



# *White Colne*

## *Village Design Statement*



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# 1. Introduction

## 1.1 Scope and Purpose

This Village Design Statement (VDS) describes the physical and social character of White Colne. It seeks to give a clear statement that defines our community and how we, its residents, value our natural and built environment.



Village sign, Colneford Hill

The scope of the VDS covers the parish of White Colne, which lies in the north of the county of Essex and in the east of Braintree



White Colne and Surrounds

District (BDC coloured green on this map). It covers an area of 593 hectares or 1466 acres, with a population of about 500. Within local government, it forms part of The Three Colnes Ward; at national level it is within the Braintree constituency.

To the east of White Colne lie parishes within Colchester Borough (CBC coloured grey).

The purpose of the VDS is to:

- ✓ influence development, but not prevent it
- ✓ assist property owners and developers in creating plans and designs which are acceptable to our community
- ✓ promote the use of appropriate building and landscaping materials
- ✓ help protect heritage buildings and landscapes
- ✓ protect and improve open spaces and the street scene
- ✓ ensure conservation and protection of the community's valued qualities, characteristics and identity
- ✓ assist Braintree District Council and other agencies, including the Parish Council, in their determination of planning applications or environmental issues.

## 1.2 Consultation and Development

The VDS process began in October 2008 when a number of residents formed a Steering Group. This group and other residents have given over 1400 hours of time to the project.



The VDS has been developed through extensive consultation with the community. This included a number of public meetings, events and presentations, and a detailed questionnaire which was completed by 50% of the adult population as well as some younger residents.



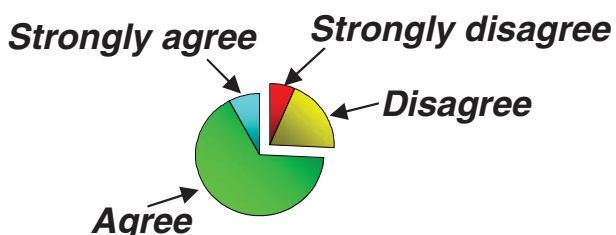


The success of this consultation enabled the Steering Group to formulate assessments of:

- ✓ the different character areas and special features of the parish
- ✓ the evolution and characteristics of the various built environments
- ✓ the concerns and aspirations of residents for our built and natural environments.

In this document, where appropriate, the balance of opinions derived from the completed questionnaires is shown as a pie chart and accompanying statement.

The key to all pie charts is the same. There are a maximum of four segments coloured as follows: blue (strongly agree with the statement), green (agree), yellow (disagree) and red (strongly disagree).



The pie charts do not include returns where an opinion was not given.

The key to the pie charts is repeated on each page in the following sections.

The Design Statement also includes important recommendations to guide residents, and those wishing to develop sites within the parish, on the scale, design and character of future developments. These recommendations or Guidelines are grouped under key headings in section 6.

### 1.3 Planning Policy Context

As this Design Statement is being finalised (August 2010), national planning policy is undergoing considerable change. The current coalition government has revoked the Regional Spatial Strategy East of England Plan which sets out regional policy and established targets for Braintree District in relation to the provision of new housing, jobs and gypsy, travellers' and travelling showpersons' sites.

A further important development is the change in June 2010 to Planning Policy Statement 3. This now excludes residential gardens from the definition of previously developed land ('brownfield sites') and has deleted the requirement for a minimum development of 30 dwellings per hectare. The government's Chief Planner stated: ***"Together these changes emphasise that it is for local authorities and communities to take the decisions that are best for them, and decide for themselves the best locations and types of development in their areas."***

New government planning policy is expected to be announced later this year. In the meantime it is still appropriate to include a brief outline of BDC's current thinking, contained in its Draft Core Strategy, as it affects our village.

- Settlements within the District are defined in order of size, function and importance. This has an impact on the scale and types of development which may be acceptable within each of them:

- ‘**Main Towns**’ such as Halstead
  - ‘**Key Service Villages**’, e.g. Earls Colne
  - ‘**Other Villages**’, which includes White Colne within the Village Envelope
  - ‘**Countryside**’, which includes the remainder of the parish
- BDC wishes to preserve and enhance the character of the rural heartland of the Braintree District, its countryside and villages, by supporting development that is needed to make settlements and the rural economy sustainable and protect and enhance the natural environment.
  - Most new housing in the District will be within or adjacent to the Main Towns, with some additional development in the Key Service Villages, particularly regeneration sites identified in Sible Hedingham and Silver End. A review of existing sites indicated the potential for around 250 new dwellings in the Other Villages between 2010 and 2026 of a scale and type to cater for purely local needs.
  - In Other Villages, developments which deliver affordable housing, local employment and improvements to local services will be appropriate subject to their local impacts. The strategy includes a target of 40% affordable housing provision on developments of over five dwellings or on sites of over 0.16 hectare in rural areas.
  - The open countryside between the Main Towns, Key Service Villages and Other Villages should be kept undeveloped.
  - Development will only be acceptable in the countryside where it would have clear local economic benefits, support needed services and promote local environmental quality. Biodiversity and the special character and attractiveness of the countryside will be protected, preserved and enhanced.
  - Outside the villages, development will be severely restricted, except when needed to support traditional land based activities. These include agriculture, forestry, leisure and recreation based uses, which require a countryside location.

- Development should be well related to existing patterns of development and of a scale, siting and design sympathetic to the character of the rural landscape.
- Environmental enhancement initiatives, including broadening public access and protecting/improving biodiversity will be supported and encouraged.

With regard to rural employment, the Core Strategy seeks to maintain the viability of agriculture, small businesses, farm diversification and rural tourism and seeks to expand rural enterprise in line with the recommendations of the Essex Rural Commission Report in 2009.

Within the constraints of protecting the countryside and environment, there is a need to secure a sound sustainable future for the rural economy, which continues to contribute significantly to the economy of the District as a whole through tourism, agriculture and local small businesses.

The full draft Core Strategy is available on the BDC website.



**White Colne Parish Council** adopted the VDS in May, 2010. This formal statement of residents’ views and aspirations for the parish will be a significant influence on the Council’s consideration of planning issues and on its comments on planning applications to BDC. The VDS was adopted by **Braintree District Council** in September, 2010 and will be a material consideration in the determination of planning applications.

**All households in White Colne received a copy of the Design Statement in November 2010**



# 2. Village Context

## 2.1 Landscape & History

White Colne is the smallest of the four villages which take their names from the river which forms the southern boundary of our parish. It is an ancient parish, mentioned in the Domesday Book, and part of a wider landscape rich in history:

- to the east lies Colchester, Britain's oldest recorded town
- to the west, Earls Colne, one of the best recorded villages in England
- to the north, the Stour Valley made famous by artists, Constable and Gainsborough
- and all around the heritage of the wool trade which brought prosperity to Essex, Suffolk and indeed the whole of England in the 15th and 16th Centuries



The Colne Valley, as we see it today, is the outcome of millions of years of natural evolution and thousands of years of intervention by man.

The visible geology of this part of Essex resulted from periods of glaciation, which spread silts and clays across the landscape, and subsequent erosion of these glacial layers by the River Colne. Since the Anglian Glaciation, almost half a million years ago, the river has been inching its way through the layers of sands, gravels and clay producing a soft, gently rolling landscape typical of this area of North Essex and Suffolk.



These raw materials, along with wood from ancient forests, provided the means of construction for many of our older buildings - red brick, clay tiles, wattle & daub and timber for frames and cladding.



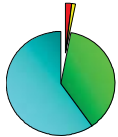
Today, White Colne's population numbers about 500 (2001 census 480 in 179 households), with about 75% living in or close to the Village Envelope. This is not the oldest part of the parish, as some of the earliest development took place around the church about 1 km north east of today's village centre.

The name White Colne derives in part from the river and from a tenant of the manor of Colne, shown in the Domesday Book as Miblanc. He and six other tenants occupied the area that now makes up our parish. The manor belonged to Aubrey de Vere, brother-in-law of William the Conqueror, and formed part of his reward for service to William during the conquest.

Administratively, White Colne was part of Lexden Hundred and is recorded as the smallest village in the Hundred. The parish was subdivided into five manors, known today as Berewyk Hall, Bart Hall, Insteps, Baggarets and Colne Park. Along with the church, these are the earliest recorded buildings in the village, although parts of St Andrew's Church are the only surviving structure. Other buildings recognisable today began to appear in the 14th Century along Colneford Hill with later additions giving the highest concentration of listed properties in the village and some fine architectural features, including this gettting at Colneford House.



In fact, Colneford Hill has only been part of White Colne since 1985 when parish boundaries were redrawn and all the properties on the western and eastern sides of the Village Green were absorbed. This change caused a large jump in population, from 273 in 1981 to 445 in 1991. The river, now forming the southern boundary of the parish, enables us to keep our separate identity, which residents wish to retain.



**The village should keep a green area around it to keep it as a separate entity**

Extending eastwards from the Green along Colchester Road is the other major residential area containing an appealing mix of traditional and more modern building styles.



Historically, White Colne's economy has been heavily dependent on agriculture and cottage industry, although the gas works located just west of Colneford Hill provided some industrial employment in the 19th Century. Improved communications, with the turnpiking of the main road in 1765 and the arrival of the railway in 1860, increased the mobility of the resident population, opening up employment opportunities in Halstead, Colchester and beyond.

The railway, and our station, was an important local link in the supply and storage of munitions to nearby airfields during WW2, but thereafter improved road transport of both passengers and freight saw a long decline in

*White Colne Station, 1947*



demand and the closure of the line in 1965.

The former station and stationmaster's cottage are now our village hall, the only focal point for indoor village activities in the residential area. The Hall's outdoor play area, the Village Green, White Colne Meadows and the local network of footpaths are important places for individual recreation and community activities.

## 2.2 Important Definitions

A brief explanation of some of the terminology used here might be helpful.

The historical significance of much of the village was recognised by Braintree District Council in 1969 by the inclusion of Colneford Hill and part of Colchester Road in the **Earls Colne & White Colne Conservation Area**.

A **Conservation Area** is defined as an area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance. Designation gives control over the demolition of buildings and imposes more stringent planning approvals for new developments and many alterations or additions to existing properties. It also prevents the felling and lopping of any trees without the permission of BDC.

Most of the residential core of the village is covered by the **Village Envelope**. This was defined by Braintree District Council in 1985 as the area within which development is accepted. Outside the envelope, development is not permitted except in certain defined circumstances. The purpose of this is to prevent encroachment of the village onto open countryside. Development within this area, but outside the Conservation Area, is subject to normal planning rules and requirements.

**Listed buildings** are defined as of special architectural and historic interest. They require Listed Building Consent for any works affecting the character or appearance of the inside or outside of the property. The list is held by English Heritage but the day to day operation of the advisory and approval process is the responsibility of BDC. In White Colne, there are three Grade 2\* buildings and 25 Grade 2.

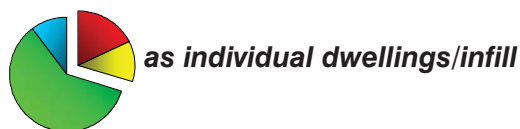
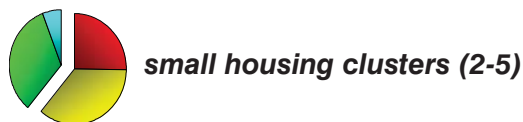
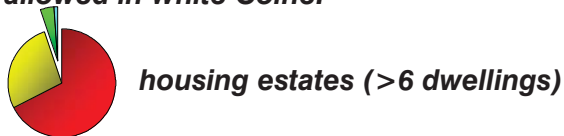


## 2.3 Character

Today, White Colne remains a small rural community offering a diverse mix of people and housing - long term residents can trace their families back many generations within the Colne Valley and North Essex, while others are recent arrivals. Residents are drawn to the village by its attractive environment and proximity to larger centres providing employment and services.

