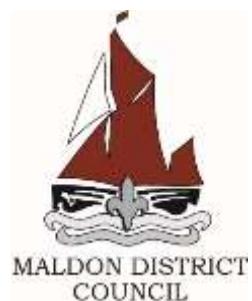


Addendum 1 to Appendix 1

# Built-heritage impact assessment of the proposal for a new nuclear power station at Bradwell-on-Sea

April 2020



***Front cover illustrations:*** *Photograph of St Peter's Chapel from the east and, at the bottom, a drawing of Weymark's Farm, by Tim Howson, based on an old photograph.*

This document was produced by Maldon District Council.

It was prepared by Tim Howson IHBC , Specialist –  
Conservation and Heritage

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## 1. Introduction

- 1.1 The Government's National Policy Statement for Nuclear Power Generation (NPS EN-6) (2011) identifies Bradwell-on-Sea as a potentially suitable site for a new nuclear power station. There is an existing nuclear power station in Bradwell-on-Sea, developed between 1957 and 1962 on the northern part of what was Down Hall Farm. The existing power station closed in 2002. At the time of writing, the Bradwell Power Generation Company is publicly consulting on a proposal to develop a new nuclear power station – to be known as 'Bradwell B' – on land adjacent to the existing decommissioned power station (now referred to as 'Bradwell A'). Once the public consultation stages are complete, the Bradwell Power Generation Company intend to apply to the Secretary of State for a Development Consent Order for the construction and operation of Bradwell B together with the associated new roads, park-and-ride and freight facilities.
- 1.2 On the 4<sup>th</sup> of March 2020 the *Bradwell B Stage One Consultation Document* was published. This *Built-Heritage Impact Assessment*, which has been written to inform Maldon District Council's response to the stage one consultation, identifies which historic buildings in the area are likely to be affected by the proposals outlined in the consultation document. It provides a brief assessment of the significance of each of the buildings and the potential degree of harm posed to these buildings' significance. It highlights where there is a need for further information concerning built heritage. Where appropriate, suggestions are made for possible mitigation, although such suggestions do not necessarily imply that concerns may be easily overcome.
- 1.3 In terms of heritage designations, within the parish of Bradwell-on-Sea there are 2 scheduled monuments, 63 listed buildings, 1 conservation area, and numerous non-designated heritage assets. There are also many listed buildings outside of Bradwell-on-Sea, the settings to which could be affected by the proposals for new roads, road junctions, road widening, park-and-ride facilities and freight management facilities associated with the proposed power station. This *Built-Heritage Impact Assessment* is only concerned with 'built heritage'; standing buildings and structures which are either listed, within a conservation area or which qualify as non-designated heritage assets. The report does not address the impact on scheduled monuments and below-ground archaeology.
- 1.4 Section 2 of this document provides an overview of the historic buildings potentially affected, and summarises the statutory and policy considerations pertaining to the different categories of heritage asset. Section 3 provides an

assessment of the impact of the proposed development upon individual historic buildings. Section 4 draws together conclusions and recommendations.

## 2. Overview of historic buildings potentially affected by the proposal and the statutory and policy considerations

- 2.1 This assessment identifies over fifty historic buildings potentially affected by the proposals set out in the *Bradwell B Stage One Consultation Document*. The buildings within this group are relatively diverse in age and type, but there are common themes, each building reflecting aspects of the history of Bradwell-on-Sea and the Dengie Peninsula. Standing apart from all the other historic buildings in the group – both geographically and historically – is the Chapel of St Peter On The Wall (p.21), believed to have been built c.654 by St Cedd, isolated on the eastern tip of the Dengie peninsula, straddling the site of the western wall of a 3<sup>rd</sup>-Century Saxon Shore Fort. This somewhat unassuming chapel of stone and brick with a clay-tiled roof is one of the oldest churches in Britain. Its exceptional architectural and historic interest is acknowledged by its Grade I listed status; the highest possible grade of listing.
- 2.2 A large number of the buildings potentially affected by the proposals are isolated farmhouses (most grade II listed, but some locally listed), ranging in date from the 15<sup>th</sup>, 16<sup>th</sup>, 17<sup>th</sup>, 18<sup>th</sup> and 19<sup>th</sup> centuries, emphasising the long-held importance of agriculture to the rural economy of Bradwell and the Dengie peninsula. The early-19<sup>th</sup>-century threshing barns at East Hall Farm (p.27), Munkins (p. 34) and Moynes (p.71) were probably built in response to the embargoes imposed on the importation of grain during the period of hostilities from 1799 1815; a situation which caused grain prices to soar, countless grain-processing barns to be erected, and farmers to become wealthy. The Victorian brick shelter sheds at East Hall Farm exemplify the later shift towards cattle farming during the 1860s and 70s (pp. 29-31).
- 2.3 Roughly half of the historic buildings affected are cottages (most grade II listed, but some locally listed) dating from the mid-18<sup>th</sup> century to the early-19<sup>th</sup> century, testament to the boom in population in the late-Georgian period and the need to accommodate a rapid expansion of the labouring workforce. Many of these cottages occupy narrow strips of land alongside the highway; such wasteland becoming available for development following the gradual improvement and narrowing of roads.

- 2.4 Among the youngest of the historic buildings affected are those associated with Bradwell Bay WWII Airfield and the WWII coastal defences. During the Second World War the whole of the parish became a military zone; a significant period in Bradwell's more recent history. Although the WWII buildings are not nationally listed, they have local importance because of the architectural and historic interest. Each of the affected buildings is considered in more detail in Section 3.

### **Listed buildings**

- 2.3 Most of the buildings affected by the power station proposals are listed buildings. Listed buildings are buildings of special architectural and historic interest. In accordance with section 66(1) of the *Planning (Listed Buildings and Conservation Areas) Act 1990*, the Secretary of State must have special regard to the desirability of preserving any affected listed building or its setting or any features of special architectural or historic interest which it possesses. All of the affected listed buildings are grade II listed except for the Chapel of St Peter On The Wall, which is grade I listed, and Bradwell Lodge, which is grade II\* listed.

### **Conservation areas**

- 2.4 There is some potential for the proposal to impact upon the setting of the Bradwell-on-Sea Conservation Area. Conservation areas are 'areas of special architectural and historic interest, the character and appearance of which it is desirable to preserve and enhance'. Section 72(1) of the *Planning (Listed Buildings and Conservation Areas) Act 1990* requires the Secretary of State to pay special attention to the desirability of preserving or enhancing the character or appearance of the conservation area.

### **The National Planning Policy Framework**

- 2.5 In July 2018, the Government published the updated National Planning Policy Framework ("NPPF") for England. The guidance contained within Section 16, 'Conserving and enhancing the historic environment', relates to the historic environment, and developments which may have an effect upon it. Heritage Assets are defined in Annex 2 of the NPPF as: 'A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. It includes designated heritage assets and assets identified by the local planning authority (including local listing).' Listed buildings and Conservation Areas are both designated heritage assets.

- 2.6 'Significance' is defined as 'The value of a heritage asset to this and future generations because of its heritage interest. The interest may be

archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting. The 'Setting of a heritage asset' is defined as 'The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.'

- 2.7 Paragraph 193 states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. It emphasises that the weight given to an asset's conservation should be proportionate to its significance, and notes that this great weight should be given irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance. Paragraph 194 states that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.
- 2.8 Paragraphs 195 and 196 address the balancing of harm against public benefits. If a balancing exercise is necessary (i.e. if there is any harm to the asset), considerable weight should be applied to the statutory duty where it arises. Proposals that would result in substantial harm or total loss of significance should be refused, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss (as per Paragraph 195). Whereas, Paragraph 196 emphasises that where less than substantial harm will arise as a result of a proposed development, this harm should be weighed against the public benefits of a proposal, including securing its optimum viable use.

### **Non-designated heritage assets / locally-listed buildings**

- 2.9 In addition to listed buildings there are many historic buildings which, although they may not meet the criteria for national listing, possess local value because of their architectural and historic interest. The NPPF and Policy D3 of the Maldon LDP refer to such buildings as 'non-designated heritage assets'. These assets are defined in Planning Practice Guidance as those 'identified as having a degree of significance meriting consideration in planning decisions but which are not formally designated heritage assets'. Planning Practice Guidance encourages Local Planning Authorities to identify 'non-designated heritage assets' against consistent criteria and notes that adding them to a 'local list' is a positive way of improving the 'predictability of the potential for sustainable development'. Maldon District Council is in the process of developing parish lists of local heritage assets based on an adopted selection criteria. One of these lists has recently been prepared for the parish of Bradwell-on-Sea and,

at the time of writing, is out to public consultation: [https://www.maldon.gov.uk/info/20049/heritage\\_and\\_conservation/9675/parish\\_lists\\_of\\_local\\_heritage\\_assets](https://www.maldon.gov.uk/info/20049/heritage_and_conservation/9675/parish_lists_of_local_heritage_assets). Paragraph 197 of the NPPF requires a balanced judgment for proposals that affect non-designated heritage assets, having regard to the scale of any harm or loss and the significance of the heritage asset.

- 2.10 The PPG refers to key elements of a building's special architectural or historic interest when assessing harm. If proposed works adversely affect a key element of the heritage asset's special interest, then those works could amount to substantial harm. It is the degree of harm rather than the scale of development that is to be assessed by the decision taker. Substantial harm is stated to be a high test that may not arise in many cases.
- 2.11 Harm may arise from works to the heritage asset or from development within its setting. Setting is stated to include the surroundings in which a heritage asset is experienced, and may be more extensive than its curtilage. A thorough assessment of the impact on setting needs to take into account, and be proportionate to, the significance of the heritage asset and the degree to which proposed changes enhance or detract from that significance and the ability to appreciate it.
- 2.12 The Maldon District Local Development Plan (LDP) was approved by the Secretary of State on 21 July 2017. Policy D3 of the LDP concerns conservation and heritage assets and broadly reflects the requirements of the NPPF and the *Planning (Listed Buildings and Conservation Areas) Act 1990*. It states:

*Development proposals that affect a heritage asset (whether designated or non-designated) and / or its setting will be required to:*

- 1) *Preserve or enhance its special character, appearance, setting – including its streetscape and landscape value - and any features and fabric of architectural or historic interest;*
- 2) *Be supported by a Heritage Statement which describes the asset's significance in sufficient detail to understand the potential impact of the proposal upon the significance of the heritage asset through the proposed work to it and / of its setting.*

*Development proposals which affect a heritage asset will also have to be in accordance with respective national policies and guidance in the National Planning Policy Framework.*

*When considering the impact of a proposed development on the significance of a designated heritage asset, the Council will give great weight to the asset's conservation. Any harm or loss will require clear and convincing justification.*

*Where a proposed development would lead to substantial harm to or total loss of significance of a designated heritage asset, it will be refused unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply: the nature of the heritage asset prevents all reasonable use of the site; no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and the harm or loss is outweighed by the benefit of bringing the site back into use.*

*Where a proposed development would cause less than substantial harm to the significance of a designated heritage asset, this harm will be weighed against the public benefits of the proposal, including securing its optimum viable use.*

### **Overarching National Policy Statement for Energy (EN-1) and National Policy Statement for Nuclear Power Generation (EN-6)**

- 2.13 The primary planning policy documents for the determination of a proposal for a new nuclear power station at Bradwell-on-Sea are the Overarching National Policy Statement for Energy (EN-1) and the National Policy Statement for Nuclear Power Generation (EN-6). Section 5.8 of EN-1 sets out policies in relation to the Historic Environment. These policies broadly reflect those in Section 16 of the NPPF. Paragraph 5.8.8 requires the applicant to include within its Environmental Statement a description of the significance of any heritage affected by the proposal and the contribution of their setting to that significance.
- 2.14 The map of Bradwell supporting the strategic site assessment – featured on p. 246 EN-6 – shows the allocated land not extending south of Weymarks River or Curds Grove. That nominated area of land is approximately 298 hectares. According to paragraph C.2.101 of Annex C to EN-6 some bodies questioned whether this area of land would be large enough, ‘particularly to accommodate interim waste stores’. In response to this concern, it was observed that the Office for Nuclear Regulation ‘has advised that this is of sufficient size and shape for the safe and secure operation of a new nuclear power station’.
- 2.15 Paragraphs C.2.91 to C.2.100 of Annex C to EN-6 summarise the conclusions of the ‘Appraisal of Sustainability’ concerning the potential ‘cultural heritage’ impact of the Bradwell site. Paragraph C.2.91 explains that the Appraisal of Sustainability ‘identified potential adverse effects on the settings of Othona Roman Fort and St Peter’s Chapel, other nearby scheduled monuments, listed buildings and the West Mersea Conservation Area, as well as on buried archaeology of potentially high importance’. The appraisal concluded that ‘the effects on the setting of Othona Roman fort and St. Peter’s Chapel would be of

exceptional significance if development occurs on the eastern side of the site' (para. C.2.92). The appraisal advised that 'detailed assessment, including consultation of the Essex Historic Landscape Characterisation, consideration of Conservation Areas and other heritage assets will be required at the project level Environmental Impact Assessment stage, should an application for development consent come forward' (para. C.2.92).

### **3. Assessment of the potential impact on individual historic buildings**

- 3.1 In this section each historic building potentially affected by the power-station's proposals is considered individually. The buildings are presented in alphabetical order of their address. For each case, the aim has been to provide a summary of the building's significance, to identify any potential harm to this significance, to highlight the need for further information and, where appropriate, suggest possible mitigation measures. It must be emphasised that the assessment has been carried out rapidly, within a tight timeframe, on the basis of somewhat limited information. Many of the comments and conclusions may need to be adjusted once firmer proposals and details of assessments are provided by the developer.
- 3.2 The precise locations of the temporary park-and-ride and freight-management facilities are not clear from the consultation document. Figures 4.3 and 4.4 of the consultation document illustrate large circular 'search areas' for three potential park-and-ride locations and two potential freight-management facilities within the Maldon District. This built-heritage impact assessment has not identified every historic building potentially affected in these areas because there are so many.



