

STATION LANE, INGATESTONE

Conservation Area Appraisal and Management Plan



Front cover. The Gate House, Station Lane.

This document was produced by Essex County Council for Brentwood Borough Council.

The appraisal was prepared by Karen Fielder, with assistance from other members of Essex County Council's Historic Buildings and Conservation Team.

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1. INTRODUCTION

Brentwood Borough Council commissioned Essex County Council to prepare the Conservation Area Appraisal and Review in June 2007. The research and fieldwork were carried out in September and October 2007.

Conservation areas are 'Areas of Special Architectural or Historic Interest, the character or appearance of which it is desirable to preserve or enhance', (Planning (Listed Buildings and Conservation Areas) Act 1990). They were introduced by the Civic Amenities Act of 1967. Local authorities have a duty to designate conservation areas, to formulate policies for their preservation and enhancement, and to keep them under review.

Designation of a conservation area extends planning controls over certain types of development, principally the demolition of unlisted buildings and works to trees. Local authorities will also formulate policies in their local plans or local development frameworks to preserve the character of their conservation areas. However, designation does not prevent any change within conservation areas, and they will be subject to many different pressures (good and bad) that will affect their character and appearance.

Government Planning Policy Guidance 15, *Planning and the Historic Environment* (PPG 15), emphasises that the character of conservation areas derives not simply from the quality of individual buildings, but also depends on 'the historic layout of property boundaries and thoroughfares; on a particular "mix" of uses; on characteristic materials; on appropriate scaling and detailing of contemporary buildings; on the quality of advertisements, shop fronts, street furniture and hard and soft surfaces; on vistas along streets and between buildings; and on the extent to which traffic intrudes and limits pedestrian use of space between buildings' (para. 4.2).

2. PLANNING POLICIES

The Brentwood Replacement Local Plan was adopted in August 2005 and covers the period to 2011. Work has begun on a Local Development Framework as required under the Planning and Compulsory Purchase Act 2004 which will replace the Local Plan.

Ingatestone's Station Lane conservation area is one of 13 conservation areas in the Borough, and almost abuts the Ingatestone High Street conservation area to the north-east.

In accordance with its obligations under the Planning (Listed Buildings and Conservation Areas) Act 1990, and PPG 15, the Borough Council is resolved to make use of its additional statutory powers in conservation areas to protect their special character and architectural and historic interest. The Replacement Local Plan includes a comprehensive set of policies to try and ensure that where development takes place in a conservation area, it is sympathetic and to a high standard of design (Policy C14). To this end, it intends to carry out conservation area character appraisals 'to clearly assess and define their character allowing informed planning decisions and identification of what should be preserved and enhanced' (Replacement Local Plan para. 9.54).

The Replacement Local Plan also contains policies to preserve the character, historic interest and setting of listed buildings (Policies C15, C16 and C17). It states that the Borough intends to supplement the statutory list by compiling a local list of buildings of

local or historic interest. Inclusion in this list will be a material consideration in determining planning applications.

The Countryside Conservation Plan (1986) published by Essex County Council identified Special Landscape Areas (SLAs) as valuable high quality landscapes. Substantial parts of Brentwood Borough are designated as Special Landscape Areas, including parts of the Station Lane conservation area which are also designated as Metropolitan Green Belt. Landscape character assessments have been carried out for the Borough which will be used to supersede SLA designation by the Local Development Framework process. In the meantime areas designated as SLAs are covered by Policy C8 of the Replacement Local Plan, which states that the conservation or restoration of existing character should be given high priority.

3. HERITAGE, CONSERVATION AREA AND OTHER DESIGNATIONS (FIG. 1)

The Station Lane conservation area was first designated in September 1981, to include nos 156-180 (evens) on the north-west side of Roman Road, as well as all the properties on the south-west side of Station Lane, the Red House fishing lake south-west of these, the railway station and yard, two properties on the north-east side of Hall Lane and one property on the south-west side. The conservation area boundary was amended in August 1994 to take in nos 67-75 (odds) on the south-east side of Roman Road and High Street along with the Ginge Petre almshouses.

Within the conservation area, there are five entries on the statutory list of listed buildings, all listed Grade II. These include three entries for the almshouses and entries for the railway station and Newlands.

There are many trees or groups of trees within the conservation area that are protected by Tree Preservation Orders (BW 2/77, BW 4/78, BW 9/81, BW 7/92, BW 42/96, BW 38/97, BW 32/98, BW 1/99). This is indicative of the importance of trees and greenery to the special character of the area. Trees within the conservation area enjoy protection inasmuch as anyone carrying out works to a tree in a conservation area must give written notification to the local planning department at least six weeks beforehand.

There is one public right of way that follows part of the conservation area boundary linking Station Lane to the High Street via the churchyard.

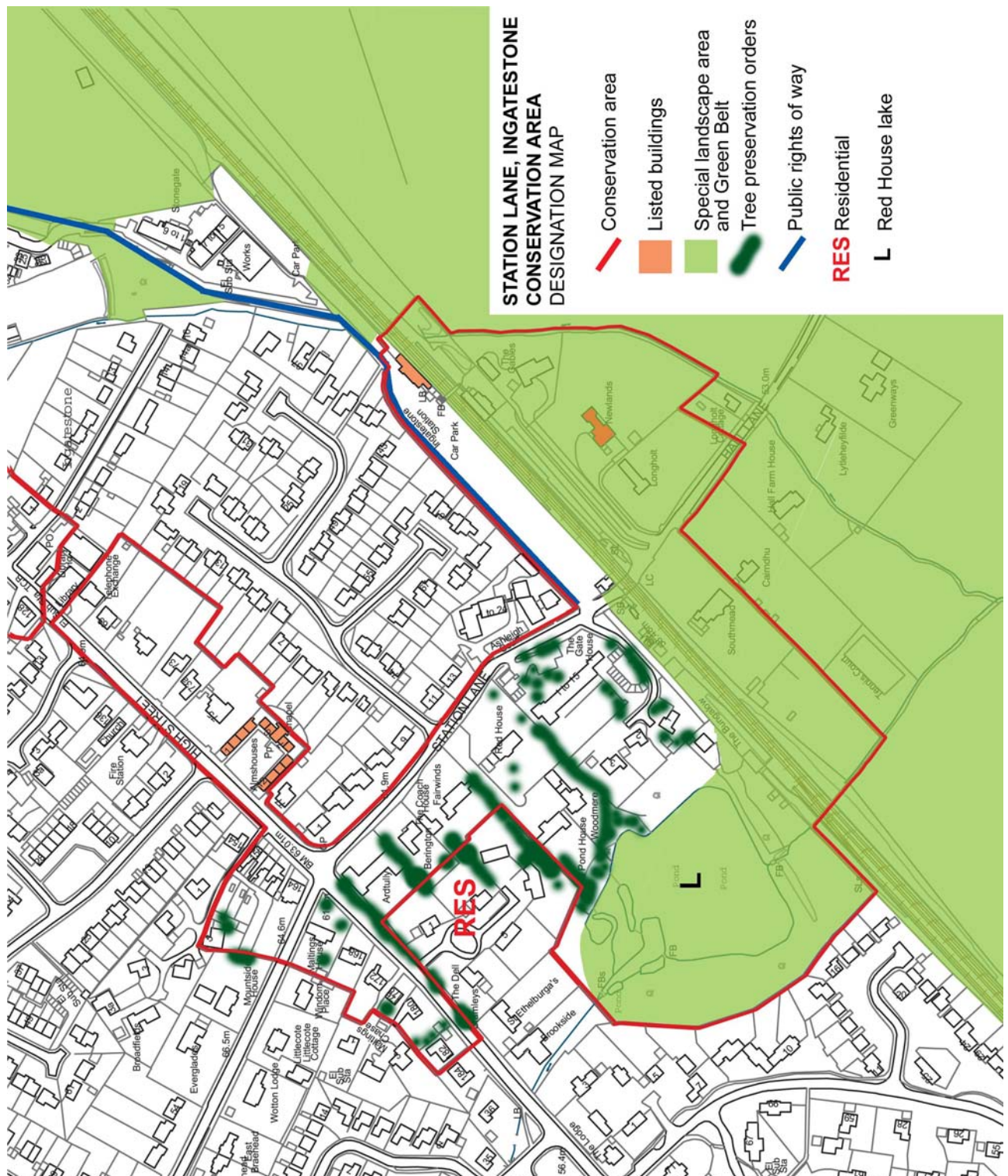


Fig 1 Map of Station Lane conservation area showing conservation area boundary and other designations.

4. CHARACTER STATEMENT

The Station Lane conservation area is broadly residential, predominantly with substantial detached houses in large garden plots set well back from the road edge. This character derives largely from houses built in the late 19th and 20th centuries. Victorian buildings provide a strong architectural character to the area. The Ginge Petre almshouses and the railway station are notable buildings of the 1840s built in a picturesque red brick Tudor-revival style. The conservation area contains an important body of work by the neglected late Victorian architect, George Sherrin. It is his houses and gardens that have shaped the character and appearance of the conservation area to a large extent. Sherrin designed high quality houses in variations of the Vernacular Domestic style, often featuring red brickwork, clay tiles and false half-timbered gables. The Red House Lake was associated with Sherrin's own home, The Gate House. This is therefore an important historic landscape feature as well as a valuable element in the green and spacious character of the area. Mature green boundaries and garden planting create a soft, rural quality to the street scene, often screening houses from view. Long views along green-edged roads are a feature of the area. Trees and greenery along the railway embankment further enhance the open and natural appearance of the conservation area.

5. ORIGINS AND DEVELOPMENT

Ingatestone is sited on the main Roman road from London to Colchester. A Roman coin was found close to the road (EHER 5479), and the medieval parish church incorporates Roman brick and tile (EHER 5372) which suggests the presence of at least one Roman building in the vicinity of the present village.

The Saxon name *Inga* or *Ginga* loosely interprets as 'the people of the district', and was applied to a large portion of the upper Wid valley, including Ingatestone, Mountnessing, Margaretting and Fryerning. In the subsequent centuries a variety of suffixes were added to distinguish the various holdings from each other. In the 13th century what was to become Ingatestone was named *Ginge Abbatisse* (as a possession of St Mary's Abbey, Barking) *ad Petram* or *atte Stone*. Some people believe that this name refers to the large glacial boulders that now lie on either side of the junction between the High Street and Fryerning Lane (EHER 15178-9).

Until 1889 Ingatestone parish comprised two separate parcels of land, separated by the narrow rectangular parish of Fryerning. This arrangement probably reflected land ownership traced back to at least the 12th century. The High Street formed part of the parish boundary. Over half of Ingatestone village was actually sited in Fryerning parish (Kemble 1993, 14-17).

In the later Saxon period the manor of Ingatestone belonged to St Mary's Abbey, Barking. The manor house was probably located on the site of the present Ingatestone Hall one kilometre to the south-east of the village. The original manor is thought to have consisted of the area to the south-east of the Stock Lane and High Street junction, between the High Street and Ingatestone Hall, bounded by the River Wid. According to the Domesday survey there were ten households in Ingatestone at that time.

Following the Dissolution when the Abbey's holdings reverted to the Crown, William Petre, Secretary of State to Henry VIII, bought many of its lands including the manor of

Ingatestone. Petre built Ingatestone Hall in 1539, probably close to the site of the old manor house.