The village has grown and incorporated buildings of different styles and construction giving a pleasing diversity while retaining its historic character. The questionnaire demonstrated residents' concerns that inappropriate new development would adversely affect the mix of housing stock and the character of the village. Backland development was not supported - not shown in the chart but less than 50% were in favour.

### ***New residential development should be allowed in White Colne:***

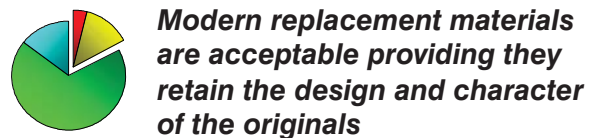


### ***If residential development is permitted, the following types of housing are needed:***

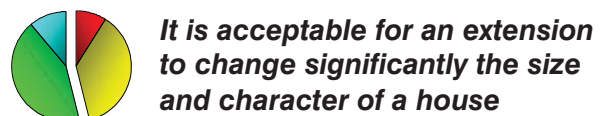


Over 80% of responses, however, supported innovative design and use of modern materials in new developments, within the constraints of Conservation Area requirements, listing and village character overall.

Changes to existing properties were also addressed in the questionnaire. While opinion on what constitutes improvement can be very subjective, there was support for changes which did not undermine the existing character. This applied to changes to materials, such as replacement windows, and to developments which combine two or more existing dwellings into one.



Fewer residents favoured large extensions to properties which could alter their character although the majority thought this acceptable.



While the majority of the residential development is located within the Village Envelope, the density is relatively low. The oldest properties in the village, on Colneford Hill, are arranged as two terraces fronting the pavement, but many are large properties with extensive rear gardens.

Elsewhere, the mix of terraced, detached and linked houses are sometimes close to the road but often set back with boundaries defined by a range of natural or built treatments.





Residents' views on the types of boundaries were more diverse, accepting a mix which seems to reflect the character of the village, although the strongest preference was expressed in favour of the use of native species as hedging.

**The following boundary treatments are most appropriate to the street scene:**



**hedging**



**walls or fencing**



**railings**

This variety of buildings and boundary treatments, with open spaces such as the Village Green and The Meadows, gives the village its rural character and demonstrates its evolution over many centuries.

## 2.4 Community

The cottage industries, which once were the lifeblood of the community, continue with the modern equivalent of working or running businesses from home. Today, other employment within the parish is limited to agriculture, retail and service industries located on several small sites outside the residential area.

As a small community, and in common with many others, the village without employment is not self-sustaining. The 2001 Census showed that most residents in employment travelled outside the parish to work, on average nearly 28 km. Our survey showed nearly 40% of employed residents working within the village, mostly working from home.

Potential solutions to enable the village to become more self-sufficient are to allow it to increase in size or to relax restrictions on development. This could ease the pressure created by the majority of new development

only being possible within the existing envelope. Residents were asked to consider the following three options:



**Community spirit would be improved by expansion of the village**



**Development should be allowed outside the Village Envelope**



**The Village Envelope should be extended to allow further development**

A frequent response to the question "What do you like most about living in White Colne?" was the village's community spirit. It was felt strongly that development must not impair those features of the village which promote this community feeling.

There is also strong support for an extension of the Conservation Area to preserve the essential character of the village. When asked whether the existing Conservation Area should be extended along Colchester Road, either a) as far as Chalkney House, or b) to include all of the Village Envelope, 64% supported option a) and 71% of respondents supported b).

Taken together with the overwhelming response to retaining a green area around the village, these results demonstrate the strong feeling to resist wholesale change, or even incremental change, to the community's existing size and character.

While most people think of the village as the "built up" area bordering the A1124, the parish is much more. In terms of area, the Village Envelope and adjacent residential properties account for only about 2% of the parish, although they house almost 75% of the population. Roughly 60 - 65% of completed adult questionnaires came from the residential core of the village, broadly in line with the population split. Section 5 looks further at residents' perceptions of the village and parish today.

# 3. Character Areas

Today, much of White Colne appears as a linear development, stretching from the river crossing in the west, along the A1124, Halstead to Colchester road. This, together with smaller areas of development in Colne Park Road and Bures Road, forms the residential core of the village. Elsewhere, the parish is predominantly agricultural, with two small concentrations of properties around the church and at Whites Farm, and other scattered residential and commercial development.

The parish is divided into four areas which have been identified by the Community Design Group as having distinctive character and features:

- **Colneford Hill, Colne Park Road and the Village Green**, within the Conservation Area
- **Colchester Road**, eastwards as far as Bures Road, within the Conservation Area
- **Colchester Road, Bures Road and Colne Park Road**, outside the Conservation Area but in or adjacent to the Village Envelope
- the remainder of the parish, **the Outlying Areas**, which are grouped together and treated in one section.

## 3.1 The Conservation Area

### 3.1.1 Colneford Hill, Colne Park Road and the Village Green

The river forms the parish boundary and divides White Colne from its larger neighbour. Approaching from Earls Colne, the view ahead is of a typical old English village with a diverse range of properties surrounding a large, triangular Village Green. This area of the village contains the majority of listed buildings



in White Colne, 18 properties in all, with a further six in the Colchester Road part of the Conservation Area.

Here there is a great contrast of styles and ages of property. Those to the east of Colneford Hill are all old, in their original forms dating from between the 14th and 19th Centuries. Properties on the northern edge of the Green show a similar mix of ages, while to the west, in Colne Park Road, buildings are generally 20th Century.

There are simply too many properties here to enable individual detailed descriptions of them all. Rather, we will try to capture the overall character of the area and use specific examples as appropriate. We will start with Colne Park Road, to the west and north of the Green, then work from the river up Colneford Hill to Colchester Road.

The northern limit of the Conservation Area is defined by the line of the disused railway. Approaching from the north, the road is narrow, constricted by the brick railway abutments, which combined with the sharp rise in ground level serve to conceal the Village Green from the approaching traveller until the last moment.

The first properties are a mix of old and new - a 20th Century, yellow brick detached house in an elevated position, and an older cottage, recently renovated, are dominant. Partly concealed behind a brick wall and timber fence is Yew Tree Farm, a two storey rendered property and its associated farmyard and outbuildings.

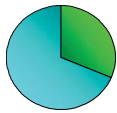
Once past these properties, a wonderful view over the Green emerges.



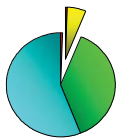


There are half a dozen houses bordering Colne Park Road enjoying similar views to this.

The Village Green and its surrounding properties are the landmark feature of White Colne and are highly prized by residents responding to the questionnaire. When asked to rank village amenities in terms of their importance for maintaining a sense of community, the Village Green ranked second.



***It is important that the extent and character of the Village Green is retained***



***Historical elements of our village landscape should be protected from damage by road users – e.g. Boley Road and the Village Green***

The first property bordering the Green on Colne Park Road is a large detached house which has been renovated. Next is a new barn-style development. Both are attractively finished, one with typical render and red tile roof, the other of black weatherboard and red pantiles. The frontages of both are framed by natural hedging and trees.

7 Colne Park Road is at present a vacant plot awaiting construction of two detached properties. The two neighbouring modern bungalows and a 19th Century detached house are set back on their plots. Long, attractive front gardens, discrete boundary hedges and walls and low roof lines are features of this side of the Green increasing the sense of spaciousness. This contrasts with the properties along Colneford Hill which are either built very close to the road or have high walled or fenced boundaries.



On the eastern arm of Colne Park Road, properties have commanding views over the Green towards the river. The mix of a detached cottage, a Victorian red brick terrace



and Grade 2 Listed semi-detached medieval hall house gives a pleasing appearance to this short road.

Looking northwards up Colneford Hill from the river bridge, to the left of the road, is a grass verge with views over the water meadows forming part of the green separation from Earls Colne. This is followed by an access road to the water treatment works and an informal car parking area. There is a small development of three new terraced houses and a refurbished detached cottage.



To the front of the terrace bordering the road is a small brick building, believed to have been a valve house for the gas works which once operated on this site.

Tucked away behind these houses, accessed by a narrow driveway, are three further new properties - two detached and one first floor flat over a parking area. Finally, before the junction with Colne Park Road, are two 1920s semi-detached houses, of red brick, yellow render and slate roofs, set further back from the road behind enclosed gardens and another informal area currently used for parking.

All other properties on Colneford Hill are to the east of the road and offer a sharp contrast in age and style with properties to the west. Before these, the river and the grass field to the right provide a break in the built up area and

separation from Earls Colne, whose properties border the river on the far side.

Bridge House, a large timber framed, red brick and rendered building, is the first of a continuous run of listed properties stretching almost to the top of Colneford Hill. Originally 17th Century, with



18th Century additions, Bridge House has had extensive modern alterations. To the front of this house, and extending as far as 34 Colneford Hill, is a flood protection wall, mainly of brick and reinforced concrete, 1.2 metres high with access points to each property guarded by solid wooden or removable gates. The barrier extends to the side and rear of Bridge House as a grass covered clay bund.

12 Colneford Hill, formerly The White Hart coaching inn, is timber framed, brick and



render dating in part from the 14th and 16th Centuries, and has retained the large coach gates leading to the rear of the property. The next property, a smaller two storey rendered cottage has a grey slate roof which looks incongruous amid the red peg tiles of surrounding properties. The last property in this terrace was originally two mid 18th century cottages, and has retained its two doors onto the street.

Dividing these properties from the remainder of Colneford Hill is a short driveway which is also a public footpath, part of the Colne Valley Path, leading to the water meadows.

22-32 Colneford Hill, were originally a series of three open hall and cross wing houses. Each of the cross wings (numbers 22, 26 and 30), the gable ends in the picture, dates from the 14th Century, although their associated open halls were all rebuilt in the 16th Century. All have been modified over the years and today present a series of varied and interesting styles, finishes, doors and windows.



This variety is continued in the 17th and 19th Century cottages (numbers 34-38) which complete the terrace. Adjoining the last property is a high brick wall which surrounds the grounds of Colneford House.

Listed Grade 2\*, Colneford House is one of the most significant properties in the village. Parts date from the 15th, 16th and 17th Centuries and the decorative pargetting has been described



by English Heritage as the best example from the 17th Century in Essex and among the best in the South East.



This photo was taken between 1915 and 1935. The pargetting is illustrated on page 4.

A former stable or barn in the grounds of Colneford House is also listed Grade 2.

This completes a fine collection of buildings adjoining the Green, which together form the architectural heart of our village and give it its unique character.



### 3.1.2 Colchester Road to Bures Road.

Colchester Road is a ribbon development of older properties with modern infill. In some cases this has led to a rather overcrowded appearance, particularly on the southern side. On the north side, the older properties tend to be larger and set further apart. This has also led to infilling with more modern properties. Most of these blend in well through the use of sympathetic materials and design although there are exceptions.

Properties on the northern side are above the road while on the south they are set down following the slope of the valley down to the river.

On the southern side, set back behind Colneford House and 2 Colchester Road, in a backland development, is a group of three properties, accessed over a gravelled drive and screened from the road by high wooden fencing and trees.

2-6 Colchester Road, a pair of semi-detached properties is listed Grade 2. The original 18th Century double range is timber framed and



plastered with handmade peg tiles. Several later additions are of painted brick and

slate roofs, one of which was used as a shop for many years.

Numbers 12-18 form a row of small rendered terraced cottages, set well back from the road, in contrast to number 20, a detached rendered property, which abuts the narrow pavement.

Numbers 22-26, a small Grade 2 listed terrace, are also set back down the slope behind a parking area and old brick cart lodge. These cottages are originally late 16th Century with later additions to the rear, timber framed, plastered with hand made peg tiles on a gambrel roof.

