

FELIXSTOWE SOUTH CONSERVATION AREA APPRAISAL

June 2009



On 1 April 2019, East Suffolk Council was created by parliamentary order, covering the former districts of Suffolk Coastal District Council and Waveney District Council. [The Local Government \(Boundary Changes\) Regulations 2018](#) (part 7) state that any plans, schemes, statements or strategies prepared by the predecessor council should be treated as if it had been prepared and, if so required, published by the successor council - therefore this document continues to apply to East Suffolk Council until such time that a new document is published.

Foreword

In March 2008 English Heritage identified Felixstowe South as an area with a distinctive character that warranted consideration for a new separate conservation area designation.

Officers undertook an appraisal of Felixstowe South which determined that the area had sufficient quality and defined its special architectural and historic character.

A public consultation exercise took place, between January 30th 2009 and March 16th 2009, which included residents of the proposed conservation area. This demonstrated a majority, amongst those who responded, were in support of the proposal.

A report containing the comments received the draft appraisal and a recommendation to designate Felixstowe South a conservation area went to Suffolk Coastal's Cabinet on 2nd June 2009. The recommendation was approved and the designation of Felixstowe South Conservation Area followed on the 12th June 2009.

The Felixstowe South Conservation Area Appraisal (subject to minor amendments) was adopted on the 2nd June 2009 by the District Council as Supplementary Planning Guidance, in accordance with the Suffolk Coastal Local Plan (incorporating the first and second alterations) Policy AP1 Conservation Areas – Control of Development and Enhancement.

FELIXSTOWE SOUTH CONSERVATION AREA: APPRAISAL

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Introduction

This conservation area appraisal accompanies the designation of a conservation area adjacent the existing Felixstowe Conservation Area and known as Felixstowe South made on June 12th 2009. The purpose of the designation is to extend the protection of Felixstowe's outstanding Late Victorian and Edwardian heritage to the area that was originally conceived as the centre of the new coastal resort. The area retains key characteristics including a grid layout, seaside and leisure uses, an impressive sea frontage and buildings with well preserved architectural features such as bay windows, balconies and verandahs designed to capture sea air and views. Two of the town's most important structures are also included: its pier and one of its four surviving Martello Towers.

The purpose of this conservation area appraisal includes:

- a definition of the special character of the conservation area through its special qualities: layout, uses, architecture, setting, open spaces, topography and archaeology
- an analysis of the area's history, development and current status
- a guide to managing future change: small scale affecting households and larger scale affecting new development

Conservation areas are defined by the Government as 'areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance'. There are currently thirty four in the Suffolk Coastal District. The existing Felixstowe Conservation Area was designated in June 1975 and extended in 1977 and 1995.

Felixstowe South was surveyed for the purpose of this appraisal between August and December 2008, presented for public consultation between January and March 2009 and adopted in June 2009 by Suffolk Coastal District Council, (see figure 1, page 79 for boundary).

Planning Policy Context

The identification and protection of the historic environment is an important function of the planning system and is done through the designation of Conservation Areas in accordance with the Planning (Listed Buildings and Conservation Areas) Act 1990. Conservation Areas are defined as areas of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance. These areas make an important contribution to the quality of life of local communities and visitors by safeguarding their physical historical features which sustain the sense of local distinctiveness and which are an important aspect of the character and appearance of our towns, villages and countryside.

As part of this commitment there is a need to ensure there are the means available to identify what is special in the historic environment and to define through the development plan system their capacity for change. Such changes can act to help to address environmental quality in addition to achieving the aims of planning for sustainable development.

National planning advice on the identification and protection of historic buildings, conservation areas and other elements of the historic environment are set out in Planning Policy Guidance Notes (PPGs) 15 'Planning and the Historic Environment' and PPG16, 'Archaeology and Planning'. PPG15 makes it clear that there must be the means available to identify what is special in the historic environment.

At the regional level, the East of England Plan (May 2008) includes Policy ENV6 'the historic environment'. This policy encourages local planning authorities, in their plans, to 'identify, protect, conserve and, where appropriate, enhance the historic environment of the region'.

At the District and local level, the Local Development Framework (LDF) recognises that development within conservation areas will need to accord with the requirements of the Planning (Listed Buildings and Conservation Areas) Act 1990. The Core Strategy contains an objective 'to maintain and enhance the quality of the distinctive natural and built environment'. The Core Strategy also provides general advice supporting the retention and enhancement of Conservation Areas whilst minimising any significant adverse impact upon them. Conservation areas are also included under general development control policies, particularly those in relation to design where one of the key criteria requires that all new development must have regard to the character of the area and its setting. This Conservation Area Appraisal provides details and identifies particular features which contribute and justify its status.