After the Norman Conquest the Domesday manor of Fryerning was granted to Robert Gernon, and on his death passed to William Mountfitchet. His son Gilbert Mountfitchet granted half of the manorial holdings to the Knights Hospitallers sometime before 1186. In 1289 they were granted a right to hold a market at Ingatestone and a three day annual fair. The Knights Hospitaller remained the principal landowners for around 400 years until their suppression by Henry VIII when their possessions reverted to the Crown. The lands were then granted to the Earl of Hertford and then to William Berners. They were subsequently purchased by Sir Nicholas Wadham of Dorset. His widow endowed Wadham College, Oxford with Fryerning land grants, some of which the College still holds.

Farming was the main occupation in Ingatestone, and the economy benefited from the siting of the town on the main London road. An important medieval pottery production centre was located about 2 km to the north-west of the village at Mill Green which exported pottery in large quantities to London as well as to much of Essex.

The medieval settlement was clustered along the main road that is now Ingatestone High Street. The maps by the Walker family dating from 1601 and 1605 commissioned by the Petre family give a good indication of the village at that period. The main settlement consisted of linear development along the main road, with some ribbon development along Stock Lane and Fryerning. The market consisted of a widening of the main road to the south of the church. Over time there must have been considerable encroachment on the old Roman road resulting in a gradually narrowing of the route.

In the post-medieval period Ingatestone was a useful staging post for coaching and postal services, and Philip Morant (1768) noted that it consisted largely of inns. This traffic brought economic prosperity to the town, whilst agriculture also continued to make an important contribution to the local economy. A new market place was laid out at right angles to the High Street on the north-west side by the late 1770s. In the 18th century the market specialised in cattle. The cattle market ceased in the early 19th century but the village remained an important halting point on the journey to London for the cattle and poultry trade.

The railway was opened in 1842 by the Eastern Counties Railway, following protracted arguments with Lord Petre over the necessity to cross his land. During the course of the construction of the line nine of the twelve almshouses built by William Petre in Stock Lane in 1557 were demolished. They were replaced by the Ginge Petre Almshouses on the outskirts of the village on Roman Road. The new Tudor Revival station opened in 1846 replacing a temporary station in Stock Lane. Part of the old road to Ingatestone Hall was renamed Station Lane at this time (Yearsley 1997, 70). With the opening of the railway Ingatestone High Street lost much of its through traffic, with a dramatic effect on the town. Writing in 1873, A.D. Bayne described Ingatestone as having fallen on evil days, and that the once flourishing town had dwindled to a small village.

Despite the loss of trade in the commercial centre of the village, with improved passenger links to London Ingatestone became a desirable country residence for professional people. In 1882 London architect George Sherrin (1843-1909) took a number of leases on plots close to the railway station. He designed more than ten buildings in Ingatestone, including seven houses in close proximity to the station. This included his own house, The Gate

House, in Station Lane (*Fig. 2*). This was a ten bedroomed property with a galleried hall. The gardens included a tennis lawn and 'green alleys', and a lake to which public access was given for skating (Langford 1984, 22-23). Sherrin's Ingatestone houses were designed in a fashionable Arts and Crafts style which drew on vernacular influences, with English bond brickwork, hipped and gabled roof forms and false half-timbering. Sherrin's style influenced the appearance of other large houses built in the vicinity, including no. 69 High Street, and no. 164 Roman Road.

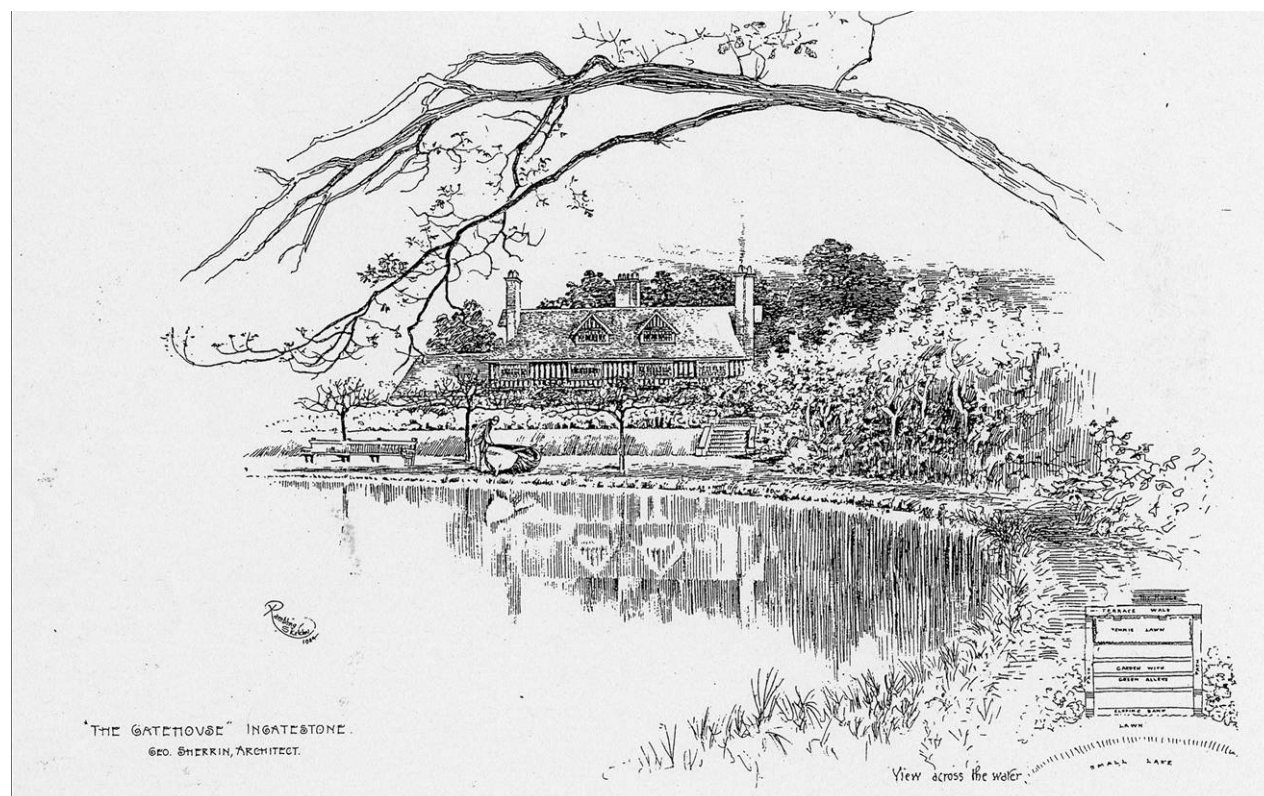


Fig. 2 The Gate House, viewed from across the lake, from 'The British Architect', December 14th 1894. ERO I/Mp 196/1/13.

As well as his Essex buildings, Sherrin worked on many notable buildings in London and elsewhere, including Spitalfields Market and the Brompton Oratory. In 1905 he was appointed to the Metropolitan Railway Company, designing several London underground stations including South Kensington. His son, Frank Sherrin (1879-1953), was associated with him, and also worked in Ingatestone. He built a new house in Roman Road, St Ethelburga's, for his mother, with gardens stretching back to The Gate House lake.

In the post-war period Ingatestone expanded significantly in size. The A12 by-pass was built in 1960 taking much of the long-distance traffic away from the town centre, although the High Street remained a busy route. The linear development of the High Street was supplemented with further ribbon development along the roads leading from it, as well as the construction of new roads and infilling with new housing. Some of the large Victorian houses in the vicinity of the station were swept away and replaced with new housing estates and private houses. This included Nithsdale, demolished to make way for the Paddocks, with further new detached houses constructed along the east side of Station Lane. Tor Bryan (originally called Heybridge House) was another large Sherrin house, at one time the home of Sebastian Petre. It was demolished around 1962 and replaced with a housing estate that took its name. Development has continued on the south-west side of

the village, with infill including Maltings Chase and Gate House Mews. The population of Ingatestone and Fryerning parish currently stands at around 4500.

Cartographic Evidence

At the time of the Walker map of 1601 the built up area of Ingatestone comprised linear development focussed on the High Street at the crossing with Fryerning Lane and Stock Lane. By the time of the Chapman and André map of 1777 a new market place was laid out at right angles to the High Street. Otherwise the settlement was little changed, with open land to the south-west of the main settlement. The road to Ingatestone Hall remained undeveloped (Fig. 3).

Fig. 3 Detail from the Chapman and André map of Essex, 1777.



The 1839 tithe map for Ingatestone parish shows little change in the settlement form. There were a few cottages, gardens and buildings associated with a maltings to the south of the village on the main road. Otherwise the area now falling within the Station Lane conservation area comprised open fields forming part of Lord Petre's lands (Fig. 4).

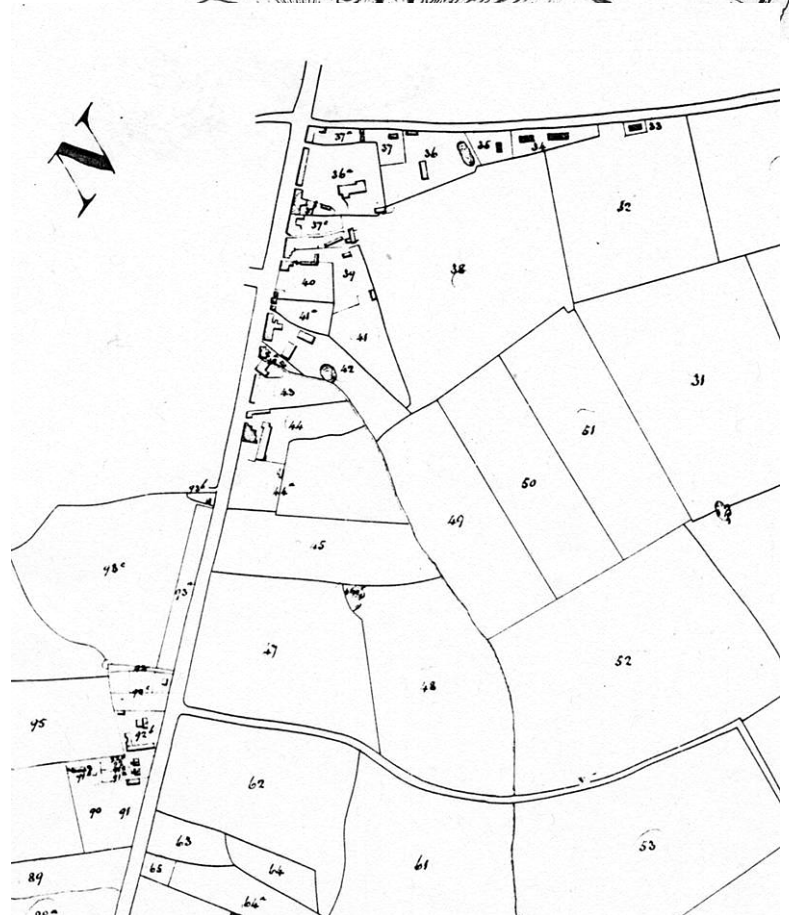


Fig. 4 Tithe map of Ingatestone parish, 1839.

