner of Station Road and "The Forebury" with two fine late 17th century frontages to the north and the east which are testament to very high status and wealth of the farm in that period. Interestingly it retains its mullioned and transomed windows which were not modernised in the 18th century. On an important corner just beyond the river crossing on the eastern approach to the town.

Deleted: 98

Character Area 2: photos



96 Station Road



Orchard Cottage, 100 Station Road

Deleted: 98



Orchard Works, Station Road
(now 1 – 36 River Court)



Mid-20th century suburban detached and semi detached houses, Station Road



Bridgefoot House, Station Road



The West Maltings, Station Road

- 7.101 Looking across the river from Bridgefoot House one sees the massive former maltings complex (LB.GII); The West Maltings. This is a long linear group. The north block curves organically with the bend in the canal arm that serves it and is of yellow stock brick with slate roofs and has a gabled loft hoist cantilevered on brackets at the north end of the east elevation. A three storey block adjoins on the southeast elevation and this has an oast and a tower that creates an interesting roofscape.
- 7.102 The south block is rather taller and has a massive cross wing at the north end, a smaller one at the south end, two oasts and gabled projections. It has a more dramatic roofscape than the north block and is more architecturally resolved. The buildings have been converted for use by a myriad of small businesses in a fairly uncontrolled manner and there are many different window types, a plethora of rooflights and different signs in many different designs and colours. However, the buildings are alive and vibrant and strong enough to contain these. It is interesting to compare them with the rather more controlled but comparatively sterile residential conversions of the other group of maltings on the other side of the railway line.
- 7.103 To the east is the railway crossing, bridge and station, none of which have anything to commend them, the station buildings being of negative contribution. From the crossing, the eastern maltings group is seen looming high above a good group of trees by the railway line.
- 7.104 The Railway Hotel is an attractive Victorian public house with a symmetrical frontage of cream stucco with pargetting, sash windows and tall chimney stacks which makes a positive contribution at the eastern gateway to the settlement.
- Station Road / Lower Sheering Road (former maltings group)*
- 7.105 Over the railway lies The East Maltings group; it is approached by car along Sheering Lower Road and also by foot from Station Road. The southern block is the first approached (Waterside Place) from Lower Sheering Road. It looms high over the three small houses in front of its east elevation. Of these, no. 181/183 and no.187 were probably formerly associated with the maltings. The former is very simple, of machine made red brick and tiled roof, whereas no. 187 is more decorative, of neo-vernacular design, with tile hanging and three gable dormers, although it has lost its original windows. Both buildings make a positive contribution, whilst the two later infill buildings between are neutral.
- 7.106 Waterside Place is of mainly six storeys, rising in part to seven, the south block would have been the tallest building for miles around when built in the late 19th century and indeed remains so. Of red brick with blue brick bands at sill levels, segmental arched heads to the windows. The roof at the west end is octagonal, with a domed cupola. The north block, Priors Court, is of yellow stock brickwork under slate roofs with two gabled dormers, lower at four storeys and at the north end has a six-storey cross wing. Gainsborough House is three to four storeys in rendered brick and stands next to Waterside Place.
- 7.107 The buildings have been converted into residential use. This has resulted in two rows of triangular dormers on the roof of the south block and a very high lift shaft in consequence. The replacement windows are simple three light casements, although there are some applied metal balconies. The buildings are so strong, however, that they can accept these changes despite the poor setting, especially to the south; which comprises a wide expanse of tarmac for car parking. Thankfully this is well screened from the road and to the south and so long distance views are not affected. There are good middle distance views of each group from the opposite sides of the railway line and long distance views from the river valley to the north, the Hatfield Heath Road and Hallingbury Road.

Character Area 2: photos



The Railway Hotel, Station Road



The East Maltings: Waterside Place, Station Road



The East Maltings: Waterside Place (left) and Priors Court (right), Station Road



The East Maltings including Gainsborough House at the southern end

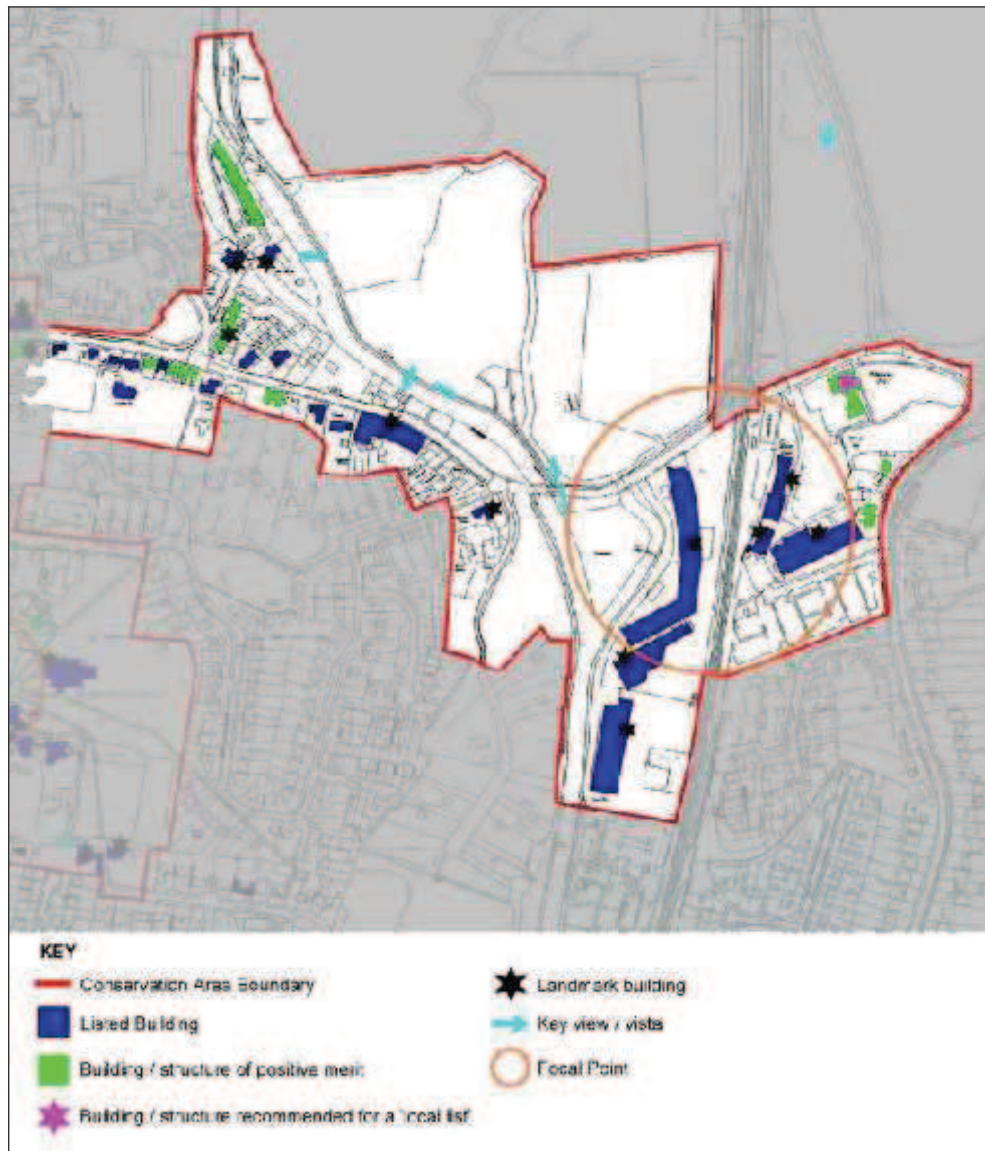


Figure 18. Sawbridgeworth Conservation Area. Character Area 2: Station Road and River Valley. Appraisal map

Buildings recommended for addition to the Local List

- 7.109 Buildings which contribute to the character have been picked up also in the section on architectural quality and should be retained. Some of these could form part of any future local list. They are marked on the Appraisal Maps above (Figures 17 & 18) and are as follows:

Character Area 1:

- 39-41 London Road
- "Eversley", London Road
- 87 London Road
- 8 Bell Street
- 5 Church Street (the old fire station)
- The Fawbert and Bernard Infant School, Knight Street



39-41 London Road



Eversley, London Road



87 London Road



8 Bell Street



*5 Church Street
(the old fire station)*



*The Infants School, Knight
Street*

Character Area 2:

- The Railway Hotel, Station Road



The Railway Hotel, Station Road

General condition including neutral/negative areas

- 7.110 Neutral and negative areas have also been described in the section on architectural quality. Generally the condition of buildings is good across the town. The west group of maltings is variable in condition, because of the myriad of different users. There is concern that parts are not being used and it would be advisable to commission an inventory to establish the facts.
- 7.111 There are some empty shops in the town centre but again a proper survey and assessment of use patterns over a time period, say the last decade, would be essential before drawing any conclusions. This could be part of the public consultation process.

Potential Extensions to the Sawbridgeworth Conservation Area

- 7.112 The "Newtown Area" on Station Road (1). An example of a Victorian suburb addition to a Hertfordshire Town. This is shown shaded pink on Figure 19.
- 7.113 The Cricket pitches and pavilions which demonstrate the development of recreational sports in the 19th century (2) and in this case moved right into the heart of the town in the early 20th century, which is unusual. As an open space it separates the medieval town from its later suburbs. This is shown shaded yellow on Figure 19.
- 7.114 It could also include the Springhall Road suburb to the south (3) and this is shown dotted in Figure 19.

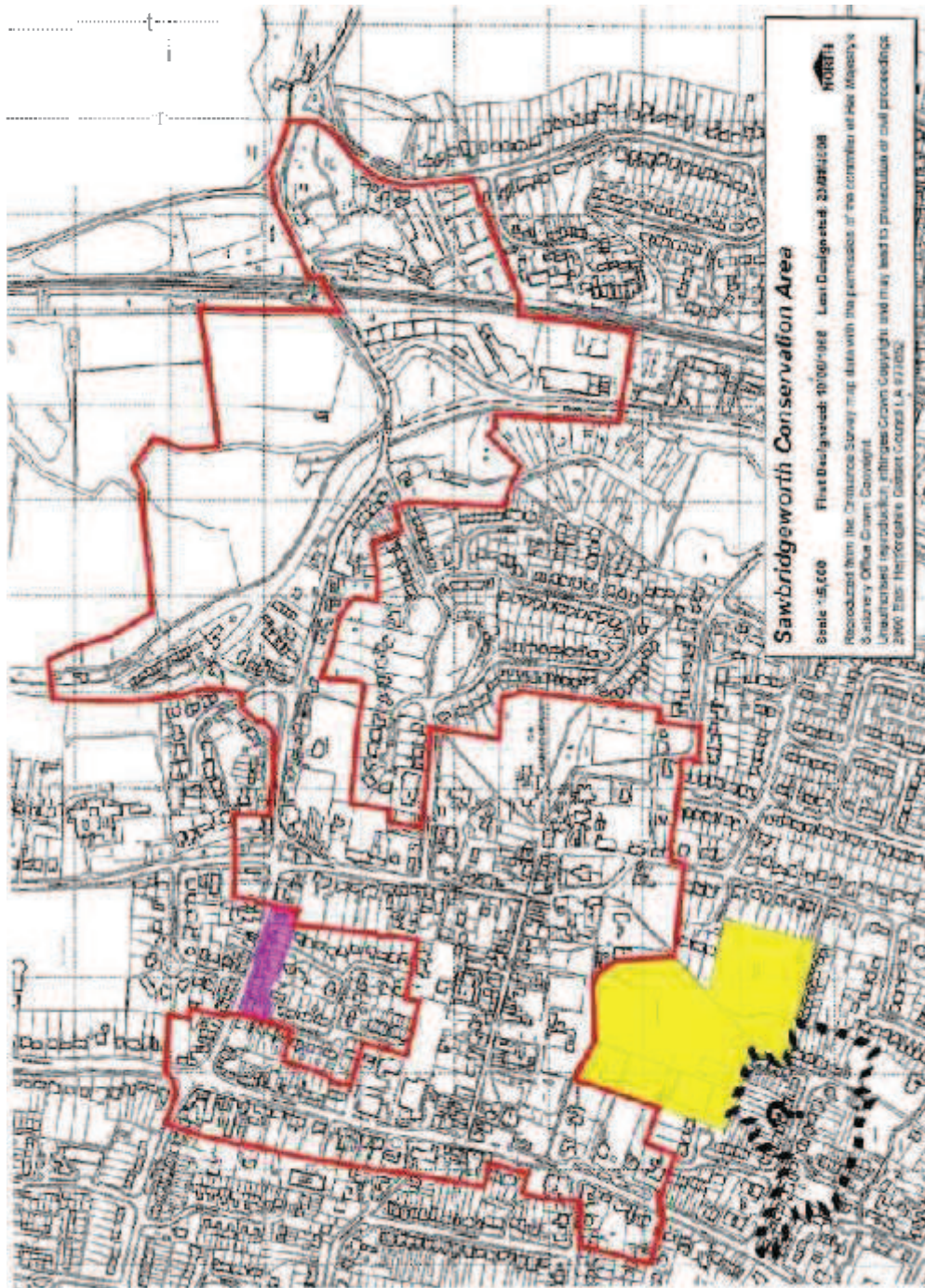


Figure 19. Proposed extensions to Sawbridgeworth Conservation Area:
Station Road (1), cricket pitch (2), and Springhall Road (3)

8.0 PUBLIC CONSULTATION

- 8.1 There is a strong emphasis on community participation and engagement in the production of both the production of a conservation area appraisal and the associated management plan.

- 8.2 A public exhibition was held in May 2014 in order for the local community to have a look at the documents and maps as well as having the opportunity to ask Officers any questions. This was followed by a six week consultation period, with the comments received being considered for inclusion within the appraisal document.

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Maps

1766. Dury & Andrews Map of Hertfordshire. Hertfordshire Archives and Local Studies, Hertford.
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- 1897-98 Ordnance Survey Map of Sawbridgeworth. Supplied by East Herts Council.
- 1920-24 Ordnance Survey Map of Sawbridgeworth. Supplied by East Herts Council.
- 1938-51 Ordnance Survey Map of Sawbridgeworth. Supplied by East Herts Council.
- 1962-92 Ordnance Survey Map of Sawbridgeworth. Supplied by East Herts Council.

Images

- Beams Collection (Sawbridgeworth): Beams Ltd, Hertford.
Buckler sketch of Bell Street in 1834; The Market House. Photographed in 1935; 1970 aerial photograph of Sawbridgeworth; 1948 aerial photograph showing the countryside around Sawbridgeworth
- HALS Photographic Collection (Sawbridgeworth) Hertfordshire Archives and Local Studies, Hertford:
Congregational Chapel, Station Road; Fair Green; Great St. Mary's Church; Postcard of Sawbridgeworth Mill c1907; Sawbridgeworth Railway Station, Station Road; Station Road c1890 looking west; The Maltings at Sheering Mill, Station Road.