In recent years English Heritage has begun to recognise the importance of coastal towns in our understanding of our Coastal Heritage, through project work and reports such as 'Regeneration in Coastal Towns'. It is clear that regeneration and strategic planning for the future is important, such as the work undertaken by Felixstowe Futures, but at the same time the historic character and legacy of these towns is integral to their identity. Identifying and safeguarding the heritage of these areas is, therefore, vital to promoting their successful future

Summary of Special Interest

The importance and overall character of the Felixstowe South conservation area are based on its Late Victorian and Edwardian development as a seaside resort and new town allied to the establishment of a dock on the River Orwell. The dense urban grid layout of the area, key landmark features such as the pier, promenade and leisure gardens, uses such as convalescent homes, hotels and boarding houses, and architectural features such as bay

windows, verandahs, balconies and decorative cast iron and timber work, are all wholly characteristic of the Victorian and Edwardian English seaside resort and the development of Felixstowe as a 'new town'. What makes this special interest important is its survival and relative lack of alteration or loss.

The character of Felixstowe South is clearly related to the existing Felixstowe conservation area as an historic adjunct of the resort, but its grid layout and density and survival of architectural features render it distinctive. Key features of the town, including its pier and Martello Tower Q and the continuation of the promenade and leisure gardens, make significant contributions to the special interest of this important area.

Assessment of Special Interest

1. Location and Setting

Felixstowe is located on the east coast of Suffolk, approximately seven miles from the County town of Ipswich. It is the largest settlement in the Suffolk Coastal District with a population of around 24,000 (2001 Census) and is situated between the estuaries of the River Orwell and the River Deben. The town is home to the Port of Felixstowe, the largest container port in the United Kingdom, and is an established seaside resort which, in common with many others, has seriously declined over the past 50 years, now surviving mainly as a day-trip destination.

Most of Felixstowe lies on high ground formed of a tongue of Red Crag, sand and gravel, overlain by the Kesgrave Formation, sand and gravel. These are located above the Clays of the Thames Group which appear as a narrow band around the lower slopes. The Red Crag/Kesgrave outcrop reaches a maximum height of 25m AOD and falls away sharply, particularly to the east, forming a cliff along the seashore, and to the south towards the tidal plain of the Orwell/Stour estuary. Along the seashore the tidal mudflats of the estuary give way to a long, narrow spit of marine sand and gravel, the Landguard peninsula.

Within the Suffolk Coastal District, parts of Felixstowe suffer some of the highest levels of deprivation and rank highly in regional deprivation statistics. Indeed, the Felixstowe South Ward, in which the conservation area lies, falls within the 20% most economically deprived areas in the East of England and around a third of its population is economically inactive. More generally, the town has a population imbalance, with a trend towards an ageing profile. Economic and social challenges include limited economic diversity, a declining leisure industry and areas of social deprivation. Felixstowe is now, however, the focus of major regeneration efforts including the production of a Masterplan (Felixstowe Futures), the support of the Haven Gateway Partnership Programme and the prospect of major housing expansion.

2. General Character and Plan Form

The conservation area is primarily linear in form which reflects both the low-lying level topography bounded by higher ground to the north and the tight grid layout of urban blocks created between the parallel constraints of the seafront and railway line. This reflects the character of the conservation area both as a 'new town' and as a resort. Its character is also formed of its prevailing uses which are residential with commercial and leisure uses to the east. It should be noted that residential uses include significant proportions both of retirement housing, and Houses in Multiple Occupation with a young or deprived clientele.

Commercial uses include a mix of local shopping, hotels and Bed and Breakfast/guesthouses related to the adjoining seafront. Overwhelmingly residential in character there is an absence of institutions: there is only one church, but no school or library. The area's character contrasts between quiet residential streets and local uses such as a shopping parade, and the seasonal resort function with visitors, resort activities, noise and vitality.

The built character of the conservation area is wholly urban and is densely developed. A lack of open space within the built up area is a feature as is also the general lack of trees or green spaces. This contrasts with the spacious and open nature of the leisure gardens, promenade and beach. The prevailing 'sea air' and long views to the sea are constant reminders that this is a resort town and a distinctively Late Victorian and Edwardian resort at that. This overall effect is achieved in the repetition of key architectural features which, together, make the area characteristic of a resort townscape: balconies, verandahs, decorative ironwork, decorative timberwork, bays, dormers, tiled footpaths, stained glass windows, and terraces.