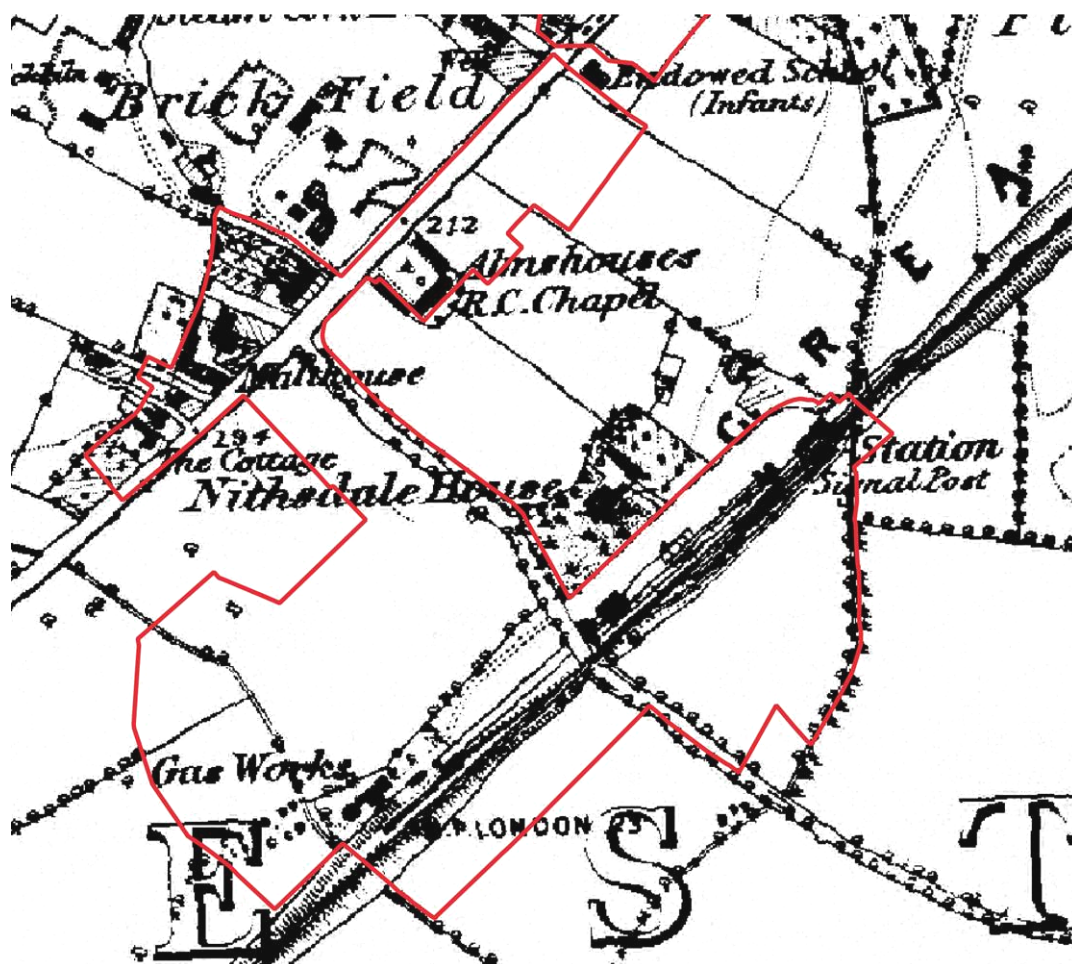


Fig. 5 1st
edition OS
map, 1875.

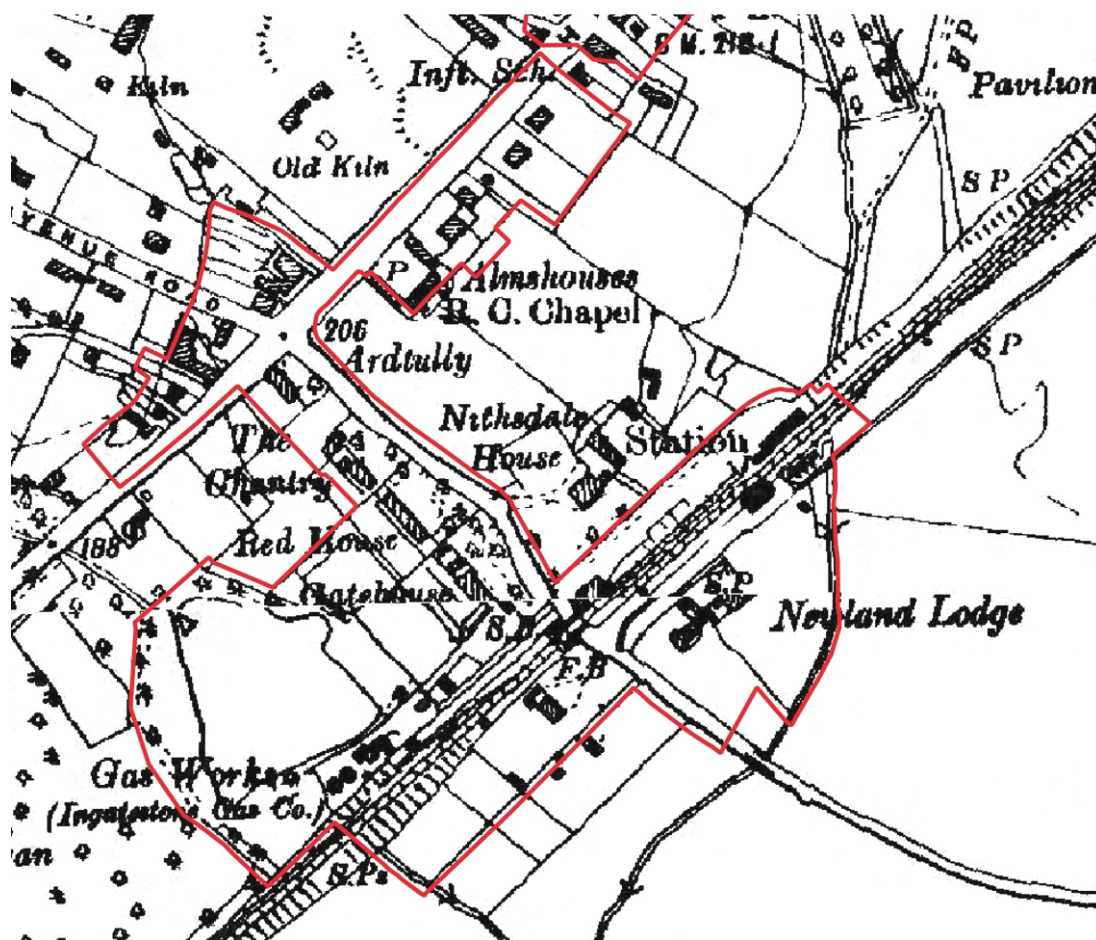


Fig. 6 3rd
edition OS
map, 1921.

The 1st edition OS map of 1875 shows the first of the large new Victorian houses built in the Station Lane area, Nithsdale, which once served as the station hotel (*Fig. 5*). The Petre almshouses are also shown on Roman Road. A new infants' school was built on the High Street in 1873, the posts of which can still be seen. There were brickworks, a steam corn mill and a maltings on the south-west side of the village off Roman Road, and a gasworks alongside the railway line. The 2nd edition OS map (1896) shows further properties along Station Lane between Roman Road and the railway line, including Sherrin's own house, the Gate House, with its large lake. The Red House, Ardtully, Roveoaks (now Newlands) and Chantry were also designed by Sherrin in the 1880s. By the time of the 3rd edition OS map (1921) the open land between the school and the almshouses was infilled with large houses, and Avenue Road was constructed leading north-west off Roman Road (*Fig. 6*). George Sherrin's son, Frank, had built a new house on Roman Road called St Ethelburga's for his mother, with gardens stretching back to the lake.

6. ARCHAEOLOGY

There have been only three archaeological investigations within Ingatestone. Although archaeological investigation has been limited, it is clear that below-ground archaeology survives within the historic core. Further information on the archaeological potential of the area is described in the Essex County Council Historic Village Assessment of Ingatestone (Medlycott 2002).

7. TOPOGRAPHY AND STREET PLAN

The wider landscape around Ingatestone slopes from a height of 100m north-west of the settlement down to 40m in the east towards the River Wid valley. The main tributaries of the Wid consist of the stream which runs along the southern boundary of the parish separating it from Mountnessing, and the stream running along the northern boundary which separates the parish from Writtle. The soil type is mostly Boulder Clay. The higher ground in the parish is wooded and the areas around Ingatestone Hall and The Hyde are parkland. The unwooded areas are largely under arable cultivation, and farmsteads are dotted throughout the parish.

The town of Ingatestone owes its origins to its siting on an important historic crossroads on the main route between London and Colchester (now the High Street and Roman Road) until the A12 by-passed the town. The High Street and Roman Road run south-west to north-east along the historic route, and the historic core of Ingatestone lies where this is crossed by the east-west route between Fryerning and Buttsbury (Fryerning Lane and Stock Lane). The railway line runs parallel to the Roman route off to the south-east.

The High Street, Roman Road, Station Lane, Hall Lane and the railway line form the basis for the Station Lane conservation area, forming an 'H' shaped plan. Station Lane was formerly part of Hall Lane, renamed with the opening of the railway in 1842. It was undeveloped up to that point, providing access to Ingatestone Hall and passing through open fields that formed part of Lord Petre's lands. The railway line now cuts across Hall Lane and Station Lane at a level crossing. Hall Lane passes over a small stream and beyond this the landscape opens out into arable countryside.

8. TOWNSCAPE AND SPATIAL ANALYSIS (Fig. 8)

The townscape character of the Station Lane conservation area is in marked contrast to the historic and commercial core of the High Street. It is loosely built up mainly with large detached houses set back from the road in garden plots with green front boundaries. The aerial photograph illustrates the spatial relationship between houses, roads, gardens, trees and green boundaries (*Fig. 7*).