*Photograph of The Cottages, Green Lane, Althorne taken 30<sup>th</sup> of April 2015*

<b>Address:</b>	Althorne, Green Lane, The Cottages
<b>Heritage Status:</b>	A grade II listed building, designated 30 <sup>th</sup> May 1986
<b>Description:</b> This house is orientated at right angles to Green Lane, with its principal elevation facing west. It occupies a narrow triangular slip of land adjacent the highway. It is 1 ½ storeys in height, timber-framed and weatherboarded with a clay-tiled gambrel roof. Formerly a row of three cottages, it was converted into a single dwelling in the 20 <sup>th</sup> century. Analysis of the building in 2015 during refurbishment established that the southern (right-hand) two cottages were built first, probably late in the 18th century, and the third (left-hand) cottage was added in the early-19th century. Each cottage comprised just one ground-floor room and one first-floor room and a rear lean-to.	
<b>Summary of heritage significance:</b> The listed building's heritage significance can be said to derive primarily from the fact that it is a reasonably well-preserved example of a row of vernacular Georgian cottages. The heritage asset also derives significance from its tranquil rural setting, within a well-maintained verdant garden beside a quiet country lane.	
<b>Potential degree of harm to significance:</b> Green Lane forms part of the proposed Strategic Route 2 which, according to paragraph 4.7.57 of the Bradwell B consultation document, 'could be subject to targeted improvements and/or widening'. The noise and vibrations associated with a considerable increase in the level of HGV traffic, coupled with the loss of trees and hedges for road widening, could detract from the tranquil rural setting of this listed building. The level of harm could be quite considerable depending upon the nature and design of the work.	
<b>The need for further information:</b> More detail is required on the design and detailing of the proposed roadworks in order to make an informed assessment. Specifically, which parts of Green Lane would be subject to widening, and what is the anticipated volume of HGV traffic?	
<b>Possible mitigation measures:</b> As part of the roadworks associated with Strategic Route 2, consideration could be given to realignment of the road to draw it away from the boundary with The Cottages.	



Photograph of Warden's Farmhouse taken from the south on the 28<sup>th</sup> of June 2006 © IoE Mr Reginald Clark

<b>Address:</b>	Althorne, Green Lane, Warden's Farmhouse
<b>Heritage Status:</b>	A grade II listed building, designated 30 <sup>th</sup> May 1986
<b>Description:</b> This is a small 1 ½ storey house, dated by the list description to the 17 <sup>th</sup> century. It is a timber-framed building, clad in red brickwork in the 19 <sup>th</sup> century. It has a half-hipped gambrel roof clad in clay tiles. Its principal elevation faces south, with its back to Green Lane.	
<b>Summary of heritage significance:</b> The listed building's heritage significance can be said to derive primarily from the fact that it is a reasonably well-preserved example of a small 17 <sup>th</sup> -century house. The heritage asset also derives significance from its tranquil rural setting, beside a quiet country lane.	
<b>Potential degree of harm to significance:</b> Green Lane forms part of the proposed Strategic Route 2 which, according to paragraph 4.7.57 of the Bradwell B consultation document, 'could be subject to targeted improvements and/or widening'. The noise and vibrations associated with a considerable increase in the level of HGV traffic, coupled with the loss of trees and hedges for road widening, could detract from the tranquil rural setting of this listed building. The level of harm is likely to be limited bearing in mind that the house is set back from the road with its principal elevation facing away from the highway. The precise degree of harm will depend upon the nature and design of the work.	
<b>The need for further information:</b> More detail is required on the design and detailing of the proposed roadworks in order to make an informed assessment. Specifically, which parts of Green Lane would be subject to widening, and what is the anticipated volume of HGV traffic?	



Three stitched-together photographs taken on the 22<sup>nd</sup> of May 2014 from the top of the tower to the Church of St Thomas, Bradwell, looking north-east in the direction of the site for Bradwell B

<b>Address:</b>	Bradwell-on-Sea Conservation Area
<b>Heritage Status:</b>	The conservation area was designated on the 15 <sup>th</sup> of July 1969
<b>Description:</b> The Bradwell-on-Sea Conservation Area is a small and remarkably unspoilt hamlet centred upon the 14 <sup>th</sup> -century Church of St Thomas (listed grade II*), extending along South Street, High Street and East End Road. It is relatively unchanged from its 19th-century appearance. Most of the buildings are listed and very well preserved. Late-20 <sup>th</sup> -century housing has been accommodated to the east of the village, outside of the conservation area. The village possesses a special collection of historic (mostly vernacular) buildings. The earliest are medieval timber-framed buildings such as Nos 9&11 High Street, White Lyons, New Hall, Bradwell Lodge and the recently restored cross-wing at the King's Head. There are three terraces of Georgian cottages with gambrel roofs, some good two-storey Victorian cottages, and an attractive Victorian school.	
<b>Summary of heritage significance:</b> The special character and appearance of the conservation area is described in detail in the <i>Bradwell-on-Sea Conservation Area Review and Character Appraisal</i> , which was written in 2006 and adopted by MDC in 2007 following public consultation. Briefly, the significance of the conservation area derives primarily from the high survival of well-preserved historic vernacular buildings within it. It is a remarkably unspoilt hamlet. It is the best-preserved conservation area in the Maldon District. It has a tranquil and quiet character, relatively cut off from its surroundings by the vegetation and fields around it.	
<b>Potential degree of harm to significance:</b> The consultation document observes that 'views out of the conservation area towards the main development site are constrained by planting and more modern development outwith [sic] the conservation area along East End Road, although some views are possible, particularly along High Street' (para. 3.2.23). The composite photograph above, taken from the top of the church tower, illustrates some of the screening in place. Views of the new power station from the conservation area are likely to be limited. However, careful analysis of the potential visual impact is required before firm conclusions can be drawn. It is possible that parts of the station will be seen from the gardens of properties on the east side of High Street. Wireframe photographic mock-ups should be prepared from agreed locations throughout the village.	
Part of the village's special character derives from its quietness, which could be harmed by the noise of construction work and the operation of the station.	
<b>The need for further information:</b> Wireframe photographic mock-ups would be useful to help assess to what extent any part of the power station would be visible from within the conservation area. Noise assessments should be undertaken to determine the level of noise from construction work and the operation of the power station likely to be audible within the conservation area.	



*Photograph of The Former Queen's Head, taken 4<sup>th</sup> March 2020*

<b>Address:</b>	Bradwell-on-Sea, Bradwell Road, The Former Queen's Head
<b>Heritage Status:</b>	A grade II listed building, designated in 1985
<b>Description:</b> The Former Queen's Head Public House is a 2-storey, rendered brick building with hipped slate roofs and a symmetrical arrangement of front sash windows to the main block. The central round-headed front doorway is accessed by a flight of five steps from left and right. It is a typical late-Georgian building.	
<b>Summary of heritage significance:</b> The building's heritage significance can be said to derive the fact that it is a reasonably well-preserved example of a Georgian public house, its elegant proportions, the quality of its materials and detailing, and its prominent location at the road junction.	
<b>Potential degree of harm to significance:</b> Paragraph 4.7.43 of consultation document states '[a]t Mill End, the Strategic Route 1 could be widened and/or realigned via a new section of new off-line road to its immediate south to pull the carriageway away from the existing listed properties which currently front directly onto the road. The existing junction with the B1021 could also be reconfigured to tie into the realigned road'. It is assumed that the listed buildings referred to here are The Former Queen's Head and Oak Cottage. The intensification in the use of this road, and the consequent increase in noise and vibration levels, will affect the setting of this listed building how it is experienced. Widening or realignment of the road is likely to conflict with the rural character of the building's setting, but drawing the traffic away from the buildings through road realignment would reduce the level of noise and vibration experienced by the occupants and the risk for damage to the building by accidents. The level of harm would fall below the high threshold of 'substantial harm', but could nonetheless be quite considerable depending upon the nature and design of the work.	
<b>The need for further information:</b> More detail is required on the design of the proposed roadworks in order to make an informed assessment.	
<b>Possible mitigation measures:</b> Drawing the traffic away from the buildings through road realignment would reduce the level of noise and vibration experienced by the occupants and the risk for damage to the building by accidents.	



Left-hand photograph taken 4th March 2020

Right-hand photograph reproduced from the Kevin Bruce Archive

<b>Address:</b>	Bradwell-on-Sea, Bradwell Road, Oak Cottage
<b>Heritage Status:</b>	A grade II listed building, designated in 1985
<b>Description:</b> Oak Cottage is an 18 <sup>th</sup> -century roadside cottage. It is 1 ½ storeys in height, originally with just two rooms on each floor, and has a timber-framed structure mainly of elm. Old photographs show that it used to be thatched, but it now has a slate roof.	
<b>Summary of heritage significance:</b> The significance of this listed building relates to its age, the fact that it represents a good example of a humble vernacular cottage, its reasonable state of preservation, the quality of its timber-framed construction and its prominent position, alongside the former Queen's Head, beside the junction between Bradwell Road and Mill End.	
<b>Potential degree of harm to significance:</b> Paragraph 4.7.43 of consultation document states '[a]t Mill End, the Strategic Route 1 could be widened and/or realigned via a new section of new off-line road to its immediate south to pull the carriageway away from the existing listed properties which currently front directly onto the road. The existing junction with the B1021 could also be reconfigured to tie into the realigned road'. It is assumed that the listed buildings referred to here are The Former Queen's Head and Oak Cottage. The intensification in use of this road will affect the setting of this listed building and how it is experienced. Widening or realignment of the road is likely to conflict with the rural character of the building's setting, potentially requiring the loss of established vegetation on the south side of the road, but drawing the traffic away from the listed buildings through road realignment would reduce the level of noise and vibration experienced by the occupants and the risk for damage to the building by accidents. A vehicle crashed into the garden wall of Oak Cottage in 2015. Being exposed on a slight bend in the road, this property is particularly vulnerable to this sort of incident. Overall, level of harm could be quite considerable depending upon the nature and design of the work.	
<b>The need for further information:</b> More detail is required on the design and detailing of the proposed roadworks in order to make an informed assessment.	
<b>Possible mitigation measures:</b> Drawing the traffic away from Oak Cottage through road realignment and/or the imposition of a lower speed limit would reduce the level of noise and vibration experienced by the occupants and the risk for damage to the building by accidents.	
<b>Possible heritage benefits to offset harm:</b> Road realignment could make Oak Cottage less vulnerable to damage from traffic collisions.	



This old photograph from the Kevin Bruce Archive shows a row of (probably late-18<sup>th</sup>-century) cottages which used to occupy a slip of land opposite the Queen's Head, on the western side of the junction between Mill End and Maldon Road. Ironically, it is said to have been demolished around the second quarter of the 20<sup>th</sup> century to make way for highway improvements which were not implemented (Kevin Bruce, pers. comm.).



Photograph of Timbercot taken from the public footpath to the south on the 12<sup>th</sup> of March 2020

<b>Address:</b>	Bradwell-on-Sea, Bradwell Waterside, Timbercot
<b>Heritage Status:</b>	A grade II listed building, designated in 1986
<b>Description:</b> This is a 1 ½ storey timber-framed and weatherboarded cottage with a half-hipped gambrel roof clad in clay tiles. It most likely dates from the second half of the 18 <sup>th</sup> century. It was extended to the right (east) by one bay c.1996 in a style which reflects the original. The primary building would originally have contained two main rooms on both floors. According to the list description a 'later and now demolished Dame School was attached to the right', in the position of the 1990s extension.	
<b>Summary of heritage significance:</b> The significance of this listed building relates to its age, the fact that it represents a good example of a humble vernacular cottage, its reasonable state of preservation, the quality of its materials and construction and its idyllic setting. The cottage is situated within a verdant and well-maintained garden, set apart from the main road, accessed by a narrow footpath, with open views across the arable field to the east.	
<b>Potential degree of harm to significance:</b> Figure 3.34 of the consultation document shows the 'Temporary workers' Accommodation' adjoining the eastern boundary of Timbercot. Figure 5.2 suggests that there would be a 'Caravan Area' to the east of the boundary with Timbercot. Paragraph 5.7.5 explains that caravans are likely to be relied upon heavily to house workers during the early stages of construction, and that hardstanding will need to be provided for the caravans. Figure 5.2 shows that to the east of the 'Caravan Area' would be the 'Campus Area' which, according to paragraph 5.7.17 would include multi-storey buildings 'up to six storeys in height'. Such buildings are likely to be prominently visible from Timbercot due to the limited existing vegetative screening and the way in which the land slopes upwards to the east. The appearance of – and the noise generated by – the proposed caravan area and multi-storeyed accommodation buildings may cause considerable harm to the significance of Timbercot, by eroding its idyllic setting. While the impact would be temporary, it would be for a significant period of time – between 9 and 12 years.	
<b>The need for further information:</b> More detail is required on boundary treatments, the layout of the caravan area and the design of the multi-storey blocks.	
<b>Possible mitigation measures:</b> The proposal could be screened through planting, although this would cause some harm in its own right by severing views across the open field. Planting will also take several years to become established.	



Photograph of Timbercot, taken 12<sup>th</sup> March 2020, looking east towards the proposed caravan area



Photograph of Timbercot, taken 12<sup>th</sup> March 2020, looking west from the site of the proposed caravan area.

Photograph taken 12<sup>th</sup> March 2020

<b>Address:</b>	Bradwell-on-Sea, Bradwell Waterside, Peakes
<b>Heritage Status:</b>	Non-designated heritage asset / locally listed
<b>Description:</b> This farmhouse is composed of two ranges on an L-plan, built of yellow stock bricks embellished with horizontal bands of red brick. It is thought that the range aligned west-east was built in the 1870's while the range aligned north-south was added to the east end c.1912. The bay windows, with carved stone capitals, date from the phase of extension and renovation in c.1912. The house was built for Clement Parker, one of the more important sailing barge owners and a prominent local farmer.	
<b>Summary of heritage significance:</b> This building has local architectural interest as a handsome and well-preserved Victorian and Edwardian Farmhouse. It has local historic interest for its association with Clement Parker. It derives some significance from its relatively secluded settings, its grounds surrounded on three sides by arable fields.	
<b>Potential degree of harm to significance:</b> Figure 3.34 of the consultation document shows the 'Temporary workers' Accommodation' area wrapping around the garden to Peakes. Figure 5.2 suggests that there would be a 'Caravan Area' to the east of the boundary with Peakes, and that the land adjoining the north and west boundary would be 'Sports Facilities'. Paragraph 5.7.5 explains that caravans are likely to be relied upon heavily to house workers during the early stages of construction, and that hardstanding will need to be provided for the caravans. The proposals may result in some harm to the setting of Peakes through erosion of its secluded setting.	
<b>The need for further information:</b> More information is required on the layout of the caravan area and the nature of the sports facilities to make an informed assessment of the proposal.	