3. Landscape Setting

The topography of the conservation area is derived from its underlying geology. The land is formed of high ground to its north which represents an outcrop of Red Crag to a maximum height of around twenty-five metres AOD. Historically this has always been subject to cultivation and settlement. From here it falls away sharply to the east towards the tidal floodplain of the Orwell/Stour estuary. Between is an area of former marsh, saltings and creeks. Artificially drained this land was likely used for sheep grazing. Further south towards Landguard Common the coastal frontage is built on a long, narrow spit of marine sand and gravel characteristic of the Suffolk coast. This is the result of long-shore drift and its exposed, free-draining character has resulted in a level, low-lying topography. Immediately behind this, the level drops significantly between Sea Road and Langer Road which is at the older marsh level, with some 2M difference in height between those thoroughfares. (See figure 4, page 82 for topographical map).

Admiralty Charts of the 1840s and earlier maps show the area as consisting of little more than farms and hamlets. However, a significant military presence was already established through the presence of Martello Towers N, P and Q,

and Landguard Fort. The Fort, dating in its earliest form from the mid sixteenth century, generated the main road access, along Garrison Lane and Langer Road through the proposed Conservation Area. A significant river creek, said to have been navigable in the mid-to-late 19th century almost as far as the current site of the Ordnance Hotel, appears to have been filled in to form the foundation for the Railway opened in 1877.

The landscape setting, therefore, is formed of an exposed, low-lying and level coastal strip, historically undeveloped, but artificially drained and grazed, bounded to the north by high ground subject to cultivation and settlement from an early period.

Historic development and archaeology

1. Origins and historic development of the area

Colonel Tomline and the new town of Felixstowe

As early as 1857 Dr Charles Badham of East Bergholt spoke highly of the healthiness of Felixstowe and its coastal position. Up to this period Felixstowe was a minor coastal settlement until major developments in the mid-nineteenth century gave birth to its re-creation as a new town serving the Victorian fashion for sea bathing and the establishment of a new dock on the River Orwell. These developments were the vision of the great Victorian entrepreneur, Colonel George Tomline (1812-1889), a local landowner. He was farsighted enough to see the commercial potential of developing not only a seaside resort at Felixstowe but also a busy port that would rival Harwich on the opposite side of the Stour/Orwell estuary.

In the 1860s Tomline purchased over six thousand acres of land in the Colneis Hundred from the Duke of Hamilton, land that was a mix of farms and low-lying areas unsuitable for agriculture. These included a thousand acres of holdings on the Felixstowe peninsula consisting of saltings and shore acreage. To provide access for the resort and the dock he proposed a new railway which was duly constructed with a junction from the Great Eastern Railway at Westerfield, on the Ipswich-to-Lowestoft line. Felixstowe's first railway station, Felixstowe Pier Station, was constructed at the southern end of the town and the line opened on May 1st, 1877. It terminated at a pier extending out into the estuary providing direct access to passengers arriving by ferry.

Just two years later, in 1879, a Bill authorising the construction of Felixstowe Dock passed successfully through Parliament. The first roads of the new resort were laid out, Sea Road and Langer Road, which were to establish the characteristic rectangular grid of streets, a thoroughly determined piece of Victorian town planning. The first development commenced with the opening of Beach Station where the new railway line crossed Walton Avenue. Tomline's vision was being established on the ground.

In order to encourage the holiday trade Tomline built an Hotel nearby. It turned out, however, that this whole area of town was not particularly popular and its development, along with work on the dock, was slow (the hotel closed after just six years in 1883 due to lack of guests). Tomline's land was low-lying and exposed to the prevailing winds. Later, Tomline sold his railway line to the Great Eastern Railway, which, to protect their own enterprises at Harwich and Tilbury, discouraged passengers and freight, via high rail fares, from sailing out of Felixstowe. This greatly hindered Tomline's dock, which remained a small-scale operation until the 1960s. The Colonel's great plans for the establishment of a new town in Felixstowe South were struggling.

Development in Felixstowe towards the end of the nineteenth century concentrated further north towards the cliff slope at Martello Tower Q and on the higher ground beyond and to the east, made particularly fashionable by an 1891 stay there by the Empress of Germany. In 1898 the Great Eastern Railway built a new station much further to the north (the current station) and provided, for the first time, a through route from London. A combination of Imperial patronage, acknowledgment of the health-giving benefits of sea air and sunshine, and ready access from London elevated Felixstowe to the status of a fashionable resort (but not a thriving port) and the town grew rapidly. The most overt and successful example of that status was perhaps the building of the Felix Hotel, now the Harvest House apartments, in 1903 as one of the most fashionable hotels in the country. Felixstowe developed, therefore, in a very concerted burst of economic speculation and leisure development, on the higher ground to the north and east. Here was established the actual centre of the new town: its commercial areas, station, large hotels, substantial villas and sea front promenades and gardens. In 1907, around seven thousand people would visit Felixstowe from London by train on Bank Holiday weekends. Felixstowe was established as a successful resort.