Fig. 7 Aerial photograph of conservation area. © UK Perspectives

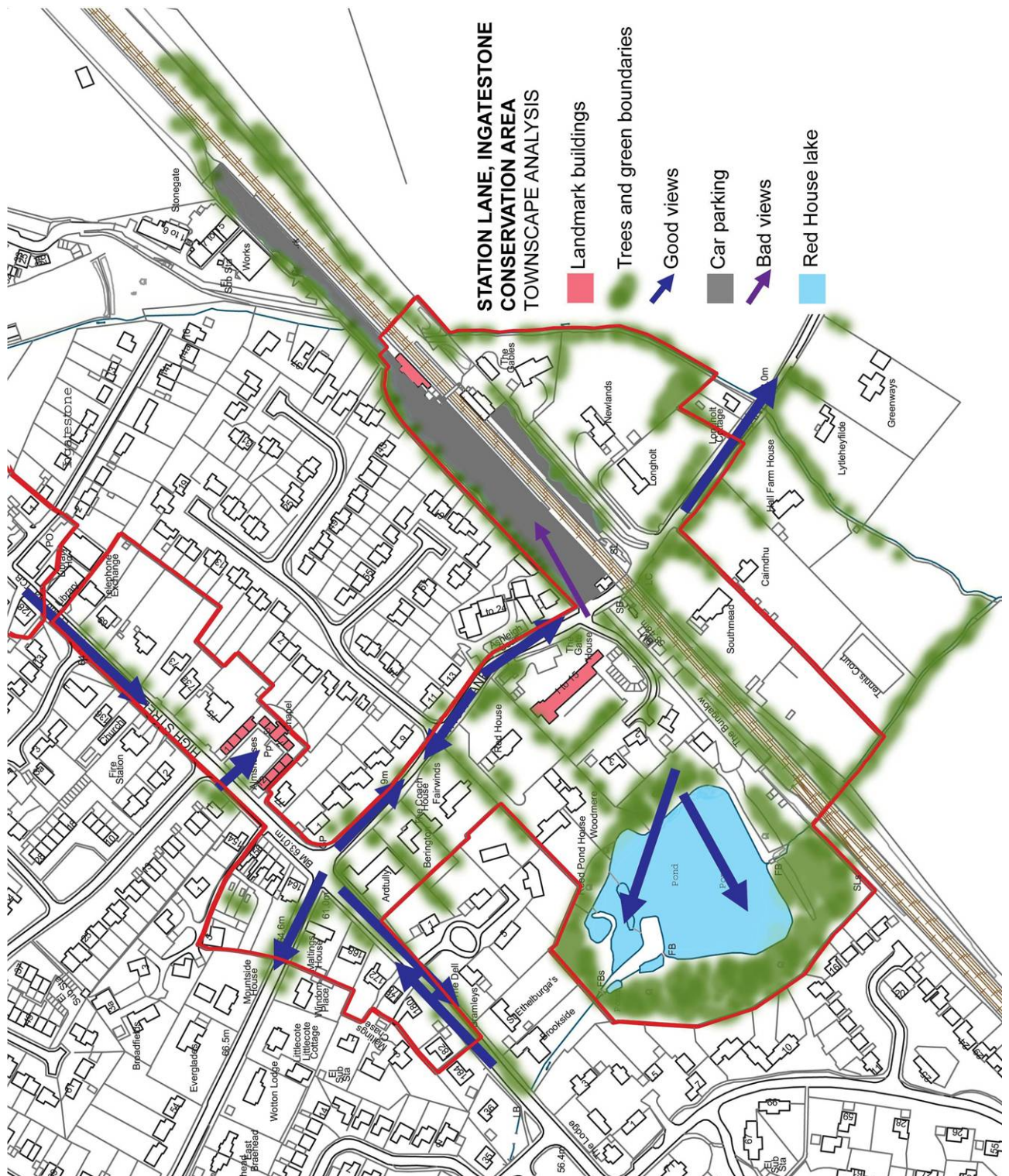


Fig. 8 Townscape analysis of Station Lane conservation area.

Long views along Roman Road, Avenue Road, Station Lane and Hall Lane are an important feature of the conservation area (*Fig. 9*). The soft curves of the routes and gentle undulations of the underlying topography contribute to the pleasing views along these roads. Mature trees and hedging provide definition to the road edges. They create a well-established character to the area even where there has been new development. There are expansive views east from Hall Lane into open countryside, serving as a reminder of the rural context of the settlement.

Fig. 9 Roman Road looking south-west.



The conservation area boundary follows the north-west edge of the High Street and Roman Road excluding mixed late 20th century development but taking in properties on the south-east side. These comprise substantial 20th century and 21st century houses set in large garden plots, often screened from view by tall, mature green front boundaries. The picturesque Ginge Petre Almshouses break with this arrangement, and are open to the road with an attractively landscaped green central courtyard and garden planting.

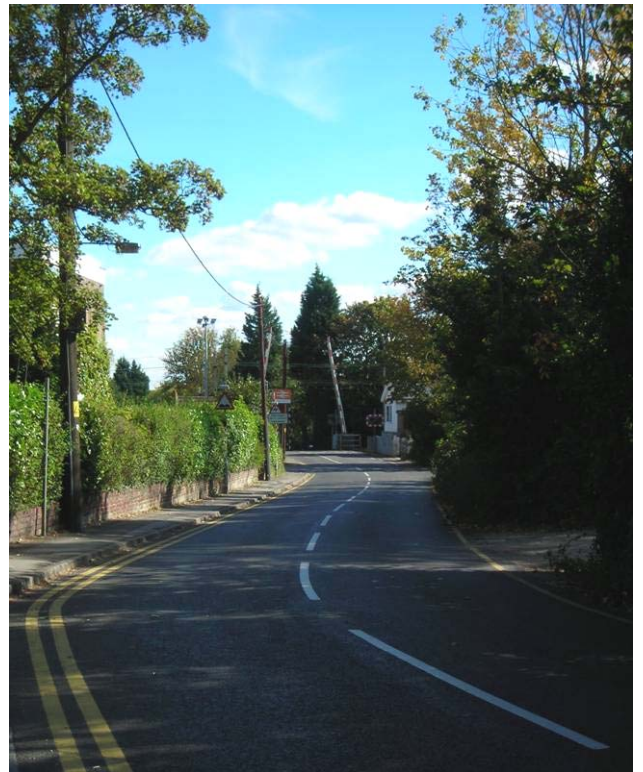
Beyond the Almshouses the conservation area boundary follows the south-east edge of the road to exclude new development around Chantry Drive, but takes in properties of varied dates and appearance on the opposite side. These include some of the older properties in the conservation area such as the cottages associated with the former maltings. The informal arrangement and alignment of these properties reflects different build dates and origins. There are narrow access routes between the houses providing access to backlands including Maltings Chase and Barrington Place (*Fig. 10*). These are well landscaped and provide attractive views off the main road.

Fig. 10 View into Maltings Chase from Roman Road.



In Station Lane the conservation area boundary follows the eastern edge of the road excluding the late 20th century housing on this side. On the west side of the road the boundary takes in George Sherrin's impressive houses, as well as some late 20th century houses of a similar style and arrangement. The well planted front garden plots contribute to the mature green setting (*Fig. 11*). Plots to the rear of the Sherrin houses have been developed in the late 20th century with further housing. These modern developments are well hidden and maintain the general loose grain of the area with detached houses and gardens.

Fig. 11 Station Lane looking south-east towards the level crossing.



The fishing lake (now known as the Red House lake) associated with Sherrin's The Gate House is an important element in the historic spatial character of the area (*Fig. 12*). It is not publicly accessible, and is open only to members of the local angling club. It is accessed through a padlocked gate in Gate House Mews. The lake itself is not visible from public areas, but the trees surrounding it are important to the general green and rural character of the area creating an attractive backdrop to properties.



Fig. 12 The Red House fishing lake.

The railway line has largely contained development to the north-west, and its embankments provide further greenery to enhance the rural character of the conservation area. A private lane running south-west along its edge was once the route to the former gasworks. It now provides access to a secluded cottage not visible from the road, and its green and informal character contributes to the rural quality of the conservation area. The station itself is set at the north-eastern end of what is now a large car park. This was once the station yard, occupied by cattle pens and sidings for local companies. It now creates a rather unattractive setting for the listed station building (*Fig. 13*).



Fig. 13 The station car park with the main station building beyond.

Beyond the level crossing there is access alongside the track to further car parking for the station and other station buildings. Mature trees (albeit recently lopped) provide valuable screening from the track and car park for the large houses, Longholt, Newlands and The Gables, which face onto them. These houses are accessed by long driveways running parallel to the track.

9. AGE OF BUILDINGS (Fig. 14)

The approximate age of buildings is shown in Fig. 14. Unless other information is available the dating is based on external observation and map evidence. The conservation area contains buildings of 19th and 20th century date. The architectural character of the area derives principally from the neo-Tudor buildings of the 1840s and the Arts and Crafts houses of George Sherrin in Station Lane and Hall Lane.

The oldest surviving buildings in the conservation area are the vernacular rendered cottages at nos 172, 176 and 178 Roman Road. These are shown on the tithe map of 1839 associated with the maltings, although it is unclear when there was first a maltings on the site. The adjacent house at no 180, The Cottage, with a polite frontage of white gault brick and slate roof, also dates from the early part of the 19th century. The almshouses (1840) and station buildings (1846) with their picturesque red brick and diaperwork, prominent chimneys and lattice windows are distinctive buildings of the early Victorian period.

Red brick and clay tile cottages of the mid-Victorian period provide an attractive grouping opposite the Station Lane junction. These cottages appear on the 1st edition OS map of 1875 with long, narrow rear garden plots.

From the 1880s large houses were built in the Arts and Crafts style, the most important of which are those built to the designs of George Sherrin in Station Lane and Hall Lane. Newlands is the most intact of Sherrin's houses to have survived, but others that have been altered to varying degrees include Red House and The Gate House.

Sherrin's work continued to influence the design of houses in the area into the 20th century. In the High Street, no. 69 is an example of a high quality early 20th century Arts and Crafts house, whilst Maltings House (1907) is a rather more eccentric interpretation of the style. The conservation area contains a number of late 20th century houses which generally harmonise well with the design and arrangement of the older houses. These include those in Gatehouse Mews.

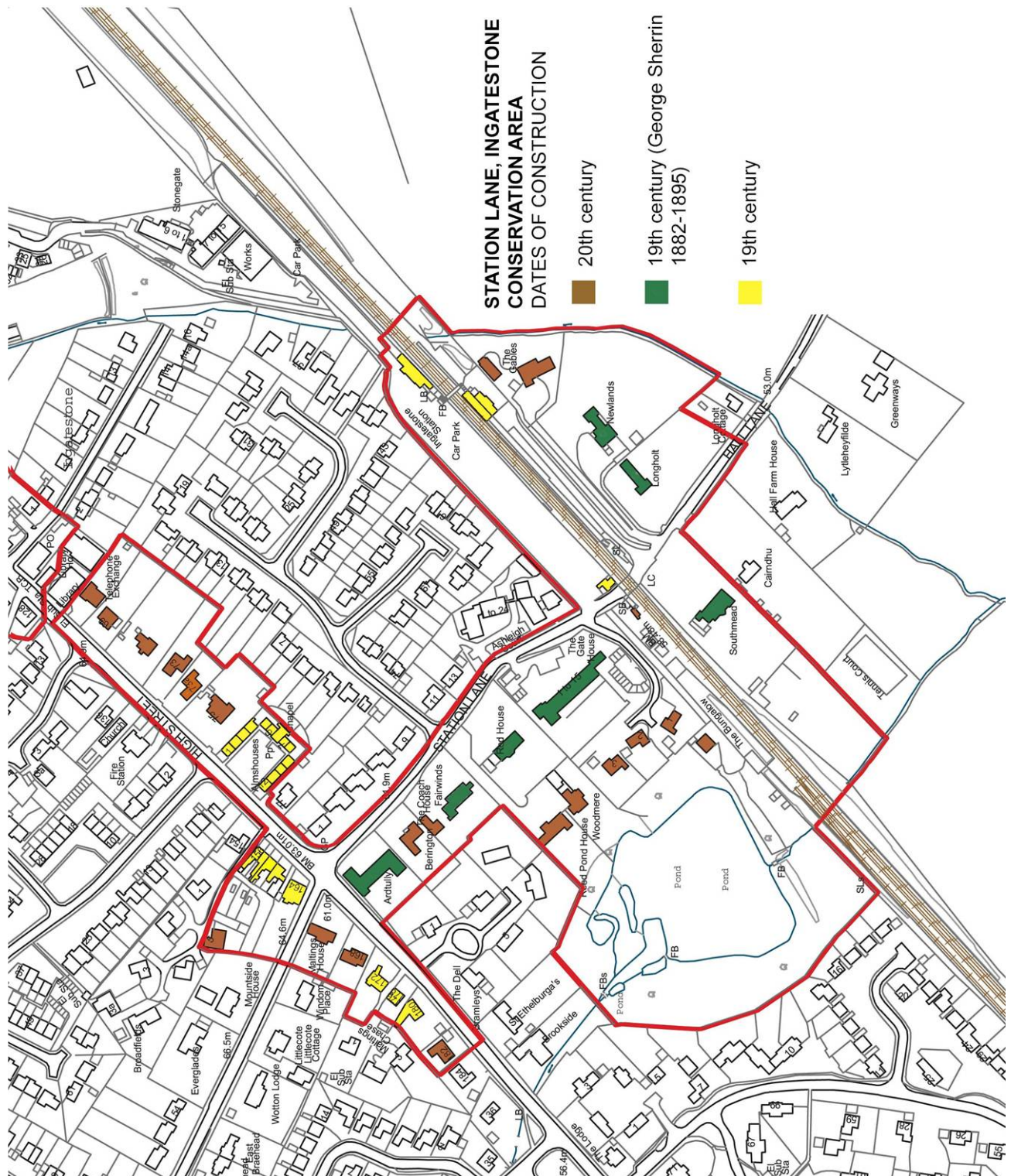


Fig. 14 Estimated date of construction of buildings in the conservation area.