Photograph taken on the 12<sup>th</sup> of March 2020 of Peakes from the sea wall footpath to the north-west



Photograph taken on the 12th of March 2020 of Peakes from the sea wall footpath to the north-west

Photograph showing St Peter's Chapel from the east, taken on 12<sup>th</sup> March 2020

<b>Address:</b>	Bradwell-on-Sea, East End Road, St Peter's Chapel
<b>Heritage Status:</b>	A grade I listed building, designated in 1959. The chapel stands on the archaeological remains of a Saxon Shore Fort, the latter designated a scheduled ancient monument in 1929 (and considered in a separate report by Place Services). The chapel is excluded from the scheduling.
<b>Description:</b> This church stands astride the west wall of a Roman Fort, one of a series of Saxon Shore Forts built in the late 3rd century to guard against attacks by sea rovers. Only one fragment of the fort wall remains visible, hidden in the vegetation to the south of the church and increasingly eroded by badgers.  The chapel – constructed using masonry salvaged from the Roman Fort – is in all probability the church recorded to have been built here by St Cedd c.654, making it among the oldest churches to survive in Britain. It consists now of only the imposing nave, but the existence of a west porch and an apsed chancel as wide as the nave has been ascertained. In addition, there was probably a porticus, (a side chamber), to either side of the chancel, overlapping the junction with the nave. The chancel was separated from the nave by a tall arcade, just as at the contemporary churches at Reculver and St Pancras, Canterbury. In the responds of the north and south arches, Roman brick can be recognised. The west doorway is original apart from the lintel. Above the west door is a round-headed window, its arch turned with Roman bricks. There were two windows on both the north and south walls of the nave. These windows have been quite altered but have original jambs and splays.  After a period of use as a barn, when large entrances were made in the north and south walls, the chapel was repaired by the Office of Works and re-consecrated in 1920.	
<b>Summary of heritage significance:</b> As one of the oldest churches in Britain, St Peter's Chapel has exceptional archaeological value. The chapel possesses exceptional historical value in that it illustrates vividly the evangelisation of Saxon England. In terms of architectural interest, although reduced from what it once was, as a substantial building of stone, the church was an extraordinary building for the period in which it was built. Aesthetically, the manner in which St. Peter's Chapel stands in the open and bare landscape – and seascape – around it lends it a very particular beauty. The chapel's isolated, open and remote coastal setting is a vitally important aspect to the way it is experienced, and its significance appreciated. Although Bradwell A is visible from the chapel, it is sufficiently distant that its intrusion into the monument's setting is slight. Approaching the chapel from the west, along a footpath aligning with a Roman road, one is barely aware of the presence of the existing power station to the north-west. The wind farm to the south-west, granted permission on appeal in 2010 at Hockley Farm, has had a greater impact upon the Chapel's setting. The wind farm is a noticeable modern intrusion into views of and from the chapel, and has caused harm to the	

chapel's setting. The presence of the wind farm makes the chapel more (not less) sensitive, because the cumulative impact of additional nearby development could further detract from the chapel's landscape setting, compounding the harm it has already recently suffered.

**Potential degree of harm to significance:** The Bradwell B consultation document explains that one of the factors influencing the decision to position the power station on land to the south and west of the site was the potential to impact upon 'the Chapel of St Peter-on-the-Wall and Roman Shore Fort of Othona which are located to the east of the site' (paragraph 3.3.48). Nonetheless, the proposed power station will inevitably be much more prominently visible from St Peter's Chapel than Bradwell A because of its closer proximity to the grade I listed building and its much greater scale. The wind turbines, while noticeable within the chapel's setting, are relatively slender and ephemeral structures. By contrast, the buildings associated with new power station would represent the introduction of massive buildings which have a much more bulky and solid presence. A new power station would inevitably compound the harm caused to the setting of St Peter's Chapel by the wind turbines. Figure 3.27 provides a photographic mock-up showing how the station – a vast industrial complex – would appear in views from the chapel. What would perhaps be more useful, to an assessment of the impact, would be to see similar photographic mock-ups showing how Bradwell B might appear in views of the chapel (like the view in the photograph above) both during and after construction.

The consultation document comments that, '[i]f appropriate, it should be possible to screen views from the Chapel to minimise visual effects' (paragraph 3.4.16). Later in the document it states:

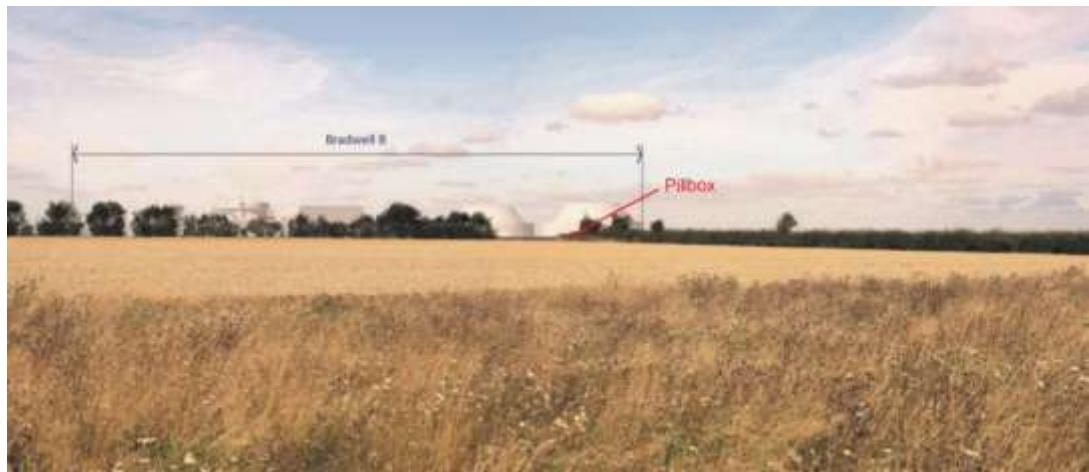
*The area between East Hall Farm and the Chapel of St Peter-on-the-Wall would be subject to ground remodelling to beneficially re-use surplus spoil that would be excavated within the site during early construction. This remodelling would seek to reflect existing ground contours, and ensure the land would not be over steepened, giving careful consideration to the setting of The Chapel of St Peter-on-the-Wall. An acceptable threshold level would be established as part of the heritage impact assessment in consultation with stakeholders, and land would not be raised above this threshold' (para. 3.5.8).*

Raising ground levels in this manner, on land immediately adjacent to the chapel, poses the risk of a considerable permanent impact upon the monument's setting. It seems likely that the introduction of surplus spoil would lead to the loss of established trees and hedgerows which already provide natural screening, and result in a contrived and artificial landscape character. The document acknowledges 'that there are limits to how much material could sustainably be re-used on site without causing negative environmental impacts, for example in relation to the setting of designated heritage assets'.

Construction of Bradwell B is estimated to take between 9 and 12 years to complete (para. 3.7.1). During that time, Fig. 3.34 shows that the land within the development south and east of Weymarks River will be used for 'soil / spoil storage and redistribution'. Millions of cubic metres of soil would be piled in this area, which would inevitably have a radical impact upon the character of the landscape close to St Peter's Chapel. Although the huge mounds of soil would only be visible from the chapel temporarily, 9-12 years is a significant period of time, during which the effect upon the setting this grade I listed building could be severe.

**The need for further information:** Photographic mock-ups should be prepared showing how Bradwell B would appear in views of the chapel from the east. Much more information is needed on the proposal to raise the ground levels of the fields in the vicinity of the chapel.

To date, there has been very limited archaeological analysis of St Peter's Chapel and the Saxon Shore Fort. Some investment by the Bradwell Power Generation Company into archaeological analysis could lead to a refined understanding of both monuments.



Photographic mock-up featured in the Bradwell B Stage 1 Consultation Document, showing how the power station may appear in views from St Peter's Chapel. Annotation added to highlight position of the WWII pillbox at the gated entrance to the Othona Community



Photograph of St Peter's Chapel taken 12<sup>th</sup> March 2020 from the south-east, looking towards the site of the proposed new nuclear power station. Annotation added to highlight position of the WWII pillbox at the gated entrance to the Othona Community, and aid comparison with the above mock-up



Photograph of St Peter's Chapel taken 12<sup>th</sup> March 2020 from the east, looking towards the site of the proposed new nuclear power station



Photographs of East Hall Farm from the south along the access track, taken 12<sup>th</sup> March 2020, stitched together and annotated to highlight key buildings

<b>Address:</b>	Bradwell-on-Sea, East End Road, East Hall Farmhouse
<b>Heritage Status:</b>	A grade II listed building, designated in 1986
<b>Description:</b> This is the mansion house to the manor of East Hall, the Domesday manor of Effecestra. For many centuries the manor belonged to New College, Oxford. It is a two-storeyed rendered house, comprising a timber-framed range to the south and a parallel rendered brick range to the north, both roofed with clay tiles. The main part of the southern range incorporates a timber-framed 3-bay high-end cross-wing of c.1500, which is all that remains of a once larger house which would have continued to the north. The medieval house faced west, but the house now faces south. From the outside it can be seen that the eastern (formerly rear) end of the roof has a hip and gablet, which is probably original but the roof structure has not been inspected to confirm this. There is a stair trap in the north-east corner of the eastern bay. This rear bay was accessed from the missing open hall by a doorway on the north elevation with a four-centre arched head (illustrated on p.26 below). The large scale of the cross-wing shows that it formed part of a late-medieval manor house of considerable status. The cross-wing was extended by an additional bay to the west in the 17 <sup>th</sup> or 18 <sup>th</sup> century. The brick rear range replaced an earlier lean-to in or soon after 1856 according to a letter held in the New College Archives. All the windows in the property are modern. The building was divided into three cottages in the 19 <sup>th</sup> century and is now a pair of houses.	
<b>Summary of heritage significance:</b> The heritage significance of East Hall Farmhouse derives primarily from the fact that it incorporates a substantial and good-quality timber-framed cross-wing of c. 1500. Its early origins are not obvious from the outside, apart from the hip-and-gablet form of its roof. The later extensions are of comparatively limited architectural merit. The adjacent historic farm buildings (three of which are separately grade II listed) complement the setting and understanding of the farmhouse. The isolated position of the farmhouse, surrounded by a remarkably open, flat and expansive agricultural landscape which it has farmed for many centuries, is an important aspect of its setting and significance.	
<b>Potential degree of harm to significance:</b> The four grade II listed buildings at East Hall Farm would fall within the main 'development site'. Paragraph 3.2.4 of the consultation document remarks that '[a]t this stage, we anticipate that East Hall Farm would be retained during the development of the Bradwell B Project'. The qualification of 'at this stage' is slightly worrying. There seems absolutely no need to demolish this important group of buildings. Later in the consultation document there is a more reassuringly unequivocal statement that 'these designated heritage assets would be retained during the development. We would also aim to protect and enhance their settings following construction' (paragraph 3.2.22). It is understood that the Bradwell Power Generation Company intends to acquire the buildings at East Hall Farm – which raises the question of what use these buildings will be put to in the future.	
The consultation document indicates that the landscape surrounding East Hall Farm will change quite radically. Much of the land which it has farmed for centuries would not return to agricultural use. The proposal to raise ground levels of the surrounding land using surplus spoil excavated from the site	

during construction could result in the loss of established trees and hedgerows which already provide some natural screening and result in a rather contrived and artificial landscape character.

Construction of Bradwell B is estimated to take between 9 and 12 years to complete (para. 3.7.1). During that time, Fig. 3.34 shows that the land surrounding East Hall Farm will be used for 'soil / spoil storage and redistribution'. Millions of cubic metres of soil would be piled in this area, which would inevitably have a radical impact upon the character of the landscape setting of East Hall Farm. Although the huge mounds of soil would only be in place temporarily, 9-12 years is a significant period of time, during which the effect upon the setting this group of grade II listed buildings could be severe.

**The need for further information:** Photographic mock-ups should be prepared showing how East Hall Farm would appear in long views in the context of the proposed development. Much more information is needed on the proposal to raise ground levels of the fields in the vicinity of the listed buildings. How would the spoil be stored during construction on the land surrounding East Hall Farm? What will be height of the mounds and how would they be profiled?

As an important medieval timber-framed building, which would be directly impacted by the proposals, the history and evolution East Hall Farm House would benefit from being researched in more detail.



Photograph of East Hall Farmhouse from the south-east, taken 16<sup>th</sup> July 2015



Photograph of the interior of Easthall Farmhouse, taken 16<sup>th</sup> July 2015, showing original timber framing, a blocked stair trap, and a doorway with a four-centre-arched head.



Photograph of the threshing barn at Easthall Farm from the south, taken 22<sup>nd</sup> May 2012

<b>Address:</b>	Bradwell-on-Sea, East End Road, Barn approx. 15 metres west of Easthall Farmhouse
<b>Heritage Status:</b>	A grade II listed building, designated in 1986
<b>Description:</b> This timber-framed and weatherboarded threshing barn dates from the early-19 <sup>th</sup> century. In a survey of 1844 by John Oxley Parker it was described as an 'excellent double barn. Timber and thatched, one floor of oak plank and the other of stone with [granaries] between the porches, slated'. The roofs were clad in corrugated asbestos sheets prior to listing in the 20 <sup>th</sup> century. The barn is of nine bays and has two waggon porches facing south. The roof structure has butt purlins and queen struts. There are bolted hanging knees to tie beams. Two bays of the barn are occupied by a loft/granary floor.	
<b>Summary of heritage significance:</b> This threshing barn was built in response to the embargoes imposed on the importation of grain during the period of hostilities from 1799-1815; a situation which caused grain prices to soar, countless grain-processing barns to be erected. The very large scale of the barn reflects the wealth and ambition of its owners. It is a good quality example of timber-framed construction for its date. It shares group value with the historic farmhouse and separately listed brick shelter sheds. It derives some significance from its landscape setting, within the farmland it was intended to serve.	
<b>Potential degree of harm to significance:</b> As described above in relation to East Hall Farmhouse, the proposed power station and landscaping works pose the potential to harm the setting and significance of this group of listed buildings.	
<b>The need for further information:</b> Photographic mock-ups should be prepared showing how East Hall Farm would appear in long views in the context of the proposed development. Much more information is needed on the proposal to raise ground levels of the fields in the vicinity of the listed buildings.	



Internal view of the threshing barn at Easthall Farm from the south, taken 16<sup>th</sup> July 2015



Photograph of the byres and stable ranges approx. 25 metres south west of Easthall Farmhouse,  
taken 16<sup>th</sup> July 2015

<b>Address:</b>	Bradwell-on-Sea, East End Road, byres and stable ranges approx. 25 metres south west of Easthall Farmhouse
<b>Heritage Status:</b>	A grade II listed building, designated in 1986
<b>Description:</b> A single-storey brick byre and stable range on an L-plan enclosing part of a stock yard to the south of the threshing barn. It was built c.1861 according to a letter and plans held in the New College Archives.	
<b>Summary of heritage significance:</b> This is a good quality and well-preserved example of a Victorian shelter shed, reflecting the general shift in focus to cattle farming in the 1860s.	
<b>Potential degree of harm to significance:</b> As described above in relation to East Hall Farmhouse, the proposed power station and landscaping works pose the potential to harm the setting and significance of this group of listed buildings.	
<b>The need for further information:</b> Photographic mock-ups should be prepared showing how East Hall Farm would appear in long views in the context of the proposed development. Much more information is needed on the proposal to raise ground levels of the fields in the vicinity of the listed buildings.	