Colonel Tomline's original vision for Felixstowe South had, therefore, something of a mixed outcome. His area of land originally intended as the focal point of planned growth based on the adjoining and symbiotic developments of the dock and the resort lost out to the centre of Felixstowe established elsewhere. Development in Felixstowe South consequently suffered from piecemeal ad-hoc infill over a period of forty or fifty years, following its original planning. Indeed, large areas of land remain undeveloped today. The development of the dock as a container port in the 1960s, however, saw parts of the area receive an economic boost and development restarted, just as English coastal resorts started to lose their popularity as destinations. Colonel Tomline's original vision for the dock came good at a vital moment in the declining fortunes of the town.

Historical context

Railways were one of the most significant factors in the growth of Victorian resorts. These combined with an accompanying increase in general wealth and leisure time in the nineteenth century meant that large numbers of less wealthy people began to be able to enjoy day trips or short breaks to the

seaside, especially after the creation of Bank Holidays in 1871. Felixstowe was one of a string of east coast resorts that benefited from being within relatively easy reach of the East End of London.

Transport links were often instrumental in determining the form of seaside developments and, in this respect, Felixstowe is no different. They facilitated rapid levels of growth, fuelled by a rising tide of visitors, and impacted the layout of towns because of their routes and hubs. Indeed the impact of improved transport methods on resort development was greater than for any other settlement type. Where most resorts had simple rail layouts, others, such as at Felixstowe, were somewhat more complex. This was due to the need to provide access to the town for visitors and to the port for freight. As a result the rail line ran parallel to the coast but set back at some distance from it with an excursion station at Beach Station and one on the pier at the dock. Transportation links also came to include the arrival of visitors by sea following the opening in 1905 of the 900 yard long pier at which passenger steamers berthed. By 1926, around 63,000 passengers a year embarked and disembarked on the pier, adding to the number of visitors arriving by train.

As a result of the train line and the coast running in parallel to each other the layout of the area in between was strongly dictated by these two axes, one natural and one man-made. Unencumbered by awkward geography or the presence of earlier settlement the resultant rectilinear space was most easily subdivided by layout in the form of a dense grid of streets aligned to the sea and the major seafront road. The premium of the seafront location produced, as in so many other English resorts, sea-facing buildings that are taller, larger and more expensive than those in the streets behind, reflecting their use as hotels, guesthouses and convalescent homes, the preserve of visitors. The inland areas were largely for residents.

The seafront, thus, became in the nineteenth century the unchallenged domain of the visitor and was later transformed through the construction of sea defences, promenade and then the entertainment pavilion into new facilities demanded by growing numbers of holidaymakers for their leisure. What was previously wild and ever-changing was made ordered and regular.

Layout and development of Felixstowe South

1875-1886: This period is of great historic significance for it sees the initial establishment of Sea Road (and already named as such), Langer Road and Beach Road West (both as yet unnamed). These roads provide the orthogonal, linear structure for the layout of the new town of Felixstowe and run in parallel to the new railway line connecting to the new dock, and the coastline, set back from it on slightly higher ground. Langer Road, presumably, followed the pre-existing access road to Landguard Fort. Photographs from this period confirm that these roads were only tracks at this early date. A hint of the future grid-like subdivision of this area is suggested by a lateral route joining Sea Road and Langer Road that is now Beach Road West.

Some buildings were already developed along the north side of Undercliff Road West including the Ordnance Hotel. Its current appearance is a result of a later substantial remodelling. The first buildings on Sea Road also started to appear at its northernmost end. Martello Tower Q was constructed in the early nineteenth century and is visible inside its substantial military compound and fronted by its triangular shaped battery. The compound must have extended from the high ground, on which the Tower sat, down the cliff slope - in the area of what is now South Hill - to the beach battery, positioned just above the High Water line. Its form of enclosure is unknown but its corners were marked by boundary stones. (See figure 9 (a), page 87).

1887-1902: In this period the grid layout of the Felixstowe South area becomes fully established. Sea Road is extended to connect to Undercliff Road and a new road midway between Sea Road and Langer Road, named Manning Road, is created. The Ordnance Survey plan shows Manning Road extending southwards beyond its current cut-off at Beach Road West, linking through to the other surviving stretch at Prettyman Road at the southern extremity. It was clearly intended to be a major north-south thoroughfare similar to Sea Road and Langer Road but for some reason was truncated, roughly coinciding with the limit of development at the outbreak of the First World War. This explains the greater width of Manning Road in relation to its lateral streets and why, like Langer Road, it was originally tree-lined. Langer Road, Manning Road and Sea Road were designed to be principal North-South thoroughfares with smaller, narrower residential streets at right angles between.