10. MATERIALS AND DETAILING

The palette of materials used in the construction of the historic buildings in the conservation area makes a strong contribution to its special character, lending colour and texture to the built environment. Decorative embellishment and detail adds further interest to the street scene.

The oldest buildings in the conservation area are the rendered cottages in Roman Road, but otherwise render is not typical of the area. Later houses sometimes feature partly rendered facades. Applied timbers on rendered gables and upper storeys are characteristic of the Arts and Crafts houses, reflecting earlier timber-framed vernacular traditions (*Fig. 15*). Tile hanging is also seen on elevations, and is a characteristic wall treatment within the traditional Arts and Crafts palette.



Fig. 15 False half timbering, Ardtully.



Fig. 16 English bond brickwork, The Gate House.

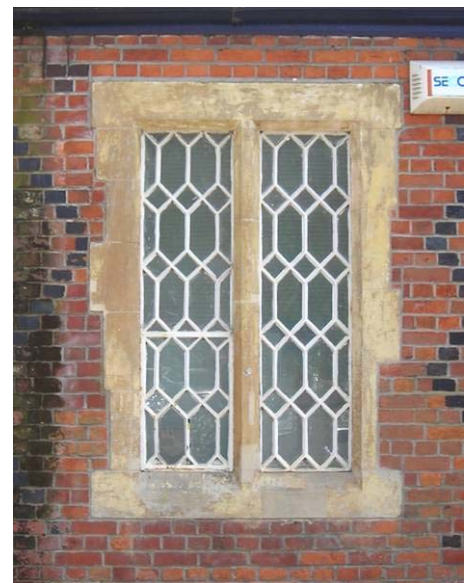
Good quality soft orangey-red brickwork is typical of the Victorian properties and makes a strong impact on the appearance of the conservation area. Early Victorian buildings (the station and almshouses) have English bond brickwork, with flared headers used in a decorative diaper pattern. The almshouses also use white gault bricks at the quoins and elsewhere which are suggestive of stone mouldings. Flemish bond brickwork is seen on some of the later Victorian houses, such as nos 156 to 162 Roman Road, and on some 20th century properties. The Arts and Crafts houses of George Sherrin used high quality traditional English bond brickwork, as seen at The Gate House and Red House (*Fig. 16*). No. 180 Roman Road, known as The Cottage, is distinctive in the conservation area for its multi-toned white gault brick construction in Flemish bond. Some of the more recent developments have used stretcher bond brickwork which is bland in comparison with more traditional bonds.

Brick chimneys are a strong feature of the conservation area, and are often quite substantial. Decorative features include corbelling and diagonal shafts. Some of the Arts and Crafts houses have external brick stacks suggesting vernacular traditions. Flues may be separately articulated adding further interest.

Windows may be recessed in the brick elevations with gauged brick flat or segmental arches. Occasionally stone dressings are used, or plastered brickwork to resemble stone. The station buildings have moulded limestone dressings, and some of the windows of The Gate House have moulded stone surrounds, mullions and transoms harking back to the Tudor period. Windows may be flush mounted in Arts and Crafts buildings, as they would have been in vernacular timber-framed buildings. Canted brick bays are also a feature of some of the Victorian houses, as are oriel windows mounted on small timber brackets.

Window forms vary within the conservation area. Vertically sliding painted timber sashes are seen on some of the Victorian properties in Roman Road. The almshouses and station buildings have distinctive cast iron latticed windows (*Fig. 17*). Some of Sherrin's houses have leaded casement windows (such as Ardtully); others have timber casements (Newlands) or timber sashes (Red House). Timber windows and surrounds are typically painted white, or black. Some modern development and refurbishment has introduced unsympathetic windows into the conservation area.

Fig. 17 Cast iron latticed windows, railway station.



Traditional doors in the conservation area include painted timber boarded doors as seen on the almshouses, and painted timber Victorian panelled doors, which may be part-glazed (Ardtully for example).

Steeply pitched clay tile roofs are characteristic of the conservation area. The roofs of many of the Victorian properties have complex plans of hips, gables and dormers. Dormer windows are typically small with pitched roofs. Traditional roofing materials were hand made clay tiles, as seen on nos 176 and 178 Roman Road, and on some of the rear ranges and outbuildings on 19th century buildings on Roman Road. Later Victorian houses used machine made clay tiles to reflect this earlier tradition. Slate roofs are also seen on shallower pitches, including the railway station and no.180 Roman Road.

Boundary treatments make a significant impact on the character and appearance of conservation areas. Mature green boundaries of hedges and trees contribute to the soft rural character of the conservation area (*Fig. 8*). Some green boundaries are tall and informal providing a high level of screening whilst others comprise more formal hedges. Victorian properties along Roman Road have simple iron railings, sometimes used in conjunction with neat hedges or low red brick walls. Tall modern brick walls, high security gates and close-boarded fencing are less sympathetic in the conservation area.

11. USES OF BUILDINGS

With the exception of the railway buildings, the conservation area is residential in character, and has been so since the late Victorian period. Historically, this part of the village also contained some of the town's industries, including the gas works and maltings. Today, the maltings is remembered in house and street names only.

12. AREA ANALYSIS

High Street/Roman Road, south-east side

No. 69A High Street is a large red brick late 20th century detached house (*Fig. 18*). Whilst this is in keeping with the overall grain of the conservation area it is let down by clumsy proportions and detailing including the window design. Adjacent to this **no. 69** is a pleasing early 20th century detached house, well preserved with good period details including windows and front door (*Fig. 19*).



Figs 18 & 19 No. 69A High Street (above) and no. 69 High Street (left).

Nos 71, 73 and 73a are all detached 20th century houses set well back from the road. **No. 71** is a much altered and extended early 20th century Arts and Crafts style house with false timbering on the gables and good Flemish bond red brickwork. It would benefit from some softer landscaping at the front to break up the expanse of paving. **Nos 73 and 73a** are of modern design that does not particularly reflect the traditional architecture of the conservation area, but they are set back and do not intrude on the special character of the area. Two new large brick houses are under construction on the site of what was no. 75. They are broadly of sympathetic design and have retained the mature front hedge boundary which will help them to bed more quickly into the street scene.

The **Ginge Petre Almshouses** are a picturesque grouping that creates a notable break in the overall grain of the conservation area (*Figs 20 and 21*). They were built by the Petre family in 1840 to replace almshouses in Stock Lane, and are Grade II listed. There are twelve houses, forming three sides of a quadrangle. The fourth side is open to the main road. There is a Roman Catholic chapel in the centre of the south-east range. They are constructed in a Tudor Revival style of red brick with black headers in a diaper pattern and

dressings of white gault brick. The roofs are of fish scale slates. The quadrangle is attractively landscaped creating a pleasing aspect from the main road.



Figs 20 & 21 Ginge Petre Almshouses. The chapel is shown on the right.

Roman Road, north-west side

Nos 156-164 (evens) are an attractive and prominent group of well-preserved Victorian houses. **Nos 156 and 158, and 160 and 162** are two pairs of semi-detached cottages with good traditional timber sash windows (*Fig. 22*). They have attractive frontages with hedging and iron railings. Barrington Place runs alongside these cottages following the conservation area boundary. From here the rear elevations of the houses on Roman Road are visible (*Fig. 23*). These too are well preserved, with rear brick boundary walls and outhouses. The long garden plots are now crossed by a driveway providing access to parking. No. 5 Barrington Place is included within the conservation area boundary, and has been constructed since the original designation of the conservation area. Its plot has unfortunately cut across the former garden plots of the 19th century houses, whilst following their rear boundaries. This single storey dwelling is modest and unobtrusive, but is constructed of dark brick with interlocking roof tiles and does not reflect the traditional architecture of the conservation area. **No. 164** is a substantial detached house obliquely facing the road. It has an unsympathetic window in the dormer but otherwise is well preserved with good period details and an attractive frontage (*Fig. 24*).



Figs 22 & 23 Nos 156-162 (evens) High Street, with rear elevations (right).

On the opposite corner of Avenue Road **no. 166, Maltings House**, is a distinctive Edwardian house dated 1907 with unusual detailing and roof plan (*Fig. 25*). It has thick roughcast render which may be causing some problems to the building and is cracking and falling away in places. **No 168** is a late 20th century detached house set back from the road edge. It is built in a modern design which is softened by planting.



Fig. 24 No. 164 High Street.



Fig. 25 No. 166 Maltings House.

Nos. 172 (Maltings Cottages), 176 and 178 are traditional rendered cottages, nos 176 and 178 comprising a double pile building. These stand on either side of the narrow access route to Maltings Chase, creating an attractive entrance way to this modern development. **No. 180, The Cottage**, is an attractive house of early 19th century appearance (*Fig. 26*). The house is well cared for with original features and an attractive front plot with iron railings. No 182 is a late 20th century interpretation of an Arts and Crafts design with hipped and gabled dormers, hanging tiles and stained brown timber joinery.



Fig. 26 No. 180 High Street.

Station Lane, south-west side

Ardtully on the corner of Station Lane is a George Sherrin house, now a residential home, constructed in 1882 (*Fig. 27*). It is a good example of Sherrin's Arts and Crafts designs with leaded windows with coloured glass. **Chantry House** is a late 20th century house sympathetically designed to harmonise with adjacent properties. **Fairwinds** is built to a Sherrin design (*Fig. 28*), and the adjacent **Coach House** may be a converted ancillary building to this Victorian house. **The Red House** is a Sherrin house of red brick in a Queen Anne Revival style with distinctive ogee-shaped roofs on the porches. The house is obscured from view behind rather imposing modern walling and gates (*Fig. 29*). It is known locally for being the former home of the suffragettes Madeline and Dorothy Rock (Wilde 1913, 319). Two houses built in the rear garden plot of Red House in the last 20 years, **Woodmere** and **Reed Pond House**, are broadly of sympathetic design.