Policy Documents

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APPENDICES

Appendix 1. Historic Environment Records relevant to Sawbridgeworth Conservation Area

Appendix 2. Listed Buildings within Sawbridgeworth Conservation Area

Appendix 3. Relevant Local Plan Policies

APPENDIX 1

Historic Environment Records relevant to Sawbridgeworth Conservation Area

All HER records relating to Sawbridgeworth Conservation Area as provided by the Historic Environment Unit, Hertfordshire County Council (March 2011).

HER Number	Site name
17	Sawbridgeworth Town
1104	Church of St Mary the Great, Sawbridgeworth
3628	Station Road Maltings, Lower Sheering (Essex HER)
5133	Road Bridge, Station Road, Sawbridgeworth
5391	Mill Maltings, Mill Lane, Sawbridgeworth
5807	Sawbridgeworth Mill, Mill Lane, Sawbridgeworth
6274	Malting, Bell Street, Sawbridgeworth
6275	Malting, rear of 30-32 Knight Street, Sawbridgeworth
6276	Orchard Maltings, Station Road, Sawbridgeworth
6277	Malting & Mill Store, Station Road, Sawbridgeworth
7163	Site of Malting, rear of 8 Knight Street, Sawbridgeworth
7269	Sawbridgeworth Lock, River Stort Navigation
9409	Pump Behind The Old Bell PH, 38 Bell Street, Sawbridgeworth
9410	Pump, West of 1 Fair Green, Sawbridgeworth
9411	Pump, West of 40 London Road, Sawbridgeworth
9413	Site of Wesleyan Chapel, London Road, Sawbridgeworth
9414	Parish Workhouse, 1 Vantorts Road, Sawbridgeworth
9415	Site of Almshouses, Sawbridgeworth Churchyard
9416	89 London Road, Sawbridgeworth
9417	Site of Maltings, West of 18 Bell Street, Sawbridgeworth
9418	Site of Maltings, East of 29 Bell Street, Sawbridgeworth
9419	Former Maltings, Rear of 35 Bell Street, Sawbridgeworth
9420	The Market House, 42 Knight Street, Sawbridgeworth
9422	Site of Maltings, 11-13 Station Road, Sawbridgeworth
9423	Site of Maltings, 7-9 Church Street, Sawbridgeworth
9533	Site of Market Place, The Square, Sawbridgeworth
9534	'Special Purpose' Building, 1-3 Church Street, Sawbridgeworth
9535	Crane Base, Station Road, Sawbridgeworth
9536	Manse, Fair Green, Sawbridgeworth
9537	Hall House, 21-23 Bell Street, Sawbridgeworth
9538	2 Church Street, Sawbridgeworth
9653	Fair Green House, Vantorts Road, Sawbridgeworth
9654	46 Bell Street, Sawbridgeworth
9655	2 The Square, Sawbridgeworth
9656	3 & 4 The Square/50-52 Bell Street, Sawbridgeworth
9658	Fair Green Lodge, Sawbridgeworth
9659	Assembly Room, adjacent to 28 London Road, Sawbridgeworth
9660	White Lion Hotel, 28 London Road, Sawbridgeworth
9661	The Old Bell, Bell Street, Sawbridgeworth

9882	Ditch, possible site of Sayesbury Manor, The Forebury, Sawbridgeworth
11433	Bridgefoot House and Outbuildings, Station Road, Sawbridgeworth
11916	Sayesbury Manor, Bell Street, Sawbridgeworth
12254	4 Bell Street, Sawbridgeworth
12258	Site of Parsonages, Sawbridgeworth
12259	The Old Vicarage, Sheering Mill Lane, Sawbridgeworth
12542	Fair Green, Sawbridgeworth
12815	Site of Post-Medieval Stables, 22-26 Bell Street, Sawbridgeworth
13144	Medieval Post Hole, behind 21-23 Bell Street, Sawbridgeworth
13145	Post-Medieval wall behind 19 Bell Street, Sawbridgeworth
13660	King William IV PH, 7 Vantorts Road, Sawbridgeworth
15044	Former Maltings at Sawbridgeworth Road, Lower Sheering (Essex HER)
15231	Post-Medieval Field Boundary, Station Road, Sawbridgeworth
15232	Landguard, Station Road, Sawbridgeworth
15625	Barclay's Bank, 28 Knight Street, Sawbridgeworth
17188	3 Station Road, Sawbridgeworth
17189	35-37 Station Road, Sawbridgeworth
17190	The Good Intent, 16 Station Road, Sawbridgeworth
17191	Walnut Tree Farm, 2 Cambridge Road, Sawbridgeworth

APPENDIX 2

Listed Buildings within Sawbridgeworth Conservation Area

Listed Building Address	Grade
Parish Church of Great St Mary's, Church Street	I
19 Knight Street, Sawbridgeworth	II*
40 Knight Street, Sawbridgeworth	II*
The Market House, 42 Knight Street, Sawbridgeworth	II*
The Red House, 11 Bell Street, Sawbridgeworth	II*
The Old Vicarage, Sheering Mill Lane, Sawbridgeworth	II
Former National School, 129 Sheering Mill Lane, Sawbridgeworth	II
Trevarthen, 136 Sheering Mill Lane, Sawbridgeworth	II
Green Man House, 123 Sheering Mill Lane, Sawbridgeworth	II
Charles Riches Shop, and Private House, 1 The Square, Sawbridgeworth	II
Barn 12yds SW of 2 The Square, Sawbridgeworth	II
15 and 17 Station Road, Sawbridgeworth	II
Crane Base and Quay Wall, Stort Navigation, 20yds North of Station Road, West of Stort Bridge.	II
Cob Cottage, 64 Station Road, Sawbridgeworth	II
68 Station Road, Sawbridgeworth	II
Landguard on Hillside to South of Station Road, Drive adjacent to No. 90 Station Road, Sawbridgeworth	II
96 and 98 Station Road, Sawbridgeworth	II
Bridgefoot House, Station Road, Sawbridgeworth	II
Mann Memorial Almshouses, 1, 2, and 3 Vantorts Road, Sawbridgeworth	II
Barn at No. 17 Vantorts Road, Sawbridgeworth	II
Vantorts Cottage, 21 Vantorts Road, Sawbridgeworth	II
Barclay's Bank, 28 Knight Street, Sawbridgeworth	II
30 and 32 Knight Street, Sawbridgeworth	II
36 Knight Street, Sawbridgeworth	II
38 Knight Street, Sawbridgeworth	II
White Lion Hotel, London Road, Sawbridgeworth	II
Assembly Rooms, 28 London Road, Sawbridgeworth	II
Disused Water Pump, adjacent to SW corner of 30 London Road, Sawbridgeworth	II
Groves House, London Road, Sawbridgeworth	II
Sayesbury Cottage, 35 London Road, Sawbridgeworth	II
Hill Cottage, 37 London Road, Sawbridgeworth	II
Vine Cottage, 101 and 103 London Road, Sawbridgeworth	II
Grain Store, Sawbridgeworth Mill, Mill Lane, Sawbridgeworth	II
40, 42, and 44 Bell Street, Sawbridgeworth	II
46 Bell Street, Sawbridgeworth	II
2 Cambridge Road, Sawbridgeworth	II
2 Church Street, Sawbridgeworth	II
Disused Water Pump at rear of 1 Fair Green, Sawbridgeworth	II
Fair Green Lodge, Fair Green, Sawbridgeworth	II
Linden House, 4 Knight Street, Sawbridgeworth	II

K6 Telephone Kiosk at Junction of Knight Street and The Forebury, Sawbridgeworth	II
13 and 15 Bell Street, Sawbridgeworth	II
27 Bell Street, Sawbridgeworth	II
The Elms Health Centre, 4 Bell Street, Sawbridgeworth	II
Sayesbury Manor Council Offices, Bell Street, Sawbridgeworth	II
24 Bell Street, Sawbridgeworth	II
36 Bell Street, Sawbridgeworth,	II
17 Bell Street, Sawbridgeworth	II
31 and 33 Bell Street, Sawbridgeworth	II
Stable Block, 4 Bell Street, Sawbridgeworth	II
28 and 30 Bell Street, Sawbridgeworth	II
The Old Bell Public House, Bell Street, Sawbridgeworth	II
35 and 37 Knight Street, Sawbridgeworth	II
22 and 24 Knight Street, Sawbridgeworth	II
The Clock House, 43 London Road, Sawbridgeworth	II
Starlings, 89 London Road, Sawbridgeworth	II
95 London Road, Sawbridgeworth	II
Mill House, Sawbridgeworth Mill, Sawbridgeworth	II
2 The Square, Sawbridgeworth	II
27, 29 and 31 Station Road, Sawbridgeworth	II
Good Intent Public House, 16 Station Road, Sawbridgeworth	II
70 and 72 Station Road, Sawbridgeworth	II
92 Station Road, Sawbridgeworth	II
Orchard Works, Station Road, Sawbridgeworth	II
Water Pump, Bridgefoot House, Station Road, Sawbridgeworth	II
King William IV Public House, 7 Vantorts Road, Sawbridgeworth	II
Corner House, 19 Vantorts Road, Fair Green, Sawbridgeworth	II
Spring Cottage, 23 Vantorts Road, Sawbridgeworth	II
66 Station Road, Sawbridgeworth,	II
The White Cottage, 29 London Road, Sawbridgeworth	II
Carpenters, 33A London Road, Sawbridgeworth	II
68 London Road, Sawbridgeworth	II
3 Fair Green, Sawbridgeworth	II
20 and 22 Bell Street, Sawbridgeworth	II
25 Bell Street, Sawbridgeworth	II
The Pharmacy, Bell Street, Sawbridgeworth	II
Summer House, 9 Bell Street, Sawbridgeworth	II
The Chantry, 9 Bell Street, Sawbridgeworth	II
21 and 23 Bell Street, Sawbridgeworth	II
29 Bell Street, Sawbridgeworth	II
18 Bell Street, Sawbridgeworth	II
26 Bell Street, Sawbridgeworth	II
Water Pump, 38 Bell Street, Sawbridgeworth	II
91 and 93 London Road, Sawbridgeworth	II
Mill Store, Mill Lane, Sawbridgeworth	II

1 and 3 Church Street, Sawbridgeworth	II
8 Church Street, Sawbridgeworth	II
The Old Manse, Fair Green, Sawbridgeworth	II
George IV Public House, Knight Street, Sawbridgeworth	II
33 Knight Street, Sawbridgeworth	II
14, 16, and 18 Sawbridgeworth	II
3 and 4 The Square, Sawbridgeworth	II
35 and 37 Station Road, Sawbridgeworth	II
Water Pump, 66 Station Road, Sawbridgeworth	II
76 Station Road, Sawbridgeworth	II
Orchard Cottage, Station Road, Sawbridgeworth	II
Church House, Vantorts Road, Sawbridgeworth	II
Fair Green House, 17 Vantorts Road, Sawbridgeworth	II
The Queen's Head Public House, 26 Knight Street, Sawbridgeworth	II
62 and 66 London Road, Sawbridgeworth	II
The Old Forge, 33 London Road, Sawbridgeworth	II
53 London Road, Sawbridgeworth	II
17 Knight Street, Sawbridgeworth	II
The Maltings (South Block, West of Railway), Lower Sheering	II
The Maltings (North Block, West of Railway), Lower Sheering	II
The Maltings (South Block, East of Railway), Lower Sheering	II
The Maltings (North Block, East of Railway), Lower Sheering	II

APPENDIX 3

Relevant Local Plan Policies

Chapter 7. Shopping & Town Centres

STC4 Shopping Frontages – Smaller Centres

(I) Within the existing main commercial frontages of Sawbridgeworth, Buntingford, and Stanstead Abbots and St Margarets, as defined on the Proposals Map, and listed in Appendix (III) to this Local Plan, a range of uses will be encouraged within Use Classes A1 (Shops), A2 (Financial and Professional Services), A3 (Restaurants and Cafes), A4 (Drinking Establishments), A5 (Hot Food Takeaway), D1 (Non-Residential Institutions) and D2 (Assembly and Leisure).

(II) Within these centres a sustainable level of shopping facilities will be maintained and proposals for development or change of use from Shop (A1) to Non-Shop (non-A1) uses will not be permitted, where this would result in an excessive concentration of Non-Shop uses.

Chapter 8. Environment and Design

ENV1 Design and Environmental Quality

(I) All development proposals, including extensions to existing buildings, will be expected to be of a high standard of design and layout and to reflect local distinctiveness. To those ends, development proposals will be expected to:

- (a) demonstrate compatibility with the structure and layout of the surrounding area, as well as effective connection with existing routes and spaces;
- (b) complement the existing pattern of street blocks, plots and buildings (the grain of development);
- (c) relate well to the massing (volume and shape) and height of adjacent buildings and to the surrounding townscape;
- (d) respect the amenity of occupiers of neighbouring buildings and those of future occupants and ensure that their environments are not harmed by noise and disturbance or by inadequate daylight, sunlight or privacy or by overshadowing;
- (e) incorporate sustainable initiatives in design, layout and construction methods including energy and water conservation and solar energy as an integral part of the design of the development;
- (f) consider the impact of any loss of open land on the character and appearance of the locality, and on the nature conservation interest or recreational needs of the area;
- (g) minimise loss or damage of any important landscape features;
- (h) provide landscape, recreation or amenity features, and where appropriate habitat creation, in accordance with the Hertfordshire Local Biodiversity Action Plan.

(II) Development proposals, other than those relating to an existing dwelling house, must be accompanied by a written statement of design and access principles. The statement should include illustrative material explaining the approach to design and an assessment of the impact of the proposal on the visual quality and character of the locality.

ENV3 Planning Out Crime – New Development

(I) New residential or commercial development proposals will be expected to incorporate crime prevention measures through their design, layout, and landscaping.

(II) Developments should be designed to reduce the opportunity for crime by encouraging the surveillance of streets, footpaths, and communal areas, and the creation of areas of defensible space. Such measures should not significantly compromise the provision of high quality landscape schemes nor be prejudicial to the existing character of the area and public amenity.

(III) Police or other specialist security advice on the acceptability of designs in crime prevention terms will, where appropriate, be a material consideration in the determination of planning applications.

ENV4 Access for Disabled People

New development, or proposals for changes of use, or relevant alterations to existing buildings, to which the public in general expects to have access, especially shops, sports, recreation and community

facilities, will only be permitted if they are designed to meet the needs of people with impaired mobility, including having regard to accessible parking spaces (where appropriate), convenient movement along pathways, and an unhindered approach to buildings.