On the northern side, on the corner of the Village Green, 1A and 1B Colchester Road are old semi-detached, brick properties with distinctive lancet windows, well screened by long, mature front gardens. Until 1874 this



building housed the Colnes United British School and later is believed to have been the Quaker Meeting House.

Continuing on the northern side, the mix of old and newer properties at one time included the village post office and the last pub in the village, The Kings Head, which closed in 1997. In front of this stands a traditional red phone box and traditionally styled wooden bus shelter.



The largest property along this stretch is number 25, Grade 2 Listed, possibly 18th Century, timber framed and plastered under a red tile hipped roof. It stands well back from the road behind a formal garden and heavily eroded soft red brick wall.

### 3.2 Colne Park Road, Bures Road & Colchester Road East

The remaining parts of the residential core are the short stretch of Colne Park Road to the north of the disused railway, the southern end of Bures Road and the remainder of Colchester Road, all of which are in or adjacent to the Village Envelope.

The short section of **Colne Park Road** lying within White Colne is a mix of housing and open fields used mainly for animal grazing. Development in this area is predominantly 20th Century, the main exception being the remains of the 19th Century railway - the brick abutments for the bridge (now removed) and the embankment - which carried rail traffic between Chappel and Haverhill.



To the west of the road, rough and neglected steps lead up onto the embankment where the track bed is now an attractive concessionary footpath along the valley to Earls Colne and Colne Engaine. East of the road the overgrown embankment

is not currently accessible. To the west of the road are three pairs of semi-detached houses, set back from the road with small front gardens, facing an open field with views towards The Meadows.

Opposite these is a brick bungalow set back on a good sized plot with a brick wall and substantial Leylandii hedge boundary. Lastly, a group of characterful agricultural buildings largely hidden by a high bank and hedge are now used as an animal sanctuary.

The road here is single track for about 50 metres and evidence of erosion by traffic is clearly visible in the earth banks on either side. The parish boundary runs behind the remaining properties in Colne Park Road which are within Colne Engaine parish.

The turning into **Bures Road** from the A1124 is narrow and constricted by brick garden walls bounding Colchester Road properties.

The road rises steeply past the Village Hall, formerly the station building for the Halstead &



Colne Valley Railway, dating from the 1860s. The original part was built in an attractive mix of red brick and pale stone,

the later addition in red brick, with slate roof. The porch-like structure facing the road was originally the ticket window. As part of an extensive refurbishment programme, uPVC windows and doors have replaced the original wood. Behind the hall are car parking and play areas. When the railway was in operation, the platform was on the opposite side of Bures Road running alongside a private lane to the Chalkney Rest Home. Three modern (1980s) brick detached houses now occupy the former railway platform and gravel yard area.

Beyond the Village Hall, there is an attractive, tree lined, gravelled path leading to the allotments and The Meadows. Thereafter, high hedges border the narrow road with two houses set back on the right and Hill Farm on the left. Hill Farm is a red brick house with slate roof, contemporary with the station building, built to replace the original farmhouse in Colchester Road cut off by the railway. The farm is now a smallholding and certificated site for touring caravans. The adjacent stable block is also of soft red brick build with slate roof and attractive red tile finials.

**Colchester Road**, the A1124, is the main traffic route through the village. The development along the road is a mixture of different sizes of family homes, a commercial development and a residential care home. Properties range in age from early 19th Century to modern houses in a range of styles. Properties are detached, semi-detached and terraced. Most properties are two storey, but with some chalet style houses and a few bungalows.

Many of the properties are set back from the road. Those on the south side tend to be lower than the road and on the north higher, due to



the slope of the ground down towards the River Colne which runs roughly parallel with the road to the south. The focal points tend



to be the properties that are nearer the road and those which are less well screened by trees, hedging or walls.

The village gateway and Fox & Pheasant are described in the following sections.

The approach to the village is through open farmland, arable to the north and grazing to the south. Some fields to the south are used as a touring caravan park and the annual Aldham Rally is held here in June. The first building is a prominent commercial development, formerly a filling station, of painted block work with a corrugated roof. The forecourt is largely used for van sales and the development overall has a highly visible impact (see section 4.2).

Next to this is a listed thatched cottage. Its prominence is due to its proximity to the road and its individual and appealing style.

An inconspicuous terrace of cottages from Fox & Pheasant Cottage to York House are



set well back and set down from the road. They are a mixture of render, half timbered, painted flint

and soft red brick. The roofs are also a mixture of slate and peg tile. All have chimneys. The drive-ways are of shingle, tarmac and concrete. Boundaries are of native hedging and red brick walls. Views beyond these houses are of the historic Chalkney Woods.

On the north side of the road as you enter the built up part of the village are six pairs of similarly styled houses. Although well set back and screened by native hedging to the front they form a highly visible entry to the

village where the fields finish and the housing starts. These properties are mostly rendered with pan tile hipped roofs.



The pavement to the north side has recently been extended to Chalkney Garage but on the south side does not continue for the whole length of the road. In places even where the footpath exists it is very narrow and easily overgrown by the adjacent vegetation.

Most of the older buildings are parallel to the road whilst two of the more recent developments are 'gated style' clusters of houses around common access ways. These developments, numbers 92-98 and 69-75 are all individually designed and use a mixture of sympathetic materials and finishes - brick,

weather board and render with a variety of roof coverings. The driveways are of shingle and tarmac and to the south of the road there is a



flint and brick boundary treatment, while to the north native hedging screens the properties. The mixture of designs does not necessarily match other historic styles in the Colchester Road area.

Further along the north side are two older properties and a modern detached house (Yew Tree House) with a cart lodge garage to the front. Behind Yew Tree House are two properties and adjacent to it are two pairs of chalet style houses. The brick used in these is a machine made type. The roofs are concrete tile. These properties are quite prominent as most do not have well established screening to their front boundaries.

Chalkney House, now used as a care home, is a substantial mid 19th Century house of yellow stock brick with many historic features, including a distinctive belvedere. It has two 21st Century extensions to the side and rear and a modern

detached bungalow to the front. The main house is set well back from the road and screened from view by mature trees, including an impressive Western Sequoia, and lawns to the front.

Two large, detached 20th Century houses now occupy land which originally formed the orchard to Chalkney House. The grounds of these three properties for many years formed a leafy green break in the linear development along the road. The garden of number 41 has been cleared of trees and shrubs in anticipation of redevelopment of the site, for which outline planning permission has been given. Tree Preservation Orders have been placed on the trees in the grounds of Chalkney House and Coney Byes. The frontage of Coney Byes is made up entirely of wooden fencing and hedging, access being from the rear along a private lane off Bures Road.

A row of colourful railway workers cottages, rendered or weather boarded with slate roofs, and a former bakery complete the northern development up to Bures Road.

On the south side the most prominent feature, because of its closeness to the road, is the white painted, two-storey former coal merchants. Properties behind it and to either side are of mixed size, style and age. Great views of the Colne Valley are seen between the houses and over the roofs of some.

A small development of four new houses built in 2008 are of white render and brick with slated roofs. They lack chimneys and are made more prominent by immature hedging and white aggregate parking areas.

Buildings of note are the former Baptist chapel,



being a red brick house with slate roof, and the listed thatched Orchard Cottage.

There is no street parking provision on the main road. Most houses have off street parking and gardens sufficiently large for parking to be well screened. Exceptions are where gardens are small or the slope of the land does not permit vehicular access further into the plot.

As well as views over and between the houses to the river and woods beyond, the water meadows footpath accessed from the drive to Chalkney Mill takes the walker through this attractive landscape. The two former gravel or sand pits adjacent to the mill driveway are now fishing lakes. The landscape although managed has a natural quality, contrasting with the farmed land on the other side of the river.



There are important features such as the rare breed cattle grazing the meadows. The cricket



bat willows have a commercial albeit traditional use and enhance the landscape as well as helping to sustain the wide diversity of wildlife, birds, flowers, insects and mammals.



Some properties on Colchester Road have gardens extending down

almost to the river. Hedging is the predominant boundary treatment although there are various wire-based and boarded wooden fences to the bottoms of the gardens. The extent of the gardens varies producing a 'jagged' effect in places. There is the backdrop of Chalkney Woods, the meandering river and the high voltage electricity pylons, which are ever-present in distant views of White Colne.

The rear elevations of many of the houses to the south side of Colchester Road are quite visible from the footpath. They tend not to be screened to take advantage of the view.



### 3.3 Outlying Areas

With the exception of areas around the church and Whites Farm, development outside the Village Envelope is dispersed. Many of the older properties have agricultural origins - farmhouses or farm workers' cottages. Some of the larger properties can trace their origins back to the manor houses recorded in the Domesday Book although structurally little remains of these medieval buildings. Nevertheless, there are several significant listed buildings and some fine architectural features within the outlying parts of the parish.

The landscape is typical of North Essex - large fields given over to arable farming, but with some cattle and sheep rearing, orchards and small areas of woodland.

**Bures Road (north):** The northern parish boundary is formed by Cambridge Brook running east-west just beyond Whites Farm. This area is part of the original White Colne and early maps show the village green marked here.

Approaching White Colne from the north, there are arguably some of the loveliest



views in the entire area, of the Whites Farm community which sits among the regimented rows of fruit trees that still

cover parts of the Cambridge Brook valley. This is still a commercial fruit growing area, but smaller than the previously extensive apple and pear orchards.

Bures Road, running south from the parish boundary, initially is narrow and has restricted visibility but widens as it passes Whites Farm. It is subject only to the national 60mph speed limit.



The farm is now a diverse business (see section 4.2) and presents an attractive cluster of redeveloped farm buildings and the original farmhouse bordering the right side of

the road. The house is imposing with rendered walls and peg tile roof, currently open to the road but with an immature evergreen hedge.

Facing the farm, but partly obscured by mature hedging, is Orchard House, red brick with a distinctive Dutch style roof, dormer windows and an interesting timber beamed, open lobby on a brick base. Two pairs of red brick semis, with peg tiles and dormers, are set back and open to the road. Each of these has been extended to the side giving a degree of individuality. Pannells Farmhouse, the last in this short stretch is a rendered property, hidden from the road by high hedging to the frontage.

Continuing south, Molens is a large detached rendered property with dormer windows, a peg tiled roof and adjacent weather boarded barnstyle building. There is a low key entrance to Little Loveney Hall (section 4.2). Hedgerows either side of the road with occasional farm gates and residential properties give this stretch a more enclosed feel.

Morelands Farm is an attractive farmhouse with a distinctive peg tiled roof and prominent chimneys. There is a fenced and hedged frontage with 'in and out' entrances to a gravel drive.



Opposite is the Grade 2 Listed Forge Farm, originally late 17th Century with 20th Century



additions. Timber framed, patterned render and weatherboard, with a hipped gambrel roof of old red plain tiles. There is a

small detached building, formerly the forge, gravel drive and a pond to the front.

Further south are several more modern bungalows and, at the junction with Colne Engaine Road and Wakes Colne Road, Acorn Cottage (previously known as The Vent House) is red brick with a slate roof.

Between here and Boley Road the western side of the road is largely open to the arable farmland while the opposite side is hedged. Some distance off the road, approached down a long access drive, is Berewyk Hall Court, a collection of attractive individual commercial outlets which have been converted from redundant farm buildings (see section 4.2).

**Colne Engaine Road, Daws Hall Road, Brambles Lane & Wakes Colne Road:**

This group of lanes all have ‘protected lane’ status. Colne Engaine Road, running westwards, is narrow and in places sunken below the surrounding fields, which are mainly arable. There are only three properties in the road, Little Catleys, Catleys Barn and Great Catleys.

The first of these is black weatherboard and render, with grey roof tiles and brick chimneys; the second a weatherboard and peg tile barn conversion with a metal chimney stack and velux windows and the third red brick and slate with tall brick chimneys. The last of these, although itself an imposing building, has several derelict outbuildings in its grounds.