Fig. 27 Ardtully



Fig. 28 Fairwinds.



Fig. 29 Red House.

The Gate House was Sherrin's own house, built in 1884, now extended and converted into several separate apartments (*Fig. 30*). It is a notable building in the conservation area, although unlisted. The house was built to face towards the lake, and the Station Lane elevation was in fact the rear. Following a campaign by the Victorian Society it was extensively restored in the 1980s having been derelict for some time. Gate House Mews was built in the rear garden plot in the late 20th century with three detached houses. The Mews is well landscaped and the houses generally of sympathetic design (*Fig. 31*).



Figs 30 & 31 The Gate House (left) and Gatehouse Mews (above).

The Bungalow is a single storey cottage located down a rough track running alongside the railway line. It was built in the 1930s and is not visible from public areas. The plot beyond was formerly occupied by the old gasworks which closed in the 1920s (Yearsley 1997, 108). The site has now largely reverted to scrub with a few small ancillary buildings.

Station buildings

The railway station is constructed in what Pevsner (Bettley and Pevsner 2007, 503) described as a 'friendly Neo-Tudor', possibly by architect H.A. Hunt (*Fig. 32*). The design was said to reflect the architecture of nearby Ingatestone Hall at the insistence of the 11th Lord Petre, as a condition of building on his land. The station is Grade II listed. It is a picturesque building, of red brick construction with diaper patterns in black brick, and chamfered stone surrounds to the main windows. Although the main part of the station is in good repair and well preserved, the two storey cross-wing to the left is in a poor state with some worrying cracks in the brick work and a neglected former garden plot. A later brick station building on the other side of the line is currently up for let, and appears neglected and poorly maintained at present (*Fig. 33*), as does a further building at the level crossing. These buildings of 1884-5 are by W.N. Ashbee, staff architect of the Great Eastern Railway (Bettley and Pevsner 2007, 56, 503). The care and maintenance of these buildings needs to be addressed, particularly where they are currently unused.



Fig. 32 Ingatestone Station.



Fig. 33 Vacant station building.

Hall Lane

The Gables is a late 20th century detached house, invisible from the highway and screened by trees and greenery at the end of a long gravel drive. Newlands is a Grade II listed Sherrin house, and Longholt is also of Sherrin's design (*Figs 34 and 35*). The driveway to Newlands has recently been re-laid with a long brick boundary wall and metal railings. This creates a rather too hard and formal approach to the listed house, and the forecourt area would benefit from some soft landscaping. Southmead is a large detached late 19th century house designed by Sherrin a little later than those in Station Lane. It is set back from the road and largely screened behind garden planting.



Fig. 34 Longholt.



Fig. 35 Newlands.

13. EVALUATION OF THE CONTRIBUTION OF INDIVIDUAL BUILDINGS TO THE CHARACTER OF THE CONSERVATION AREA

A map showing an assessment of the contribution of individual buildings to the special character and appearance of the conservation area is shown in *Fig. 36*. Although to some extent this is a subjective judgment, it can be helpful to inform the planning process.

Buildings have been graded on a scale of one to five according to the following criteria:

1. Negative, buildings of no architectural quality detrimental to the character of the area, either by reason of mass, design, materials or siting.
2. Negative, buildings of indifferent design or detailing, or unsuited to the character of the conservation area.
3. Buildings which have a neutral presence in the conservation area, fitting satisfactorily into it.
4. Positive contribution through design, age, materials or detailing.
5. Positive, listed buildings or landmark buildings.

Unsympathetic alterations or 'improvements' can have the effect of moving a building down a grade. Similarly reversal of such alterations could restore its original character and move it up a grade.

14. PRESSURES FOR CHANGE IN THE CONSERVATION AREA

Ingatestone is under continued pressure for additional housing. There have been a number of new residential developments within the conservation area over the last 30 years, some within rear garden plots (such as those to the rear of Red House for example) and others in backland areas (Maltings Chase). On the High Street south of the library the former large garden plots of single houses have been subdivided and infilled with two houses (73A and 73B, 75A and 75B for example). New development has generally been sympathetically designed and landscaped, but nonetheless represents loss of open space affecting the overall spatial character of the conservation area.

Although the conservation area has a large number of listed buildings, unlisted buildings make an important contribution to its character. These include the historic buildings on the north-west side of Roman Road, and Sherrin's unlisted houses which represent an important body of his work. These can suffer from unsympathetic and uncontrolled alteration as a result of permitted development, including replacement of traditional timber windows and doors. Alterations to front boundaries, including loss of mature green boundaries and construction of high security walls and gates, can have a dramatic effect on the character of the area and the street scene. Paved and tarmacked driveways and hard landscaping of front garden plots to provide car parking are further problems, undermining the important contribution of soft landscaping and garden planting to the character of the area.

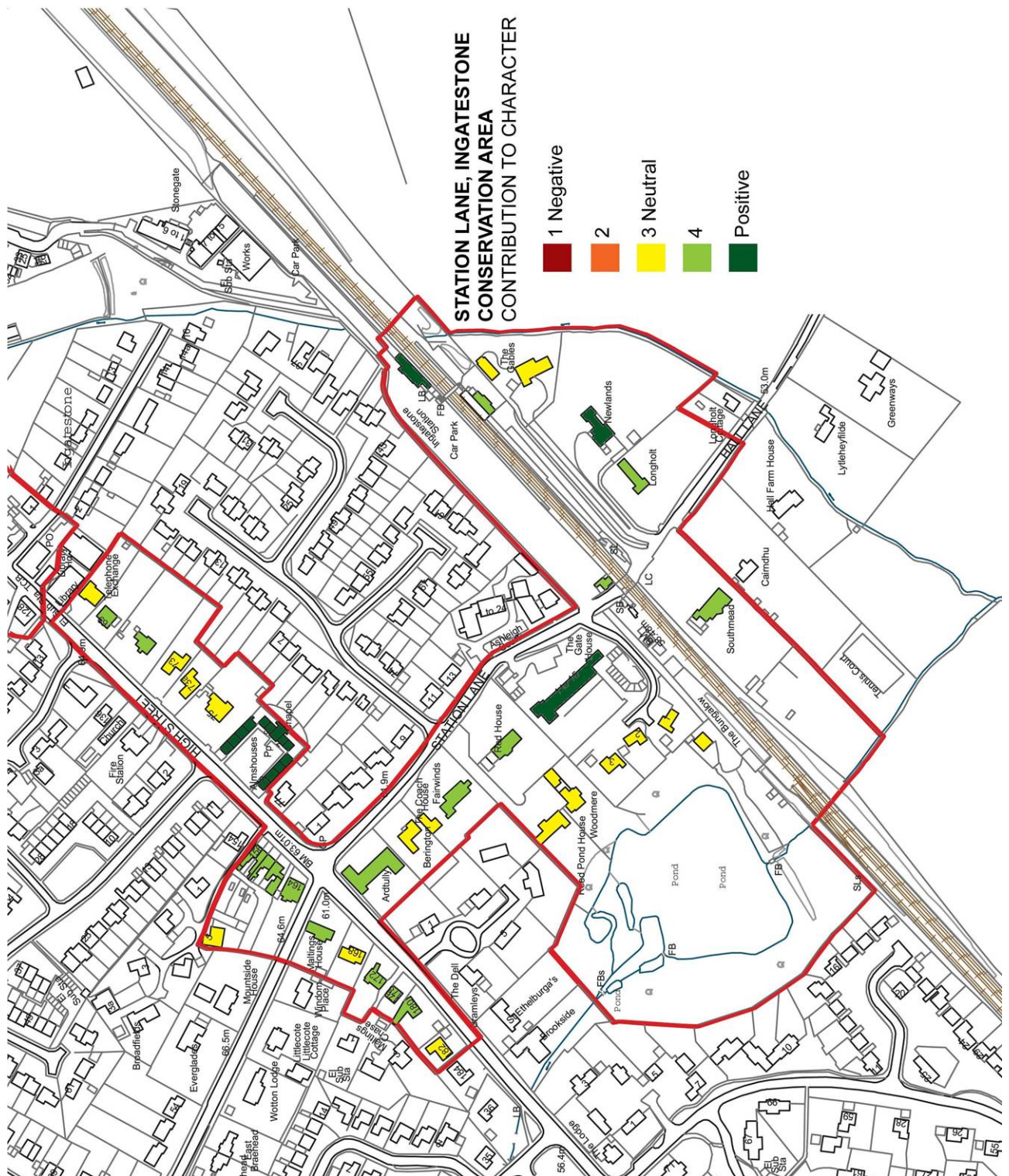


Fig. 36 Contribution of individual buildings to the character of the conservation area.

15. MANAGEMENT PROPOSALS

Boundary changes

An extension to the conservation area boundary is recommended to address omissions which warrant protection. Frank Sherrin's St Ethelburga's house on Roman Road is currently outside the boundary. The Catholic Church and presbytery house further south-west on the road is also of his design, built in 1931-2 of red brick selected to reflect the Tudor brick of Ingatestone Hall (Yearsley 1997, 85). The church contains stained glass from the Hall, including some in the nave by Morris & Co. of 1907 based on cartoons by Burne-Jones. In the chancel there are further windows by Morris & Co. of 1934-5 based on designs by Burne-Jones and J.H. Dearle (Bettley and Pevsner 2007, 503). This should be included (Fig. 37).



Fig. 37 Catholic church, Roman Road.

These buildings are separated by the Tor Bryan estate, the name referring to the place of origin of Sir William Petre. The estate was constructed 1966-72 to the designs of Design Planning Associates of London (Bettley and Pevsner 2007, 504). This estate is a striking and innovative example of a post-war housing development, with bold modern architecture, varied detailing and a distinctive palette of materials (*Fig. 38*). It is attractively landscaped with mature trees and planting. The estate is managed by a private company, and each householder is a shareholder. Alterations to properties are controlled by covenants. This management system appears to be working well, and the development is well maintained and appears largely to have escaped unsympathetic alteration. Conservation area designation would provide recognition of the special character and appearance of the development as a whole, and offer further opportunities for the preservation and enhancement of this distinctive estate.



Fig. 38 Tor Bryan estate.

A further small extension to the boundary is recommended on Hall Lane, to take in Longholt Cottage (*Fig. 39*). This is a 20th century traditional cottage built within the rear plot of Longholt, with an attractive green-edged plot. Although there are a handful of large houses on the opposite side of Hall Lane outside the conservation area, this cottage reads as the rural edge of the settlement, beyond which is arable countryside. The revised boundary should continue on the line of the rear boundary of Newlands to follow the boundary of Longholt Cottage across to the far side of Hall Lane.



Fig. 39 Longholt Cottage.

The recommended alterations to the conservation area boundary are shown in *Fig. 40*.