Photograph of the byres and stable ranges approx. 40 metres south west of Easthall Farmhouse,  
taken 22<sup>nd</sup> May 2012

<b>Address:</b>	Bradwell-on-Sea, East End Road, byres and stable ranges approx. 40 metres south west of Easthall Farmhouse
<b>Heritage Status:</b>	A grade II listed building, designated in 1986
<b>Description:</b> A single-storey brick byre and stable range on an L-plan enclosing part of a stock yard to the south of the threshing barn. It was built c.1861 according to a letter and plans held in the New College Archives.	
<b>Summary of heritage significance:</b> This is a good quality and well-preserved example of a Victorian shelter shed, reflecting the shift in focus to cattle farming in the 1860s and 70s.	
<b>Potential degree of harm to significance:</b> As described above in relation to East Hall Farmhouse, the proposed power station and landscaping works pose the potential to harm the setting and significance of this group of listed buildings.	
<b>The need for further information:</b> Photographic mock-ups should be prepared showing how East Hall Farm would appear in long views in the context of the proposed development. Much more information is needed on the proposal to raise ground levels of the fields in the vicinity of the listed buildings.	



Internal view of the western byre at Easthall Farm, illustrating the pine roof structure, taken 16<sup>th</sup> July 2015



Internal view of the western byre at Easthall Farm, illustrating the original elm manger, taken 16<sup>th</sup> July 2015

Photograph of Munkins Cottage from the south, taken 19<sup>th</sup> August 2004

<b>Address:</b>	Bradwell-on-Sea, East End Road, Munkins Cottage
<b>Heritage Status:</b>	A grade II listed building, designated in 1986
<b>Description:</b> A two-storey timber-framed and rendered house with a cross-wing to the east. The list description suggest that house is 17 <sup>th</sup> century or earlier, although it was clearly not subject to an internal inspection. The cross-wing may be medieval, while the remaining section is possibly post-medieval. A true understanding of the building's age would only be possible with an internal inspection.	
<b>Summary of heritage significance:</b> The significance of this listed building derives from its probable antiquity, traditional form, materials and landscape setting.	
<b>Potential degree of harm to significance:</b> The option to have a temporary workers accommodation campus on land south of East End Road (Option 3 in Figure 5.1) would probably have had significant impact upon the setting of this listed building. The fact this option has been discounted is to be welcomed (para. 5.7.13). The power-station development may affect views of and from this listed building.	
<b>The need for further information:</b> Photographic mock-ups should be prepared showing how the power-station development would appear in views of and from the listed buildings	

Left-hand photograph of Munkins Farmhouse from the south, taken 28<sup>th</sup> March 2002

Right-hand photograph taken August 1921 by the RCHME

<b>Address:</b>	Bradwell-on-Sea, East End Road, Munkins Farmhouse
<b>Heritage Status:</b>	A grade II listed building, designated in 1953
<b>Description:</b> The form of this timber-framed building, comprising a pair of gabled cross-wings flanking a central hall range, strongly implies that it is a complete medieval house. Unfortunately, it has not been the subject of an internal inspection, so its true antiquity and significance is not completely understood. The first mention of Munkins in documents is 1285 (O'Connor, 2006, p. 8).	
<b>Summary of heritage significance:</b> The significance of this listed building derives from its probable antiquity, traditional form, materials and landscape setting. Considerable harm was caused to the listed building's setting the Hockley Wind Farm which is located immediately to the south.	
<b>Potential degree of harm to significance:</b> The option to have a temporary workers accommodation campus on land south of East End Road (Option 3 in Figure 5.1) would probably have had significant impact upon the setting of this listed building. The fact this option has been discounted is to be welcomed (para. 5.7.13). The power-station development may affect views of and from this listed building.	
<b>The need for further information:</b> Photographic mock-ups should be prepared showing how the power-station development would appear in views of and from the listed building	



Photograph of the barn to the south-west of Munkins Farmhouse, taken 28<sup>th</sup> of March 2002

<b>Address:</b>	Bradwell-on-Sea, East End Road, Barn approx. 25 metres south-west of Munkins Farmhouse
<b>Heritage Status:</b>	A grade II listed building, designated in 1986
<b>Description:</b> This timber-framed and weatherboarded 5-bay threshing barn dates from the early-19 <sup>th</sup> century. The roofs were clad in corrugated asbestos sheets prior to listing in the 20 <sup>th</sup> century.	
<b>Summary of heritage significance:</b> This threshing barn was most likely built in response to the embargoes imposed on the importation of grain during the period of hostilities from 1799 1815; a situation which caused grain prices to soar, countless grain-processing barns to be erected. It is a reasonable example of this type and age of barn. It shares group value with Munkins Farmhouse. It derives some significance from its landscape setting, within the farmland it was intended to serve.	
<b>Potential degree of harm to significance:</b> The option to have a temporary workers accommodation campus on land south of East End Road (Option 3 in Figure 5.1) would probably have had significant impact upon the setting of this listed building. The fact this option has been discounted is to be welcomed (para. 5.7.13). The power-station development may affect views of and from this listed building.	
<b>The need for further information:</b> Photographic mock-ups should be prepared showing how the power-station development would appear in views of and from the listed building	



Left-hand photograph, taken 12<sup>th</sup> March 2020, shows the entrance to an existing track which would appear to align with the proposed secondary access to Bradwell B.

Right-hand photograph, taken in the 1970s by Kevin Bruce, shows the WWII concrete 'dragon's teeth' which survive in the hedge to the right (east) of the track entrance

<b>Address:</b>	Bradwell-on-Sea, East End Road, Dragons teeth at entrance
<b>Heritage Status:</b>	Non-designated heritage asset
<b>Description:</b> A row of anti-tank concrete 'dragon's teeth' dating from WWII.	
<b>Summary of heritage significance:</b> A valuable remnant from the Second World War, which was a significant period in Bradwell's recent history.	
<b>Potential degree of harm to significance:</b> Figure 3.23 of the consultation document shows the indicative location and alignment of a secondary access to Bradwell B off East End Road, for use in emergencies. The loss of the dragon's teeth would be regrettable. The erection of a fence along this part of the development site boundary would detract from the setting of this feature.	
<b>The need for further information:</b> More information on the precise position of the secondary access is required.	
<b>Possible mitigation measures:</b> If and when the secondary access is created, the dragon's teeth should be retained.	
<b>Possible heritage benefits to offset harm:</b> Consideration might be given to the installation of an interpretation board which highlights the significance of the dragon's teeth.	



Left-hand photograph of Cricketers Cottage from the south, taken 12<sup>th</sup> March 2020

Right-hand photograph taken 12<sup>th</sup> March 2020 from Cricketers Cottage looking south, showing how Curds Grove effectively screens Bradwell A from view.

<b>Address:</b>	Bradwell-on-Sea, East End Road, Cricketers Cottage
<b>Heritage Status:</b>	A grade II listed building, designated in 1986
<b>Description:</b> This is a mid-18 <sup>th</sup> century, 1 ½ storey, timber-framed and rendered cottage with a clay-tiled gambrel roof. Its principal elevation faces south, with its back to East End Road. The rear roof-slope sweeps down in 'cat-slide' form over a single-storey lean-to with low eaves and small windows.	
<b>Summary of heritage significance:</b> Cricketers Cottage has significance as a classic example of a humble vernacular Georgian cottage. It is remarkably well preserved, having a good quality timber-frame, a wonderful fireplace in the hall with evidence for bread ovens, the original stairs and several historic doors. Its secluded position, surrounded by an expansive flat landscape, is an important part of the way in which the cottage is experienced, and its significance appreciated.	
<b>Potential degree of harm to significance:</b> The power-station development has the potential to affect views of and from this listed building. The loss of Curds Grove would be particularly regrettable since this provides established screening of the site, and any replacement planting will take many years to become established.	
<b>The need for further information:</b> Photographic mock-ups should be prepared showing how the power-station development would appear in views of and from the listed building. Will the site boundary along East End Road need to be fenced?	
<b>Possible mitigation measures:</b> Retain Curds Grove.	



Photograph of Bradwell Lodge from the south taken on the 22<sup>nd</sup> of February 2018

<b>Address:</b>	Bradwell-on-Sea, High Street, Bradwell Lodge
<b>Heritage Status:</b>	A grade II* listed building, designated in 1953
<b>Description:</b> Bradwell Lodge was formerly the parish rectory. The earliest part is a large but much altered timber-framed cross-wing dating from the late-15 <sup>th</sup> or early-16 <sup>th</sup> century. This wing was extended in the mid-16 <sup>th</sup> century and in the mid-18 <sup>th</sup> century. The house was transformed in 1781-3 when its owner – the Rev. Henry Bate Dudley – added an elegant villa to the south of the older house, to designs by the Essex architect John Johnson. On the roof of the villa is an unusually large belvedere or observatory affording extensive view across the flat landscape.	
<b>Summary of heritage significance:</b> The most important of this building is the elegant and high-quality late-18 <sup>th</sup> century addition by John Johnson, although the older parts – particularly the late-medieval crosswing – are also of architectural interest. The building has historical interest for its role as the parish rectory and for its association with the journalist Rev. Henry Bate Dudley. Bate Dudley was the driving force behind the reclamation of 250 acres of land from the sea and draining the marshy glebe land for improved agriculture (Robinson, 2009, p. 84). The results of these endeavours could be viewed from the belvedere which crowns his villa. The Lodge was also the home for many years of the prominent Labour M.P. Tom Driberg.	
<b>Potential degree of harm to significance:</b> The proposed power station would be clearly visible from the belvedere on top of Bradwell Lodge, which would affect the experience of this important part of the building. However, the views of the landscape from the Belvedere have already been affected by Bradwell A and the Hockley wind farm. The impact of the proposed power station upon the overall significance of Bradwell Lodge would be limited.	



Photograph taken from the Belvedere to Bradwell Lodge on 22<sup>nd</sup> of February 2018 looking north in the direction of Bradwell A



Photograph taken from the Belvedere to Bradwell Lodge on 22<sup>nd</sup> of February 2018 looking south-east in the direction of Hockley wind farm



Left-hand historic photograph of Mote Cottage, courtesy of the Kevin Bruce Archive

Right-hand photograph of Mote Cottage taken 28<sup>th</sup> of March 2002

<b>Address:</b>	Bradwell-on-Sea, Maldon Road, Mote Cottage
<b>Heritage Status:</b>	A grade II listed building, designated 5 <sup>th</sup> of August 1986
<b>Description:</b> A Victorian, two-storey, timber-framed, weatherboarded and slate-roofed house. The front sash windows have moulded surrounds and with pelmets supported on brackets. There is a 20 <sup>th</sup> -century parallel rear range of similar style and materials to the original. This was at one time the home of the author S. L. Bensusan (1872-1958) who immortalised Bradwell and its inhabitants in his early books.	
<b>Summary of heritage significance:</b> This is a handsome Victorian weatherboarded house. Its close proximity to the edge of the road suggests it was developed on waste of the manor, probably replacing an earlier cottage on the site.	
<b>Potential degree of harm to significance:</b> Paragraph 4.7.42 of the consultation document observes that some residential properties along this stretch of Maldon Road (which would become Strategic Route 1) are positioned close to the edge of the highway and notes that 'existing carriageway widths are likely to act as a constraint. On this basis the section of highway between Steeple and Mill End could be subject to targeted improvements and/or carriage widening'. The intensification in the use of this road, and the consequent increase in noise and vibration levels, will affect the setting of this listed building and how it is experienced. Widening or realignment of the road is likely to conflict with the rural character of the building's setting, but drawing the traffic away from the buildings through road realignment would reduce the level of noise and vibration experienced by the occupants and the risk for damage to the building by accidents. The level of harm would fall below the high threshold of 'substantial harm', but could nonetheless be quite considerable depending upon the nature and design of the work.	
<b>The need for further information:</b> More detail is required on the design of the proposed roadworks in order to make an informed assessment.	
<b>Possible mitigation measures:</b> Drawing the traffic away from the listed building through road realignment should be considered in order to reduce the level of noise and vibration experienced by the occupants.	



Left-hand historic photograph of Cobbetts, courtesy of the Kevin Bruce Archive

Right-hand photograph taken 28<sup>th</sup> of March 2002

<b>Address:</b>	Bradwell-on-Sea, Maldon Road, Cobbetts
<b>Heritage Status:</b>	A grade II listed building, designated 5 <sup>th</sup> of August 1986
<b>Description:</b> A pair of late-18th-century, timber-framed, weatherboarded and thatched cottages, converted into a single dwelling in the 20 <sup>th</sup> century. The cottages were developed on roadside slips of land which were waste of the manor.	
<b>Summary of heritage significance:</b> A classic example of a pair of vernacular Georgian wayside cottages	
<b>Potential degree of harm to significance:</b> Paragraph 4.7.42 of the consultation document observes that some residential properties along this stretch of Maldon Road (which would become Strategic Route 1) are positioned close to the edge of the highway and notes that 'existing carriageway widths are likely to act as a constraint. On this basis the section of highway between Steeple and Mill End could be subject to targeted improvements and/or carriage widening'. The intensification in the use of this road, and the consequent increase in noise and vibration levels, will affect the setting of this listed building and how it is experienced. Widening or realignment of the road is likely to conflict with the rural character of the building's setting, but drawing the traffic away from the buildings through road realignment would reduce the level of noise and vibration experienced by the occupants and the risk for damage to the building by accidents. The level of harm would fall below the high threshold of 'substantial harm', but could nonetheless be quite considerable depending upon the nature and design of the work.	
<b>The need for further information:</b> More detail is required on the design of the proposed roadworks in order to make an informed assessment.	
<b>Possible mitigation measures:</b> Drawing the traffic away from the listed building through road realignment would reduce the level of noise and vibration experienced by the occupants. The close proximity of the cottages to the road-edge reflects the historic development pattern, which would be eroded through such mitigation measures. But road realignment would result in less harm overall than the impact of the heavy volume of traffic to and from the power station.	

Photograph of Goodgrooms taken on the 12<sup>th</sup> of March 2020

<b>Address:</b>	Bradwell-on-Sea, Maldon Road, Goodgrooms
<b>Heritage Status:</b>	A grade II listed building, designated in 1986
<b>Description:</b> The earliest mention of Goodgrooms (Goodgromes) in documents is 1443 (O'Connor, 2006, p. 8). Inspection of the house in 2017 established that the earliest part is the south end of the front range, which represents a timber-framed, 2-cell, lobby-entrance house, built in the mid-late 17 <sup>th</sup> century. In the late-18th century, a 2-bay in-line extension was added to the north of the original house and the property was subdivided into three cottages. In the 20 <sup>th</sup> century the building was converted back to a single dwelling. At the time of writing, some 20 <sup>th</sup> century ranges are being enlarged to provide additional accommodation.	
<b>Summary of heritage significance:</b> The significance of the listed building derives mainly from its age, structure, well-preserved condition, numerous period features, traditional materials and detailing. The most significant part of this listed building is the 17th-century house. The Georgian extension is also of considerable significance, whereas the 20th-century additions are only of moderate value. The building's picturesque character owes something to the accretive fashion in which the building has developed over the centuries. The building's tranquil rural setting, surrounded by fields and fronting onto a quiet narrow road, complements its significance.	
<b>Potential degree of harm to significance:</b> Strategic Route 2 would pass through the field to the west of the house, merging with the narrow road which links Maldon Road to Waterside Road. This new road would detract from the listed building's tranquil rural setting.	
<b>The need for further information:</b> More detail is required on the design of the proposed roadworks in order to make an informed assessment.	