Beyond Great Catleys the road passes West Grove, one of the few remaining areas of native woodland in the parish. To the south, there are distant glimpses of the monument in Colne Park above the trees. Where Colne Engaine Road forms the parish boundary, it joins Daws Hall Road, running north east towards Daws Cross. Here is a mix of farmland open to the road and fields hedged in native species.

Daws Hall Road has few properties before it crosses into Colne Engaine. Mannings Farm, hidden down a driveway, is of red brick and slate with a rendered extension, and various outbuildings. A bungalow sits behind hedging adjacent to the gravel drive to Baggarets, an imposing timber framed, red brick, render and peg tile house. This is the second Grade 2\* property in the parish. The adjacent weatherboarded barn is Listed Grade 2.

They are set back behind a lawned garden and native hedgerow. Baggarets, described by English Heritage as “of exceptional quality throughout”, is a 15th and 16th Century two bay hall house and cross wing with many fine features. There is a second, 20th Century, wing and extension. The barn is 17th Century timber framed.



The remaining property in the road to the north of Baggarets is a poultry farm consisting of long low buildings with metal tanks on the roofs visible from the road. The road leaves the parish and intersects a little further on with Brambles Lane which re-enters White Colne at Rye Fenn, an attractive thatched property which lies just inside the neighbouring parish of Bures Hamlet.

The lane narrows, running between high hedges, and passes Brambles Farm, another Grade 2 Listed building. To the left the timber frame is exposed and walls are plastered; the roof is hipped at the left end. The metal windows and porch are 20th Century. To the right, joined to the original farm, is a later red brick structure forming a separate dwelling. This is a working farm with extensive outbuildings, animal pens and storage containers bordering the road.



The next property, Brambles Cottage, sits on the edge of apple orchards. To the front it has a double pitched roof with rendered walls and to the rear a second structure, parallel to the first, is taller with a single pitched roof.

The remaining properties are two detached bungalows, both on large open plots, before Brambles Lane joins Colne Engaine Road just north of Little Catleys.



To the east of Bures Road, Wakes Colne Road runs for a short distance to the parish boundary at Reedings Brook. This is an attractive single track lane bordered by an orchard and hedgerows and by earth banks as it approaches the brook. There are three detached dwellings in this lane of differing styles: Brookfield House is red brick with decorative features similar to other houses in this area, Weirstock Farm is an extended, rendered Victorian farmhouse and Reedings a relatively modern brick bungalow. Bordering the brook, the remaining property consists of extensive stabling and grazing for horses, separated from the road by high fences and metal gates.

**The Church & Environs:** St Andrew's Church is the third of the Grade 2\* Listed Buildings in the parish. Parts date from the 12th Century and include some recycled Roman brickwork. It is the oldest building in the parish although extensively repaired and altered over the centuries. The Victorian spire has recently been re-clad with cedar shingles.



An attractively carved wooden lychgate leads from the road into the small churchyard and war memorial. Adjacent to the church are a number of diverse, individually styled properties.

Glebe Cottage is a detached property, which has been sympathetically enlarged through the addition of a second wing, matching the rendered and tiled materials of the original.

Set back to the north of, but not visible from the road, Berewyk Hall is one of the original five manors which formed the Domesday village. Parts of the present house date from the late 18th Century. Flanking the driveway are two elegant stone pillars.

Little Grange and The Old Vicarage, set back on opposite sides of Bures Road, are both substantial, traditional red-brick properties, the latter much extended in recent years.

Bart Hall, on the site of another original manor, has been considerably enlarged in recent years. The original part of this Grade 2 Listed property dates from the 18th Century, and is timber framed, plastered and roofed with red plain tiles. The extensive modern addition is sympathetic to the older parts of the property.



A new mixed hedge and pond border the road, with a gravel drive leading to wooden farm buildings.

Beyond Bart Hall is a small gravel parking area and footpath leading to a private fishing lake on the eastern parish boundary.

This area around the church is one of the most attractive in the parish; the combination of the churchyard with large, individual properties, in spacious plots along a narrow, tree-lined lane gives it a peaceful, timeless ambience.

At the junction of Bures Road and Boley Road there is another small cluster of properties. The Old School House is a traditional Victorian red brick building adapted for residential use with



modern extensions. Next door, fronting Bures Road, The Ley House, is contemporary with and similar in style and materials to the Old School. It has been extended and updated with uPVC windows and modern peg tiles.

Berewyk Hall Cottage and Insteps Cottage are attractive red brick, peg tiled, semi-detached properties, on Bures Road. Originally built to house farm workers, both have been enlarged.



Further along Bures Road, Bart Hall Cottages are also attractively styled in red brick, with a single row of decorative brickwork, peg tiled roofs and dormer windows, although some original features have been lost.

The approach to Insteps Farm, another of the former medieval manors, is along a concrete drive between fields, arable to one side, grazing to the other. The 1960s farmhouse, no longer a working farm, is of red brick and peg tile with a large conservatory, landscaped grounds and outbuildings.

Properties in this area all enjoy extensive views over open farmland, although high voltage electric lines on tall pylons running north-south dominate the scene.

Between Insteps Farm and Hill Farm (just north of the A1124), the road emerges from between high hedges to give a good view westwards towards Colne Park. Farmland to either side is arable and pasture. The grounds of Colne Park, lying partly within White Colne, are used for animal grazing. This is a managed landscape and offers attractive walking along the public footpaths and heritage trail devised by the White Colne History Group. From these paths there are attractive views over Home Farm and the Sir John Soane designed monument.

To the east of Bures Road the fields are large, the result of modern farming practice to grub out hedgerows. Where there are now two arable fields between Bures Road and Boley Road, in 1724 there were 16. The modern grain stores at Church Farm are described in section 4.2.

**Boley Road:** Reedings Brook crosses the A1124 at the eastern gateway to the parish and to Braintree District. Travelling east-west, the first impression of the parish is of The Fox

& Pheasant Centre and adjacent haulage yard. These and the village entry are discussed in sections 4.1 and 4.2.

Properties here enjoy views over extensive water meadows leading down to the river and to Chalkney Wood in the distance. On the southern side of the road, Crafty Fox Cottage is a modern rebuild while to the north of the main road, Fox & Pheasant Farm, Grade 2 Listed, is



one of the oldest and most attractive properties in the parish - part is late medieval with extensive 16th Century and later additions. It is timber framed,

plastered, roofed with handmade red plain tiles, and sits behind an old red brick wall. Access over a gravelled drive is from Boley Road which goes north from this point.

The busy A1124, subject only to national speed restrictions here, continues westwards passing Chalkney Garage and into the village (section 3.2). Within a few yards of turning into Boley Road from the A1124, however, there is a complete contrast. This is an ancient lane, of single vehicle width at a lower level than the surrounding hedgerows. In spite of its 'protected lane' status, there has been considerable erosion of the earth banks bordering the lane due to the passage of large commercial vehicles. This issue is discussed in Section 4.2.

Beside the line of the old railway track is the access to Colne Valley Nursery (see section 4.2) and Crossing Hill Cottage. This is a recent replacement for the original crossing keeper's cottage, now a modern, brick and weatherboard detached house. Boley Road continues north through open

farmland with attractive views to the church and across the shallow valley of Reedings Brook.





# 4. Infrastructure, Leisure & Facilities

## 4.1. Highways Issues, Street Scene

**Village Entry:** Approaching White Colne along the A1124 from either east or west, the village entry is marked by appropriate signage.



At Colneford Bridge, the sign is adjacent to the river, a few yards in from the parish boundary.



The eastern boundary also marks the limit of Braintree District and it is Braintree signage which is seen first on approach. The White Colne welcome sign is

several hundred metres further on. Neither Bures Road nor Colne Park Road, the other roads entering the parish, have village entry signs. The majority of residents are satisfied with the village entries.

**Highways:** The main road through the village, the A1124 Colneford Hill/Colchester Road, is



single carriageway subject to a 30 mph speed limit along most of its length. Beyond the eastern village entry, the national speed limit (60 mph) applies. In Bures Road, the 30 mph limit applies at the southern end but north of the entrance to Hill Farm changes to 60 mph and

remains at that as far as Bures village. Colne Park Road, for its short length within the parish, is limited to 30 mph.

From questionnaire responses, it is clear that traffic volume and impact are the most significant negative features of life in White Colne. Speeding within the parish is an issue, particularly along Colneford Hill, the full length of Colchester Road and in Bures Road.

In places, Bures Road is narrow, has sharp bends and restricted visibility. However, along its entire length it is prone to speeding traffic.

Speeding and heavy traffic were two issues most commonly raised by residents in their responses to the questionnaire. They also supported a number of potential actions or measures which could be put in place to try to reduce the perceived traffic problems. These measures are listed in the Appendix.



The condition of roads within the parish is also an issue largely due to the volume of modern traffic and the larger scale of goods vehicles. Although long distance freight is discouraged from using the A1124, large vehicles, including fixed axle, articulated and agricultural, are used for local distribution. There are a number of 'pinch points' where vehicles are causing damage to roadsides and surfaces and danger and nuisance to residents:

- o The junction of Colneford Hill and Colne Park Road, erosion of the Village Green and damage to the retaining wall
- o Bures Road, damage to verges, potential danger at junction with A1124
- o Colne Park Road, damage to earth banks and verges
- o Boley Road, erosion of banks and damage to ancient hedgerow in a protected lane.

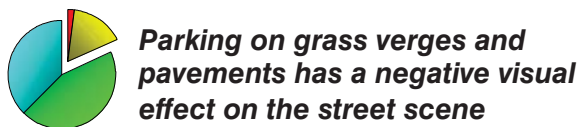
The questionnaire response already shown in section 3.1 is repeated here:



**Historical elements of our village landscape should be protected from damage by road users – e.g. Boley Road and the Village Green**

**Parking:** There is very limited off-road public parking in the village. There are areas available for public parking on Colneford Hill, on a small area next to Gasworks Meadow, and on the roadside at the top of the Village Green. To the rear of the land behind the Village Hall is space for about 6-8 vehicles.

Apart from householders' private parking and the Village Hall car park, reserved for hall users, all other parking is at the roadsides. This results in parked vehicles obstructing traffic flows and blocking pavements and is one of the main areas of concern for residents:



More than half of residents saw a current need for more off-street parking and there is almost unanimous concern over the impact of future developments unless adequate parking provision is made.



**Street Furniture:** Road signage through the village is mainly modern, metal traffic management signs. A few finger post direction signs remain and add to the character of the village. Sadly, these are not all in good repair. Road names are adequately signed but not all in a consistent style or good state of repair.



Footpaths are generally marked with finger post signs and waymarker signs put up by the Colne Valley Project and the White Colne History Group. There are several information boards describing the geography, history and architecture of White Colne, located on the Village Green, at the Village Hall and on The Meadows.



On the Green, the village sign depicting aspects of village life was the winning entry in a design competition and was unveiled in 1993.

Residents support the provision of pavements to at least one side of all main village roads. Colneford Hill and Colchester Road now have pavements along their length within the residential area while Colne Park Road and Bures Road do not.



Street lighting is fairly low key and not uniform throughout. Mostly this consists of metal light fittings on wooden electricity and phone posts but there are a couple of metal stand-alone lighting posts. A solar powered street light has recently been installed outside the Village Hall, replacing a mains-powered light.



There is one 'traditional' red phone box in Colchester Road and a number of 'in wall' post boxes within the parish. An earlier survey of residents by the Parish Council showed strong support for the retention of the phone box. Although the mobile phone now satisfies most demands, it was felt that the traditional landline still has an important role and that the red box is an integral part of the village's character.

A wooden, traditional bus shelter has recently been installed in Colchester Road, adjacent to the phone box.