Additional planning controls

It is possible to introduce additional planning controls in a conservation area as a means of protecting the area from unsympathetic alterations carried out as permitted development. This can be done through the use of an Article 4(2) direction under the Planning Act, which would require planning permission for certain categories of works normally regarded as permitted development. Owners can also have a role to play by considering the impact of any proposed alterations on the special character of the conservation area. The Station Lane conservation area has a number of unlisted buildings which make an important contribution to the conservation area. These include George Sherrin's unlisted houses and the well preserved 19th century buildings on Roman Road. These buildings are vulnerable to unsympathetic alteration and loss of historic features. It is therefore recommended that the following works should require planning permission under an Article 4 direction:

- Alterations to a dwelling house affecting windows, doors or other openings, including the insertion of dormer or other windows in the roof and the change of roof materials.
- The application of render or cladding to the external walls of a dwelling house or the painting of brickwork.
- The erection or construction of a porch outside the front or side door of a dwelling house.
- The erection or construction of any fences, gates or other forms of enclosure to the front or sides of a dwelling house or the alteration of fences, walls or other forms of enclosure if they adjoin the highway.
- The construction of any fences, walls gates, or other forms of enclosure to the front or sides of a dwelling house.
- The painting of the exterior of any wall of a dwelling house with a different colour.
- The installation of solar panels and wind turbines.

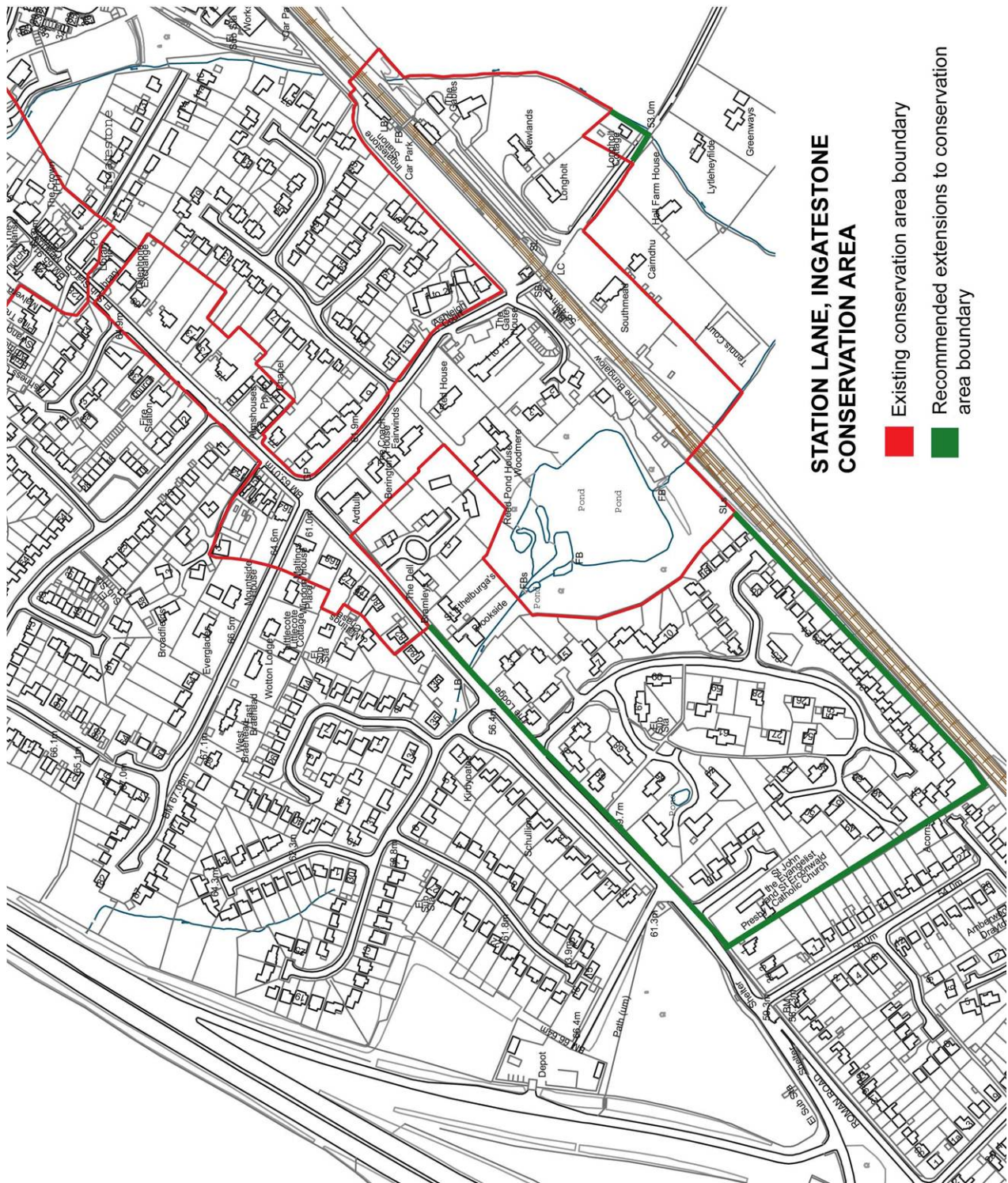


Fig. 40 Recommended boundary changes to the conservation area.

Station buildings and car parks

The Victorian railway buildings form a key group within the conservation area. The station building is amongst the earliest to survive in Essex, and therefore has an important place in the railway heritage of the county (Bettley and Pevsner 2007, 56). The main part of the station building is well maintained but the attached two storey cross-wing is in a very poor state (*Fig. 41*). This may be a later extension and has been altered or rebuilt at some point. The adjacent plot is also in a sorry state, with collapsed fencing and overgrown vegetation. At the time of writing plans were underway to repair the cross-wing. Two other subsidiary brick station buildings have a rather neglected appearance. The one at the level crossing has poor replacement concrete tiles and an untidy boundary. These buildings all require repair and maintenance, and tidying of the plots.

Fig. 41 Cross-wing of station



Consideration should be given to reducing the impact of signage, lighting, cameras, communications equipment and other equipment associated with the railway. These can create visual clutter in this sensitive area and detract from the appearance of the conservation area (*Fig. 42*). Improvements might include removal of redundant signs, combining signs to reduce the number of poles and using smaller signage. The design of signage and equipment should take into account the location and historic context in order to reduce their visual impact on the conservation area.



Fig. 42 Level crossing.

Ingatestone Station has extensive areas of hard landscaped car parking. Car parks require careful landscaping to minimise their visual intrusion on the appearance of the conservation area, as they can be cheerless spaces. This can be done using a softer, more natural surface treatment such as bound gravel to avoid the overly hard and urban appearance of asphalt, as well as through more subtle markings rather than bold white lines, and more considered signage and street furniture. Planting can be used to provide screening, and soft landscaping can also improve the appearance of the parking areas.

Road and pavement surfaces

Road and pavement surfaces in conservation areas require careful consideration. Blanket use of asphalt creates a hard, bland appearance. Bound gravel can be used to soften the

appearance of surfaces. Avenue Road, although outside the conservation area, has older gritty pavement surfaces that suit the informal character of the area. Some stone kerbs have survived and should be reinstated where they have been lost to avoid the hard and uniform appearance of concrete.

Where possible road markings should be kept to a minimum to avoid visual clutter, and narrow lines should be used where permissible within the conservation area.

New development

Large garden plots are a defining feature of the conservation area, but are vulnerable to infill development. Over-development of these plots would radically affect the character of the area and must be avoided. Any development must reflect the open and informal grain of the settlement.

Any proposals for new development, including alterations and extensions to existing properties, must preserve or enhance the special character of the conservation area and should respect the context and surroundings. Development proposals must satisfy the requirements laid out in policy C18 of the Replacement Local Plan.

The conservation area has a strong architectural character with good quality materials and details. External materials and finishes should respect the materials and treatments used within the historic built environment of the conservation area. This does not preclude the use of modern materials, but where used they should harmonise with the colours and textures of the historic buildings.

Boundary treatments and landscaping are also critical to the special character of the conservation area. Green boundaries are prevalent. Any new boundaries must make reference to the historic context.

Locally listed buildings

The Replacement Local Plan says that the Borough 'will seek to compile a list of buildings of local or historic interest (para. 9.57). These should be buildings of good architectural quality, or associated with a noted architect or historic figure, or of local historical significance. They should make a positive contribution to the appearance of the area in which they are located. The views of local people should be taken into account in identifying buildings that might be suitable for local listing. There are many good unlisted historic buildings which make a positive contribution to the conservation area. It is suggested that the following are of particular note and are recommended for inclusion:

Ardtully	Nos 160 & 162 Roman Road
Red House	No. 164 High Street (Grove Lodge)
The Gate House	No. 166 Roman Road (Maltings House)
Fairwinds	
Southmead	
Longholt	
No. 180 Roman Road (The Cottage)	
Nos 156 & 158 Roman Road	

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APPENDIX

Listed Buildings in the Conservation Area

GINGE PETRE ALMSHOUSES, 1-4 ROMAN ROAD (south east side)

INGATESTONE AND FRYERNING, BRENTWOOD, ESSEX

Date listed: 20 February 1976

Date of last amendment: 09 December 1994

Grade II

INGATESTONE AND FRYERNING TQ6499 ROMAN ROAD, Ingatestone 723-1/14/411 (South East side) 20/02/76 Nos.5-8 (consec) Ginge Petre Almshouses and Chapel (Formerly Listed as: I BRENTWOOD ROMAN ROAD, Ingatestone Ginge Petre Almshouses) GV II Terrace of almshouses and Roman Catholic chapel. 1840. Renovated in 1978 by Trehearne and Norman Preston. Red brick with black headers in diaper patterns, and dressings of gault brick, roofed with fishscale slates. One terrace of 4

almshouses facing SW, forming one side of a quadrangle, with other terraces to S and SW. Tudor Revival style. Single storey. Each house has 2 original cast-iron latticed casement windows, with chamfered jambs and segmental arches of gault brick, and a central boarded door with vertical moulded fillets, and chamfered jambs and 4-centred arch of gault brick. Dogtooth eaves course. The black headers are glazed. Diagonal chimney shafts of red and black bricks in 1-2-2-1 arrangement. Ridge tiles of red clay. The left gable (to Roman Road) has moulded copings and kneelers of limestone: the right gable has kneelers of gault brick. The left gable end has one similar casement window and a limestone tablet with reversed curves at the corners, inscribed 'Endowed by Sir William Petre knt A.D. 1557', and 2 red brick buttresses covering the diaper pattern. A lean-to boiler house of red brick with slate roof has been added to the right gable end in 1978. The diaper pattern of black headers continues on the gable ends and rear elevation. The rear windows are C20 casements. Similar black glazed bricks occur in Ingatestone Railway Station (qv).