Left-hand photograph of Bluehouse Cottages from the south-west, taken 12<sup>th</sup> March 2020

Right-hand photograph of post inside Bluehouse Cottage, carved with a heart and the date 1691

<b>Address:</b>	Bradwell-on-Sea, Maldon Road, Bluehouse Cottages
<b>Heritage Status:</b>	A grade II listed building, designated in 1986
<b>Description:</b> This is a timber-framed and weatherboarded building with a clay-tiled gambrel roof, two-storeys in height plus a habitable attic storey. There is a house on the site, depicted on a map of 1680 (a detail of which is reproduced below). That house was probably replaced by the existing one in 1691, since the date 1691 is carved into a post inside the Bluehouse Cottage. The building was acquired in the 18 <sup>th</sup> century for use as a parish workhouse. Floor plans survive from 1844 showing a programme of remodelling to create more rooms. The building is now a pair of houses; Bluehouse Cottage to the west, and the Bakehouse to the east.	
<b>Summary of heritage significance:</b> The building has architectural interest as one of very few firmly-dated late-17 <sup>th</sup> -century buildings in this part of Essex. It is an attractive and well-preserved example of vernacular architecture. The building has historic interest for its role as a parish workhouse. The building's tranquil rural setting, surrounded by fields and fronting onto a quiet narrow road, complements its significance. The map of 1680 shows that the land to the west of the listed building (now the garden to Bluehouse Cottage) was at that time an orchard.	
<b>Potential degree of harm to significance:</b> It would appear that Strategic Route 2 would pass through the garden to Bluehouse Cottage, along its western boundary. The introduction of a road at this location would be severely detrimental to the setting of the listed building.	
<b>The need for further information:</b> More information is needed on the precise position, width and design of the proposed road	
<b>Possible mitigation measures:</b> The degree of harm to Bluehouse Cottages would be reduced if the proposed road could be located further to the west, outside the garden of the listed building. However, it should be borne in mind that this would bring the road closer to Orplands, and increase the level of harm to that non-designated heritage asset.	



Stitched-together photograph of Bluehouse Cottages from the south-west, taken 12<sup>th</sup> March 2020, annotated to indicate the approximate position of Strategic Route 2.



Detail of a map dated 1680 showing that the present garden to the west of Bluehouse Cottage was at that time an orchard. Reproduced from the Kevin Bruce Archive.

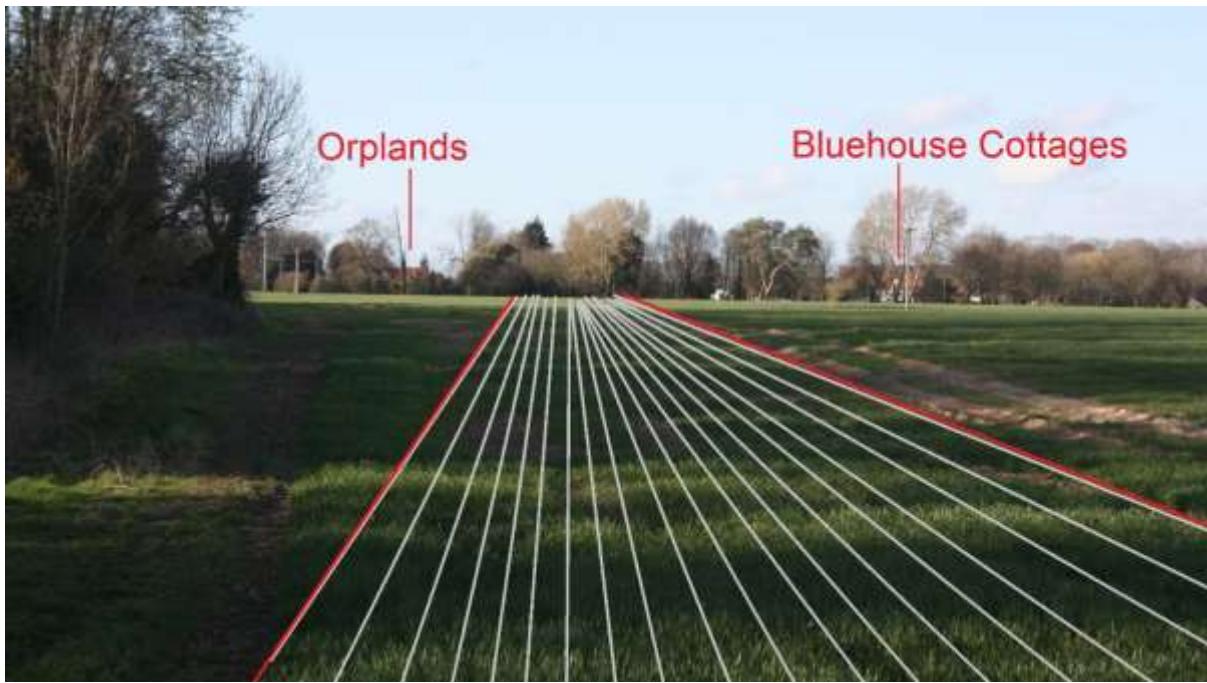


Photograph of Orplands taken March 2012

<b>Address:</b>	Bradwell-on-Sea, Maldon Road, Orplands
<b>Heritage Status:</b>	A non-designated heritage asset.
<b>Description:</b> Orplands is known to have existed since the 15th century, but the farmhouse was rebuilt in the Victorian period. It is constructed of yellow brick and roofed with clay tiles. The front range is two-storeys in height with a gabled cross-wing at the left-hand (western) end. The bargeboards have a pierced foliate decoration. The front and side doorways are framed by elaborate arched openings with carved stone responds. On the front elevation there are square bay windows with dentilled brick cornices. The windows are painted timber sashes with a single pane of glass to both the upper and the lower sash.	
<b>Summary of heritage significance:</b> This is a substantially complete Victorian farmhouse of very good local architectural interest, displaying high quality materials and detailing.	
<b>Potential degree of harm to significance:</b> Strategic Route 2 would pass through the field immediately to the east of this farmhouse. Although the distance and intervening vegetation would limit any harm to the setting of Orplands, the impact would be increased if the new road was positioned further west in an effort to reduce the effect on the grade II listed Bluehouse Cottages and Goodgrooms.	
<b>The need for further information:</b> More information is needed on the precise position, width and design of the proposed road	

Photograph of Curry Farm from the south, taken 12<sup>th</sup> March 2020

<b>Address:</b>	Bradwell-on-Sea, Mill End, Curry Farm
<b>Heritage Status:</b>	A non-designated heritage asset
<b>Description:</b> A remarkably well-preserved late-18 <sup>th</sup> -century brick farmhouse with a hipped clay-tiled roof. The house retains most of its original windows and the interior is also very little altered. The earliest mention of Curry's in documents is 1262 (O'Connor, 2006, p. 8).	
<b>Summary of heritage significance:</b> This is a good example of a well-preserved Georgian farmhouse. It is an secluded location, surrounded by woodland, and the peaceful atmosphere of its grounds is an important aspect of its setting.	
<b>Potential degree of harm to significance:</b> Strategic Route 2 would run along the southern and eastern boundaries of the woodland surrounding Curry Farm. While the established woodland would limit any visual impact upon the farmhouse, the considerable vehicular activity would generate noise that would detract from the peaceful quality of the historic building's setting.	
<b>The need for further information:</b> More information is needed on the precise position, width and design of the proposed road	



Photograph taken 12<sup>th</sup> March 2020 in the field to the east of Curry's Farm looking north, annotated to show the approximate route Strategic Route 2.



Photograph taken 12<sup>th</sup> March 2020 in the field to the south-east of Curry's Farm looking west in the direction of Strategic Route 2, which would run parallel with the southern edge of Curry Farm's woodland



Photograph taken 12<sup>th</sup> March 2020 of Truscot (in the foreground) and Trusses.

<b>Address:</b>	Bradwell-on-Sea, Waterside Road, Truscott
<b>Heritage Status:</b>	A grade II listed building, designated in 1986
<b>Description:</b> A pair of late-Georgian cottages on a roadside slip of land which was 'waste of the manor', converted into a single dwelling in the 20th century. The building is timber framed but has a brick façade. It is 1 ½ storeys in height with a clay-tiled gambrel roof. The long, narrow roadside plot appears to survive in its original form.	
<b>Summary of heritage significance:</b> A classic example of a pair of vernacular Georgian wayside cottages. The quite rural surroundings of the listed building are an important part of how the building and its significance is experienced. Truscott shares group value with the adjacent row of wayside cottages; Trusses.	
<b>Potential degree of harm to significance:</b> Figures 3.34 and 5.1 of the consultation document show the field behind (to the east of) and the field opposite (to the west of) this listed building designated as potential sites for temporary workers accommodation. Waterside Road would become part of Strategic Route 1, with all vehicular traffic for the power station travelling along this stretch of road. The field to the north-east of the junction between Trusses Road and Waterside Road will become the entrance 'plaza' to the power-station site, with a new junction required to the access road which will pass diagonally through the plaza. Each of these works is likely to radically alter and detract from the immediate rural surroundings of this listed building, resulting in harm to its significance.	
<b>The need for further information:</b> More information is needed in relation to each of the proposals identified above.	
<b>Possible mitigation measures:</b> Drawing the traffic away from the listed building through road realignment could reduce the level of noise and vibration experienced by the occupants. The close proximity of the cottages to the road-edge reflects the historic development pattern, which would be eroded through such mitigation measures. But road realignment may result in less harm overall than the impact of the heavy volume of traffic to and from the power station.	



Photograph of the rear of Truscott, taken 29<sup>th</sup> August 2018 from the field to the east of it



Photograph of Truscott and Trusses, taken 29<sup>th</sup> August 2018 from Woodyards Road to the south-east

Photograph of Trusses taken 12<sup>th</sup> March 2020

<b>Address:</b>	Bradwell-on-Sea, Waterside Road, Trusses
<b>Heritage Status:</b>	A grade II listed building, designated in 1986
<b>Description:</b> A row of three late-Georgian cottages on a roadside slip of land which was 'waste of the manor', converted into a single dwelling in the 20th century. The building is timber framed but has a later brick skin. It is 1 ½ storeys in height with a clay-tiled gambrel roof. The original plot was enlarged in the 20 <sup>th</sup> century.	
<b>Summary of heritage significance:</b> A classic example of a row of vernacular Georgian wayside cottages. The quite rural surroundings of the listed building are an important part of how the building and its significance is experienced. Trusses shares group value with the adjacent row of wayside cottages; Truscott. This was the final home of the internationally renowned artist Frederick Hans Haagensen where he had his studio.	
<b>Potential degree of harm to significance:</b> Figures 3.34 and 5.1 of the consultation document show the field behind (to the east of) and the field opposite (to the west of) this listed building designated as potential sites for temporary workers accommodation. Waterside Road would become part of Strategic Route 1, with all vehicular traffic for the power station travelling along this stretch of road. The field to the north-east of the junction between Trusses Road and Waterside Road will become the entrance 'plaza' to the power-station site, with a new junction required to the access road which will pass diagonally through the plaza. Each of these works is likely to radically alter and detract from the immediate rural surroundings of this listed building, resulting in harm to its significance.	
<b>The need for further information:</b> More information is needed in relation to each of the proposals identified above.	
<b>Possible mitigation measures:</b> Drawing the traffic away from the listed building through road realignment may reduce the level of noise and vibration experienced by the occupants. The close proximity of the cottages to the road-edge reflects the historic development pattern, which would be eroded through such mitigation measures. But road realignment may result in less harm overall than the impact of the heavy volume of traffic to and from the power station.	



Composite photograph of the site of the proposed power-station entrance ‘plaza’, taken 12<sup>th</sup> March 2020 from the junction between Waterside Road and Trusses Road



Photograph of Down Westwick from the south-west, taken 12<sup>th</sup> March 2020

<b>Address:</b>	Bradwell-on-Sea, Waterside Road, Down Westwick
<b>Heritage Status:</b>	A grade II listed building, designated in 1986
<b>Description:</b> A two-storey timber-framed and weatherboarded house with a clay-tiled roof. This house appears to consist of a hall, in-line service end and parlour cross-wing. The hall has late-16 <sup>th</sup> -century heavy first-floor joists, all chamfered with lambs tongue stops. This has the character of a floor inserted into an open hall, but the external walls have been altered / concealed to the extent that it is impossible to tell. The roof has been rebuilt but incorporates at least one smoke-blackened rafter from a medieval open hall. The house retains numerous other later period architectural features.	
<b>Summary of heritage significance:</b> The significance of this listed building can be said to derive from its age, the quality of its materials and construction, its vernacular character and its picturesque and isolated rural position.	
<b>Potential degree of harm to significance:</b> Paragraph 3.2.24 of the consultation document cites Down Westwick as a listed building potentially affected by the proposals. Figure 5.3 indicates that a field to the north-east of Down Westwick may be the site of temporary workers' accommodation. However, the distance and intervening vegetation, coupled with the way in which Down Westwick sits within a dip in the landscape, makes it unlikely that there would be any discernible impact on the setting or significance of this listed building.	

Photograph of Woodyards taken 28<sup>th</sup> September 2018

<b>Address:</b>	Bradwell-on-Sea, Waterside Road, Woodyards
<b>Heritage Status:</b>	A non-designated heritage asset
<b>Description:</b> This two-storey, timber-framed and weatherboarded house is older than it appears from the outside. The house was first constructed in the second half of the 18th century as a pair of 1 ½ storey cottages. In the second half of the 19th-century the building was converted to a single dwelling and heightened to a full 2 storeys. A brick lean-to at the rear bears a date of 1881, which is probably a bit later than the Victorian rebuilding. The name of the house derives from Charlie Woodyard who was a local coal merchant.	
<b>Summary of heritage significance:</b> This 18th and 19th-century house is very well preserved, displaying good quality vernacular materials and detailing. There is a good survival of multi-paned sash windows and old internal doors. The building's tranquil and rural setting contributes to an appreciation its significance.	
<b>Potential degree of harm to significance:</b> Figure 3.34 shows the field adjacent (to the east of) this locally listed building designated as 'Potential Expansion Area for Temporary Workers' Accommodation'. The development of this land for workers accommodation (presumably caravans) would detract from the tranquil rural setting of the construction work (estimated to be between 9 and 12 years).	
<b>Possible mitigation measures:</b> Planted screening could help mitigate the impact of the caravan site, although planting would take a long time to become established.	