ENV5 Extensions to Dwellings

Within the six main settlements listed in Policy SD2 and Category 1 and 2 Villages identified in Policies OSV1 and OSV2, planning permission will be granted for extensions to existing dwellings, provided that the character, appearance, and amenities of the dwelling and any adjoining dwellings would not be significantly affected to their detriment. Outside the main settlements and Category 1 and 2 Villages, an extension to a dwelling or the erection of outbuildings will additionally be expected to be of a scale and size that would either by itself, or cumulatively with other extensions, not disproportionately alter the size of the original dwelling nor intrude into the openness or rural qualities of the surrounding area. All policy proposals will be considered against the criteria set out in Policy ENV6.

ENV6 Extensions to Dwellings – Criteria

Proposals for extensions to dwellings will be considered in accordance with Policy ENV5 and against the following criteria:

- (a) proposed extensions should be to a design and choice of materials of construction, either matching or complementary to those of the original building and its setting;
- (b) side extensions at first floor level or above should ensure appropriate space is left between the flank wall of the extension and the common curtilage with a neighbouring property (as a general rule a space of 1 metre will be the minimum acceptable), to safeguard the character and appearance of the street scene, existing trees and hedgerows, and prevent a visually damaging “terracing” effect;
- (c) two storey extensions to semi-detached and terraced properties will not be permitted where they would significantly detract from the amenities of any neighbouring property by shadowing, loss of privacy, or similar;
- (d) flat roofed extensions, except those on the ground floor, will be refused as visually undesirable other than in those exceptional circumstances where the character of the original dwelling allows a flat-roofed design to be appropriately incorporated;
- (e) roof dormers may be acceptable if appropriate to the design and character of the original dwelling and its surroundings. Dormers should generally be of limited extent and modest proportions, so as not to dominate the existing roof form.

ENV8 Residential Annexes

(I) Residential annexes will be permitted where:

- (a) the accommodation forms an extension to the main dwelling and is capable of being used as an integral part of the dwelling; and
- (b) sufficient space to park vehicles for both parts of the dwelling, in accordance with adopted standards, is available and appropriately located in design terms within the curtilage; and
- (c) for development within the six main towns and Category 1 and 2 Villages, the proposal complies with Policies ENV5 and ENV6; or
- (d) for development outside the settlements and villages listed in (c) above, the proposal complies with Policy ENV6.

(II) Where permission is required for conversion of an existing outbuilding to a residential annexe, permission may be granted where:

- (a) the outbuilding is of a design and structure in keeping with the existing dwelling and locality;
- (b) the size of the outbuilding is compatible with the requirements of the annexe;
- (c) the outbuilding is appropriately located in relation to the main
- (d) dwelling;
- (e) sufficient space to park vehicles for both parts of the dwelling in accordance with adopted standards, is available, and appropriately located in design terms, within the curtilage.

(III) Where planning permission is granted for a residential annexe, planning conditions may be imposed or a legal agreement sought to ensure that the occupation of the annexe remains tied to the main dwelling.

ENV9 Withdrawal of Domestic Permitted Development Rights

(I) The District Council may, as appropriate, impose conditions preventing the later conversion of domestic garages into additional habitable rooms, unless adequate compensatory parking provision is made within the site, that does not detract from the amenity of surrounding environment.

(II) The District Council may impose conditions on planning permissions in appropriate cases, withdrawing specific classes of 'permitted development', which would otherwise exist under a Development Order, thereby requiring an application for planning permission for any such proposed development.

ENV11 Protection of Existing Hedgerows and Trees

(I) In its consideration of all development proposals, including new road or road improvement or maintenance works, the District Council will endeavour to ensure maximum retention of existing hedgerows and trees and their reinforcement by new planting of native broad-leaved species.

(II) Where hedge and tree removal is unavoidable, replacement planting of broad-leaved species along an appropriate and natural line of the new, or realigned, highway will be expected.

ENV12 Special Area of Conservation/Special Protection Area/Ramsar Site

(I) Proposals for development or land use which may affect a designated or candidate Special Area of Conservation, a classified or potential Special Protection Area or a Ramsar Site will be subject to the most rigorous examination. Development or land use change not directly connected with, or necessary to, the management of the site for nature conservation, and which is likely to have significant effects on the site (either individually or in combination with other plans or projects), and where it cannot be ascertained that the proposals would not adversely affect the integrity of the site, will not be permitted unless the District Council is satisfied that:

- (a) there is no alternative solution; and
- (b) there are imperative reasons of overriding public interest for the development or land use change.

(II) Where the site concerned hosts a priority natural habitat type and/or a priority species, development or land use change will not be permitted unless the District Council is satisfied that it is necessary for reasons of human health or public safety or for beneficial consequences of primary importance for nature conservation.

ENV13 Development and SSSI's

(I) Proposals for development in, or likely to affect, Sites of Special Scientific Interest will be subject to special scrutiny. Where such development may have an adverse effect, directly or indirectly, on the SSSI it will not be permitted unless the reasons for the development clearly outweigh the nature conservation value of the site itself and the national policy to safeguard the national network of such sites.

(II) Where the site concerned is a National Nature Reserve (NNR), or a site identified under the Nature Conservation Review (NCR) or Geological Conservation Review (GCR), particular regard will be paid to the individual site's national importance.

(III) Where development is permitted the District Council will impose conditions or use planning obligations (or as subsequently revised), to ensure the protection and enhancement of the site's nature conservation interest.

ENV16 Protected Species

(I) Development and other land use changes which may have an adverse effect on badgers and other species protected by Schedules 1, 5, and 8 of the Wildlife and Countryside Act 1981, as amended, and the Nature Conservation (Natural Habitats, &c.) Regulations 1994 will only be permitted where harm to the species can be avoided.

(II) Where in exceptional cases permission is granted contrary to the above, the District Council will impose conditions and planning obligations (or as subsequently revised) which seek to:

- (a) facilitate the survival of existing populations of species as well as encouraging the provision of new habitats;
- (b) reduce disturbance to a minimum;
- (c) provide adequate alternative habitats to sustain at least the current levels of populations.

ENV17 Wildlife Habitats The District Council will:

- (a) support the work of the Hertfordshire Environmental Forum in achieving the actions and targets contained within the Hertfordshire Local Biodiversity Action Plan;
- (b) work with landowners and other agencies to encourage the management of features of the landscape which are of major importance for wildlife, particularly those of a linear or continuous

structure, and those which function as 'stepping stones' enabling individuals, species, and ecosystems to 'migrate, spread, and mix';

- (c) seek to realise opportunities for habitat creation as part of appropriate development schemes in land reclamation schemes, public open spaces, and on other land held by the local authority;
- (d) actively pursue the designation of Local Nature Reserves;
- (e) seek, in the river valleys, to ensure that river and transport network improvements and other public utility maintenance schemes are appropriately designed and effected. Support will be given to schemes encouraging the restoration of traditional agricultural land use patterns;
- (f) promote nature conservation in urban areas by encouraging appropriate management of recreational, amenity, and disused land, and where possible providing nature trails and other interpretative and environmental education facilities;
- (g) seek improvements to nature conservation wherever possible as development is granted and if necessary enter into relevant legal agreements.

ENV18 Water Environment

(I) Development or change of use of land will be required to preserve and enhance the water environment in one or more of the following ways:

- (a) improvements in surface water quality and the ecological value of watercourses and their margins;
- (b) deculverting and naturalisation of the river channel;
- (c) promotion of nature conservation centred on water habitats;
- (d) river corridor landscape enhancements; and
- (e) sustainable improvements in public access and leisure use of water features.

(II) With regard to watercourses, development of the following types will only be acceptable if there is no harm caused to the water environment: culverting, diversion, artificial reinforcement of beds/banks using 'hard' materials, buildings and hard surfaces in close proximity (within 10 metres).

(III) Such developments in close proximity to watercourses will also normally be expected to retain or (re) establish open river corridors on one or both sides of river channels, with appropriate retention/planting of indigenous species.

ENV19 Development in Areas Liable to Flood

(I) Proposals for development, including raising of land, in the flood plains and washlands will not be permitted if they would:

- (a) materially impede the flow of flood water;
- (b) increase the risk of flooding elsewhere;
- (c) reduce the capacity of floodplains/washlands; or
- (d) increase the risk to people or property from flooding.

(II) Applicants will be required to submit a Flood Risk Assessment in conjunction with their planning application where the Council deems this necessary.

ENV20 Groundwater Protection

Development which may cause the contamination of, or otherwise prejudice, groundwater will not be permitted. Development proposals in areas of known groundwater importance will be required to submit a detailed assessment of the impact the development proposals will have on groundwater resource, including measures to mitigate any potential threat to the groundwater.

ENV21 Surface Water Drainage

(I) Where appropriate and relevant, all development proposals will be expected to take into consideration Best Management Practices to surface water drainage, as advocated by the Environment Agency. Where applicable, planning obligations (or as subsequently revised) may be sought to ensure the on-going maintenance of such practices, including off-site provision.

(II) Proposals that do not take sufficient account of such techniques and/or are detrimental to the effectiveness of existing schemes based on such techniques, will be refused.

ENV23 Light Pollution and Floodlighting

(I) In order to minimise light pollution, planning applications for external lighting schemes, including floodlighting, will only be approved where it can be demonstrated that:

- (a) the scheme proposed is the minimum needed for security and/or operational purposes;

- (b) it minimises the potential pollution from glare or light spillage;
- (c) it minimises impact on residential amenity;
- (d) it minimises impact on the character or openness of the Green Belt or the Rural Area Beyond the Green Belt or on dark rural landscapes;
- (e) it would not adversely affect ecological interest;
- (f) there would be no dazzling or distraction of motorists or cyclists using nearby roads, or other adjoining users or uses.

(II) In considering proposals for lighting schemes, the District Council will give consideration to the aesthetic affect of the light produced and any supporting structures, and any hours of use which may be enabled by the lighting scheme.

ENV24 Noise Generating Development

(I) The District Council will expect noise generating development to be designed and operated in such a way that minimises the impact of noise nuisance on the environment.

- (II) In considering proposals, the following will be taken into account:
- (a) the proximity of existing or proposed noise sensitive developments;
 - (b) the proximity of nature conservation sites;
 - (c) the cumulative impact of noisy development;
 - (d) the time and nature of the noise;
 - (e) the nature of the surrounding area.

ENV25 Noise Sensitive Development

Noise sensitive development (including homes schools and hospitals) should not be exposed to noise nuisance from existing noise generating sources, or programmed developments such as new roads. In considering proposals for noise sensitive developments the District Council will take into consideration:

- (a) the noise exposure categories set out in PPG24;
- (b) the proximity of existing or programmed noise generation developments;
- (c) the degree to which the layout and design of the proposals provides protection against noise.

ENV26 Hazardous Substances

(I) Permission for development involving the storage, use, or transfer of hazardous substances, as defined in the Planning (Hazardous Substances) Act 1990, will only be granted if it would cause no extra risk to the public or to the natural environment, and would not prejudice the use or development of other land.

(II) Development in the vicinity of a site known to be used for the storage, use, or transfer of hazardous substances will not be granted permission if there would be an unacceptable risk to the life or health of its users.

(III) The Precautionary Principle will be applied as set out in paragraphs 2.5.1 to 2.5.3.

Chapter 9. Conservation Areas

BH5 Extensions and Alterations to Unlisted Buildings in Conservation Areas

Proposals to extend or alter an unlisted building in a Conservation Area which require planning permission will be permitted where they are sympathetic in terms of scale, height, proportion, form, materials and siting in relation to the building itself, adjacent buildings and the general character and appearance of the area.

BH6 New Developments in Conservation Areas

New developments in or adjacent to a Conservation Area will be permitted where: they are sympathetic in terms of scale, height, proportion, form, materials, and siting in relation to the general character and appearance of the area or are otherwise of such quality as to be highly likely to enhance the character and appearance of the area;

- (a) those open spaces, trees, and other landscape features materially contributing to the character or appearance of the area are not affected to the significant detriment of that area;
- (b) historically significant development features such as the street pattern, boundary walls, and street furniture are wherever possible retained; and
- (c) important views within, into, and out of the Conservation Area or its setting are respected.

BH7 Street Furniture and Traffic Calming in Conservation Areas

The District Council will endeavour to ensure that within the requirements of current highway legislation and without prejudice to the safety of the users of the highway:

- (a) street furniture is kept to an appropriate level, carefully sited and designed;
- (b) traffic calming schemes are carefully designed with close regard to the surrounding environment. Signage and road markings should be kept to a minimum and materials of construction be of an appropriate type, quality, and colour.

BH8 Statutory Undertakers Works in Conservation Areas

In co-operation with statutory undertakers the District Council will make special efforts to ensure that careful attention is paid to the external design, siting, detailing, and (where appropriate) screening of service provision control structures and the placing or burying of cables.

BH14 Shopfronts in Conservation Areas

(I) Proposals for new shopfronts or alterations to existing ones will be permitted where the proposed design is sympathetic to the scale, proportions, character, and materials of the structure, adjoining buildings, and the street scene in general.

(II) Shopfronts of architectural or historic interest shall be retained and repaired as necessary.

(III) Proposals for new or replacement fascia will be permitted where: the design and depth would not be detrimental to the proportions or scale of the existing building or shopfront;

- (a) the design would not link two or more buildings with separate architectural identities; and
- (b) on a single building serving two or more shop units, would be of single depth or design.

BH15 Advertisements in Conservation Areas

In its consideration of applications within Conservation Areas for express consent made under the Town and Country Planning (Control of Advertisement) Regulations, the District Council will only accept advertisements where they:

- (a) are either painted or individually lettered in a suitable material of an appropriate size and design in relation to the building or fascia upon which they are to be displayed;
- (b) shall preferably be non-illuminated. Where illumination is proposed as necessary it should be discreet in size and of a minimum level;
- (c) are a form that shall be of a traditional fascia or hanging type;
- (d) other than in the most exceptional circumstances, be of an appropriate size necessary to convey their message.

Additional policies:

BH 17 refers to enabling development with respect to listed buildings.

BH1, BH2 and BH3 are relevant to sites of archaeological interest.

Chapter 14. Sawbridgeworth

SA1-4 concern allocation of land for two housing developments both of which are outside the conservation area but could impact on its setting.