Overall, street furniture in the village was seen as acceptable by over 80% of residents who responded to the questionnaire.



**Public Transport:** The main passenger service through the village is provided by Hedingham Omnibus and First Essex Buses, which jointly operate route 88 between Colchester and Halstead. This is, with some variation, an hourly service on Monday - Saturday, two-hourly on Sunday. Service 83 also passes through White Colne en route between Colne Engaine and Colchester on four days each week.

Service 327 runs once, on Fridays only, from Twinstead to Halstead via White Colne. The Colne Valley Community Bus operates between White Colne and Braintree, running once per week on Mondays.



Nearly 60% of residents who completed the questionnaire thought the bus service was adequate.

The nearest rail stations are Chappel & Wakes Colne and Bures, both approximately 6 km away on the Sudbury branch line. Main line services are available at Marks Tey, Kelvedon and Colchester.

#### 4.2 Industrial, Commercial, Retail and Tourism

The parish map inside the back cover shows eleven areas of commercial development, although three of these, Chalkney Mill, Little Loveney Hall and the Riverside motel and restaurant areas, actually lie outside the parish. One way or another, all have an impact on the village. These exclude traditional farming and smallholding activities, of which there are several within the parish.

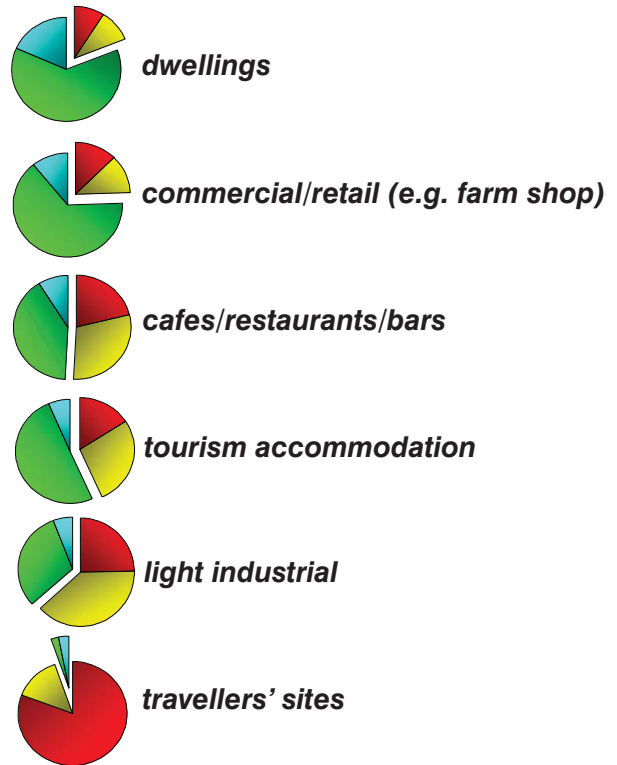
On the whole, residents were satisfied with the appearance of these commercial premises:



**The design and character of existing commercial premises is acceptable**

Residents were also asked to consider options for new uses for agricultural premises. From their responses, there is clear support for the conversion of old farm buildings for housing, commercial, retail and tourism uses, but not for use as industrial premises or as travellers' sites.

#### Subject to satisfactory infrastructure provision, redundant agricultural land and buildings could be converted to:



Starting to the north, **Whites Farm**, in addition to its traditional fruit growing business, is the site for a small number of other activities. These include a retail outlet for baby goods, a nursery and swimming pool available for private hire. These are all discretely located within converted traditional farm buildings.

**Little Loveney Hall** is used as a venue for local, national and international motocross competitions. Although just across the parish boundary, access to the site is via Bures Road south of Whites Farm. On competition days, this generates significant traffic in Bures Road.

**Berewyk Hall Court** is a group of about half a dozen units occupied by diverse businesses housed in former farm buildings about 200 metres off Bures Road. These have a low impact on their surroundings and on roads in the neighbourhood.

Residents supported this type of change of use and sympathetic redevelopment:

**Where agricultural buildings are converted:**



**their existing character and scale should be retained**



**new or innovative design could be used**

There was a more mixed reaction to the suggestion that redevelopment could change the character of old farm buildings.

The three highly visible **Church Farm** grain stores generate significant heavy vehicle traffic in Bures Road and Colchester Road. At its height during the harvesting season, but also at other times, this accounts for many vehicle movements throughout the day.

**Colne Valley Nursery** is a long established and



successful nursery and retail plant business in Boley Road. While it is discretely sited from a visual perspective away from the road, it has an impact on its locality in terms of vehicle movements. As a popular business, it generates substantial traffic.

**Hill Farm**, in Bures Road, as well as being a smallholding and touring caravan site, has a specialist nursery business growing and selling fuchsias.

**Chalkney House** is an established, 33 bed residential home which has over the past few years expanded beyond the original house into two extensions to the rear of the property. It is the only commercial business of any scale located within the Village Envelope and sits comfortably in its surroundings.



Just east of Boley Road, are the Fox & Pheasant Centre and Cammack's haulage site.

**The Fox & Pheasant Centre** is home to a

number of small retail and commercial units in old agricultural buildings partly hidden behind a high brick wall. A number of these businesses use the wall or upper parts of their buildings to display advertising materials.



Although the main part of **Cammack's** haulage business has moved to Earls Colne Business Park, they have retained use of their yard, next door to Fox & Pheasant, a workshop area for the maintenance and repair of HGVs, as a lorry park and for use by other businesses.

The name '**Chalkney Garage**' reflects this site's former life as a service station. It is a highly visible building, adjacent to the road with a large parking area. Currently three businesses occupy the site: commercial vehicle sales, the sale of heating appliances such as woodburning stoves, domestic fires, etc and a sanding company. The parking area is largely given over to the display of used commercial vehicles.

Just outside the parish, on the Earls Colne side of the river are two separate 'retail' businesses - the **Riverside Spice** Indian restaurant and the **Riverside Motel**. Both are welcome presences so close to our community, but their location on the main road and limited parking on their shared site does have traffic and parking implications, especially for those resident in Colneford Hill.

Finally, and just outside the parish, is **Chalkney Mill**, primarily a small specialist livestock farm, but with an active business providing dog and cat boarding facilities. Also on this site is the base for two small local earth moving/groundwork contract businesses. These are down a long farm access road and largely unobtrusive except to walkers on the footpath running through the farm.



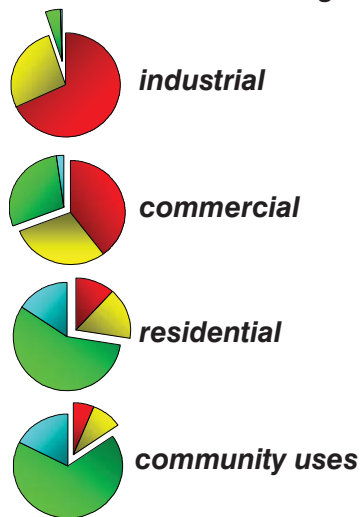
Inevitably, there are some conflicts of interest within the parish between commercial and domestic residents. On the one hand, businesses are encouraged as potential providers of employment and prosperity for the community. On the other hand, the additional road traffic, noise, odours and light pollution can have a detrimental effect on the local environment and well being of residents.

In addition to those businesses within the parish, other commercial and farming activities, located further afield, and infrastructure services within our boundaries also generate significant traffic movements through the village.

In places, the A1124 road is barely adequate to meet the needs of modern freight vehicles. All our other roads are basically small country lanes, some of which have protected status. In places, the verges and hedges along these lanes are already damaged and there is concern that further damage by HGVs and large farm vehicles would be irreversible.

There is little support for new business development within the village residential core.

**The following developments should be allowed within the Village Envelope:**



Currently, commercial activity within or adjacent to the Village Envelope is limited to the Chalkney House Residential Home, the Chalkney Garage businesses, agricultural and some tourism related activities and those working from home.

Questionnaire results show a strong preference for residential and community uses in any development within the envelope. There is some support for commercial premises but very little for light industrial business development.

There is little tourist development in White Colne. The 2001 census showed that of the 179 households in the parish at the time, none were classified as second homes or holiday accommodation. This position may obviously have changed since that census was completed, especially with the increased prevalence of second home ownership in the last decade. While the absence of second homes can be seen as a positive indication for our community, it obviously limits opportunities for the local economy to benefit from tourism.

The nearest hotel, B&B or guesthouse accommodation is in Earls Colne (The Riverside Motel). Apart from the two touring caravan sites, White Colne has no facilities for the visitor. We have wonderful countryside which attracts walkers, cyclists and other touring visitors, our village hall is visited by the occasional railway historian, and we are on a cross country route taking tourists to and from the ferry port at Harwich.



The Aldham Rally, staged at Chalkney Meadow for one weekend in June, attracts many day and overnight exhibitors and visitors to the site.



We do not, however, have any permanent 'attractions' aimed at holidaymakers. There seems little prospect at present that this will change.

### 4.3 Sport, Leisure & Countryside

**Sport and Recreation:** There is no facility for any organised sport or leisure activity within the village. Space and equipment have been made available by the Parish Council for casual sport and games at the Village Hall (football, basketball, table tennis and petanque) and space on The Meadows for rounders, kite flying and other games. The Parish Council has organised 'open' days on The Meadows for families to encourage such use of the facility.



The Parish also provides and manages a number of allotments, adjacent to the Hall and Meadows. These were improved a few years ago by replacing the fencing and water supply. Some plots have been divided to enable more people to rent a manageable but worthwhile area. There is now a waiting list for these.



The only other facilities in the parish are the swimming pool at Whites Farm, a private facility available to the public for hire, and the private fishing lakes off Boley Road and at Chalkney Mill. Lying just outside the parish are venues for motocross, golf, fishing and various other sports, leisure and fitness activities.

**Open Space and the Countryside:** The village's primary open space is its Green, designated as a 'Visually Important Space', an attractive, triangular area bounded by Colneford Hill and Colne Park Road. Owing to the sloping terrain and proximity to busy roads,

however, it is not suitable for large community activities. It hosts the Christmas Carol Concert and Halloween celebrations which are proving increasingly popular.

The village's other main open space is The Meadows, developed on land donated to the parish by the Hunt family of Earls Colne.

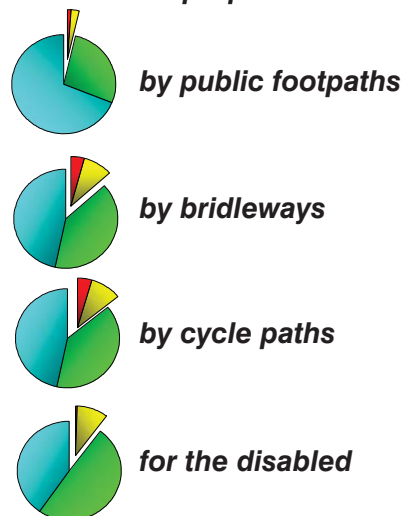


Following many years of planning and after funding was secured, work began in 2004. Overhead power cables were rerouted underground, grass and wild flower meadows and an in-line pond were created. Local volunteers planted about 1200 trees and hedging plants and erected a beacon, art feature, picnic tables, bat and bird boxes and a pavilion. The area is now well used and appreciated by residents. The trees, flowers and meadows are becoming established and many forms of wildlife have moved in.

We are fortunate to be located in a high quality rural landscape, part of The Colne Valley Landscape Character Area.

There is a small network of footpaths, as well as permissive farm rides and other rights of way giving access to large areas of the parish.

**Means of access to the countryside for recreational purposes are important:**



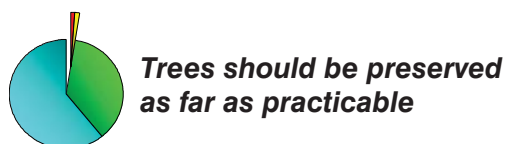


Residents felt strongly that access by all means is important and that paths and access ways should be properly maintained.