An Ordnance Survey plan of the period illustrates some of the phasing of construction. This shows that Undercliff Road West was fully built up on its north side; the upper end of Sea Road is established; and that most of the sea-facing blocks are fully or mostly built up. Only one of the Langer Road-facing blocks has any development, however, although a further block appears to be subdivided in preparation for construction. This phasing shows that the sea-facing road and blocks were most favoured for construction (for hotels and guesthouses), not surprisingly in a resort town. These also tend to be areas with the most distinctive and characteristic buildings. The rest of the grid is empty and development is already evident to the north of the slope on the higher ground.

Martello Tower Q has influenced the layout of roads and development around it most clearly in this period: new roads (Princes Road, Victoria Road and Garfield Road) had to divert around the perimeter of its compound, and a gap in adjoining building development is apparent where its southern boundary meets Undercliff Road. (See figure 9 (b), page 88).

1903-1926: This period shows the conservation area fully built up, mostly as we now see it today – a dense urban area with all of its blocks developed. Only Buregate Road and Cavendish Road waited completion. Documentary photographs show that Granville Road was the main commercial street of the new area, with premises including a bakery, restaurant, coal merchants, library, stationers, grocer and draper, greengrocer and fruiterer, clothiers, and

a chemist and photographer. Some commercial uses were also located on the Sea Road end of Holland Road including a café, watch and clockmaker and an 'art depot'. Although likely to have some appeal for visitors, clearly these shops found their local market in the growing local resident population.

Key features that appeared within this period include South Hill and its dwellings providing an all important link from the high ground down to Undercliff Road West, breaching the Martello Tower compound; the Baptist Church on Cavendish Road/Langer Road; the pier; the promenade; the Pier Pavilion; Model Yacht Pond; and bandstand. Such major new development clearly shows that the leisure and entertainment infrastructure of the resort has followed on from the construction of the upper end of Felixstowe South and reflects what was, in effect, the period of Felixstowe's heyday as a coastal resort: the first four decades of the twentieth century.

Tomline's grid south of Buregate Road remained largely undeveloped in this period but was subject to piecemeal infill. (See figure 9 (c), page 89).

1927- Present day: The area of Felixstowe South was fully established in terms of its layout and character by this period. Change is focussed in the area of the pier: the Pier Pavilion comes and goes (twice, in 1911 and 1937), to be replaced by the present-day Leisure Centre in 1983-5; the pierhead building, now an amusements centre, was constructed in 1926 and again after the 2nd World War; the pier fell out of use as ferry services declined and was breached during WW11 due to the threat of invasion, and the outer length demolished after the war, when the remaining section was heavily rebuilt; and the bandstand disappeared. The character of the resort clearly alters during this period in response to the falling popularity of Felixstowe and the English coastal resort in general. (See figure 9 (d) (e) & (f), pages 90-92).

Later additions to the planned layout of Felixstowe South include the major 1960s/1970s developments forming the shopping parade, residential home and apartment blocks along Undercliff Road West, other than on the vacant site of the demolished Suffolk Convalescent Home, now a car park. What is clear is that these later infill buildings, although following the Late Victorian Tomline grid, were constructed on land not previously built on. The reason for the long delay is not apparent.

The current townscape is marked by an absence of recent development. However, the redevelopment of some existing commercial premises on Undercliff Road West and a proposed retirement complex in place of the Ordnance Hotel suggests that the conservation area still has potential and holds interest for its future.

Conclusion: the layout and phasing of Felixstowe South was heavily influenced by the flat, low-lying topography, and the linear form of the land available between Colonel Tomline's newly constructed railway line and the coastline. The resultant grid layout, with principal north-south thoroughfares parallel to the sea and rail line with secondary lateral roads between, is characteristic of new towns throughout the ages.

The demand created by the growing popularity of Felixstowe as a resort and its accessibility led to those blocks on Sea Road and immediately behind becoming first choices for development. Facing the sea, these clearly held the best commercial prospect in terms of development for boarding houses and hotels to meet visitor demand. However those blocks between Manning Road and Langer Road appear to have been less attractive to builders and their development took much longer with what appear to be some gap sites remaining into the 1960s before being built upon, itself a significant reflection of the growing development of the Port of Felixstowe in that period. In fact some gap sites remain to this day, some 130 years after the laying down of Tomline's original grid.

Changes in the popularity of the resort and perceptions about the fashionability of this area of Felixstowe are clearly recorded in the evolution of its development. Nevertheless the original strength and inspiration of Tomline's Victorian town planning enterprise are manifest on the ground in the high quality of many of its buildings and the continuing attraction of its coastal status for residents and visitors.