SA1 Housing Allocations - Sawbridgeworth

In accordance with Policy HSG2 (II) the following sites, as identified on the Proposals Map, are allocated for residential development:

(I) In Phase 1:

Remaining Deposit Version Housing Allocations (included in Table 3.2(h) in Chapter 3: Housing)

Location	Ref No	Brownfield/ Greenfield	Site Specific Policy	Estimated Number of Dwellings		
				Open Market	Affordable	Total
Land at Cambridge Road/Crofters	223.1	Greenfield	SA2	78	52	130
Land East of Millfields and Lawrence Avenue	173 & 305	Greenfield	SA3	24	16	40
TOTAL				102	68	

SA2 Cambridge Road/Crofters Site

(I) The Cambridge Road/Crofters site is identified on the Proposals Map for residential purposes, together with leisure, recreation and community facilities.

(II) The development of the site shall make provision for up to 40% affordable housing, in accordance with Policies HSG3 and HSG4.

(III) Development of the site should not proceed until appropriate replacement sports pitch provision has been made in accordance with Policy SA4. Such provision shall be at least equivalent to that lost in terms of quantity, quality and accessibility.

SA3 Land East of Millfields and Lawrence Avenue

(I) Land east of Millfields and Lawrence Avenue, as defined on the Proposals Map is identified for residential purposes in accordance with Policy HSG2(II) and SA1. The layout of new development should include open space along the River Stort frontage to ensure that the river landscape and its biodiversity interests are protected.

(II) The development of the site shall make provision for up to 40% affordable housing, in accordance with Policies HSG3 and HSG4.

SA4 Sports Pitch Provision

A site of 14 hectares has been allocated to the north of Leventhorpe School as shown on the Proposals Map for sports pitch provision.

EAST HERTS COUNCIL

EXECUTIVE – 7 OCTOBER 2014

COUNCIL – 17 DECEMBER 2014

REPORT BY EXECUTIVE MEMBER FOR STRATEGIC PLANNING
AND TRANSPORT

HERTFORDSHIRE COUNTY COUNCIL PUBLIC CONSULTATION:
HAVE YOUR SAY ON A MORE EFFICIENT BUS SERVICE FOR
HERTFORDSHIRE, JULY 2014

WARD(S) AFFECTED: ALL

Purpose/Summary of Report

- This purpose of this report is to detail the public consultation by Hertfordshire County Council on proposals to implement a reduction in the provision of subsidised bus services in Hertfordshire, which would involve the deletion of some evening and Sunday services, and to agree this Council's response to such proposals.

<u>RECOMMENDATION FOR EXECUTIVE: That:</u>	
(A)	East Herts Council should inform Hertfordshire County Council that it objects to the proposed service reductions proposed in its 'Public Consultation: Have Your Say On A More Efficient Bus Service For Hertfordshire, July 2014' for the reasons contained at paragraphs 2.4 to 2.23 of this report, which should form the Council's formal response.
<u>RECOMMENDATION FOR COUNCIL: That:</u>	
(A)	East Herts Council should inform Hertfordshire County Council that it objects to the proposed service reductions proposed in its 'Public Consultation: Have Your Say On A More Efficient Bus Service For Hertfordshire, July 2014' for the reasons contained at paragraphs 2.4 to 2.23 of this report, which should form the Council's formal response.

1.0 Background

- 1.1 Hertfordshire County Council (HCC) is the local authority with responsibility for the provision of bus services throughout the county. Due to budget restrictions, HCC is faced with making reductions across its services and has identified a need to make savings of around £700k pa in its spending on bus provision. As a way of addressing these overall budget restraints, HCC is currently seeking views on its intention to remove the evening and Sunday timetables for certain subsidised bus services.
- 1.2 A copy of the consultation questionnaire, which includes a schedule of affected routes, is attached to this report at **Essential Reference Paper 'B'**. For further information, a copy of the accompanying Frequently Asked Questions document is appended at **Essential Reference Paper 'C'**.
- 1.3 Following the close of the consultation on 8th October 2014, the results will be presented to HCC's Highways and Waste Management Panel in November 2014 and, following that, to Cabinet for consideration. Any resulting service changes would take effect from April 2015.

2.0 Report

- 2.1 To set the context for the current consultation it should be noted that the vast majority of Hertfordshire's bus services are commercially operated by private bus operators and that these services would be unaffected by the proposals being consulted on. The services that would be affected are known as subsidised services and these involve routes which are not operated on a commercial basis as they would not be considered viable without financial support.
- 2.2 In considering the service reductions proposed in the consultation, it should be noted that not all subsidised services would be subject to reductions. Some subsidised services are supported by funding from sources other than the County Council, such as housing developer contributions or central government grants. These routes would not be affected by the review at this stage. Neither would the review impact on the entitlement of some children to free travel to and from school, or

to the continuation of concessionary (discounted) fares for young and older people.

- 2.3 The consultation itself is constructed in a survey format with set questions which does not allow for any further options to be considered or for free-flow responses. As the questions are more tailored to individual consumer specific responses, it is not considered appropriate for East Herts Council to respond to the individual set questions, but rather that the views expressed at paragraphs 2.4 to 2.23 of this report should be submitted as its formal response. Rather than being limited to the bounds of the consultation, the response should be broadened to consider a multitude of issues which have been omitted. These primarily encompass the lack of a policy and logistics framework taking account of sustainability, environmental, social and economic impacts in the County Council's approach.
- 2.4 The first of East Herts Council's concerns regarding the consultation is the lack of transparency over how the decision to take the proposed approach has been reached. Paragraph 2.5 of Agenda Item 10 of the Highways and Waste Management Panel held 8th July 2014 (attached at **Essential Reference Paper 'D'**), states that a number of options have been considered, but none of these are documented and no reasons have been stated regarding why any alternative options were rejected. There appears to be no documentation readily available to the public so that evidence underpinning the proposed approach can be clearly understood.
- 2.5 Notwithstanding this, it is considered that the currently proposed service reductions constitute a flawed approach in respect of both national and local policy.
- 2.6 Nationally, the National Planning Policy Framework (NPPF) is quite clear in respect of promoting the importance of facilitating sustainable development in regard to transport policies, particularly in paragraphs 29 and 30 of Section 4, Sustainable Transport.
- 2.7 Locally, East Herts Council, as a predominantly rural District, has made every effort to achieve such development, both within its existing adopted Local Plan and within the emerging Draft District Plan, but the success of this policy approach is predicated on the support of key statutory stakeholders.

- 2.8 The proposals within the consultation go towards a breach of the proposed development plan and undermine the principles of sustainability.
- 2.9 The policy objective of reducing greenhouse gases is equally contained throughout the policy principles and the development strategy of the Draft East Herts District Plan. There is little doubt that the proposed removal of these services would generate further car borne traffic based on the rural nature of the District and the distances between key service facilities. Therefore, the removal of these subsidised services would undoubtedly run contrary to the policy objectives and worsen an already unacceptably high level of gas emissions across the County.
- 2.10 An increase in car usage would also run counter to all the professed sustainability policies and strategies of the County Council. This is especially true of LTP3 for Hertfordshire 2011 – 2031, which states that its vision is “To provide a safe, efficient and resilient transport system that serves the needs of businesses and residents across Hertfordshire and minimises its impact on the environment”. It further states that it will achieve this by ... “Promoting and supporting sustainable travel to reduce growth in car traffic and contribute to improved health and quality of life for residents with a positive impact on the environment and on the wider challenge of reducing transport’s contribution to climate change”.
- 2.11 Furthermore, two of the five transport strategy goals provided to support the vision include:
- Improve transport opportunities for all and achieve behavioural change in mode choice; and
 - Reduce transport’s contribution to greenhouse gas emissions and improve its resilience.
- 2.12 The results of the proposed service reductions are actually likely to be a loss of choice of sustainable options and a reduction in potential modal shift, plus an increase in greenhouse gas emissions.
- 2.13 There is also scope for the proposed changes to result in further negative impacts in relation to the effects on the economic and social well-being of the community. Examples of such impacts could include:

- a) Later arrivals on the rail network (e.g. for those finishing work in London at 6pm) being unable to connect to onward travel on bus services and PlusBus initiatives (particularly those serving rural areas);
- b) Connecting services from place of work to home requiring bus interchanges and/or stopping mid-route due to end of service time;
- c) Reducing options for travel for shift workers;
- d) Reducing the opportunity to visit towns and villages in the evenings and at weekends;
- e) Potential negative impact on the retail trade and the development of significant Sunday trading as well as staff accessibility.

2.14 Isolation is of significant concern to an ageing population particularly from the health and well-being standpoint and, again, especially in a rural District. The hidden costs are presumed not to have been taken into account within the approach to the service changes as no evidence base is available or transparent.

2.15 Furthermore, restricting journey choice to those vulnerable or less affluent members of communities who cannot either access or afford a car (especially in more rural locations) will limit their ability to access employment opportunities if they are unable to make these journeys by bus. This will further restrict opportunities for social interaction where facilities lie in locations beyond their immediate environs.

2.16 While it is noted that the consultation does not affect free travel subsidies for eligible school children, it could well affect the routes that those children use due to curtailed timetables. The proposed changes could involve pupils at schools that offer after-school activities being particularly affected whereby, either pupil opportunities to engage in extra curricula activity would be reduced due to the need to access passenger transport before services stop running, or parental car journeys would be required to facilitate them. The latter would further add to unsustainable journey increases instead of the existing sustainable travel arrangements.

2.17 It is important that a full transparent evidence and information base as to where the proposed changes could affect school children should be made available to inform decision making.

- 2.18 Furthermore, while it is also stated that funding from sources other than the County Council, such as housing developer contributions, would not be affected by the review at this stage, it could be considered disingenuous of the County Council to insist on developer contributions towards sustainable transport while at the same time reducing the contribution to support similar services. Moreover, there is lack of clarity in the consultation as to what will happen with these services when any period of subsidy expires.
- 2.19 Routes which are currently subsidised and are currently proposed for reduction, while not in themselves commercially viable, are viewed as key to serving communities – especially in rural areas. The current approach to the consultation offers no real options for debate to present alternatives to this. It is suggested that such alternative approaches could include:
- a) Higher fare prices across the board;
 - b) Nominal charges for those with travel passes for the suggested removed services, thus reducing the subsidy required but retaining the services;
 - c) Scenarios around social responsibilities of the private bus operators;
 - d) Subsidies and/or fares based on patronage;
 - e) Subsidies and/or fares based on destinations.
- 2.20 It is disappointing to note that no approach to individual District/Borough Councils has taken place regarding the proposed service cuts. A number of these scenarios could have been discussed with an approach to finding alternative solutions through partnership.
- 2.21 Of further particular concern is that the longer term strategic position on bus services is not being opened for debate at this juncture. It is firmly believed that this current consultation is merely a first phase. The evidence for this is clearly articulated in 5.8 of the Highways and Waste Management Panel report of 8th July 2014 and in Appendix 1 Background Paragraph 2.
- 2.22 It is recommended that the District/Borough Councils, as planning authorities, are given an open and transparent evidence base of the strategic direction for the future of bus services across the County, not only to ensure that development is appropriately considered but also that there may be opportunities for locally determined community schemes in partnership with the District/

Borough Councils as well as town and parish councils and the voluntary sector.

- 2.23 In the event that the current proposals should progress, it is considered that, where there is an element of doubling-up along some of the commercial routes that do offer evening/weekend services, that those providers should be approached to consider rerouting some of these services to cover some of the areas affected by evening/weekend service cuts.

3.0 Implications/Consultations

- 3.1 Information on any corporate issues and consultation associated with this report can be found within **Essential Reference Paper 'A'**.

Background Papers

- Have your say on a more efficient bus service for Hertfordshire Consultation, HCC, July 2014.

Contact Member: Cllr Mike Carver – Executive Member for Strategic Planning and Transport
mike.carver@eastherts.gov.uk

Contact Officer: Kevin Steptoe – Head of Planning and Building Control
01992 531407
kevin.steptoe@eastherts.gov.uk

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ESSENTIAL REFERENCE PAPER 'A'

IMPLICATIONS/CONSULTATIONS

Contribution to the Council's Corporate Priorities/ Objectives (delete as appropriate):	<p><i>People</i> – Fair and accessible services for those that use them and opportunities for everyone to contribute</p> <p>This priority focuses on delivering strong services and seeking to enhance the quality of life, health and wellbeing, particularly for those who are vulnerable.</p> <p><i>Prosperity</i> – Improving the economic and social opportunities available to our communities</p> <p>This priority focuses on safeguarding and enhancing our unique mix of rural and urban communities, promoting sustainable, economic opportunities and delivering cost effective services.</p>
Consultation:	None – this responds to a consultation by HCC.
Legal:	None.
Financial:	There are no direct financial implications at this stage.
Human Resource:	None.
Risk Management:	Not responding to the consultation could mean that HCC could implement the service reductions without being aware of EHC's objections or suggestions for an alternative approach.
Health and wellbeing – issues and impacts:	A reduction in bus services could cause negative health and wellbeing impacts on affected residents.

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Public Engagement Questionnaire

Have your say on a more efficient bus service for Hertfordshire



Transport, Access and Safety
0300 123 4050
www.hertsdirect.org



Background

The vast majority of Hertfordshire's bus services are commercially operated. This means that most services in the county are funded and operated by private bus operators. This consultation is seeking your views on the 119 bus services in the county which would not run without financial support from the county council.

Like all local authorities, Hertfordshire County Council is facing major pressures on our budget. Over the last four years we have made savings of £149m a year while protecting essential front line services. However, a similar amount needs to be saved by 2017/18, so difficult decisions will have to be made.

Current situation

The county council currently uses taxpayers' money to subsidise a number of bus services. Without this financial support these bus services may not run because the commercial bus operators regard them as not profitable. It is a small proportion of these services (around 8% of all miles covered by bus services in Hertfordshire) which are the focus of this consultation and are listed below.

Hertfordshire County Council currently spends £3.8m every year on supporting bus services – 119 services in total. The amount of support the county council pays per passenger journey ranges from 10p to over £9 per individual journey. Factors that affect the amount of financial support include how many passengers use a particular service and whether or not the passenger is using a concessionary (discounted) pass to travel.

In the current financial climate, we need to review whether this arrangement provides the best value for taxpayers while meeting, as far as possible, the essential travel needs of Hertfordshire's residents. The county council is committed to saving at least £700k from the annual bus budget of £3.8m by April 2015.

Proposal

In order to save at least £700k and help use taxpayers' money most efficiently and effectively, we are proposing to change the hours and days when bus services supported by the county council run. To protect the majority of services we support and the most used services, we are proposing to only fund bus services up to **6.30pm Monday to Saturday** and to **withdraw county council funding for services that run on a Sunday**.

If accepted this proposal would save between £700k and £887k a year. Services operated commercially by bus operators are unaffected by this proposal.

Consultation questionnaire

Hertfordshire County Council is seeking your views on how much financial support we provide to bus services with taxpayers' money.

We want to hear your views on our suggested proposal to save at least £700,000 from our £3.8m budget for subsidised bus services. This is your opportunity to tell us what you think so this can be taken into account before a decision is made. The consultation is open from 16 July through to midnight on 8 October 2014.