Our footpaths generally are well maintained. There are exceptions and in summer months in particular some are overgrown by crops, weeds or bushes. Few paths are accessible to wheelchair users or to children in prams or buggies.

There are no bridleways or designated cycle routes within the parish although the smaller lanes are attractive to bike users. There is also the possibility of a linear path connecting White Colne and Halstead using the former railway line. Unfortunately, due to the volumes of traffic on our roads, the principal routes through the village - Colchester Road and Bures Road - are not ideally suited to recreational cycling.

Trees, in domestic, village and rural situations, and hedgerows were also seen as important features of our landscape. Existing trees are a significant and valued feature of the parish. They should be protected as far as good sense and safety allow.



Respondents were unanimous in support of the retention and upkeep of trees, hedgerows, verges and open spaces.

#### 4.4. Community Facilities

St Andrew's Church and White Colne Village Hall are the only remaining community buildings within the parish. Historically, the



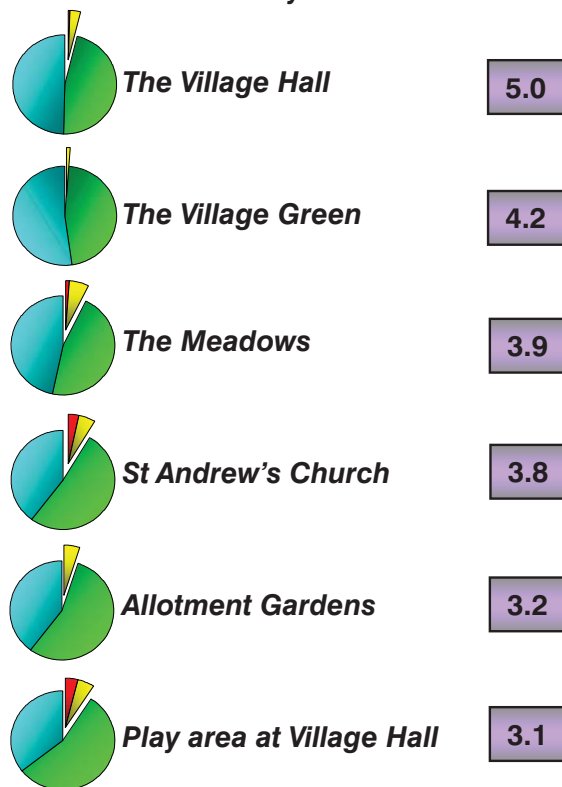
village had other religious meeting places, schools, shops and several public houses but the last of these, The Kings Head

public house, closed in 1997.

St Andrew's Church, because it is remote from the main area of village settlement, plays a limited but important role in village life. It is part of the Halstead Area Team Ministry, which covers six parishes. There are services on the first and third Sundays of each month.

In the VDS Questionnaire residents were asked to rank the importance of various village facilities; the Church ranked fourth out of six.

#### The following are important for maintaining a sense of community in White Colne:



The Village Hall was seen as the most valued of the six local facilities. The above graphic shows residents' responses and rankings (a score of 6.0 would mean all respondents ranked that facility as the most important).

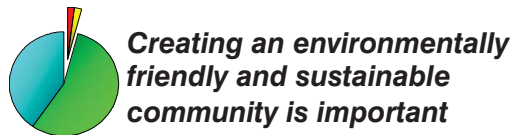
The Village Hall, formerly the station building, in Bures Road is the only indoor facility in the village available for use by residents and non-resident groups. Currently (August 2010), it has several regular users - a weekly church group, toddler group, yoga and dancing classes - and occasional hirers using the hall for meetings, and parties. Residents organise fund raising events such as quiz nights. The Hall also hosts Parish Council and other local group meetings and is the village polling station.



#### 4.5. Environmental Sustainability

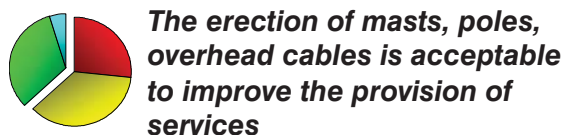
New initiatives, technologies and attitudes impact on our environment. Such diverse developments as renewable energy, satellite dishes, wheeled bins, mobile phones and recycling all potentially impose visual change on our community.

Residents are concerned about the environment, both in the wider sense and in relation to our own village situation.



They recognize that the village has to adapt to change in many ways, not least new technology which changes working styles and enables greater flexibility in daily routines. The questionnaire raised a number of issues of environmental concern and residents' feedback showed awareness of issues such as reducing reliance on fossil fuels, energy conservation, alternative power sources, etc.

There was also some support for innovation or development which would allow improved mobile and terrestrial telephone links, working from home, etc. Many villagers work or run businesses from home, either full or part time. Where such activities impact on their neighbours, their operation would be subject to planning controls, such as change of use.



There are mobile phone masts located at the water treatment works on the parish boundary and in neighbouring parishes which are visible from the village. About a third of residents favoured further installations to improve service.

There is little visible use of domestic solar or wind power generation at present within the village. While there is extensive support for solar installations, respondents were evenly split over the installation of domestic wind turbines.



**Proposals to make the village more eco-friendly, without detriment to its character, should be supported:**



Changes to refuse collection and recycling have had a visual impact with the introduction of wheeled bins, particularly for those properties with limited rear access where bins are stored in full view close to the roadside. There is strong support by residents for recycling and green waste collection, but some criticism of the kerbside service provided and the amount of fly tipping or inappropriate material left at the collection point behind the Village Hall.

The flood protection walls in Colneford Hill and containment measures put in place between Halstead and Hedingham were installed in response to repeated flooding along the Colne Valley which caused severe disruption and damage to property. Flooding still occurs as the river and drainage system cannot always contain the levels of rainfall.

There have also been instances of the drainage system failing to cope with volumes of surface water run-off in Colneford Hill, Bures Road and Colchester Road. Surface water drainage was one of the most criticised services in the questionnaire results. Across the village, 55% of those responding believe it to be inadequate to meet current demands. That percentage would be higher in those areas directly affected.





# 5. The Village Today

The questionnaire asked residents for their views on a number of specific issues. It also posed the open-ended questions **“What do you like most and least about living in White Colne?”**

Not surprisingly, there was a diverse response to these questions. While there was a lot of common ground, there were issues on which opposing views were strongly expressed. Areas of dislike ranged from the quality of the soil to the lack of pubs and restaurants, while likes included specific views and features in the village as well as the village character and location.

Several common themes emerged, some of which have no direct relevance for planning, infrastructure provision or parish council services. Others are directly concerned with the level and type of development which may occur in the parish. These are summarised in section 5.1. Younger residents were asked for their views on specific topics; these are shown in section 5.2. The key likes and dislikes are listed in 5.3.

## 5.1 Residents' Views

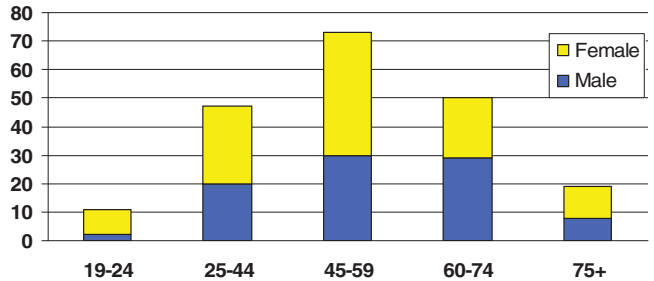
One of the most common themes was diversity, manifested in several ways. Residents like the variety which White Colne offers:

- the range of styles and sizes of its buildings
- the age range and diversity of the people attracted to living here
- the small village feeling: being part of the countryside while having good access to the services and facilities in neighbouring towns and villages

A good housing mix is essential to maintaining a diverse community, which some felt was under threat from modern developments which target the affluent ‘executive’ market at the expense of affordable or smaller homes for younger buyers or the elderly.

About 50% of adult residents responded to the questionnaire, shown here by age range.

White Colne VDS Questionnaire:  
Adult Respondents by Age Range



While this split possibly does not reflect the entire population, the relatively small number of younger residents is typical of many villages where housing and employment opportunities are inadequate. The potential of a continually ageing population profile does concern many villagers.

Diversity is not always seen as beneficial, however. Some residents perceive an ‘us and them’ split, broadly between those in or bordering the Village Envelope and those in the outlying areas of the parish.

Community spirit was among the most commonly mentioned positive attributes of the village. Considering that the village lacks a real focal point, such as a pub or post office, majority opinion was that villagers have been



VE Day celebrations, Village Hall, 2005

successful in promoting activities and events for the community, mainly centred on The Green, Hall and Meadows.

Like most communities, however, active participation is not universal. There was negative feeling expressed by some residents on the direction or effectiveness of efforts by others to improve life in the village. There was also criticism by some of the lack of willing involvement by many.

Other positives from the questionnaire were the history of the village, its environment, safety, cleanliness and low incidences of crime and antisocial behaviour.

On the negative side, White Colne shares with many other small communities a number of issues or failings, mainly concerning traffic, infrastructure and lack of amenities.

Interestingly, while the peaceful and quiet way of life in this area was praised by many respondents, the biggest negative quoted by very many was the level and impact of traffic along the main A1124 and on the busy side roads.



Adverse comments on speed, noise and volume of traffic were the largest of any response.

A large number of residents also highlighted the increased size and number of heavy goods vehicles currently using our roads and the safety issues, noise and damage to the environment that these can cause. There is concern that insufficient consideration is given to the traffic generation implications of new developments, whether residential or commercial.

In response to specific questions on parking provision, the majority felt that off-road parking provision in the village was inadequate. Comments suggested concerns about both current and future provision in specific areas of the village where lack of

available parking is a real issue. The resulting informal parking arrangements cause problems for pedestrians and other road users as well as damage to the visual appeal of the village.

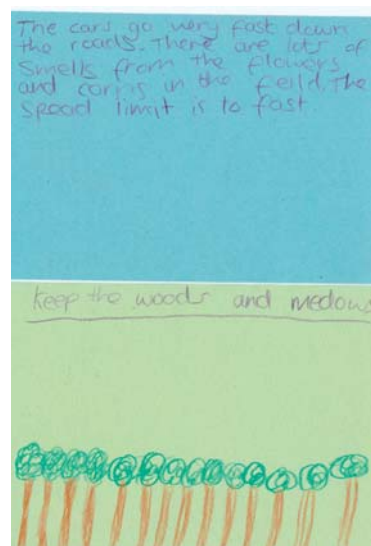
White Colne's proximity to other, larger towns and villages was a positive for our respondents. Very many raised the lack of a village shop, pub or similar provider in White Colne as a key negative factor. The economics and practicalities of sustaining such businesses in a small community are well known, but the implications of not having such a facility on traffic volumes, the environment and sustainability of the community were raised.

When taken alongside the limited employment opportunities within the parish and the ageing of the population, there is concern that the village is becoming more of a dormitory, reliant upon its neighbours and the car for its survival.

A fuller list of residents' likes and dislikes is shown in section 5.3, but other significant negatives include public transport, poor provision of pavements and street lighting, drainage and children's play areas.

## 5.2 Younger Residents' Views

The Village Design Group sought the thoughts of the younger residents of White Colne throughout the public consultation process.



Members of the group assisted by Jan Cole from the RCCE held a workshop at Earls Colne School in May 2009 for the 7-11 year old White Colne residents that attend the local school.