Building Record Drawings

There exists an extensive archive of building construction drawings at Suffolk Record Office in Ipswich for most streets within the conservation area. These show that most, if not likely all, of the surviving buildings were designed by architects practising in Ipswich and Felixstowe during the late nineteenth and early twentieth century.

Architects included the prolific Thomas Cotman and H W Buxton, whose key works elsewhere in Felixstowe (Harvest House and Cliff House respectively) help define the character of the town. Other practitioners included George Leighton, and Eade and Johns, fine examples of whose work can also be seen in the existing Felixstowe Conservation Area.

2. Archaeology

The historical character of the conservation area effectively divides into two areas: the area to the north of Undercliff Road West, including Martello Tower Q; and the area to the south of Undercliff Road West, which includes the sea front, pier and distinctive grid pattern of Late Victorian and Edwardian houses behind.

In archaeological terms it is the area north of Undercliff Road West which has the highest archaeological potential with a number of finds of prehistoric and Roman date known in the vicinity (source: Suffolk Historic Environment Record). These finds made over a number of years appear to indicate scattered settlement and activity along the cliff top in the past. The main historical value in this area, however, is related to the defence of Britain. An unsuccessful raid by the Dutch on Landguard Fort in 1667, having landed near the site of the Fludyers Hotel to the north, and marched along the

foreshore, only to be defeated by the defenders under Captain Darrell marks the last example of hostile troops landing on the English mainland and illustrates the significance of the area for defence from invasion. This was highlighted during the Napoleonic Wars, which saw the development of a chain of distinctive Martello Towers, five of which survive in Felixstowe and one, Tower Q, within the conservation area. The Tower and its surviving compound once dominated this part of Felixstowe, acting as a focal point for development in the Late Victorian period and influencing the development of the street pattern. The area north of Undercliff Road West can, therefore, demonstrate the oldest surviving properties within the conservation area.

By 1904 the grid pattern that defines the area to the south of Undercliff Road West had been established and development had commenced in Granville, Cavendish and Russell Roads. Between 1904 and 1934 the area was fully developed and acquired all of its seaside resort trappings: hall, pavilion, pier, gardens, model yachting pond, tennis courts, bowling green and promenade. It also saw the completion of the buildings in most of the remaining vacant plots, particularly along Sea Road and around Holland Road and beach Road West. The archaeological potential of this area is quite low, as, prior to the sea front development, this area was predominantly part of the sand and shingle spit that ran south to Landguard Fort. The historical significance of this part of the conservation area, therefore, is related its architecture and layout.

Spatial Analysis

1. Character and inter-relationship of spaces within area

The spatial character of the conservation area is derived principally from the contrast between its relatively dense urban grid layout and built form, reflecting its planned late nineteenth century development as a new town, and the open uninterrupted space that forms the leisure gardens, promenade and beach as a 'frontage'. The proximity of the beach and coastline provided part of the impetus for the development of Felixstowe and which define much of its character. (See figure 6, Page 84).

The terraced form of buildings, their density and the nature of the infill and layout mean that the only public space within the built-up area is the streets themselves. The streets are largely clutter-free, unadorned and retain functional qualities only. However the width of the north-south streets combined with small front gardens which provide important semi-private space and a threshold to private dwellings behind, give an impression of attractive urban character. Rear gardens are mostly obscured by the layout or high boundaries and remain private. Their contribution to the character of the area is minimal, therefore.

The width and alignment of Langer Road, Manning Road and Sea Road create an impression of these as primary roads with secondary, narrower and smaller roads at right angles. This reflects the original purpose of these roads as through roads connecting the entire grid layout of south Felixstowe,

including Manning Road, which was later truncated. The smaller and narrower lateral streets of Granville Road, Cavendish Road, Holland Road, Russell Road, Beach Road West and Buregate Road all give out onto Sea Road and the expanse of the leisure gardens, promenade, beach and the sea beyond. The spatial effect of moving from these built-up streets into the wide public space with its views and vistas, hubbub and sea air is thrilling, and characteristic of the resort town.

The entire alignment of the Tomline grid is truncated where it meets the cliff slope to the north, along the bottom of which runs the principal route of Undercliff Road. The grid of central Felixstowe continues on the high ground above on a quite different alignment. There are no special spaces created where the two grids meet at their topographical junction, except for the sinuous form of South Hill, which links them both. However, the junction is marked at its eastern edge by the positioning of structures that are primary features of the town of Felixstowe: Martello Tower Q (now a private residence), the Leisure Centre (formerly the site of the Battery and then the Pier Pavilion) and the pier. Such a 'node' or conjunction of uses neatly expresses the historical qualities of the town: defensive, leisure and seaside entertainment.