Proposal

The county council currently subsidises services seven days a week, meaning we spend £3.8m supporting 119 services. We need to find a way to save at least £700,000 from this cost.

To help use taxpayers' money most efficiently and effectively, we are proposing to:

- **only fund bus services up to 6.30pm Monday to Saturday**
- **withdraw county council funding for Sunday services**

If accepted this proposal would save between £700k and £887k a year.

Please answer the questions below, which should take no more than 10 minutes to complete.

First, we want to find out how often you use bus services that are supported by Hertfordshire County Council and which services you use frequently.

1) Are you a bus user?

Yes

Every day	<input type="checkbox"/>	Once a week	<input type="checkbox"/>
A few times a week	<input type="checkbox"/>	Infrequently	<input type="checkbox"/>

No

☐ *(If no, please go to question 6)*

2) When you travel by bus in Hertfordshire do you:

Pay the full fare	<input type="checkbox"/>	Pay using a discounted travel pass (e.g. SaverCard)?	<input type="checkbox"/>
Use an older person's or disabled free bus pass	<input type="checkbox"/>	Other (please state)?	<input type="checkbox"/>

The following questions will help us establish what the impact of this might be for regular bus users.

3) Please tell us when you most frequently get on the bus and the purpose of your journey? Please tick the times and days that are relevant to you and add the purpose of your trip in the last column.

	Monday – Thursday	Friday	Saturday	Sunday	Purpose
before 9 a.m.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
after 9 a.m. and before 6.30 p.m.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
after 6.30 p.m.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

4) Please tell us which services you use most frequently by telling us the service number (e.g. 501). Please note that only those services listed in Table A are affected by this consultation.

	Monday - Thurs	Friday	Saturday	Sunday
before 9 a.m.				
after 9 a.m. and before 6.30 p.m.				
after 6.30 p.m.				

5) What alternative travel options are available to you if a bus isn't available?

Don't know?	<input type="checkbox"/>	Arrange a lift	<input type="checkbox"/>
Walk	<input type="checkbox"/>	Use community transport	<input type="checkbox"/>
Cycle	<input type="checkbox"/>	Use Dial-a-Ride	<input type="checkbox"/>
Drive myself	<input type="checkbox"/>	Could not travel	<input type="checkbox"/>
Take a taxi	<input type="checkbox"/>	Use another alternative (please state)?	<input type="checkbox"/>

We want to get an understanding of why some people don't use bus services, so this next question is for non-bus users.

6) If you currently do not use bus services, please tell us why?

No service available	<input type="checkbox"/>	I prefer to walk or cycle	<input type="checkbox"/>
Frequency of services	<input type="checkbox"/>	I prefer to drive	<input type="checkbox"/>
Cost	<input type="checkbox"/>	Other (please state)?	<input type="checkbox"/>
Service routes do not suit my needs	<input type="checkbox"/>		

This next section is for everyone to answer, even if you do not currently use any bus services in Hertfordshire.

7) Please let us know how important it is for you that there is a bus service available for each of these needs.

Please tick one box on each line:

Journey purpose	Very important	Quite important	Not important
Education & training (school/college)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Healthcare (dentist/doctor/hospital)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Leisure	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Entertainment / socialising	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Shopping	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Visiting friends or relatives	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Work/business	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (please state) <input type="checkbox"/>			

8) How important are the following services to you (with 1 being very important, 2 important, 3 not very important, and 4 not important at all)?

	Highest			Least
	1	2	3	4
Day time services Monday to Friday	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Evening Services Monday to Thursday	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Evening Services on a Friday	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Day services on a Saturday	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Evening services on a Saturday	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sunday services	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

9) The county council uses taxpayers' money to subsidise some bus services. Per passenger, this subsidy ranges from 10p to over £9 per journey. It would be useful for us to know what you think the maximum subsidy should be per passenger.

Please tell us what you think the maximum subsidy per passenger per journey the county council should provide? (Please tick one box)

£0.50	<input type="checkbox"/>	£1.00	<input type="checkbox"/>	£1.50	<input type="checkbox"/>
£2.00	<input type="checkbox"/>	£2.50	<input type="checkbox"/>	£3.00	<input type="checkbox"/>
£3.50	<input type="checkbox"/>	£4.00	<input type="checkbox"/>	£4.50	<input type="checkbox"/>
£5.00	<input type="checkbox"/>	£5.50	<input type="checkbox"/>	£6.00	<input type="checkbox"/>
£6.50	<input type="checkbox"/>	£7.00	<input type="checkbox"/>	£7.50	<input type="checkbox"/>
£8.00	<input type="checkbox"/>	£8.50	<input type="checkbox"/>	£9.00	<input type="checkbox"/>
£9.50	<input type="checkbox"/>	£10.00	<input type="checkbox"/>		
Other amount? (please specify)	<input type="checkbox"/>				

Please use the box below to provide any comments you would like to give including any alternative suggestions for making savings to our bus service budget.

ABOUT YOU

The last few questions are about you. These questions are optional, but your answers will help us to make decisions fairly and ensure we are attracting a wide range of people to respond to this consultation. The information you give us will remain strictly confidential and will be used for monitoring purposes only, in accordance with the Data Protection Act 1998. All responses will be kept anonymous.

10) What is your home postcode?	
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11) Are you	Male	<input type="checkbox"/>	or	Female	<input type="checkbox"/>
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12) Please tell us your age range:	11-18	<input type="checkbox"/>		45-54	<input type="checkbox"/>
	19-24	<input type="checkbox"/>		55-64	<input type="checkbox"/>
	25-34	<input type="checkbox"/>		65+	<input type="checkbox"/>
	35-44	<input type="checkbox"/>			

13) Do you consider yourself as having a disability?			
No / not applicable	<input type="checkbox"/>	Sensory Impairment	<input type="checkbox"/>
Physical disability	<input type="checkbox"/>	Learning disability	<input type="checkbox"/>
Mental Health	<input type="checkbox"/>	Prefer not to say	<input type="checkbox"/>
Other, please state			

14) Do you have a caring responsibility for an adult and/or a child with a disability?	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>
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15) What is your ethnic origin			
White	<input type="checkbox"/>	Asian / Asian British	<input type="checkbox"/>
Black / Black British	<input type="checkbox"/>	Mixed	<input type="checkbox"/>
Prefer not to say	<input type="checkbox"/>	Gypsy / Traveller	<input type="checkbox"/>
Other, please state	<input type="checkbox"/>		

16) What is your religion?											
No religions	<input type="checkbox"/>	Jewish	<input type="checkbox"/>	Buddhist	<input type="checkbox"/>	Muslim	<input type="checkbox"/>	Christian	<input type="checkbox"/>	Hindu	<input type="checkbox"/>
Sikh	<input type="checkbox"/>	Prefer not to say	<input type="checkbox"/>	Other, please state	<input type="checkbox"/>						

17) Is English your first language?	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>
If no, please specify				

Thank you for taking the time to complete this questionnaire.

Return Address:

**Bus Consultation, FREE POST SG569, Transport Access & Safety Unit,
Hertfordshire County Council, Pegs Lane, Hertford, SG13 8BR.**

Exceptions

Please note that some services are supported by funding from other sources, such as housing developer contributions or central government grants. These are not affected by this review at this stage. Similarly, children entitled to free travel to and from school will continue to be provided with transport. We will also continue to support concessionary (discounted) fares for young and older people.

Tell us your views

We want to hear your views – whether you use bus services or not – on how we should prioritise available resources. This will help us decide how best to spend taxpayers' money.

We want to find out about the types of services that are important to you or your family and how proposed changes may affect you.

How to give us your feedback

You can let us know your views by:

- Completing the paper survey and returning it to the freepost address provided.
- Completing the survey online on our website: **www.hertsdirect.org/busconsult**
- If you don't have internet access but want to complete the survey online, you can visit your **local library** where free internet access is available.

To request additional paper copies of the survey, please phone: **0300 123 4050** or email **hertsdirect@hertfordshire.gov.uk**.

If you need help to understand the information in this document, would like to receive a large print or Easy Read version, please contact us using the above details. An interpreting service is also available for those who need it.

Please ensure that your response is received by midnight on **8 October 2014**. Please return paper copies to

**Bus Consultation,
FREE POST SG569,
Transport Access & Safety Unit,
Hertfordshire County Council,
Pegs Lane, Hertford, SG13 8BR.**

Next steps

No decisions have been made yet. The results of the consultation will be presented to the Highways and Waste Management Panel in November 2014 and then to Cabinet. Having considered all the responses to the consultation, Cabinet will then decide whether to approve the proposed changes. Depending on the decisions taken by Cabinet, any service changes will be implemented from April 2015.

Table A: County Council funded services affected by the proposal

Service	Operator	Service details	Affects	
			Evenings	Sundays
2	Arriva	Hemel Hempstead Town Service <i>Woodhall Farm - Bennetts End</i>	✓	✓
3	Arriva	Hemel Hempstead Town Service <i>Chaulden - Railway Station</i>	✓	✓
4	Arriva	Hemel Hempstead Town Service <i>Grovehill West - Railway Station</i>	□	✓
8	Arriva/Redline	Abbots Langley - Mount Vernon Hospital	✓	✓
10	Redline	Woodside – Holywell	✓	✓
16	Richmonds Coaches	Royston Town Service <i>Burns Road - Icknield Walk</i>	✓	□
53	Landmark Coaches	Letchworth Town Service <i>Lordship Estate - Wilbury Hills</i>	✓	□
55	Arriva	Stevenage - Letchworth <i>Grange Estate</i>	□	✓
80	Centrebus	Stevenage - Hitchin <i>Westmill Estate</i>	✓	□
81A	Centrebus	Hitchin Town Service <i>Purwell Lane Estate - Westmill Estate</i>	✓	□
91	Landmark Coaches	Royston – Letchworth	✓	□
97	Arriva	Arlesey – Hitchin	□	✓
98	Arriva	Baldock – Hitchin	□	✓
101	Arriva/Uno	Stevenage – Luton	✓	✓
242	Metroline/Uno	Potters Bar/Welwyn Garden City - Waltham Cross	✓	✓
301	Arriva/Uno	Hemel Hempstead – Stevenage	✓	✓
306	Sullivan Buses	Borehamwood - Watford	✓	✓
310	Arriva	Hertford - Waltham Cross	✓	□
315	Centrebus	Kimpton - Welwyn Garden City	✓	□
320	Arriva	Hemel Hempstead - Rickmansworth <i>Berry Lane Estate</i>	✓	✓
331	Arriva	Royston - Hertford	✓	□
351	Trustybus	Hertford - Bishop's Stortford	✓	□
352	Red Rose Travel	Hemel Hempstead - Watford	✓	□
353	Red Rose Travel	Hemel Hempstead – Amersham	□	✓
384	Centrebus	Stevenage – Hertford	✓	□
387	Red Rose Travel	Tring <i>New Mill Estate</i> - Aldbury/Wigginton	✓	□
388	Centrebus	Welwyn Garden City – Hertford	✓	□
395	Arriva	Hertford <i>Sele Farm Estate</i> - Ware <i>Fanham Common</i>	✓	✓
404	Uno	Welwyn Garden City - South Hatfield	□	✓
405	Uno	Welwyn Garden City - South Hatfield	□	✓
501	Arriva/Red Rose Travel	Aylesbury – Watford	✓	✓
602	Uno	Hatfield - Watford	✓	□
641	Uno	Broxbourne Station - Hertford	✓	□
653	Uno	St Albans <i>New Greens Estate</i> - Welwyn Garden City (Mon-Fri)	✓	□
	Uno	St Albans <i>New Greens Estate</i> - Welwyn Garden City (Sat & Sun)	✓	✓
658	Uno	St Albans - Borehamwood	✓	□
700	Uno	Baldock - Stansted Airport	✓	✓
B3	Sullivan Buses	Borehamwood Town Service <i>Well End/Organ Hall Farm</i>	✓	□
H1	Centrebus	Hertford Town Service <i>Pinehurst - Bus Station</i>	✓	□
H4	Centrebus	Hertford Town Service <i>Horns Mill - Campfield Road</i>	✓	□
M1	Centrebus	Ware Town Service <i>Watton Road - Railway Station</i>	✓	□
R1	Red Eagle	Maple Cross - Mount Vernon Hospital	✓	□
S1	Uno	St Albans City Service <i>Cell Barnes/St Peters Street</i> (Mon-Fri)	✓	✓
	Uno	St Albans City Service <i>Cell Barnes/St Peters Street</i> (Sat & Sun)	✓	✓
S4	Redline	St Albans City Service <i>Cottonmill - City Station</i>	✓	✓
	Uno	St Albans City Service <i>Cottonmill - City Station</i> (Mon-Fri)	✓	□
	Uno	St Albans City Service <i>Cottonmill - City Station</i> (Sat-Sun)	✓	✓
	Uno	St Albans City Service <i>Cottonmill - City Station</i> (Sat-Sun)	✓	✓
SB1	Arriva	Stevenage Town Service <i>Poplars - Bus Station</i>	✓	✓
SB2	Arriva	Stevenage Town Service <i>St Nicholas/Martins Wood/Bus Station</i>	✓	✓
SB3	Arriva	Stevenage Town Service <i>St Nicholas/Martins Wood/Bus Station</i>	✓	✓
SB4	Arriva	Stevenage Town Service <i>Shephall/Broadwater/Bus Station</i>	✓	✓
SB5	Arriva	Stevenage Town Service <i>Shephall/Broadwater/Bus Station</i>	✓	✓
SB8	Arriva	Stevenage Town Service <i>Symonds Green/Bragbury End</i>	✓	✓
SB9	Arriva	Stevenage Town Service <i>Symonds Green - Poplars</i>	□	✓
W1	Red Rose Travel	Watford - Maple Cross (evenings)	✓	□
	Red Rose Travel	Watford - Garston (Sunday daytime)	□	✓
W19	Red Rose Travel	Watford Town Service <i>North Bushey - Carpenders Park</i>	✓	□

Have your say on bus services

Frequently asked questions

How do I know which bus services are part of the consultation?

A list of all the services which are affected by the proposal (evenings and Sundays) can be found online in the [consultation document](#)

Will I lose my free older persons bus pass?

No. This is not what the review is about and we will continue to support the provision of free bus travel for older people.

My child is entitled to free travel, what happens if my child's bus is withdrawn?

Services contracted for educational purposes (E-routes) will continue to be funded and are not part of this consultation. As we are only looking at buses the county council funds after 6.30pm and on Sundays it will not affect your child's travel needs.

Will there be further bus reductions?