Photograph of the meadow to the east of Woodyards, taken 20<sup>th</sup> January 2020 from the road looking north-east

Photograph of The Old Cottage, taken 12<sup>th</sup> March 2020

<b>Address:</b>	Bradwell-on-Sea, Waterside Road, The Old Cottage
<b>Heritage Status:</b>	A grade II listed building, designated in 1986
<b>Description:</b> The main part of this house is a small late-medieval timber-framed cross-wing. Photographs taken during the 1970s while it was being re-tiled show that the original roof is well preserved and of crown-post construction. The windows and extensions are all later and of comparatively limited architectural interest.	
<b>Summary of heritage significance:</b> The significance of this listed building derives primarily from the antiquity of its original structure. It is also of interest as a small medieval house, which tend to survive in far fewer numbers than larger medieval houses. The comparatively large 20 <sup>th</sup> -century houses immediately to the north of The Old Cottage have a somewhat overbearing relationship with this diminutive medieval house, but it remains an attractive and memorable feature along Waterside Road and in the long views from Trusses Road.	
<b>Potential degree of harm to significance:</b> Figure 3.34 shows the 'Entrance Plaza' adjoining the southern boundary to The Old Cottage, and land to the west on the opposite side of Waterside Road is designated a 'Potential Expansion Area for Temporary Workers' Accommodation'. Para. 3.7.9 states: 'An entrance plaza at the primary entrance would allow for controlled and secure access into and out of the site. Our designs for this area are in the early stages, and this will be a key area for ongoing design development following Stage One consultation'. This information on what the plaza will consist of is thus quite vague. Para. 3.7.12 says access 'would be limited to security checkpoints within the entrance plaza', suggesting the area would need to incorporate fencing. The appearance of – and the noise generated by – the proposed caravan area and the 'Entrance Plaza' may cause notable harm to the significance of The Old Cottage, by eroding its rural setting. While the impact of the temporary accommodation would be temporary, it would be for a significant period of time – between 9 and 12 years.	
<b>The need for further information:</b> More information is needed in relation to the 'Entrance Plaza' to assess the impact it would have on the setting of The Old Cottage.	
<b>Possible mitigation measures:</b> Planted screening could help mitigate the impact of the development but would take a long time to become established.	



Photograph of The Old Cottage from Trusses Road, taken 12<sup>th</sup> March 2020



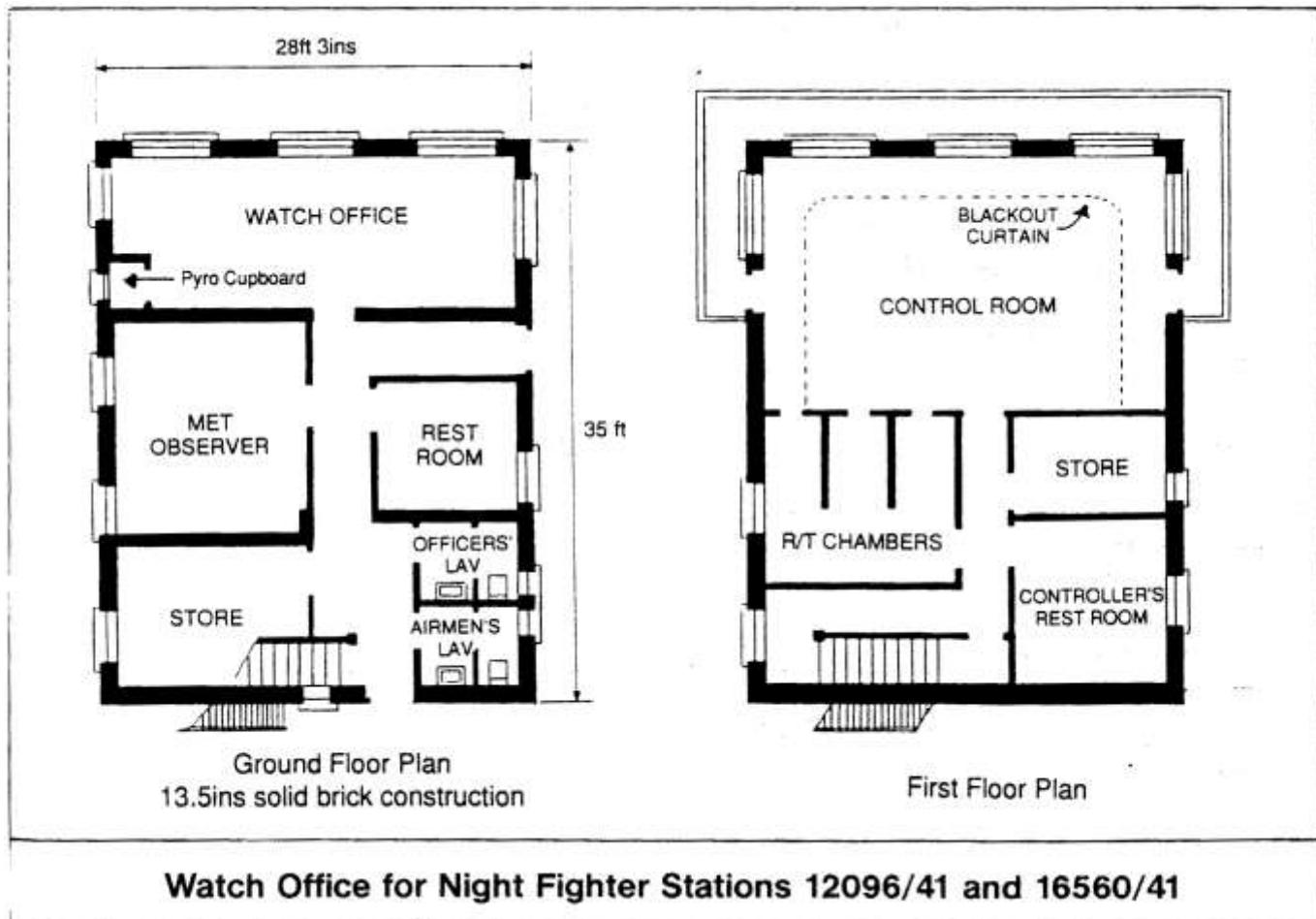
Photograph of The Old Cottage from the field to the south, taken 24<sup>th</sup> September 2015



Left-hand photograph of The Control Tower, taken 20<sup>th</sup> January 2020

Right-hand photograph, taken prior to residential conversion, reproduced with permission from Kevin Bruce

<b>Address:</b>	Bradwell-on-Sea, Weymarks Road, Bradwell Bay WWII Airfield, The Control Tower
<b>Heritage Status:</b>	A non-designated heritage asset
<b>Description:</b> This rendered brick Control Tower oversaw operations at Bradwell Bay airfield during WWII and was later converted to a residence. The roof-top observatory has been rebuilt but the basic form of the building has been preserved.	
<b>Summary of heritage significance:</b> The Control Tower, along with the Station HQ and the four Blister hangars are important to the history and heritage of Bradwell Bay airfield. The military historian Fred Nash has observed that “although they are all that remains of the 300+ buildings and structures that stood on the airfield they were, and are, of major significance in the hierarchy of airfield architecture” (Nash, 2010). The Control Tower is the most iconic building to survive from Bradwell Bay airfield.	
<b>Potential degree of harm to significance:</b> It is proposed to demolish this building.	
<b>The need for further information:</b> The building should be subject to detailed research and investigation as soon as possible to achieve a full understanding of its significance.	
<b>Possible mitigation measures:</b> Efforts should be made to retain this building, if at all possible. If demolition is unavoidable the building must be properly recorded. Paragraph 5.8.19 of NPS EN-1 states ‘A documentary record of our past is not as valuable as retaining the heritage asset and therefore the ability to record evidence of the asset should not be a factor in deciding whether consent should be given’.	
<b>Possible heritage benefits to offset harm:</b> If preservation <i>in-situ</i> is not possible, consideration could be given to re-erecting The Control Tower in replica, perhaps near to the war memorial, where it could serve as an educational facility recording and commemorating the WWII history of the area.	



Original floor plan of The Control Tower, reproduced from Francis, 1993



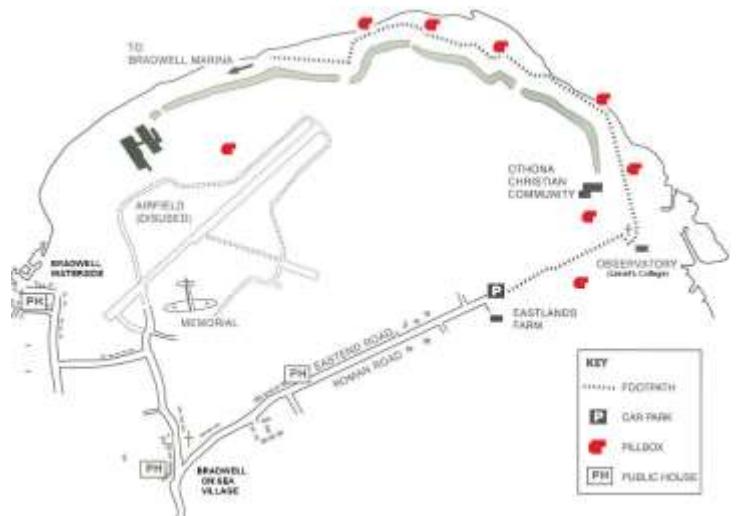
Photographs of the Bradwell Bay Station Headquarters from the west. Above taken 20<sup>th</sup> January 2020, below undated from the Kevin Bruce Archive

<b>Address:</b>	Bradwell-on-Sea, Weymarks Road, Bradwell Bay WWII Airfield, Station Headquarters
<b>Heritage Status:</b>	A non-designated heritage asset
<b>Description:</b> The Station HQ survives to the rear (south) of the Control Tower. It is a long single-storey building which appears to have been repurposed as a workshop.	
<b>Summary of heritage significance:</b> The Station HQ, along with the Control Tower and the four surviving Blister hangers are important to the history and heritage of Bradwell Bay airfield. Fred Nash has observed that "although they are all that remains of the 300+ buildings and structures that stood on the airfield they were, and are, of major significance in the hierarchy of airfield architecture" (Nash, 2010).	
<b>Potential degree of harm to significance:</b> It is proposed to demolish this building.	
<b>The need for further information:</b> The building should be subject to detailed research and investigation as soon as possible to achieve a full understanding of its significance.	
<b>Possible mitigation measures:</b> Efforts should be made to retain this building, if at all possible.	
If demolition is unavoidable the building must be properly recorded. Paragraph 5.8.19 of NPS EN-1 states 'A documentary record of our past is not as valuable as retaining the heritage asset and therefore the ability to record evidence of the asset should not be a factor in deciding whether consent should be given'.	



Photograph showing three of the four blister hangers, taken 20<sup>th</sup> January 2020.

<b>Address:</b>	Bradwell-on-Sea, Weymarks Road, Bradwell Bay WWII Airfield, Blister hangars
<b>Heritage Status:</b>	Non-designated heritage assets
<b>Description:</b> During WWII there were twelve Blister hangers dispersed across the airfield, of which only four survive. They are each approximately 90 feet in span x 60 feet in length. Three of the hangars have a corrugated asbestos roof, while the fourth has a corrugated iron roof.	
<b>Summary of heritage significance:</b> The four surviving Blister hangers, along with the Control Tower and the Station HQ are important to the history and heritage of Bradwell Bay airfield. The military historian Fred Nash has observed that “although they are all that remains of the 300+ buildings and structures that stood on the airfield they were, and are, of major significance in the hierarchy of airfield architecture” (Nash, 2010).	
<b>Potential degree of harm to significance:</b> These buildings would be demolished.	
<b>The need for further information:</b> The hangars should be subject to detailed research and investigation as soon as possible to achieve a full understanding of their significance.	
<b>Possible mitigation measures:</b> Efforts should be made to retain this building, if at all possible.  If demolition is unavoidable the building must be properly recorded. Paragraph 5.8.19 of NPS EN-1 states ‘A documentary record of our past is not as valuable as retaining the heritage asset and therefore the ability to record evidence of the asset should not be a factor in deciding whether consent should be given’.	



Left-hand photograph by Kevin Bruce of the pillbox at the gated entrance to the Othona Community, undated

Right-hand map showing approximate number and position of WWII pilboxes in Bradwell

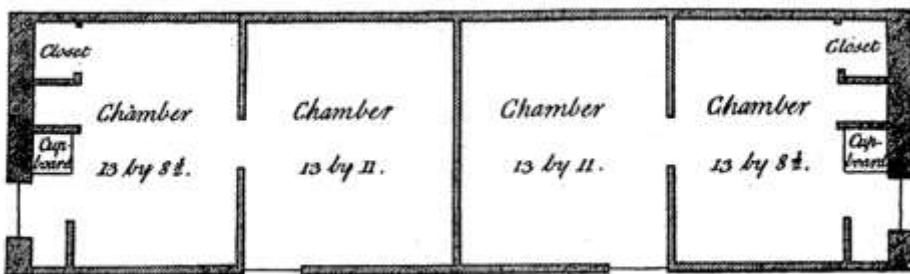
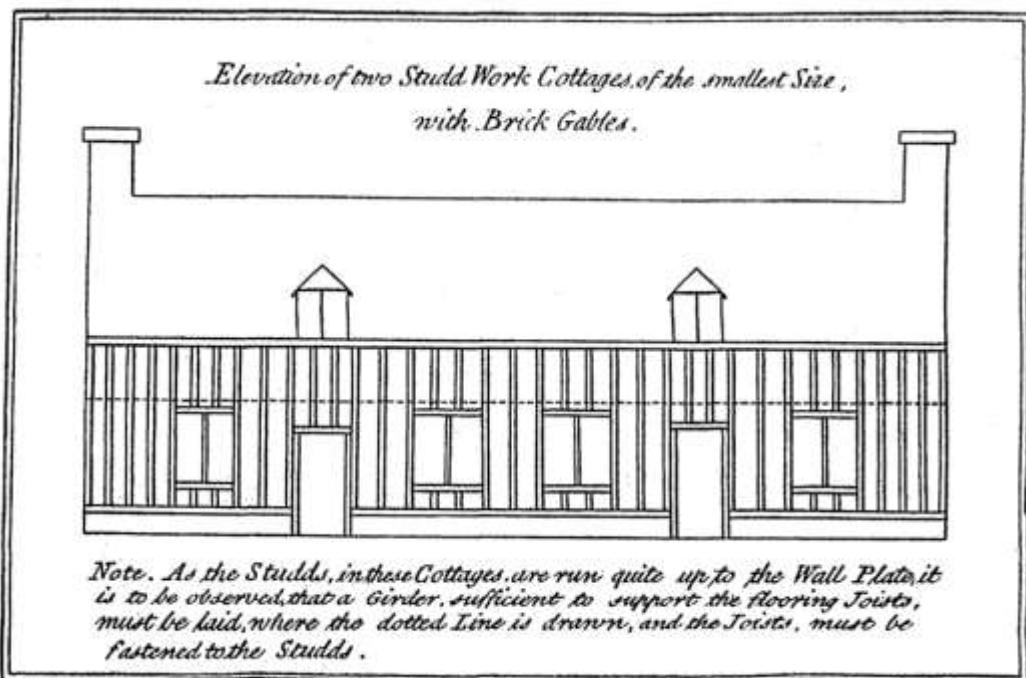
<b>Address:</b>	Bradwell-on-Sea, various pillboxes
<b>Heritage Status:</b>	Non-designated heritage assets
<b>Description:</b> Several WWII concrete pillboxes on the sea wall and in the vicinity of the sea wall.	
<b>Summary of heritage significance:</b> These little structures are potent reminders of the threat of invasion posed during World War II.	
<b>Potential degree of harm to significance:</b> The pillbox highlighted on the map above which is closest to Bradwell A would be lost. The proposed 'uplift of land levels' between East Hall Farm and St Peter's Chapel makes it likely that the pillbox at the gated entrance to the Othona Community may also be lost (para. 3.5.9).	
<b>The need for further information:</b> The precise number and distribution of pillboxes in and around the development site needs to be ascertained. Which pillboxes will be lost as part of the construction work?	