2. Key views and vistas

There are a number of key views and vistas into, out of and across the conservation area (see map illustration, figure 8, page 86). These include:

- elevated views southwards from South Hill and Lincoln Terrace provide views of rear elevations, particularly of Sea Road buildings. Therefore these secondary elevations acquire importance in the view.
- along Buregate Road westwards to the trees of Langer Park
- across the Boating Pond northwards to South Hill and adjacent area
- top of South Hill southwards across the whole of the conservation area showing rooftops, Sea Road, leisure gardens, promenade and beach, with Felixstowe Port as a backdrop
- Sea Road looking northwest to the pier and beyond to Felixstowe seafront, gardens and Harvest House (previously the Felix Hotel).
- westwards along Undercliff Road West to Langer Road/Garrison Lane junction
- southwards down Sea Road, the leisure gardens, promenade and sea
- southwards down Langer Road
- northwards and southwards along Manning Road to vistas closed by Beach Road West and Undercliff Road West

Character Analysis

1. Activity and prevailing or former uses and their influence on the plan form and buildings

The character of Felixstowe is distinctive in enjoying the attributes of a planned town in the mould of similar nineteenth century examples such as Bournville, Saltaire and Port Sunlight. Unlike other coastal resorts of East Anglia Felixstowe did not develop around or as an adjunct to an established historic core. Instead it was relatively free to develop as a new town as its founders saw fit. Constraints were principally topographical – the cliff slope, coastline and soil conditions – and arterial, in the construction of the railway running inland but parallel to the seafront.

The only pre-existing land use that exercised any form of restraint on the layout of the area was its value for military purposes. By the early nineteenth century this meant the presence of seven Martello Towers and a substantial coastal fort of much earlier origin. The large rectangular compounds enclosing each Tower impacted upon the grid layout which was the principal form used in the development of the new town – both at Tower P, south of the conservation area, and at Tower Q at the top of the cliff slope.

2. The qualities of the buildings and their contribution to the area

The Architecture of the English Seaside Resort:

Building types: The form of accommodation most associated with the seaside – guesthouses and hotels – has been instrumental in influencing the building types still found in the conservation area, particularly along Sea Road. Nineteenth century seaside accommodation was based on lodgings and the hiring of apartments or rented houses. This type, however, declined in popularity by the end of the nineteenth century and many houses built for this purpose were amalgamated to form hotels and guest houses, or became the bed and breakfasts that are common today.

Another building type associated with the seaside resort is the convalescent home. During the nineteenth century, and particularly after 1870, seaside resorts became popular locations for convalescent homes for patients recuperating from operations or injuries sustained elsewhere. It was considered that the quality of seaside air was superior to that in towns and cities and convalescent homes were established to aid recovery away from the patient's home. Felixstowe enjoyed sunshine and sea-air and several convalescent homes were established in the late nineteenth century. One such was the Suffolk Convalescent Home which formerly stood on Undercliff Road West adjacent Convalescent Hill, the name now the only reminder of the former use of the site. This appeared to have been a substantial sea-facing three-storey building with characteristic features designed to access and capture sunlight and sea air: two storeys of continuous verandahs and enormous fully glazed double-height dormer bay windows. Other well-known

examples in Felixstowe included the Herman de Stern and Bartlet Convalescent Homes.

Other building types associated with historic resorts including piers, pavilions, shelters and entertainment halls are discussed below. Characteristic building types including bath houses, hydropathic hotels and lidos are noticeably absent from Felixstowe, which reflects the somewhat more modest scale of its ambitions compared with south coast resorts such as Brighton and Bournemouth.

Building Forms: Some architectural fashions had passed their heyday by the time that Felixstowe South was being developed. These include the construction of terraced blocks in the form of 'palace-fronts'. These were designed as monumental prestige terraces with a grand centrepiece and end-pavilions. By the middle of the nineteenth century and onwards standard house forms, instead, were appearing in resorts all over the country. These three or four-storeyed terraces with polygonal bay windows can be found on or near the seafront of most resorts, as at Felixstowe South. Terraced forms eventually gave way to the construction of larger villas set high up and apart from the hustle and bustle of the resort, to denote their superior status. These are not characteristic of the conservation area.