The workshop was attended by about 13 youngsters and they came up with some good ideas about the future development of White Colne as well as summarising what they like and dislike:



- ✓ it's not very busy
- ✓ it's very quiet and peaceful
- ✓ there are lots of fields and orchards
- ✓ there is lots of open space
- ✓ White Colne Village Hall - lots of things happen there
- ✓ lots of nature and wild life
  
- ✗ need more play areas and a shop
- ✗ a general dislike of speeding traffic

Young people were also welcome to attend the Photo Fun Day and there was a colouring competition to encourage their participation. A questionnaire was distributed to all 11-18 year olds in the village. The 18 respondents generally liked living in White Colne. Most use



the footpaths and enjoy the Meadows.



The youngsters generally did not want to see more houses in the village nor did they make use of the allotments.

The 11-18 year olds liked the same sort of things as the younger children as well as enjoying cycling around the lanes. They



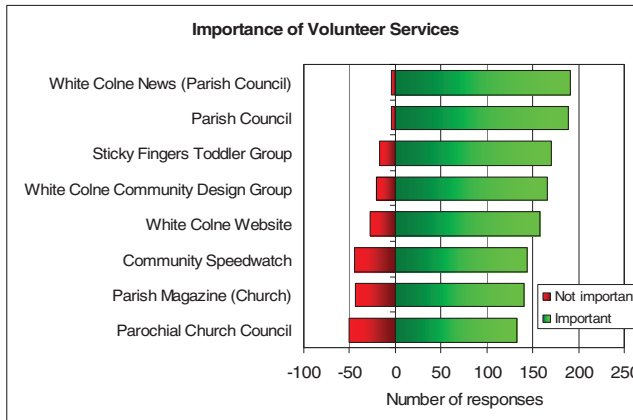
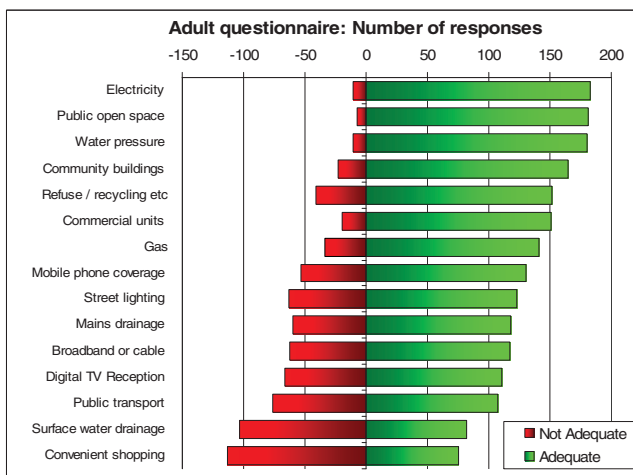
appreciated the activities that are organised in the village but thought that maybe there could be more clubs or activities aimed at 9-13 year olds.

Their dislikes were also similar to those of the younger age group, mainly the speeding traffic. They would like more things for young people to do - off road cycle paths and a skateboard park - as well as a shop and better bus service.

Three quarters of the young people said they would choose to live in White Colne when they are older.

### 5.3 The Best and Worst of White Colne

The questionnaire asked residents to rate the adequacy of a number of local authority, utility and other public services. Responses are shown in the first chart below. Services provided by local volunteer groups were also included and residents were asked to assess their importance to the village; results are shown in the second chart below.



The following comments, taken from the completed questionnaires, are listed broadly in order of frequency. Not all comments are listed and frequencies are not specified, except that the top five likes and dislikes are grouped together. Several respondents stated that they had no dislikes about life in White Colne.

***The five most common positive comments:***

- ✓ Village Location, easy access to the beautiful Colne Valley countryside
- ✓ The Village Way of Life: quiet, unspoilt, not over-developed
- ✓ Community Spirit in the Village
- ✓ Open Spaces: mainly The Village Green and The Meadows
- ✓ Proximity to other towns and villages for services and employment

***The five most common negative comments:***

- ✗ Traffic volumes, noise, speed and pollution along the A1124 Colchester Road and on the side roads
- ✗ Lack of facilities, specifically a shop or pub
- ✗ Heavy Goods Vehicles and the damage they cause
- ✗ Poor public transport provision
- ✗ Shortage of off-street parking and inappropriate parking on roads, pavements and verges

***Other positive comments:***

- The heritage, history and character of the Village
- The Parish Council, newsletter, community events and the Village Hall
- The variety of housing styles
- A safe area, low crime, little anti-social behaviour
- A well kept, tidy village
- Mature trees and native hedging
- Conservation Area safeguarding village character
- The bus service
- Limited intrusion from street signs, commercialism and industrial units

***Other negative comments:***

- The pylons and overhead power lines
- The lack of unity of the Village and apathy towards the community by some residents
- The condition of the countryside - poor maintenance of footpaths, litter, fly tipping, dog fouling, inappropriate behaviour by some
- The lack of play facilities for children and entertainment for young people
- Problems with flooding and drains, particularly in Colneford Hill
- Infrastructure and services - street lighting, pavements, recycling, road repair, slow broadband
- Inappropriate use of modern materials



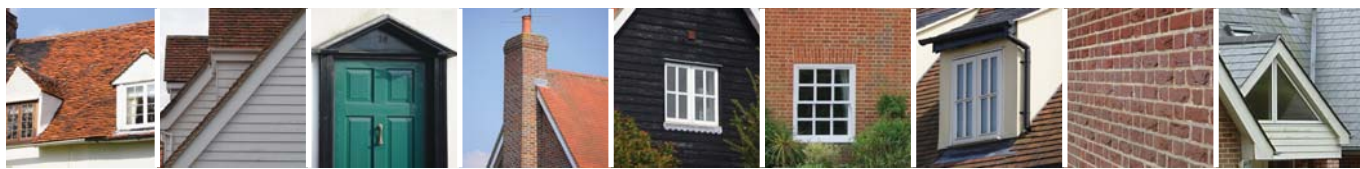


# 6. Guidelines for Development

This section lists general guidelines for housing and development as they apply to White Colne. These are based upon residents' responses to the questionnaire and arguments developed in earlier parts of the document. Guidelines have been grouped together under five headings. The page numbers show the references in the document which support the guideline.

These guidelines have been adopted as material consideration by Braintree District Council and White Colne Parish Council in formulating their responses to specific planning applications and future development policy as it applies to White Colne. It is hoped that they will assist individuals wishing to pursue development opportunities in our village.

<b>6.1 Style, Purpose and Mix of Buildings, Materials and Components:</b>	<b>Page No.</b>
✓ A variety of housing styles and sizes currently exists in the Village, and this mix should be maintained in any new developments. Within any multi-property development, a variety of materials should be used to prevent uniformity of design and appearance.	6
✓ Infill or individual development is the preferred type of development. Housing clusters, small estates and backland development are not in character with the Village. Developments should respect the scale and character of neighbouring properties, i.e. roof heights, building lines and choice of materials.	6
✓ The inclusion of “affordable” properties in any new development would be supported to improve provision for first time buyers, young families and the elderly.	6
✓ Combining small properties into larger single dwellings is acceptable; extensions which change considerably the size and character of a house are less desirable.	6
✓ Innovative design and use of modern materials should be encouraged, provided it is sympathetic to the character of neighbouring properties and the street scene.	6
✓ In older buildings, modern replacement materials are acceptable provided they retain the design and character of the original.	6
✓ Where redundant agricultural buildings are converted for other uses, they should retain their original character.	22
✓ Provided that suitable parking, utility provision, access and highway arrangements can be achieved, redundant agricultural buildings in the countryside may be suitable for conversion to commercial or residential uses. Schemes providing additional community facilities would be particularly welcomed.	21 23
✓ The scale and design of new buildings for agricultural uses should be appropriate to the landscape and the impact of additional traffic, noise, light and other pollutants on neighbouring properties must be fully assessed.	22 23



<b>6.2 Boundary Treatments and Landscaping:</b>	<b>Page No.</b>
✓ A physical barrier between a property and the highway is preferred. Native hedging is the most favoured choice.	7
✓ Retention and upkeep of trees, hedgerows, verges and open spaces are important to the village character.	25
✓ Mature trees are important and valued features in the parish. They should be protected wherever possible as far as good sense and safety allow.	25



<b>6.3 Highways, Parking Provision and Access to the Countryside:</b>	<b>Page No.</b>
✓ Traffic speed, volume and impact are the most significant negative features of life in White Colne. Planning applications should be viewed critically in relation to their consequences on traffic movements, noise, pollution and the safety of other road users and residents.	19 28 30
✓ Where existing road usage has caused damage to protected lanes and other small roads, a proactive approach to correcting this and preventing further damage should be taken. Where future development has the potential to impact adversely on these areas, a similar approach to prevent such damage should be taken before further development takes place.	19 28 30
✓ Parking on most village roads is not practical or desirable because of their limited width and traffic levels. Parking on pavements and verges causing damage or danger to pedestrians is to be discouraged. Provision of adequate on-plot parking should be required for all residential and commercial developments. Where alterations increase the potential occupancy of a property, the need for effective parking provision should be addressed.	20 28 30
✓ Pavements should be provided to at least one side of the village's principal residential roads where the character of the village would not be adversely affected.	20 30
✓ The quality of life derived from living in and having access to the countryside is of primary importance to residents. Views of the countryside from the village should be retained. Footpaths, bridleways, cycle ways and disabled access should be effectively maintained, and new ones encouraged where they would not have a negative effect on the amenity of other users of the countryside.	24 30





<b>6.4 Village Character and Size:</b>	<b>Page No.</b>
✓ The village should retain a green area around it to keep it as a separate entity. It is strongly felt that community spirit in the village would not be improved by expansion of the village.	5 7
✓ With the exception of permitted new builds for agricultural uses and the conversion of existing, redundant agricultural buildings, all development should be contained within the existing Village Envelope.	7
✓ White Colne has a mainly residential character and development within the Village Envelope should reflect this. Changes to properties and infrastructure to enable individuals to work from home will be supported where they are of a scale and design appropriate to the character of the village.	23
✓ The village has few facilities. Those such as the Village Green, Village Hall, The Meadows, Church and Allotments are all seen as important for maintaining a sense of community in White Colne.	25
✓ The Village Green is White Colne's 'landmark' feature. It is important that the extent, condition and character of the Village Green be retained.	9 19
✓ The Village Hall is the most important facility in the village. Its viability should be encouraged and not compromised by future development.	25



<b>6.5 Infrastructure and Sustainability:</b>	<b>Page No.</b>
✓ Creating an environmentally friendly, sustainable community is important. Residents would strongly support proposals to make the village more eco-friendly where this is possible without detriment to the village character.	26
✓ Where the erection of masts, poles, overhead cables, etc is necessary to improve the provision of key services to the local economy, underground routing of cables and appropriate siting of masts and poles need careful consideration.	26
✓ There is support for the installation of solar panels, but not domestic wind turbines where they would have an adverse impact on the character of the village.	26
✓ Reliable and frequent public transport is important to the village. Improvement to the current level of service would be beneficial.	21 30
✓ The telephone box in Colchester Road and post boxes throughout the parish should be protected.	20
✓ There is a history of problems in the village with flooding and drainage. It is felt that the village cannot support further development without investment in infrastructure.	26 30

# 7. Conclusions & Future Prospects

As we said at the outset, this Village Design Statement describes the physical and social character of White Colne. It seeks to give a clear statement that defines our community and how we, its residents, value our natural and built environment.

The impetus to produce a Village Design Statement for White Colne was our experience of some past and proposed developments in the village and the perceived threat of further ‘urbanisation’ of our community. On occasions, it was felt that residents’ views were not being heard and it was decided to develop a more structured means of presenting these views. We welcome the recent government policy change with regard to PPS3 which we hope will lead to a greater weight being given to local opinion on potential development.

White Colne has many ingredients of an idyllic village community, primarily its landscape, setting and its historic buildings. Balancing these are some of the outcomes of 21st Century life, most notably the lack of facilities and employment opportunities in the village. Together with limited public transport provision these result in greater dependence on private cars adding to the traffic volumes to be expected on a busy through road.