The proposal would give us savings between £700,000 and £887,000 which would meet the requirements for budget savings. There are no plans to make further savings going forward. This is in line with our integrated plan for savings for this department. [Details of this can be found online.](#)

Why are you proposing to withdraw services in the evening and on Sundays?

Any decision to withdraw financial support from services is very difficult. We have considered passenger numbers on our services. In general, bus usage significantly reduces in the evenings and bus use on Sundays is variable and therefore does not deliver good value for taxpayer's money. The majority of essential trips being made for purposes such as education, work, food shopping and medical needs are made at other times.

However, the proposal is not a final decision and we will use the feedback from this consultation alongside information on bus usage to inform our final plans.

Will these proposals affect services on bank holidays?

No. There will still be services during the day on bank holidays.

How are rural services likely to be affected?

If the proposal goes ahead it is unlikely to affect rural bus services as very few bus services currently run in the evening.

The proposal suggests a cut off point that would mean some services wouldn't run after 6.30pm. What happens if my bus journey starts before that time but runs until after 6.30pm?

When a bus has not completed its timetabled journey by 18.30, we would consider operating that journey at least as far as the next community on the route. We would look at the number of passengers using that journey in relation to cost savings.

When will a decision be made?

Once the consultation closes, the findings will be presented at the Highways and Waste Panel in November 2014 to be discussed by a cross-party group of councillors. The councillors will then make a recommendation for the council's Cabinet to consider – the Cabinet will then make the final decision. The dates of these meetings are still to be confirmed. If agreed, any changes to services will be introduced from April 2015.

What happens if there is strong opposition to evening and/or Sunday cuts?

No decisions have been made yet. If there is a strong objection to the proposal the Highways and Waste Management Panel will consider this when making their final recommendation for Cabinet to make a decision.

HERTFORDSHIRE COUNTY COUNCIL

HIGHWAYS & WASTE MANAGEMENT PANEL
Tuesday 8th July 2014

**Review of Bus Service Budget including a Public
Engagement Process**

Agenda Item
No.

10

Report of the Chief Executive & Director of Environment

Author: Tom Hennessey

Tel: 01992 588685

Executive Member - Terry Douris (Highways & Waste Management)

1. Purpose of report:

- To provide Panel with an overview update of the approach to review the level of subsidy provided by the Council to support the local bus network in Hertfordshire.
- To present the range of options and implications for realising the reductions identified in the Integrated Plan for HCC contracted bus services from 2015/16.
- To seek Panel's views on the process for a public engagement exercise which is scheduled to commence in July 2014 and last for three months.

2. Background

- 2.1 The county council's budget for supporting local bus services in 2014-15 currently stands at £3.8m which equates to approximately 25% of the local bus network in Hertfordshire (amounting to 119 services).
- 2.2 The county council only supports journeys that the commercial sector would not otherwise provide which means that the county council supports journeys that the commercial sector would deem as financially unviable.
- 2.3 As part of the Integrated Planning process efficiencies of £101.8k have been made in 2014-15 with no loss of service. The county council is committed to realising further savings of £700k from 2015-16 - although at this stage no decisions have been taken.
- 2.4 When changes are proposed to service levels it is essential that local communities are given an appropriate opportunity to give their views and suggestions on how taxpayer's money should be targeted.

2.5 A range of approaches have been considered that could deliver savings of £700k to the current (2014/15) HCC local bus subsidy budget of £3.8m (**-18.4%**). These included reviewing:

1. support for cross service provision based on the current Bus Strategy
2. supported services operating in the evenings
3. supported services operating at weekends
4. supported de-minimis services
5. the range and levels of subsidy per passenger journey
6. opportunities to stimulate a market for alternative / enhanced Community Transport provision across Hertfordshire

3. Proposal for Panel to Consider

3.1 The Executive Member for Highways and Waste in discussion with officers have concluded that a clear proposal should be put to residents that in order to save at least £700k for the base budget. It is proposed that the county council should consult on:

- ***only supporting bus services up to 6.30pm every day***
- ***withdraw funding for services that run on Sundays***

3.2 The rationale behind this is that passenger numbers significantly reduce in the evenings and the patronage on Sunday's is variable and therefore does not deliver good value for money.

3.3 If this proposal were to be endorsed it would affect 39 services and approximately 200,000 passenger trips per year. Public transport alternatives are available in most cases but are more likely in towns and larger conurbations rather than more rural areas. Currently the proposal would affect the following services:

Service	Operator	Service details	Affected by:	
			Evenings	Sundays
2	Arriva	Hemel Hempstead Town Service <i>Woodhall Farm - Bennetts End</i>	✓	✓
3	Arriva	Hemel Hempstead Town Service <i>Chaulden - Railway Station</i>	✓	✓
4	Arriva	Hemel Hempstead Town Service <i>Grovehill West - Railway Station</i>		✓
8	Arriva/Redline	Abbots Langley - Mount Vernon Hospital	✓	✓
10	Arriva/Redline	Woodside - Holywell	✓	✓
53	TBA	Letchworth Town Service <i>Lordship Estate - Wilbury Hills</i>	✓	
80	Centrebus	Stevenage - Hitchin <i>Westmill Estate</i>	✓	
81A	Centrebus	Hitchin Town Service <i>Purwell Lane Estate - Westmill Estate</i>	✓	
97	Arriva	Arlesey - Hitchin		✓
98	Arriva	Baldock - Hitchin	✓	
101	Arriva/Uno	Stevenage - Luton	✓	✓
242	Metrolino/Uno	Potters Bar/Welwyn Garden City - Waltham Cross	✓	✓
301	Arriva/Uno	Hemel Hempstead - Stevenage	✓	✓
306	Sullivan Buses	Borehamwood - Watford	✓	✓
310	Arriva	Hertford - Waltham Cross	✓	
320	Arriva	Hemel Hempstead - Rickmansworth <i>Berry Lane Estate</i>	✓	✓
321	Arriva/Red Rose Travel	Luton - Watford/Maple Cross	✓	✓
351	Trustybus	Hertford - Bishop's Stortford		✓
352	Red Rose Travel	Hemel Hempstead - Watford		✓
353	Red Rose Travel	Hemel Hempstead - Amersham		✓
387	Red Rose Travel	Tring <i>New Mill Estate</i> - Aldbury/Wigginton	✓	
390	Centrebus	Stevenage - Hertford/Aston	✓	
395	Arriva/Centrebus	Hertford <i>Sele Farm Estate</i> - Ware <i>Fanham Common</i>		✓
404	Uno	Welwyn Garden City - South Hatfield		✓
405	Uno	Welwyn Garden City - South Hatfield		✓
501	Arriva/Red Rose Travel	Aylesbury - Watford	✓	✓

602	Uno	Welwyn Garden City/Hatfield - Watford	✓	
653	Uno	St Albans <i>New Greens Estate</i> - Welwyn Garden City	✓	✓
700	Uno	Baldock - Stansted Airport	✓	✓
S1	Uno	St Albans City Service <i>Cell Barnes/St Peters Street circular</i>	✓	✓
S4	Redline/Uno	St Albans City Service <i>Cottonmill/City Station circular</i>	✓	✓
SB1	Arriva	Stevenage Town Service <i>Poplars - Bus Station</i>	✓	✓
SB2	Arriva	Stevenage Town Service <i>St Nicholas/Martins Wood/Bus Station circular</i>	✓	✓
SB3	Arriva	Stevenage Town Service <i>St Nicholas/Martins Wood/Bus Station circular</i>	✓	✓
SB4	Arriva	Stevenage Town Service <i>Shephall/Broadwater/Bus Station circular</i>	✓	✓
SB5	Arriva	Stevenage Town Service <i>Shephall/Broadwater/Bus Station circular</i>	✓	✓
SB8	Arriva	Stevenage Town Service <i>Symonds Green/Bragbury End circular</i>	✓	✓
W1	Red Rose Travel	Maple Cross - Garston/Watford - St Albans	✓	✓
W19	Red Rose Travel	Watford Town Service <i>North Bushey - Carpenders Park</i>	✓	

4 Subsidy per passenger journey

4.1 Panel views are also sought on the level of subsidy per passenger journey provided by the county council. In Hertfordshire the average subsidy cost per passenger journey is £1.31 but the current range of subsidised travel is £0.10 to £9.22. The public will also be canvassed for their views on whether Hertfordshire should introduce a general maximum subsidy and if so at what level.

4.2 Some authorities who have introduced a subsidy “cap” are:

- Northants £0.60 (urban services) to £2.50 (rural services)
- Kent - general maximum £3
- Suffolk - general maximum £5
- Essex - general maximum £5

5 Community Transport

5.1 The existing Bus Strategy identifies how the county council proposes to work with

- the commercial sector to develop the bus network
- improve transport information and infrastructure
- develop demand responsive and door to door transport with community and voluntary transport providers.

5.2 Many other local transport authorities are looking to the voluntary and community sector and other stakeholders to enhance a community transport set of arrangements that meet the needs of the communities while reducing the financial burden on the local authorities.

5.3 The county council and NHS Hertfordshire already supports a range of door to door transport schemes working with Districts and borough councils and voluntary groups to provide local transport. These schemes are largely designed to support people that through age or disability, cannot access local passenger transport provision (buses)

5.4 Existing schemes include:

- **Travelink** – information service
- **Dial – a – Ride**
- **Community and Voluntary Transport**
 - **Cars** up to 2,500 journeys per year
 - **MPV's** up to 25,000 journeys per year
 - **Minibuses** up to 90,000 journeys per year
- **Health services** (run in conjunction with CVS sector)

5.5 Consideration needs to be given to expanding community transport as an alternative to changes in subsidised bus services however, a platform

for existing and potential providers to offer services that meet the needs of communities would need to be developed.

- 5.6 The council will need to be specific in identifying the demand for such services as well as the extent of financial support available to providers over time. Public engagement would be vital for gathering evidence for future services and how they will meet the needs of the public. Stakeholder engagement, specifically with existing bus operators will further enhance the delivery options and support the bus operators to make the transition away from county council financial contributions.
- 5.7 Stimulating a wider community transport market for Hertfordshire would need a partnership approach involving districts, Health, voluntary and community sector organisations and private operators. This will not be straightforward as evidence suggests that many community transport schemes in the past have not been financially sustainable on their own.
- 5.8 The timing of introducing a new set of arrangements will need to embrace the complexity of implementation, including contract expiry dates and notice periods and the implications for operators' planning of resources and budgets. With this in mind a timeline it is proposed to work towards a commissioning model that delivers an enhanced community transport service(s) from 2016/17 subject to public demand.

6 Identified Risks and Political Considerations

- 6.1 Changes in local authority funding may have consequential impacts in commercial operators' assessment of the viability of local networks. Operators are constantly taking account local economic factors influencing travel demand and patterns as well as contracted budgets.
- 6.2 Pressures are often put on county council budgets when an operator decides to withdraw from a service. However, the county council's capability to backfill any major gaps in the county's bus network are limited.
- 6.3 In previous budget changes some commercial operators have taken on previously county council supported routes but this needs to be measured against the risks that some commercial initiatives are often short lived and that other industry pressures (such as BSOG changes) may lead to services which are currently commercial, being reduced or withdrawn.
- 6.4 A full Equalities Impact Assessment will be required before decisions are taken following the public engagement exercise to ensure all these possible impacts have been reviewed.

7. Public Engagement Process

- 7.1 On advice from colleagues in Legal Services, a three month period of public engagement is suggested to enable an appropriate opportunity for

all communities in Hertfordshire and interested stakeholders to give their views and comments on the proposals.

- 7.2 The purpose of the engagement process is to put the proposals to the public, identifying which routes would be affected and to ask for their views on how these changes would impact upon them. The public will need to be reassured that the vast majority of services are provided commercially and therefore outside the scope of this review. It is critical that views from a wide range of respondents is sought, both users and non bus users, to gauge the level of feeling and support for making difficult decisions on how to use taxpayers money.
- 7.3 The outcome of this engagement exercise would then be reported back via the Highways and Waste Management Panel to Cabinet in December 2014 alongside an Equalities Impact Assessment before a final decision can be made.
- 7.4 The public engagement process will be carried out with support from Corporate Communications; will be countywide and available to all users and key stakeholders for comment via:
- the internet/website/digital media
 - local libraries
 - key stakeholder/operators/bus user groups and forums
 - Voluntary and community sector groups
 - On-bus surveys
 - District, borough and parish council office reception areas
- 7.5 An advanced notice of the forthcoming engagement process has been highlighted in the Spring edition of Horizons. On commencement the process will be widely publicised through all available channels to help people make as full a contribution as possible.

8. Conclusion

- 8.1 The current Integrated Plan identifies projected savings to local bus service budgets achieving £700k in 2015-16 based on a 2014-15 base budget of £3.8m **(-18.4%)**.
- 8.2 It is recommended that a three month public engagement exercise commences following the Highways and Waste Management Panel on 8th July and the feedback from the consultation be reported back to members in November / December 2014 for changes to be implemented from April 2015.
- 8.3 Panel Members are asked for comments on the public engagement questionnaire appended to the report.

Appendix 1 – Public Engagement Questionnaire

Have your say on a more efficient bus service for Hertfordshire

Background

The vast majority of Hertfordshire's bus services are commercially operated. This means that most services in the county are funded and operated by private bus operators. This consultation is seeking your views on the 119 bus services in the county which would not run without financial support from the county council.

Like all local authorities, Hertfordshire County Council is facing major pressures on our budget. Over the last four years we have made savings of £149m a year while protecting essential front line services. However, a similar amount needs to be saved by 2017/18, so difficult decisions will have to be made.

Current situation

The county council currently uses taxpayers' money to subsidise a number of bus services. Without this financial support these bus services may not run because the commercial bus operators regard them as not profitable. It is these services – around a quarter of all bus services in the county – which are the focus of this consultation and are listed below.

Hertfordshire County Council currently spends £3.8m every year on supporting bus services – 119 services in total. The amount of support the county council pays per passenger journey ranges from 10p to over £9 per individual journey. Factors that affect the amount of financial support include how many passengers use a particular service and whether or not the passenger is using a concessionary (discounted) pass to travel.

In the current financial climate, we need to review whether this arrangement provides the best value for taxpayers while meeting, as far as possible, the essential travel needs of Hertfordshire's residents. The county council is committed to saving at least £700k from the annual budget of £3.8m by April 2015.

Proposal

In order to save at least £700k and help use taxpayers' money most efficiently and effectively, we are proposing to change the hours and days when supported bus services run. To protect the majority of services we support and the most used services, we are proposing to make funding only available for supported bus services that **start before 6.30pm every day** and to **withdraw county council funding for services that run on a Sunday**.

Services operated commercially by bus operators are unaffected by this proposal.