GINGE PETRE CHAPEL, ROMAN ROAD (south east side)
INGATESTONE AND FRYERNING, BRENTWOOD, ESSEX

Date listed: 20 February 1976

Date of last amendment: 20 February 1976

Grade II

INGATESTONE AND FRYERNING TQ 6499 723-1/14/411 20/02/76 ROMAN ROAD, Ingatestone (South East Side) Nos 5-8 (consec) Ginge Petre Almshouses and Chapel (Formerly Listed as: BRENTWOOD, ROMAN ROAD Ingatestone Ginge Petre Almshouses) GV II Terrace of almshouses and Roman Catholic chapel. 1840. Renovated in 1978 by Trehearne and Norman Preston. Red brick with black headers in diaper patterns and dressings of gault brick, roofed with fishscale slates. One terrace of 4 almshouses facing NW, with chapel in centre, forming the rear of a quadrangle enclosed in 2 sides by other terraces. Tudor Revival Style. Single storey. Nos 5 and 8 (at the ends) each have 2 original cast-iron latticed casement windows, with chamfered jambs and segmental arches, and a central boarded door with vertical moulded fillets, and chamfered jambs and 4-centred arch of gault brick. Nos 6 & 7 are similar but each have only one window. Dogtooth eaves course. The black headers are glazed. Diagonal chimney shafts of red and black bricks in 1-2-2-1 arrangements. Ridge tiles of red clay. The gables have copings and kneelers of gault brick. The left gable end has 3 buttresses of red brick, covering the diaper pattern. The right gable end is not buttressed with a diaper pattern all over, but a small area is repaired with Flettons. The diaper pattern continues on the original rear elevation. The rear windows are C20 casements. The chapel has a gable wall standing one brick forward of the remainder of the front elevation, with 2 smaller windows in similar style, a similar central door, and a corbelled bell-turret without a bell. INTERIOR: Rectangular and plain, with a coved ceiling, a central panel outlined by plaster mouldings, and 2 plaster roses in the middle; the larger, upper rose is white, the smaller lower rose is painted red. Rear extensions of red brick with slate roofs to Nos 6 and 7 meet behind the chapel.

GINGE PETRE ALMSHOUSES, ROMAN ROAD
INGATESTONE AND FRYERNING, BRENTWOOD, ESSEX

Date listed: 20 February 1976

Date of last amendment: 09 December 1994

Grade II

INGATESTONE AND FRYERNING TQ6499 ROMAN ROAD, Ingatestone 723-1/14/412 (South East side) 20/02/76 Nos.9-12 (consec) Ginge Petre Almshouses II (Formerly Listed

as: 1 BRENTWOOD ROMAN ROAD, Ingatestone Ginge Petre Almshouses) GV II Terrace of almshouses. 1840. Renovated in 1978 by Trehearne and Norman Preston. Red brick, with black headers in diaper patterns, and dressings of gault brick, roofed with fishscale slates. One terrace of 4 almshouses facing NE, forming one side of a quadrangle, with other terraces to NE and E. Tudor Revival style. Single storey. Each house has 2 original cast iron segmental arches of gault brick, and a central boarded door with vertical moulded fillets, and chamfered jambs and 4-centred arch of gault brick. Dogtooth eaves course. The black headers are glazed. Diagonal chimney shafts of red and black bricks in 2-2-1 arrangement. Ridge tiles of red clay. The right gable (to Roman Road) has moulded copings and kneelers of limestone, one similar casement window, a limestone tablet with reversed curves at the corners inscribed 'Rebuilt by the Right Honourable William Lord Petre A.D. 1840', the letters J. C. inscribed in a gault brick corbel below the shaft, and 2 red brick buttresses covering the diaper pattern. The left gable end has copings and kneelers of gault brick, and a lean-to boiler house of red brick with slate roof built in 1978. The diaper pattern of black headers continues on the gable ends and rear elevation. The rear windows are C20 casements.

INGATESTONE RAILWAY STATION, STATION LANE (north east side)
INGATESTONE AND FRYERNING, BRENTWOOD, ESSEX

Date listed: 20 February 1976

Date of last amendment: 20 February 1976

Grade II

INGATESTONE AND FRYERNING TQ6499 STATION LANE, Ingatestone 723-1/14/413 (North East side) 20/02/76 Ingatestone Railway Station (Formerly Listed as: BRENTWOOD STATION LANE, Ingatestone Railway Station) II Railway station. 1846. For Eastern Counties Railway. Red brick English bond with black bricks in diaper patterns, and limestone dressings roofed with slate. Tudor Revival style. Arranged along the NW side of the railway line, entrance elevation to NW: (1) main range of one storey with external stack to front middle, and smaller stack in right gable end, (2) entrance porch to right, and lower single-storey block to rear with stack in right gable end, (3) 2-storey cross-wing with internal stack at the junction, (4) 2-storey range to left, most of which is a later rebuild or extension, with 2 stacks in the left end. All the main windows have chamfered stone surrounds. In the main range are 2 windows of 2 lights with cast-iron tracery in hexagon and diamond pattern. The cross-wing has on the ground floor a late C19 sash of 2 lights, with a severed mullion indicating that originally it was a pair of narrow sashes, and on the first floor a pair of sashes of 2 lights, less altered but not original. The left extension has on the ground floor one small casement of 2 lights with a segmental brick arch, and one small C20 casement. The entrance porch has stone jambs and 4-centred arch chamfered in 2 orders, and a moulded label. Inside and to left is the main entrance with chamfered stone jambs and 4-centred arch, boarded door and scrolled wrought-iron hinges. The diaper pattern covers all the brickwork except the external stack, which has shoulders of black brick. In the gable of the cross-wing the date 1846 is picked out in black bricks. Stone copings and moulded kneelers. The cross-wing is rendered to a height of 0.70m. Perforated ridge tiles on main range. To left of the cross-wing is a 4-panel door, the upper panels glazed, with plain fanlight and chamfered stone dressings and 4-centred arch. Immediately to left of it the black diaper pattern ceases, and red bricks of different quality are bonded in. The left gable end has on the first floor a sash of 2 lights, and a sash similar to that in the cross-wing, of different heights, probably re-set. Similar copings and kneelers, incomplete diaper pattern at top rear of gable. The SE elevation (towards the platform) has in the main range a window of 3 lights with original cast-iron tracery in the middle fixed light, and 2 replaced wooden casements, with chamfered stone surround; and

a fixed light with chamfered stone jambs and 4-centred arch and cast-iron tracery in hexagons and diamonds. Beyond the cross-wing is a C20 casement in original stone surround. Renovation in progress at time of inspection, May 1989.

NEWLANDS HALL, HALL LANE (north east side)

INGATESTONE AND FRYERNING, BRENTWOOD, ESSEX

Date listed: 04 June 1992

Date of last amendment: 04 June 1992

Grade II

INGATESTONE AND FRYERNING TQ6999 723-1/14/367 04/06/92 HALL LANE, Ingatestone (North East Side) Newlands Hall II House. c1884. By George Sherrin. Red brick (English bond) with tile hanging and mock timber-framing, clay-tiled roof, prominent stacks. Arts and Crafts style. Asymmetrical, N facing, H-plan with C20 (c1980) single storeyed linking extension on W side to preexisting out-building. EXTERIOR: 2 storey and partial attics with W cross-wing. Front, N elevation, prominent broad W cross-wing gable carried down to ground floor, cross-wing ground floor brick with double arched timber porch at NE corner, single arch on E return face. Within porch, front door, segment headed, upper glazing with glazing bars, 3x3 panes, single lower panel, also, fixed side lights 1x3 panes. To W, ground floor windows off centre to W, 5 casements, each with glazing bars, 2x4 panes. To W, (original gable corner) window of 2 casements, each 2x4 panes. Above, first floor, tile hung, central 5 casement window (similar to ground floor). Attic, mock timber-framed with 2 fixed casements, each 2x2 panes. Prominent gabled dormer seen to project from roof on E pitch, also one on W pitch, together with tall T-sectioned stack. To E of display gable recessed 2-storeyed brick frontage with 6-light mullioned and transomed casement window with glazing bars, lower 3 of 2x3 panes, upper 3 of 2x2 panes. To E, 2 storey E cross-wing, slight projection, brick, tile-hung on first floor, canted bay windows on ground and first floors, each of 6 casements, 1,4,1, each casement of 2x4 panes. Mock timber-framed projecting gable above, similar panelled timbering with plaster infill between windows. W end of range, C20 linking unit has a small 2-light top-hung casement window. Rear, S garden elevation, more symmetrical, H-plan but W side of W wing roof is carried down to ground floor as on front elevation. Ground floor, brick, first floor tile-hung, projecting end gables, mock timber-framed. Central range, first floor has 8 light casement window with glazing bars, each casement 2x4 panes, below, tiled verandah, timber-framed with 3 arched openings, 2 major and one minor (to W) which has a closing balustrade. Behind open major arches is a double leafed French window, each leaf has upper glazing with glazing bars, 3x4 panes, lower single fielded panels. At each side of doors are double side lights with similar glazing, each light has 2x4 panes. End cross-wings both have canted bay windows through ground and first floors with mock framing between windows of 6 casements, 1,4,1, each casement with glazing bars, 2x4 panes. Gables project with prominent barge boards and apex pendants, W cross-wing has 2 attic casement windows with glazing bars, each 2x2 panes, beneath W side extended roof, first floor 2x2 paned casement window, below, on ground floor, C20 inserted 3-light casement window with glazing bars, each casement 2x3 panes. Prominent tall stacks rise from E side of W cross-wing and behind gable of E cross-wing. Also 2 W-facing dormers seen on W pitch of W cross-wing. E end elevation. Plain side wall of E cross-wing, ground floor brick, first floor tile-hung with moulded cornice between. Side of bay windows seen at N and S ends. Central large tall stack, edge on, emerges through roof pitch with reducing shoulder. Behind elevation at N end, deeply projecting W cross-wing seen with porch return face and adjacent 2-light casement window with glazing bars, each casement 2x3 panes. Above, through roof pitch, a first floor gabled dormer window of 5 casement lights, each 2x3 panes, timbered gable and barge boards with pendants. W

end elevation. Side of cross-wing with deep roof pitch down to ground floor. To N first floor gabled dormer, tile-hung with projecting barge boards and pendants, 4-light casement window with glazing bars, each casement 2x4 panes, timber studding above to apex. To S large first floor flat roofed attic dormer of 3 lights, each 2x3 panes. Ground floor, beneath N dormer, back, service door with upper glazing, 3x3 panes and lower flush beaded panel, adjacent to N, 3-light casement window, each casement 2x3 panes. To N C20 rebuilt shed/link passage inset at E end to avoid obscuring earlier existing window. Rebuilt block has, on S face, C20 3-light casement window, each casement 2x4 panes. On W gabled end, an original C19 window with moulded architrave and casement of 3x3 panes. INTERIOR: minimal alteration, all the original heavily framed doors survive and are panelled with raised mouldings, also cyma moulded cornices survive throughout the rooms. Most fireplaces survive in principal rooms having 'eared' architraves and dentilled cornices. An original wash basin remains adjacent to the entrance hall with a black and white marble top. The principal stair rises westwards behind and parallel to the central front wall and is divided off from the adjacent central ground floor room by 2 rectangular piers. The stairway has turned balusters and shaped mahogany handrail, square sectioned newel post. A second, back, well stair is set within the W cross-wing adjacent to the main stair. It has turned balusters and ball finials to the newel posts. This stair is top-lit through a skylight and is also lit by borrowed light on the first floor level by a fan-light over an inter-connecting door from the principal stairway. A small service room once containing a small sink and accompanying cupboard remain at first floor level, off the back stair. First-floor bedroom fireplaces are smaller but similar to those on the ground floor. Some have terminal scrolls to the overmantel. E cross-wing S bedroom fireplace has 2 mantel shelves separated by turned corner balusters. HISTORICAL NOTE: George Sherrin built several houses in the vicinity, living in one himself. After success at Ingatestone he built in London at Cannon St., 1885, Eastcheap and Carey St., 1888. Of the Ingatestone houses, Newlands is the most complete and unaltered example of Sherrin's work.