The challenge facing us, its residents and those responsible for managing its development, is to preserve what is best about the village while embracing the change that is essential for it to remain as a viable and attractive community.

Inevitably, this throws up many conflicts which the Parish Council seeks to influence and the planning authority seeks to resolve. Many of these are matters of regulation but others are differences of opinion or taste.

We are fortunate that our most important buildings and landscape are protected by their location within the Conservation Area or by inclusion in the Historic Buildings List. The Village Envelope also defines the area where development is permitted. This focuses demand for new building into a compact area where there are limited brownfield sites and few remaining residential properties with scope for infill or replacement development. Residents are overwhelmingly against any extension of the Village Envelope.

In common with many communities, new housing in White Colne has been aimed primarily at the larger family and executive markets, while little has been built as low cost affordable housing for first time buyers, young families or the elderly. We do recognise that the disparities between housing needs, economic forces and development in keeping with village character are not easily reconciled. It is only possible to **encourage** developers to build a mix of properties, and it seems likely that the few possible sites left within the village will be used for higher value housing.

Both the Parish Council and BDC wish to encourage new business to the area to generate wealth and sustainable employment opportunities. A need for new building and change of use for retail, tourism or other commercial use must be set alongside the needs of existing residents and the limitations of our road and utility infrastructure.

This Village Design Statement has been adopted as material planning consideration by Braintree District Council and by White Colne Parish Council. We believe it to be a true reflection of majority opinion within the village and parish. We hope that it proves to be a valuable resource for decision makers and useful guidance to those wishing to build, extend or renovate property in White Colne.





# Appendix: Traffic Management

In the VDS Questionnaire we asked residents for their views on a number of possible traffic control measures. The following table illustrates the responses received. The total number of respondents varied between 183 and 198.

	Control Measure	Percentage in support	
	Vehicle Weight Restriction signs	87	
	Vehicle Activated Speed signs #	86	
	'Unsuitable for HGVs' signs	86	
	Speed Checks by the Police	81	
	'Single Track Road' signs	80	
	Community Speedwatch	71	
	'One Way' signs	64	
	Village Gateways	59	
	Review existing speed limits	57	
	Traffic Calming bumps	32	

# In June 2010, the Parish Council received approval for funding for a Speed Indicator Device (SID)

# Acknowledgements & References

***This Design Statement has been produced by the White Colne Community Design Group:***

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Rita Pearcey **Secretary**  
Martin Allison  
Colin Ellard  
Richard Gourlay  
Peter Norris  
Chris Pearcey  
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John Watt



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White Colne Parish Council	Pat Tilley
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Riverside Spice Restaurant, Earls Colne	'The Higglers'
Jane & Peter Blowers, Heating & Eating	'Neighbourhood News'
Mitch Adams, The Thatchers Arms, Mount Bures	'The Colne Valley Connection'

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***Questionnaire results compilation and analysis:*** Warwick Data Services

## ***Sources:***

Braintree District Council, Planning Policy, available at [www.braintree.gov.uk](http://www.braintree.gov.uk)  
Department for Communities and Local Government [www.communities.gov.uk](http://www.communities.gov.uk)  
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The Colne Valley and Halstead Railway, R A Whitehead & F D Simpson, published by The Oakwood Press, 1988



**Map of 1724 entitled:**  
**“The Mannor of Barwick Hall with ye Free Lands and Cophold Lands thereunto belonging seituete in ye Parish of White Colne in Essex...”**

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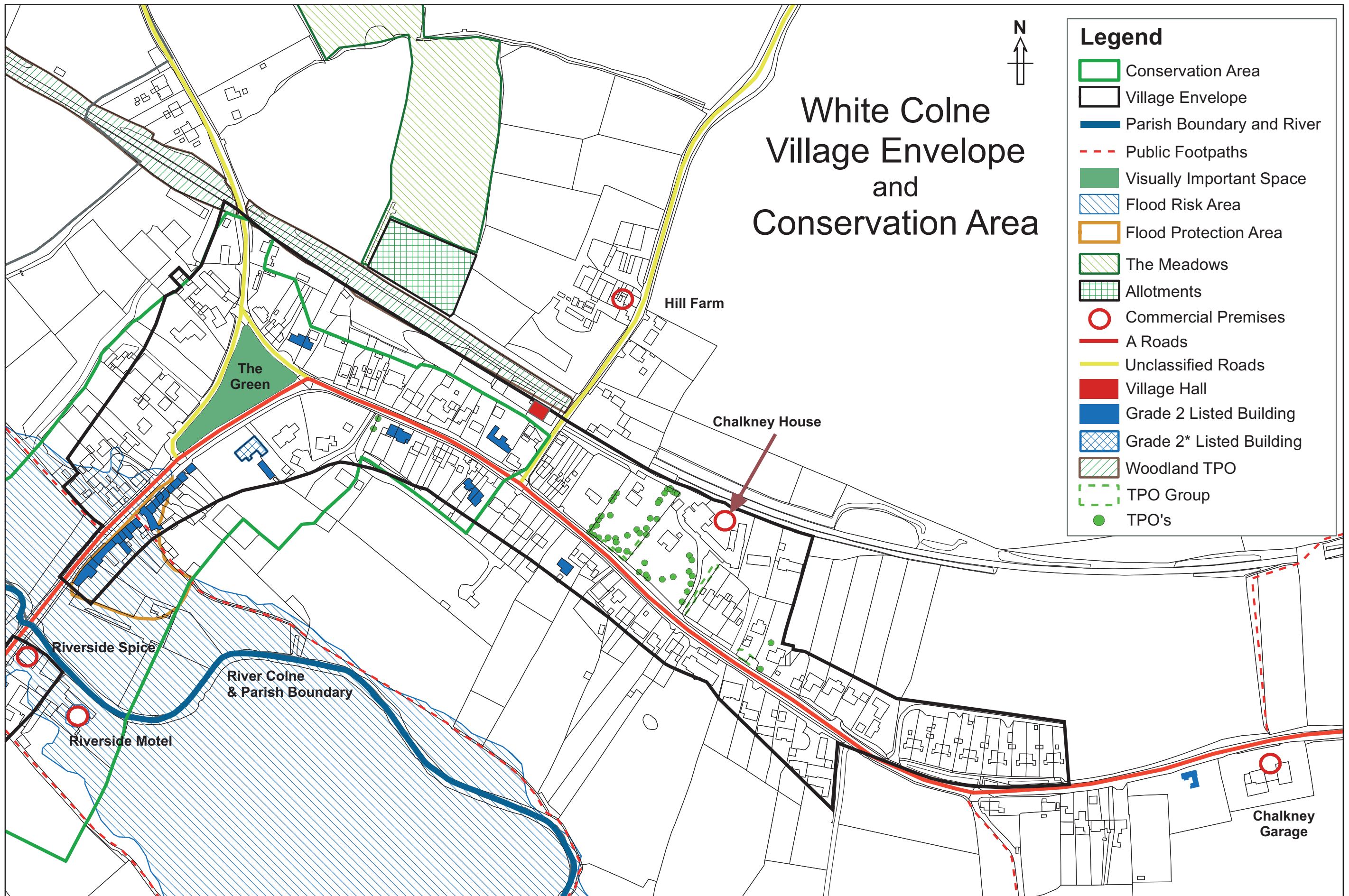
**Copies of the Village Design Statement are also available to view and download from:**

[www.braintree.gov.uk](http://www.braintree.gov.uk) and [www.whitecolne.com](http://www.whitecolne.com)

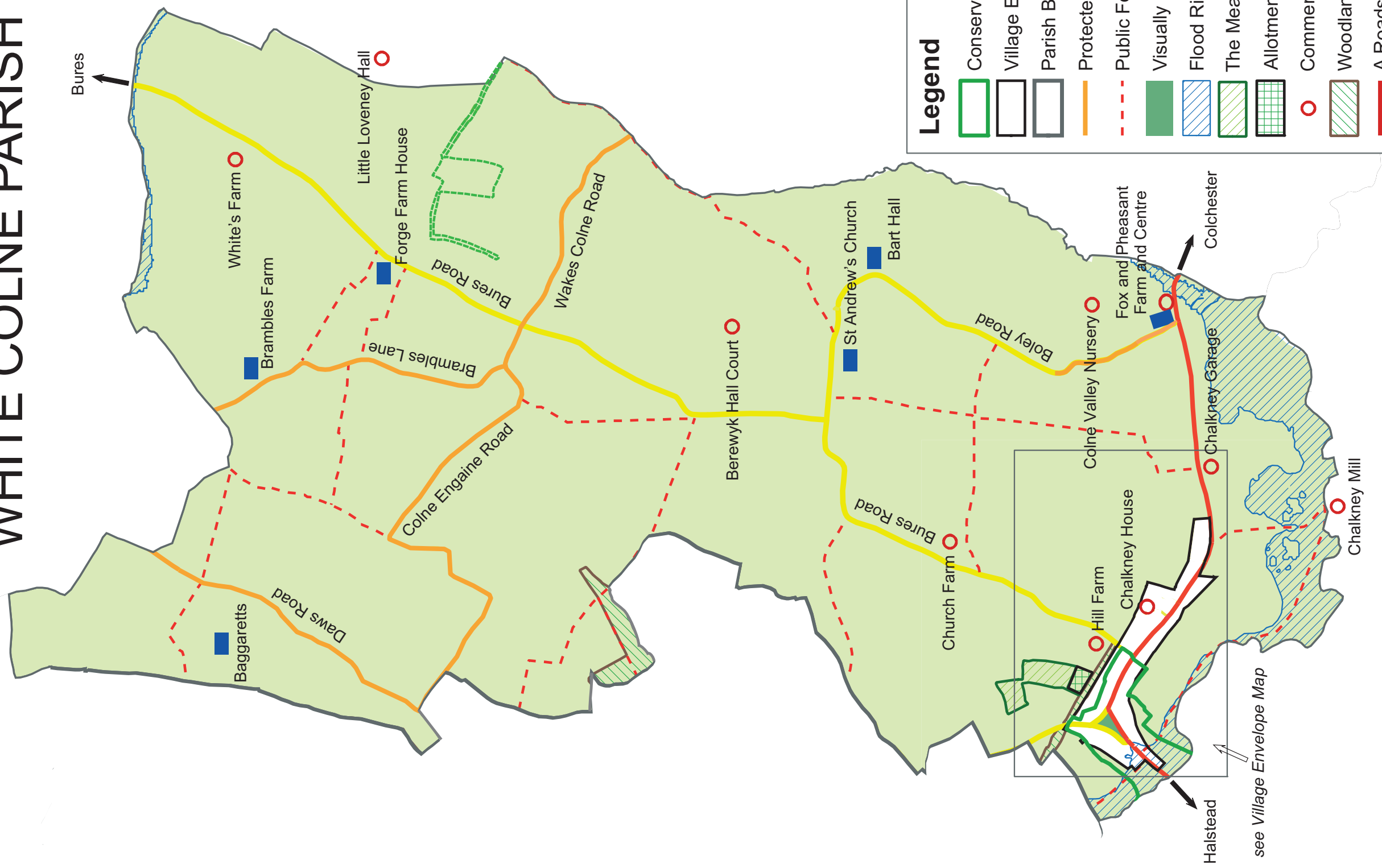
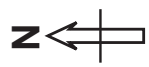


















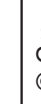




# WHITE COLNE PARISH



## Legend

-  Conservation Area
-  Village Envelope
-  Parish Boundary
-  Protected Lanes
-  Public Footpaths
-  Visually Important Space
-  Flood Risk Area
-  The Meadows
-  Allotments
-  Commercial Premises
-  Woodland TPO
-  A Roads
-  Unclassified Roads
-  Listed Building
-  TPO Group