Table A

Services supported by Hertfordshire County Council with those services are affected by the proposal shown:

Service	Operator	Service details	Affects	
			Evenings	Sundays
2	Arriva	Hemel Hempstead Town Service <i>Woodhall Farm - Bennetts End</i>	✓	✓
3	Arriva	Hemel Hempstead Town Service <i>Chaulden - Railway Station</i>	✓	✓
4	Arriva	Hemel Hempstead Town Service <i>Grovehill West - Railway Station</i>		✓
8	Arriva/Redline	Abbots Langley - Mount Vernon Hospital	✓	✓
10	Arriva/Redline	Woodside – Holywell	✓	✓
10	Centrebus	Stevenage Town Service <i>Bedwell - Old Town</i>		
10	Richmonds Coaches	Chrishall - Bishop's Stortford		
16	Richmonds Coaches	Royston Town Service <i>Burns Road - Icknield Walk</i>		
17	Centrebus	Breachwood Green – Luton		
20	C Myall & Son	Anstey - Bishop's Stortford		
23	Richmonds Coaches	Royston/Letchworth – Hitchin		
24	Richmonds Coaches	Rushden/Roe Green – Royston		
25	Richmonds Coaches	Buntingford/Sandon circular		
27	Richmonds Coaches	Anstey/Hormeads – Royston		
28	Richmonds Coaches	Furneux Pelham – Buntingford		
30	Red Eagle	Aldbury/Hemel Hempstead - Berkhamsted		
31	Red Eagle	Aldbury/Hemel Hempstead - Berkhamsted		
32	Red Eagle	Aldbury/Hemel Hempstead - Berkhamsted		
34	Centrebus/Arriva	Dunstable - St Albans		
43	Richmonds Coaches	Chrishall – Royston		
44	Centrebus	Stevenage – Luton		

45	Centrebus	Stevenage – Luton		
51	Red Eagle	Chipperfield - Hemel Hempstead		
53	TBA	Letchworth Town Service <i>Lordship Estate - Wilbury Hills</i>	✓	
80	Centrebus	Stevenage - Hitchin <i>Westmill Estate</i>	✓	
81	Centrebus	Hitchin Town Service <i>Purwell Lane Estate - Westmill Estate</i>		
81A	Centrebus	Hitchin Town Service <i>Purwell Lane Estate - Westmill Estate</i>	✓	
88	Landmark Coaches	Luton – Hitchin		
89	Centrebus	Henlow Camp – Hitchin		
90	Landmark Coaches	Royston – Letchworth		
91	Landmark Coaches	Royston – Letchworth		
97	Arriva	Arlesey – Hitchin		✓
98	Arriva	Baldock – Hitchin	✓	
101	Arriva/Uno	Stevenage – Luton	✓	✓
200	Sullivan Buses	Essendon - London Colney		
201	Sullivan Buses	Welham Green - Welwyn Garden City		
203	Sullivan Buses	Watton-at-Stone - Welwyn Garden City		
205	Sullivan Buses	Hatfield Town Service <i>South Hatfield - Oldings Corner</i>		
206	Sullivan Buses	Welwyn Garden City Service <i>Panshanger - Bus Station</i>		
207	Community Action Dacorum	Wigginton/Marsworth - Hemel Hempstead		
208	Community Action Dacorum	Trowley Bottom - Hemel Hempstead		
215	Sullivan Buses	Codicote - Monks Walk School/Welwyn- Welwyn Garden City		
242	Metroline/Uno	Potters Bar/Welwyn Garden City - Waltham Cross	✓	✓
246	Trustybus	Waltham Cross – Cheshunt		
301	Arriva/Uno	Hemel Hempstead – Stevenage	✓	✓
304	Centrebus/Uno	Welham Green – Hitchin		
305	Centrebus	Sandridge - Tyttenhanger/Brookmans Park		
306	Sullivan Buses	Borehamwood – Watford	✓	✓

308	Centrebus	Cuffley – Hertford		
310	Arriva	Hertford - Waltham Cross	✓	
312	Sullivan Buses	Potters Bar - Hatfield <i>Oldings Corner</i>		
314	Centrebus	Welwyn Garden City – Hitchin		
315	Centrebus	Kimpton - Welwyn Garden City		
319	Red Eagle	Chipperfield - North Watford Superstores		
320	Arriva	Hemel Hempstead - Rickmansworth <i>Berry Lane Estate</i>	✓	✓
321	Arriva/Red Rose Travel	Luton - Watford/Maple Cross	✓	✓
322	Red Rose Travel	Hemel Hempstead – Watford		
333	Centrebus	Hertford Town Service <i>Bengeo/Molewood - Pinehurst circular</i>		
334	Richmonds Coaches	Standon – Cambridge		
341	Uno	Hatfield Business Park – Ware		
351	Trustybus	Hertford - Bishop's Stortford		✓
352	Red Rose Travel	Hemel Hempstead – Watford		✓
353	Red Rose Travel	Hemel Hempstead – Amersham		✓
354	Vale Travel	Northchurch – Chesham		
366	Centrebus	Luton - South Hatfield		
379	Centrebus	Stevenage – Hertford		
383	Centrebus	Stevenage – Hertford		
384	Centrebus	Stevenage – Hertford		
386	C Myall & Son/Richmonds Coaches/Trustybus	Royston/Buntingford/Puckeridge - Bishop's Stortford		
387	Red Rose Travel	Tring <i>New Mill Estate</i> - Aldbury/Wigginton	✓	
388	Centrebus	Welwyn Garden City – Hertford		
390	Centrebus	Stevenage - Hertford/Aston	✓	
391	Landmark Coaches	Stotfold/Baldock – Stevenage		
395	Arriva/Centrebus	Hertford <i>Sele Farm Estate</i> - Ware <i>Fanham Common</i>		✓
398	Sullivan Buses	Borehamwood - Potters Bar		

404	Uno	Welwyn Garden City - South Hatfield		✓
405	Uno	Welwyn Garden City - South Hatfield		✓
501	Arriva/Red Rose Travel	Aylesbury – Watford	✓	✓
532	Little Jim's	Northchurch - Hemel Hempstead		
602	Uno	Welwyn Garden City/Hatfield - Watford	✓	
610	Uno	Enfield/Potters Bar - Hatfield Business Park		
622	Uno	Watford - Hatfield Business Park		
641	Uno	Hatfield Business Park - Broxbourne Station		
653	Uno	St Albans <i>New Greens Estate</i> - Welwyn Garden City	✓	✓
658	Uno	Borehamwood - St Albans		
700	Uno	Baldock - Stansted Airport	✓	✓
B3	Sullivan Buses	Borehamwood Town Service <i>Well End/Organ Hall Farm/Tennison Ave</i>		
C1	Trustybus	Chancellors School/Cuffley Stn/Canada Fields - Cheshunt Stn/Waltham Cross		
H1	Centrebus	Hertford Town Service <i>Pinehurst circular</i>		
H3	Centrebus	Hertford Town Service <i>Horns Mill/Campfield Rd circular/Presdales School</i>		
H4	Centrebus	Hertford Town Service <i>Horns Mill - Hertford North Station</i>		
H10	Red Rose Travel	Hemel Hempstead Town Service <i>Leverstock Green - Boxmoor</i>		
H11	Lanes Coaches/Red Rose Travel	Hemel Hempstead Town Service <i>Chambersbury Lane - Boxmoor</i>		
H13	Red Eagle	Hemel Hempstead Town Service <i>Railway Station - Maylands Industrial Park</i>		
H19	Red Eagle	Abbots Langley - Hemel Hempstead		
HA1	Red Eagle	Harpenden Town Service <i>Cross Lane Estate - Batford</i>		
M1	Centrebus	Ware Town Service <i>Watton Road - Railway Station</i>		
M2	Centrebus	Ware Town Service <i>Fanham Common - Railway Station</i>		
M3	Centrebus	Wareside - Ware/Hertford circular		
M4	Centrebus	Wareside - Ware/Hertford circular		
PB1	Uno	Potters Bar Town Service <i>Shillitoe Avenue - Oakmere Avenue</i>		
S1	Uno	St Albans City Service <i>Cell Barnes/St Peters Street circular</i>	✓	✓

S4	Redline/Uno	St Albans City Service <i>Cottonmill/City Station circular</i>	✓	✓
S5	Redline	St Albans City Service <i>Cottonmill/City Station circular</i>		
S8	Uno	St Albans City Service <i>Marshalswick - Verulam</i>		
S9	Uno	St Albans City Service <i>Marshalswick - Verulam</i>		
SB1	Arriva	Stevenage Town Service <i>Poplars - Bus Station</i>	✓	✓
SB2	Arriva	Stevenage Town Service <i>St Nicholas/Martins Wood/Bus Station circular</i>	✓	✓
SB3	Arriva	Stevenage Town Service <i>St Nicholas/Martins Wood/Bus Station circular</i>	✓	✓
SB4	Arriva	Stevenage Town Service <i>Shephall/Broadwater/Bus Station circular</i>	✓	✓
SB5	Arriva	Stevenage Town Service <i>Shephall/Broadwater/Bus Station circular</i>	✓	✓
SB8	Arriva	Stevenage Town Service <i>Symonds Green/Bragbury End circular</i>	✓	✓
SB15	Centrebus	Stevenage Town Service <i>Outer circular</i>		
SB16	Centrebus	Stevenage Town Service <i>Outer circular</i>		
W1	Red Rose Travel	Maple Cross - Garston/Watford - St Albans	✓	✓
W12	Red Rose Travel	Watford Town Service <i>Cassiobury Estate - Town Centre circular</i>		
W19	Red Rose Travel	Watford Town Service <i>North Bushey - Carpenders Park</i>	✓	
W20	Red Eagle	Watford Town Service <i>Brocklesbury Close - Oxhey Hall</i>		
W30	Red Rose Travel	Watford Town Service <i>Watford Junction - Business Parks</i>		

Exceptions

Please note that some services are supported by funding from other sources, such as housing developer contributions or central government grants. These are not affected by this review at this stage. Similarly, children entitled to free travel to and from school will continue to be provided with transport. We will also continue to support concessionary (discounted) fares for young and older people.

Tell us your views

We want to hear your views – whether you use bus services or not – on how we should prioritise available resources. This will help us decide how best to spend taxpayers' money.

We want to find out about the types of services that are important to you or your family and how proposed changes may affect you.

How to give us your feedback

You can let us know your views by:

- Completing the online form on our **website**: www.hertsdirect.org/bus
- You can ask for a paper copy by **email**: hertsdirect@hertfordshire.gov.uk
- If you don't have internet access, you can:
 - Visit your **local library** where free access is available or complete a paper form and return in the freepost envelope provided.
 - Or request a paper copy by **Phone: 0300 123 4050**

If you need help to understand the information in this document, would like to receive a large print or Easy Read version, please contact us using the above details. An interpreting service is also available for those who need it.

Please ensure that your response is received by midnight on 30 September 2014

Next steps

No decisions have been made yet. The results of the consultation will be presented to the Highways and Waste Management Panel in November 2014 and then to Cabinet. Having considered all the responses to the consultation, Cabinet will then decide whether to approve the proposed changes. Depending on the decisions taken by Cabinet, any service changes will be implemented from April 2015.

Consultation questionnaire

Hertfordshire County Council is seeking your views on how much financial support we provide for bus services supported by the county council with taxpayers' money.

We want to hear your views on our suggested proposal to save at least £700,000 from our £3.8m budget for subsidised bus services. This is your opportunity to tell us what you think so this can be taken into account before a decision is made.

Please answer the questions below, which should take no more than 10 minutes to complete.

First, we want to find out how often you use bus services that are supported by Hertfordshire County Council and which services you use frequently.

1) Are you a bus user?

Yes

- Every day ☐
- A few times a week ☐
- Once a week ☐
- Infrequently ☐

No

☐ ***(If no, please go to question 6)***

2) When you travel by bus in Hertfordshire do you:

- Pay the full fare ☐
- Use an older person's or disabled free bus pass ☐
- Pay using a discounted travel pass (e.g. SaverCard)? ☐
- Other (please state)?

The following questions will help us establish what the impact of this might be for regular bus users.

3) Please tell us when you most frequently get on the bus and the purpose of your journey? Please tick the times and days that are relevant to you and add the purpose of your trip in the last column.

	Monday – Friday	Saturday	Sunday	Purpose
before 9 a.m.				
after 9 a.m. and before 6:30pm				
after 6.30 p.m.				

- 4) Please tell us which services you use most frequently by telling us the service number (e.g. 501). *Please note that only those services listed in Table A are affected by this consultation.*

	Monday - Friday	Saturday	Sunday
before 9 a.m.			
after 9 a.m. and before 6:30pm			
after 9 a.m. and before 6:30pm			

- 5) What alternative travel options are available to you if a bus isn't available?

- Don't know? ☐
- Walk ☐
- Cycle ☐
- Drive myself ☐
- Take a taxi ☐
- Arrange a lift ☐
- Use community transport ☐
- Use Dial-a-Ride ☐
- Could not travel ☐
- Use another alternative (please say what) ☐

We want to get an understanding of why some people don't use bus services, so this next question is for non-bus users.

- 6) If you currently do not use bus services, please tell us why?

- No service available ☐
- Frequency of services ☐
- Cost ☐
- Service routes do not suit my needs ☐
- I prefer to walk or cycle ☐
- I prefer to drive ☐
- Other ☐

This next section is for everyone to answer, even if you do not currently use any bus services in Hertfordshire.

- 7) Please let us know how important it is for you that there is a bus service available for each of these needs.

Please tick one box on each line:

Journey purpose	Very important	Quite important	Not important
Education (school/college)			
Healthcare (dentist/doctor/hospital)			
Leisure			
Shopping			
Visiting friends or relatives			
Work/business			
<i>Other (please state)</i>			

The Proposal

The county council currently subsidises services seven days a week, meaning we spend £3.8m supporting 119 services. We need to find a way to save at least £700,000 from this cost.

To help use taxpayers' money most efficiently and effectively, we are proposing to

- ***only support bus services up to 6.30pm every day***
- ***withdraw funding for services that run on Sundays***

- 8) **How important are the following services to you (with 1 being very important, 2 important, 3 quite important, 4 not very important, and 5 not important at all)?**

	Highest				Least
	1	2	3	4	5
Day time services Monday to Friday	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Evening Services Monday to Friday	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Day services on a Saturday	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Evening services on a Saturday	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sunday services	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The county council uses taxpayers' money to subsidise some bus services. Per passenger, this subsidy ranges from 10p to over £9 per journey. It would be useful for us to know what you think the maximum subsidy should be per passenger. The average amount of subsidy per passenger in Hertfordshire is currently £1.31.