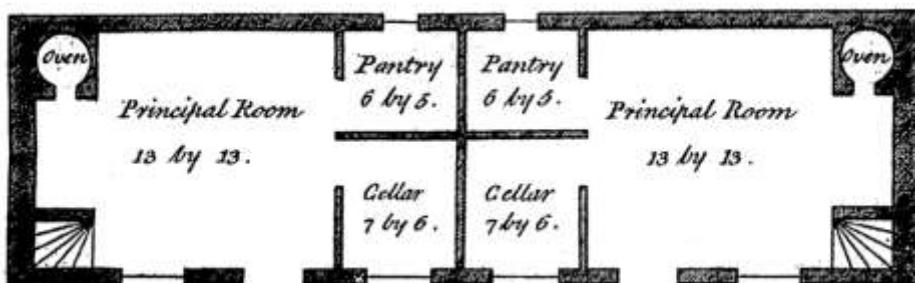
Left-hand photograph of Pear Tree Cottages, taken 20<sup>th</sup> January 2020 6161

Right-hand historic photograph, showing a man having his hair cut outside the right-hand cottage,  
reproduced with permission from Kevin Bruce

<b>Address:</b>	Bradwell-on-Sea, Weymarks Road, Pear Tree Cottages
<b>Heritage Status:</b>	A non-designated heritage asset
<b>Description:</b> This pair of late-Georgian cottages was built to house agricultural workers at Weymarks Farm. It was converted into a single dwelling in the 20 <sup>th</sup> century. The building is 1 ½ storeys in height with a clay-tiled gambrel roof. The roof sweeps down in 'cat-slide' form at the back over rear lean-tos.	
<b>Summary of heritage significance:</b> Apart from replacement windows, the cottages appear to be well preserved, but have not been the subject of an internal investigation. They are a good example of Georgian agricultural workers' cottages servicing an isolated farm. If it were not for the modern replacement windows, the cottages may have qualified for statutory listing.	
<b>Potential degree of harm to significance:</b> It is proposed to demolish this building.	
<b>The need for further information:</b> This building should be subject to detailed research and investigation as soon as possible to achieve a full understanding of its significance. Maldon District Council's Conservation and Heritage Specialist has particular expertise in relation to buildings of this type and could assist with the study and interpretation of the building (Howson, 2020). Careful, supervised exploratory opening-up inside the cottages, to expose original structure and features such as fireplaces would help gain a fuller understanding of the building's original design and later development.	
<b>Possible mitigation measures / heritage benefits:</b> If demolition is unavoidable, the building should be carefully recorded before and during demolition. Timber-framed structures are capable of being dismantled and re-erected more easily than any other type of construction. Consideration should be given to the re-erection of the cottages elsewhere, possible for use as educational facilities, to illustrate the living conditions of Georgian farm workers. There are many timber-framed buildings which have been salvaged and reused in this way to good effect at the Weald and Downland Museum and elsewhere.	



*Plans of two Studd Work Cottages, of the smallest Size, with Bricked Gables.*



The above design for semi-detached cottages was published by Nathaniel Kent in 'Hints to Gentlemen of Landed Property' in 1775. They are of the same type as Pear Tree Cottages. Kent wrote that these cottages should contain 'a warm, comfortable, plain room for the inhabitants to eat their morsel in; an oven to bake their bread; a little receptacle for their small beer and provision, and two wholesome lodging apartments, one for the man and his wife, the other for his children'.

Left-hand photograph of Weymarks Farm, taken 20<sup>th</sup> January 2020

Right-hand photograph of Weymarks Farm in the 1970s, reproduced from the Kevin Bruce Archive

<b>Address:</b>	Bradwell-on-Sea, Weymarks Road, Weymarks Farm
<b>Heritage Status:</b>	None
<b>Description:</b> The earliest mention of Weymarks in documents is 1235 (O'Connor, 2006, p. 8). The present house is a timber-framed and rendered, two-storey farmhouse, with a slated roof. It would appear to date from the mid-19 <sup>th</sup> century. The house has been abandoned and is in a ruinous condition.	
<b>Summary of heritage significance:</b> The house has some moderate architectural interest as an example of a modest mid-19 <sup>th</sup> -century timber-framed farmhouse.	
<b>Potential degree of harm to significance:</b> The building will be demolished.	
<b>Possible mitigation measures:</b> It may be worthwhile recording the building during demolition.	



Photograph of Thatch Cottage, taken 30<sup>th</sup> August 2012

<b>Address:</b>	Latchingdon, Burnham Road, Thatch Cottage
<b>Heritage Status:</b>	A grade II listed building, designated in 1986
<b>Description:</b> Thatch Cottage was built in the 18th century on a slip of roadside waste. It is a timber-framed building of one storey with a habitable attic and a thatched roof. Parts of the timber-framed structure have been exposed externally, although originally the framing would have been covered. The house has been extended in the 20th century, in a complementary manner with a thatched roof.	
<b>Summary of heritage significance:</b> This is a good example of a humble labourer's dwelling retaining numerous period features of interest.	
<b>Potential degree of harm to significance:</b> The setting of Thatch Cottage could be affected by the proposed new road Route 2 which would run to the south of the listed building and merge with Burnham Road immediately to the east of it. The consequence of this is that the cottage would become flanked by two roads; the existing one to the north of it and a new one to the south.	
<b>The need for further information:</b> More information is needed on the precise alignment of Strategic Route 2 to assess the impact on this listed building.	



Left-hand photograph of London Hayes from the north taken by the RCHM in 1921

Right-hand photograph of London Hayes from the south-west taken in 1986 by John McCann, listing inspector

<b>Address:</b>	Latchingdon, Cold Norton Road, London Hayes
<b>Heritage Status:</b>	A grade II listed building, designated in 1953
<b>Description:</b> This timber-framed and rendered house consists of a two-storey gabled cross-wing facing south and an 18 <sup>th</sup> -century wing of one storey and attics. The two-storey cross-wing dates from the late-16 <sup>th</sup> century and incorporates high-status original features, such as carved doorways, blocked moulded-mullion windows and close studding. What survives now is thought to be one part of a much larger house. The house is in an isolated position and this author has not had the opportunity to visit it.	
<b>Summary of heritage significance:</b> The significance of this house would appear to derive primarily to its age and high-status original architectural features. Its isolated location may be considered to form an important aspect of the way the building and its significance is experienced.	
<b>Potential degree of harm to significance:</b> The setting of London Hayes could be affected by the proposed new road Strategic Route 2, Western Section, Option 2, which would appear to run very close to it. The noise and visual impact associated with a new road could detract from the listed building's tranquil rural setting.	
<b>The need for further information:</b> More information on the precise position of the proposed road is needed to assess the impact on the setting of the listed building.	
<b>Possible mitigation measures:</b> The alignment of the proposed road could be drawn away from London Hayes to help reduce its impact.	



Left-hand photograph taken of the Huntsman and Hounds around 1920 (Kevin Bruce Archive)



Right-hand photograph taken 30<sup>th</sup> April 2015

<b>Address:</b>	Latchingdon, Green Lane, The Huntsman and Hounds Public House
<b>Heritage Status:</b>	A grade II listed building, designated 18 <sup>th</sup> of November 1983
<b>Description:</b> A timber-framed and thatched pub dating from the 18 <sup>th</sup> century.	
<b>Summary of heritage significance:</b> A handsome example of Georgian vernacular architecture in a rural location.	
<b>Potential degree of harm to significance:</b> Green Lane forms part of the proposed Strategic Route 2 which, according to paragraph 4.7.57 of the Bradwell B consultation document, 'could be subject to targeted improvements and/or widening'. The noise and vibrations associated with a considerable increase in the level of HGV traffic, coupled with the loss of trees and hedges for road widening, could detract from the peaceful rural setting of this listed building. The level of harm would fall below the high threshold of 'substantial harm', and is likely to be limited bearing in mind that the pub is set back from the road. The degree of harm will depend upon the nature and design of the work.	
<b>The need for further information:</b> More detail is required on the design and detailing of the proposed roadworks in order to make an informed assessment. Specifically, which parts of Green Lane would be subject to widening, and what is the anticipated volume of HGV traffic?	



Photograph of Snoreham Hall from the east, taken 12<sup>th</sup> March 2020

<b>Address:</b>	Latchingdon, Rectory Lane, Snoreham Hall
<b>Heritage Status:</b>	A grade II listed building, designated in 1986
<b>Description:</b> A late-16 <sup>th</sup> -century timber-framed and rendered farmhouse.	
<b>Summary of heritage significance:</b> The significance of this listed building derives primarily for its 16th-century timber-framed structure which, according to the list description, survives large <i>in-tact</i> .	
<b>Potential degree of harm to significance:</b> The setting of Snoreham Hall could be affected by the proposed new road Route 2, Western Section Option 2, which would traverse the field to the south of it. The noise and visual impact associated with a new road could detract from the listed building's tranquil rural setting.	
<b>The need for further information:</b> More information on the precise position of the proposed road is needed to make an informed assessment of its likely impact on the setting of this listed building.	



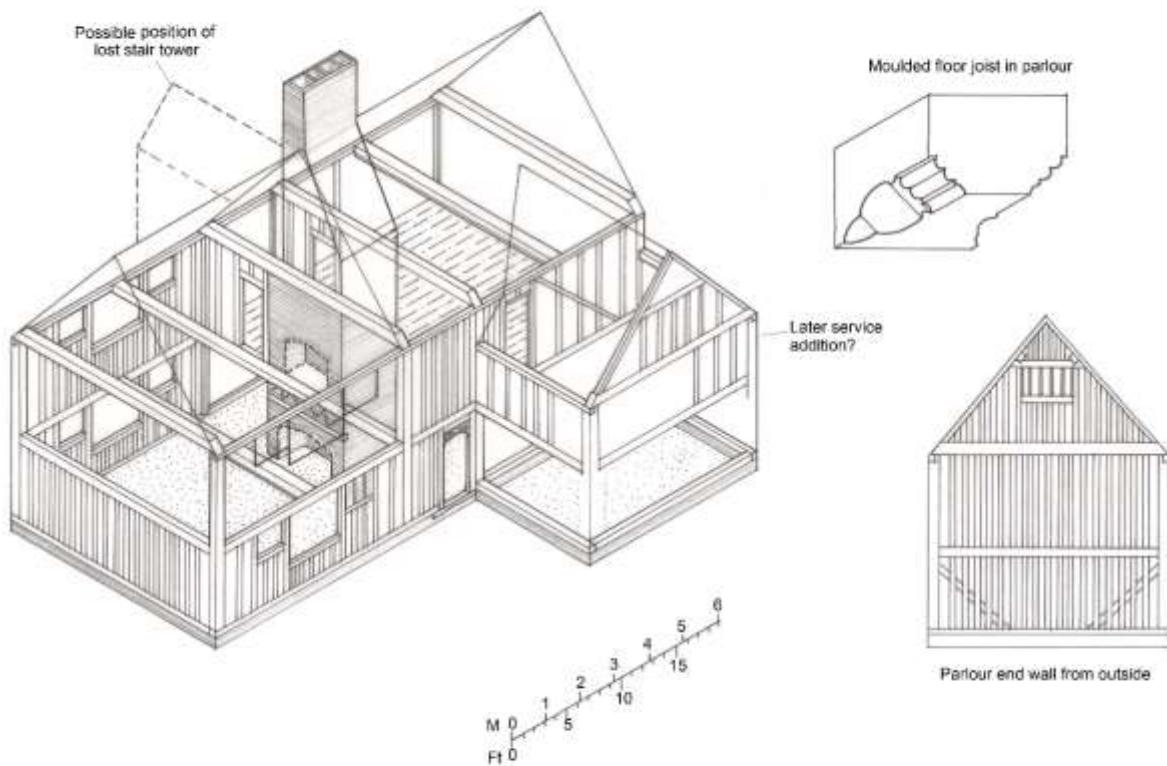
*Photograph of Gallants from the south, taken 16<sup>th</sup> November 2010*

<b>Address:</b>	St Lawrence, Southminster Road, Gallants
<b>Heritage Status:</b>	Grade II listed, designated 5 <sup>th</sup> of August 1986
<b>Description:</b> This is a mid-18th-century cottage. It is timber framed and weatherboarded with a half-hipped gambrel roof clad in clay tiles.	
<b>Summary of heritage significance:</b> Gallants is a well-preserved example of a vernacular Georgian cottage. It derives some significance from its tranquil rural setting beside a quiet country lane.	
<b>Potential degree of harm to significance:</b> The noise and visual impact associated with a new road could detract from the listed building's tranquil rural setting.	
<b>The need for further information:</b> More information on the precise position of the proposed road is needed to make an informed assessment of its likely impact on the setting of this listed building.	



Photograph of Moynes taken 20<sup>th</sup> July 2013

<b>Address:</b>	St Lawrence, Southminster Road, Moynes Farmhouse
<b>Heritage Status:</b>	Grade II listed, designated 10 <sup>th</sup> of January 1953
<b>Description:</b> This is a late-16th-century timber-framed and weatherboarded farmhouse occupying a moated site in an isolated location. It retains an original chimney stack and a high-status timber-framed structure, including a heavily moulded ceiling joist, moulded-mullion windows, an original carved doorway and carved panelling bearing the date 1595 which is plausibly the date of the present building	
<b>Summary of heritage significance:</b> The significance of this house would appear to derive primarily to its age and high-quality original architectural features. Its isolated and tranquil rural location, accessed via a private track, is an important aspect of the way the building and its significance is experienced.	
<b>Potential degree of harm to significance:</b> The setting of Moynes Farmhouse would potentially be affected by the proposed new road Route 2, Options 2 and 3. The noise and visual impact associated with a new road may detract from the listed building's tranquil rural setting.	
<b>The need for further information:</b> More information on the precise position of the proposed road is needed to assess the impact on the setting of the listed building.	



Interpretive drawings of Moynes by Tim Howson, 2013.



*Photograph of 'Barn approximately 50 metres east of Moynes Farmhouse' taken from the south-west on the 29<sup>th</sup> of June 2006 © IoE Mr Reginald Clark*

<b>Address:</b>	St Lawrence, Southminster Road, 'Barn approximately 50 metres east of Moynes Farmhouse'
<b>Heritage Status:</b>	Grade II listed, designated 20 <sup>th</sup> December 1983
<b>Description:</b> An early-19th-century timber-framed and weatherboarded threshing barn converted to residential use in the late-20th century.	
<b>Summary of heritage significance:</b> This threshing barn was most likely built in response to the embargoes imposed on the importation of grain during the period of hostilities from 1799 1815; a situation which caused grain prices to soar, countless grain-processing barns to be erected. It is a reasonable example of this type and age of barn. It shares group value with Moynes Farmhouse. It derives some significance from its landscape setting, within the farmland it was intended to serve.	
<b>Potential degree of harm to significance:</b> The setting of this listed building would potentially be affected by the proposed new road Route 2, Options 2 and 3. The noise and visual impact associated with a new road may detract from the listed building's tranquil rural setting.	
<b>The need for further information:</b> More information on the precise position of the proposed road is needed to assess the impact on the setting of the listed building.	



*Photograph of Lower Farmhouse taken from the north-west on the 12<sup>th</sup> March 2013*

<b>Address:</b>	Steeple, Maldon Road, Lower Farmhouse
<b>Heritage Status:</b>	Grade II listed, designated 5 <sup>th</sup> August 1986
<b>Description:</b> A pair of two-storey, timber-framed and weatherboarded cottages, probably dating from the 18th century. The cottages were converted into a single dwelling in the 20th century. According to the list description the building is 'virtually unaltered' internally.	
<b>Summary of heritage significance:</b> The significance of this listed building derives primarily from the fact it is a particularly well-preserved pair of cottages.	
<b>Potential degree of harm to significance:</b> The proposed road works will potentially result a fourway junction in the immediate vicinity of Lower Farmhouse between Strategic Route 1, the bypass to the south of Steeple, and Strategic Route 2 Eastern Option 1. The noise and visual impact associated with a new road has the potential to cause harm to the listed building's setting.	
<b>The need for further information:</b> More information on the precise positions of the proposed road is needed to assess the impact on the setting of the listed building.	



*Photograph of Thatched Cottage taken 13<sup>th</sup> November 2001*

<b>Address:</b>	Steeple, The Street, Thatched Cottage
<b>Heritage Status:</b>	Grade II listed, designated 5 <sup>th</sup> August 1986
<b>Description:</b> This single-storey, timber-framed and rendered, thatched cottage, was built as a pair of houses in the 18th or early-19th century on a slip of roadside waste, and was converted to a single dwelling in the 20th century.	
<b>Summary of heritage significance:</b> This is a well preserved and picturesque roadside cottage.	
<b>Potential degree of harm to significance:</b> Unless a bypass is built, The Street would become part of Strategic Route 1, resulting in a huge increase in the volume of HGV traffic. The intensification in the use of this road, and the consequent increase in noise and vibration levels, will affect the setting of this listed building how it is experienced.	



Photograph of Church of St Lawrence and All Saints, taken 24<sup>th</sup> October 2010

<b>Address:</b>	Steeple, The Street, Church of St Lawrence and All Saints
<b>Heritage Status:</b>	Grade II listed, designated 5 <sup>th</sup> August 1986
<b>Description:</b> a parish church built in 1884 to designs by F. Chancellor, re-using some materials from demolished old church.	
<b>Summary of heritage significance:</b> A fine Victorian parish church and a highly attractive feature in the street-scene.	
<b>Potential degree of harm to significance:</b> Unless a bypass is built, The Street would become part of Strategic Route 1, resulting in a huge increase in the volume or HGV traffic. The intensification in the use of this road, and the consequent increase in noise and vibration levels, will affect the setting of this listed building how it is experienced.	



*Left-hand historic photograph from the Kevin Bruce Archive*

*Right-hand photograph of Anchor Cottage, Sun Cottage and The Bakery, taken 6<sup>th</sup> July 2011*

<b>Address:</b>	Steeple, The Street, Anchor Cottage, Sun Cottage and The Bakery
<b>Heritage Status:</b>	Grade II listed, designated 5 <sup>th</sup> August 1986
<b>Description:</b> Georgian cottages developed on roadside strips that were waste of the manor	
<b>Summary of heritage significance:</b> Fine examples of Georgian vernacular architecture making a very positive contribution to the character of the streetscene	
<b>Potential degree of harm to significance:</b> Unless a bypass is built, The Street would become part of Strategic Route 1, resulting in a huge increase in the volume or HGV traffic. The intensification in the use of this road, and the consequent increase in noise and vibration levels, will affect the setting of this listed building how it is experienced.	



Ash Cottage in August 2009, image from Google Streetview

<b>Address:</b>	Steeple, The Street, Ash Cottage
<b>Heritage Status:</b>	Grade II listed, designated 5 <sup>th</sup> August 1986
<b>Description:</b>	A Victorian timber-framed and weatherboarded cottage
<b>Summary of heritage significance:</b>	An attractive Victorian weatherboarded cottage and a positive feature in the street-scene.
<b>Potential degree of harm to significance:</b>	Unless a bypass is built, The Street would become part of Strategic Route 1, resulting in a huge increase in the volume or HGV traffic. The intensification in the use of this road, and the consequent increase in noise and vibration levels, will affect the setting of this listed building how it is experienced.



Photograph of Pump House and Adjoining Cottages, taken 9<sup>th</sup> of July 2010

<b>Address:</b>	Steeple, The Street, Pump House and Adjoining Cottages
<b>Heritage Status:</b>	Grade II listed, designated 5 <sup>th</sup> August 1986
<b>Description:</b> A Victorian row of three timber framed and weatherboarded houses; one of two storeys and the other two single-storeyed.	
<b>Summary of heritage significance:</b> An attractive example of a row of Victorian weatherboarded cottages and a positive feature in the street-scene	
<b>Potential degree of harm to significance:</b> Unless a bypass is built, The Street would become part of Strategic Route 1, resulting in a huge increase in the volume or HGV traffic. The intensification in the use of this road, and the consequent increase in noise and vibration levels, will affect the setting of this listed building how it is experienced.	



*Photograph of Steeple Stores featured on the Rightmove website in 2017*

<b>Address:</b>	Steeple, The Street, Steeple Stores
<b>Heritage Status:</b>	Grade II listed, designated 5 <sup>th</sup> August 1986
<b>Description:</b> A row of three Georgian timber-framed and weatherboarded 1 ½ storey cottages with a clay-tiled gambrel roof.	
<b>Summary of heritage significance:</b> A good example of Georgian vernacular architecture and a positive feature in the street-scene.	
<b>Potential degree of harm to significance:</b> Unless a bypass is built, The Street would become part of Strategic Route 1, resulting in a huge increase in the volume of HGV traffic. The intensification in the use of this road, and the consequent increase in noise and vibration levels, will affect the setting of this listed building how it is experienced.	



Rosedene and other nearby grade II listed houses, image from Google Streetview March 2009

<b>Address:</b>	Steeple, The Street, Roesdene, Mizzens Cottage, The Cottage, and Hipseys Cottage
<b>Heritage Status:</b>	All individually grade II listed, designated 5th August 1986
<b>Description:</b> These are all cottages developed close to the edge of the road between the mid-18th century to the mid-19th century.	
<b>Summary of heritage significance:</b> These are a fine group of vernacular cottages	
<b>Potential degree of harm to significance:</b> Unless a bypass is built, The Street would become part of Strategic Route 1, resulting in a huge increase in the volume or HGV traffic. The intensification in the use of this road, and the consequent increase in noise and vibration levels, will affect the setting of this listed building how it is experienced. The road is very narrow and there is no capacity for road widening because there are listed buildings either side	



Photograph of High House Farmhouse taken from the east on the 18<sup>th</sup> of April 2018

<b>Address:</b>	Tillingham, Southminster Road, High House Farmhouse
<b>Heritage Status:</b>	Grade II listed, designated 5 <sup>th</sup> of August 1986
<b>Description:</b> An 18th century 1 ½ storey brick house with a clay-tiled gambrel roof.	
<b>Summary of heritage significance:</b> A particularly handsome example of a vernacular Georgian house. The listed house shares 'group value' with the three separately listed historic agricultural buildings to the south of it. The isolated location of the house, surrounded by large arable fields, is an important aspect of its setting and the way it is experienced.	
<b>Potential degree of harm to significance:</b> The setting of High House Farmhouse would potentially be affected by the proposed new road Route 2, Option 3, which would pass through fields to the west of it. The new road would be prominent in views of and from this listed building.	
<b>The need for further information:</b> More information on the precise route of the proposed road is needed to assess its impact on the setting of this listed building.	



*Photograph taken 18<sup>th</sup> of April 2020 looking through western first-floor window of High House Farmhouse towards the proposed new road*

## 4. Conclusions and recommendations

- 4.1 This Built-Heritage Impact Assessment has identified over fifty historic buildings, along with the Bradwell-on-Sea conservation area, potentially affected by the proposals for a new power station at Bradwell-on-Sea. No attempt has been made to assess which historic buildings might be affected by the planned park-and-ride and freight-management facilities since the 'search areas' indicated in the consultation document are so wide, containing very many listed buildings.
- 4.2 The information contained in the stage one consultation document is quite limited in certain respects, meaning that the true impact on many of the historic building is difficult to gauge. As more information emerges, it will be possible to make more meaningful assessments. Clarification on the precise position of new roads and road-widening measures, for example, would help enable a clearer understanding of the potential impact on many of the historic buildings in this report. Throughout this report recommendations have been made for the preparation of photographic mock-ups of key views, which may prove a useful tool in assessing the impact on particular buildings.
- 4.3 There are several historic buildings on the development site which would be demolished; namely Pear Tree Cottages (p.61), The Control Tower (p.56), the Station Headquarters (p.58), the four blister hangars (59) and probably two pillboxes (60). Although not nationally listed, these structures qualify as non-designated heritage assets because of their local architectural and historic interest. These buildings should be subject to detailed research and investigation as soon as possible to achieve a full understanding of their significance.
- 4.4 There is considerable cause for concern about the impact of the development upon the setting of St Peter's Chapel, arguably the most important historic building in the Maldon District, and certainly the oldest by many centuries (p.21). The proposed power station will inevitably be much more prominently visible from St Peter's Chapel than Bradwell A because of its closer proximity to the grade I listed building and its much greater scale. The proposal to store millions of cubic metres of soil / spoil on land close to the chapel during the construction of the power station, and to then use that soil for ground remodelling, could radically alter the chapel's landscape setting. It is important to remember that this soil storage and ground remodelling would take place on land beyond the south-eastern boundary of the site originally allocated for a new nuclear power station. The map of Bradwell supporting the strategic site assessment – featured on p. 246 of National Policy Statement for Nuclear Power Generation (EN-6) – shows the allocated land not extending south of

Weymarks River or Curds Grove. In summarising the conclusions of the 'Appraisal of Sustainability' concerning the potential 'cultural heritage' impact of a power station at this location, it was stated that 'the effects on the setting of Othona Roman fort and St. Peter's Chapel would be of exceptional significance if development occurs on the eastern side of the site' (para. C.2.92, Annex C to NPS (EN-6). The current proposal for substantial earthworks beyond the south-eastern boundary of the original site allocation, so close to the scheduled shore fort and grade I listed Saxon chapel, would seem to conflict with the conclusions of the strategic site assessment.

- 4.5 The power station and the suggested earthworks are also expected to have a major impact upon the group of four grade II listed buildings at East Hall Farm (p.24). The introduction of a road through the garden of Bluehouse Cottage would be severely detrimental to the setting of this grade II listed building, and the position or need for this road should be re-evaluated (p.43).
- 4.6 The proposed workers accommodation could have a dramatic effect upon the settings of grade II listed building to the west of the site; particularly Timbercot (p.17), The Old Cottage (p.54), Trusses (p.49) and Truscott (p.47). It may also impact the setting of Peakes (p.19) and Woodyards (p.52), which are non-designated heritage assets. While the harm caused by caravans and accommodation blocks would be temporary, limited to the duration of the construction phase, this is estimated to last between 9 and 12 years which is a significant period of time.
- 4.7 Many of the historic houses identified in this report are built close to the edge of the road, reflecting their development on narrow roadside strips of land. Their close proximity to the road means they are vulnerable to the noise and vibration that would be generated by the increased volume of HGV traffic, something that would affect the way these buildings are experienced and appreciated. In some instances, it may be possible to realign the road away from the front of the listed building, but that is not practical in every case. Along certain parts of The Street, Steeple, there are listed cottages directly opposite one another, either side of a narrow road, making any road widening impossible (p.79). A bypass around Steeple would therefore be vital to avoid unacceptable harm to several listed buildings.
- 4.9 One of the stated aims of the Bradwell B Project is to '[a]void significant adverse environmental effects from the Bradwell B Project where practicable, and where these are unavoidable, work to mitigate or compensate them. We are also looking for opportunities to provide enhancement where possible'. It is stated that '[w]e will also consider measures to enhance the setting of the RAF

Bradwell Bay War Memorial to deliver a heritage legacy benefit from the Project' (paragraph 3.10.12). The Bradwell B project will inevitably result in notable loss of and harm to local heritage, in conflict with the requirements of section 66(1) of the *Planning (Listed Buildings and Conservation Areas) Act 1990*, section 16 of the NPPF, section 5.8 of the NPS (EN-1) and policy D3 of the Maldon Local Development Plan. How might this harm be compensated, and what might the 'heritage legacy benefit', referred to in the consultation document, actually consist of (besides some landscaping around the 1990s war memorial)?

- 4.10 Two of the buildings facing demolition – The Control Tower (p.56) and Pear Tree Cottages (p.61) – are of particular architectural and historic interest and might merit being carefully dismantled and re-erected, possibly in the vicinity of the modern war memorial. A fund could be established for the repair / enhancement of listed buildings in and around Bradwell-on-Sea. Dilapidated and redundant listed buildings on the Maldon District Heritage at Risk Register could be targeted for funding to secure their repair and sensitive reuse - [https://www.maldon.gov.uk/info/20049/heritage\\_and\\_conservation/9673/heritage\\_at\\_risk\\_register](https://www.maldon.gov.uk/info/20049/heritage_and_conservation/9673/heritage_at_risk_register).
- 4.11 No discussions were held with the Local Planning Authority in relation to listing buildings or conservation areas in advance of the Stage 1 Consultation. The developer should engage with Maldon District Council alongside Essex County Council and Historic England at an early stage to ensure that the historic environment is fully assessed as part of a wider baseline and impact-assessment prior to the formation of firm proposals for the main site and associated development.

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