9) What do you think is the maximum subsidy *per passenger per journey* the county council should provide? *(Please tick one box)*

£0.50	<input type="checkbox"/>	£5.50	<input type="checkbox"/>
£1.00	<input type="checkbox"/>	£6.00	<input type="checkbox"/>
£1.50	<input type="checkbox"/>	£6.50	<input type="checkbox"/>
£2.00	<input type="checkbox"/>	£7.00	<input type="checkbox"/>
£2.50	<input type="checkbox"/>	£7.50	<input type="checkbox"/>
£3.00	<input type="checkbox"/>	£8.00	<input type="checkbox"/>
£3.50	<input type="checkbox"/>	£8.50	<input type="checkbox"/>
£4.00	<input type="checkbox"/>	£9.00	<input type="checkbox"/>
£4.50	<input type="checkbox"/>	£9.50	<input type="checkbox"/>
£5.00	<input type="checkbox"/>	£10.00	<input type="checkbox"/>

Other amount? (please specify) _____

Please use the box below to provide any other suggestions or comments you may have

ABOUT YOU

The last few questions are about you. These questions are optional, but your answers will help us to make decisions fairly and ensure we are attracting a wide range of people to respond to this consultation. The information you give us will remain strictly confidential and will be used for monitoring purposes only, in accordance with the Data Protection Act 1998. All responses will be kept anonymous.

- 10) What is your home postcode? _____
- 11) Are you Male ☐ or Female ☐
- 12) Please tell us your age range:
- | | | | |
|-------|--------------------------|-------|--------------------------|
| 11-18 | <input type="checkbox"/> | 45-54 | <input type="checkbox"/> |
| 19-24 | <input type="checkbox"/> | 55-64 | <input type="checkbox"/> |
| 25-34 | <input type="checkbox"/> | 65+ | <input type="checkbox"/> |
| 35-44 | <input type="checkbox"/> | | |
- 13) Do you consider yourself as having a disability?
- | | | | |
|---------------------|--------------------------|---------------------|--------------------------|
| No / not applicable | <input type="checkbox"/> | Sensory Impairment | <input type="checkbox"/> |
| Physical disability | <input type="checkbox"/> | Learning disability | <input type="checkbox"/> |
| Mental Health | <input type="checkbox"/> | Prefer not to say | <input type="checkbox"/> |
| Other, please state | _____ | | |
- 14) Do you have a caring responsibility for an adult and/or a child with a disability?
- Yes ☐
- No ☐
- 15) What is your ethnic origin
- | | | | |
|-----------------------|--------------------------|-----------------------|--------------------------|
| White | <input type="checkbox"/> | Asian / Asian British | <input type="checkbox"/> |
| Black / Black British | <input type="checkbox"/> | Mixed | <input type="checkbox"/> |
| Prefer not to say | <input type="checkbox"/> | Gypsy / Traveller | <input type="checkbox"/> |
| Other, please state | _____ | | |
- 16) What is your religion?
- | | | | |
|---------------------|--------------------------|-------------------|--------------------------|
| No religions | <input type="checkbox"/> | Jewish | <input type="checkbox"/> |
| Buddhist | <input type="checkbox"/> | Muslim | <input type="checkbox"/> |
| Christian | <input type="checkbox"/> | Sikh | <input type="checkbox"/> |
| Hindu | <input type="checkbox"/> | Prefer not to say | <input type="checkbox"/> |
| Other, please state | _____ | | |
- 17) Is English your first language?
- Yes ☐
- No ☐
- If no, please specify _____

Thank you for taking the time to complete this questionnaire.

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EAST HERTS COUNCIL

EXECUTIVE - 7 OCTOBER 2014

REPORT BY THE EXECUTIVE MEMBER FOR FINANCE

SELECTING PROPERTY FUNDS TO INVEST IN

WARD(S) AFFECTED: ALL

Purpose/Summary of Report

This report recommends two property funds to invest money into, in line with the Treasury Management Strategy agreed at Audit Committee on 16th July 2014.

<u>RECOMMENDATIONS FOR EXECUTIVE: that:</u>	
(A)	investment of £10m in each of the two selected property funds now detailed be approved;
(B)	before final agreement to invest in actual funds, the Council will ensure that the most up to date legal advice about investment is considered; and
(C)	at the time of investment, the Director or Finance and Support Services, in consultation with the Executive Member for Finance, is delegated the powers to sign off the specific terms of the investment as long as these are not significantly different from those terms outlined in this report.

1.0 Background to Developing an Investment Strategy and Investment in Specific Property Funds

- 1.1 With central government funding for local authorities on a clear downward trend in both the short and medium term there is a growing need for East Herts to identify new and/or additional sources of revenue income. While the organisation will continue to find new efficiencies and more joined up and innovative ways of

working, greater self reliance in funding will be required if many key services are to be secured.

- 1.2 One means of contributing to that self-sufficiency is via the investment strategy that was agreed in November 2013, utilising some of the council's capital currently held in money market accounts yielding low levels of return, to instead invest in other assets to deliver an enhanced income.
- 1.3 Local Government Finance Rules impose their own set of constraints on what the Council can, and can't do and importantly the council's policy and priorities will also shape our approach. The Council must be satisfied that 3 main criteria are considered and balanced, whatever investments it undertakes. These are Security, Liquidity and Yield.
- 1.4 The Councils governance arrangements are such that the key document which prescribes the types of investment that the Council is willing to invest in, is the Treasury Management Strategy, which is usually presented annually to the Audit Committee for their consideration and agreement. For this year, there has been an additional refresh of the policy and strategy, to take account of the ability to make investments in Property Funds.
- 1.5 The actual selection of specific funds to invest in is an Executive decision, and follows a selection process supported by Capita Asset Services, who also act as our Treasury management advisors.
- 1.6 There are both financial risks and opportunities associated with investment in Property Funds, and Executive Members need to be satisfied that they have considered the risks described and the arrangements in place to monitor performance are sufficient for them to monitor the funds' performance in the short, medium and long term
- 1.7 The Treasury Management strategy allows the Authority to place up to £10m in two funds (so a total of £20m). The funds for these come from Capital receipts already held and are therefore appropriate sources of money that can be invested in these types of assets.
- 2.0 Property Funds – What they are and associated Risks and Opportunities

- 2.1 Property Funds are essentially a form of mutual fund that invest only in property. Any profits produced from the sale of investment units will be reinvested in the fund so that they can be available to buy or lease other properties.
- 2.2 The sales and rental fees on properties that are a part of these funds are paid out to participating investors, the yields are calculated at set periods of time, and will differ from fund to fund.
- 2.3 The Capital value of the fund is also revalued on a periodic basis (at least annually) and depending on the changes of those values, will need to be recognised in the Council's accounts accordingly. The way particular funds are structured will determine how any income is recognised, and also how the Capital value of funds is recognised in our accounts. Specific financial advice is being taken to ensure that we comply with Local Authority accounting regulations.
- 2.4 The Capital value of the funds can both increase and decrease depending on the properties held within the fund. When making a decision to invest, it must be recognised that there is a risk that the Capital Value originally invested could, over a period of time, go down but it is expected over a longer investment period, that this would at least hold its value or increase. It is a risk that prior to investment, Members should be satisfied that is considered fully.
- 2.5 Property Funds are investments that need to be considered over a longer period of time than some other asset classes, typically at least 5 years. This means that the money that is invested and the performance and financial impacts of those investments, should not just be looked at over a short period of time. Any decisions to disinvest money should carefully consider this factor. Fund values may temporarily reduce if, for example, a property is sold to allow the purchase of another property.
- 2.6 Property Funds are not therefore very liquid assets. For most funds the lead in time to take funds out require a minimum of 3 months' notice, which takes account of the fact that the fund needs enough time to allow the sale of any property to be able to pay back the investor. This can be both an advantage and a disadvantage when choosing to invest. If the Council was in a position where it needed to quickly release money, then it would have to wait some months to receive funds back. However, it does also mean the other investors are unable to quickly sell their investments too quickly.

and destabilise the fund.

- 2.7 To mitigate against the risks around liquidity, it is useful to understand if there is a strong secondary market available to be able to sell on any investments should the need arise. This was considered as part of the approach on selecting funds to recommend to Executive.
- 2.8 The Council also needs to recognise that when entering a property fund, there are some entry costs that need to be taken into account. These are required to cover costs such as stamp duty, legal fees and other costs normally associated with purchasing of property. In most cases, funds will charge these at the time of entry into the fund and effectively mean that on Day 1 of purchase, the capital value of the investment is automatically reduced by the equivalent sum of the fees. For example, if a fund charges fees of “Bid price plus 5%”, an investment of £10m will effectively mean that this is worth 5% less (£9.5m) to begin with, if you chose to take your money out the following day. However, the anticipated yields on the investment would then smooth out, and the capital value would be expected to return to full value over the term of the investment if the fund performs as expected.
- 2.9 The investment the Council is making would yield monies in two ways, actual yields on the investment as well as expected increase in Capital Value over the life of the investment in the longer term. This is why the investments need to be considered as longer term investments of several years and not short term investments.
- 2.10 By handing over money to the fund, the Council has no control over what property the fund buys, so can not dictate that this should be within the bounds of East Herts or the type or specifics of properties to be bought.
- 2.11 As investors, the Council would receive quarterly updates of fund performance and would need to ensure the financial implications of these are considered as part of the overall Councils financial monitoring.

3.0 Selecting Specific Funds

- 3.1 To select appropriate funds, officers engaged Capita Asset Services to assist in the selection process and to provide specific accounting advice on the funds.

- 3.2 Initially, outline criteria were established to determine appropriate funds that were available, and would be both legal for the Council to invest in, and were open to accept funds from Local Authorities. Additional criteria were also agreed to ensure that the funds were of sufficient size (over £100m in total) so that the Council would not become too dominant an investor and bear greater risks than necessary, by investing up to £10m into the funds. It was also agreed that the funds should be UK based.
- 3.3 The 11 funds that were long listed were considered on an objective basis, and were scored and ranked according to their performance yields over 3 months, 1 year, 3 years annualised and 5 years annualised as well as fund size. Although past performance cannot guarantee future performance, the fact that this was considered over a 5 year period gives an indication on the stability of funds, their ability to change to factors in the market and gives some reassurance of their ability to manage risks.
- 3.4 The top 6 funds were then invited to fill in a more detailed questionnaire that covered a number of areas that the Council wished to consider, including (but not limited to):
- The types of property held (geographically, sector, size)
 - Net rental income
 - Void rates and void policies
 - Availability of secondary markets
 - Typical lease lengths
 - The size and experience of the team managing the fund
 - How they manage risk
 - Reporting arrangements
 - Fund forecasts
 - Transaction costs
 - Fee structure
- 3.5 All of the factors above have an impact on the potential performance of the fund.
- 3.6 This short list was further shortened, so that 4 funds were then interviewed to probe in more detail the answers to the questions. To reduce the 6 potential funds to 4, an objective analysis was completed weighted 40% against “fund return criteria” and 60% to “quality criteria”. These criteria included:

- Outperformance against benchmark (so a fund with a net return on or above the benchmark score higher than those below)
- Total expense ratio (total fund costs as a proportion of total fund assets, excluding entry/exit fees)
- Investor diversification (those with a more diverse level of investors scored higher, due to the availability of a secondary market)
- Gearing (both gearing ratio and maximum gearing, where lower gearing created a higher score)
- Fund size (larger fund scored higher)
- Stock (Higher scores for lower void rates, a good spread of lease lengths and cash holdings)

- 3.7 The final 4 were then interviewed on one day by 2 officer representatives (Director Finance and Support Services and the Accountancy Manager) and 2 Councillors (Portfolio Holder for Finance and the Leader of the Council) as well as 2 representatives from Capita.
- 3.8 These interviews consisted of a presentation from the fund managers (or their representatives) and then each fund was asked the same set of questions to ensure fairness and transparency in the selection process (if they hadn't already covered the information in their presentations.)
- 3.9 The answers given were then independently scored by the 4 Council representatives and the 2 funds with the highest average scores are recommended in this report.
- 3.10 In **Essential Reference Paper B** the questions that were asked of each fund manager are included.
- 3.11 **Essential Reference Paper C (Private and Confidential)** shows the average scores for each fund. A summary of the answers of the two highest bidders is also included.
- 3.12 Executive are therefore recommended to agree that funds be placed with "Lothbury Property Trust" and "Hermes Property Unit Trust" as soon as possible. It should be noted, however, that the lead in time that was advised at the time of interview was that investment may not be possible for at least 9 months. The panel scores, however, reflect that despite this long lead in time, it is felt that given that these are longer term investments, that it would be better to wait to place money in these funds at the first available

opportunity.

- 3.13 Given the length of lead in time, East Herts will need to be satisfied that no changes in legislation detrimentally affect the placing of these funds. Executive are therefore asked to delegate the decision to the Director of Finance and Support Services, in consultation with the Portfolio Holder for Finance that they are satisfied at the time of placement of investment, that the Council is satisfied that it has the powers to make these investments and is clear on the financial and accounting implications of doing so.

4.0 Implications/Consultations

- 4.1 Information on any corporate issues and consultation associated with this report can be found within **Essential Reference Paper 'A')**.

Background Papers

None

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ESSENTIAL REFERENCE PAPER 'A'

Contribution to the Council's Corporate Priorities/ Objectives	Ensuring that the Council has sufficient resources in the medium to long terms to run its priority services covers all aspects of the Corporate Objectives.
Consultation:	None required.
Legal:	At the time of placing any money with a property fund, the Council must ensure that the most up to date legislation is considered given the potentially long lead in times before money can be placed.
Financial:	The financial implications are laid out within the report
Human Resource:	It is not anticipated that there are any specific HR implications
Risk Management:	This report highlights the risks around investing in Property Funds and careful consideration of those risks needs to be undertaken when deciding whether to place money in a fund.
Health and Wellbeing	Investment in property funds do not have any specific impact on the Health and Wellbeing of East Herts.

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The following is a summary of the questions that each Fund Manager was asked:

1. What are the strengths and opportunities stemming from the portfolio of stock that you currently hold?
2. What are the weaknesses and threats stemming from the portfolio of stock that you currently hold?
3. How much do you currently have to invest in the market? What sort of stock are you targeting with that investment amount?
4. What are your policies in purchasing new properties, including due diligence, and what is the extent of the team involvement in the process?
5. We understand that there is a lead in time before our funds will be accepted, can you explain what this period is and what the process for this is?
6. Please explain how I would exit the fund and how the secondary market works?
7. What will the entry cost be on an investment of £10m?
8. Do you foresee any changes in your approach to investment in the next few years?
9. What changes to the fund value do you foresee over the next 12 months? Are there any pending significant changes?
10. Are there any particular development opportunities within your current portfolio?
11. Where do you see the Property market going in the short to medium term?

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