Architecture: Key architectural features of the conservation area include the use of polygonal bays. The influence for these undoubtedly lies in a general national fashion for bay windows in the later nineteenth century but may also derive from the fashion in mid-century south coast resorts for a bewildering array of bay and oriel windows. These were single storey and multi-storeyed, curved and polygonal and were found in combination with balconies by the mid-nineteenth century. Thus resorts like Sidmouth, Ramsgate, Brighton and Ventnor had set the standard and fashion for later east coast resorts to follow. Bay windows and other features such as balconies and verandahs are features wholly characteristic of the seaside resort – designed to exploit the natural virtues of their seaside location to provide light and the chance to enjoy sea air, to entice lodgers and visitors, and a chance to observe the life of the resort taking place on the streets below. Truly they are the architecture of the seaside.

Piers and entertainments: in 1905 the Coast Development Corporation opened the new pier near the bottom of what is now South Hill in connection with steamer services between London and the east coast resorts. The pier originally was 2,640 feet in length and included an electric tram service to ferry passengers along its great length. Unlike other late nineteenth or early twentieth century piers, that at Felixstowe was never capitalised upon to house any form of visitor attraction other than the opportunity to provide an amusement arcade and café adjacent to the promenade. The pier was partially demolished in the Second World War to minimise its opportunity for use by the enemy and only the first one-third rebuilt after the war.

Amusement buildings in other seaside resorts tended to be taken as opportunities for employing exotic forms of architecture and decoration,

fathered by the Brighton Pavilion of the early nineteenth century. However, the much later (1937/8) Pier Pavilion in Felixstowe South, itself a replacement for a utilitarian 1911 structure, was a more sober building reflective of the stolid appearance of most public buildings erected in the 1920s and 1930s. It seems to have been curiously conservative in style and steadfastly ignored the advent of Modernism, an architectural style often associated with resorts but unrepresented in Felixstowe South. The Pier Pavilion has now given way to a modern swimming pool and leisure centre (1983).

By the 1930s – the heyday of Felixstowe as a resort - the area had all of the accoutrements of the English seaside resort that are characteristic of entertainment and leisure: a pier, pavilion, hall, bandstand, shelter, promenade, tennis courts, bowling green, and model yachting pond. As the twentieth century progressed and resorts fell in popularity some of this architectural paraphernalia, including the bandstand, bathing machines and garden pavilions, disappeared. However, the wholly characteristic beach hut, which evolved directly from static bathing machines drawn up beyond the level of the high water mark and which went out of use at the advent of WWI, is still a feature of the promenade scene in Felixstowe South. Other survivals include the a small remnant of the boating pond and the use of the gardens for leisure purposes and these now provide an attractive continuity of use which is such a valuable feature of the historic resort.

3. Unlisted buildings

There is only one listed building within the conservation area, at Martello Tower Q. The Tower is also a Scheduled Monument and has been converted for residential use. The fact that there is only one listed building and that the vast majority of buildings within the conservation area are therefore unlisted emphasises the importance of its designation. In terms of nineteenth and twentieth century architecture only outstanding buildings built after 1840 merit listing status. A consequence is that our Late Victorian, Edwardian and twentieth century heritage continues to be vulnerable to erosion and loss through lack of protection. Recognition of the value of these periods of architecture, however, is more accepted now than even twenty years ago, but losses, regrettably, continue.

It is a key characteristic of the conservation area that it is relatively homogeneous architecturally in terms of its layout and period and that, by definition of its age, it is made up entirely of unlisted buildings. Figure 7, page 85, identifies those buildings that make a positive, neutral or negative contribution to the character of the conservation area.

There is no current local list of buildings held by Suffolk Coastal District Council and no proposal to create one.

4. Local Details (See pages 64 -74 for illustrations)

Balconies and verandahs: a key characteristic feature of seaside resort architecture of the nineteenth century, balconies and verandahs provided

access to the health-giving properties of sea air. A survey of any nineteenth century resort shows great swathes of these features, sometimes added to earlier buildings to make them more fashionable and appealing. Wrought iron balconies and balconettes had therefore already featured on private houses for over a hundred years but in the Edwardian era they became larger and more practical.

Felixstowe South has an outstanding collection of balconies and verandahs: sitting on bay windows; sitting between bay windows; running across entire facades; first floor balconies; second floor balconies; surmounted by pediments, glass roofs, slate roofs; some with independent roofs, others that are a continuation of the main roof; supported on elegant curved brackets with curved dividing screens to provide privacy between neighbours; some with filigree trim to their eaves and undersides; and with doors or triple-hung sashes to give access from first floor rooms. These features incorporate outdoor space to form part of the internal living space and invigorate and animate whole facades. Their exuberance is almost exotic and un-English and it is revealing that they have close associations with the warm, sunny climates of New Orleans, and Sydney and Melbourne in Australia. They are entirely characteristic of nineteenth and early twentieth century seaside resort architecture and are the chief glory of the conservation area.

Some buildings, disastrously, have lost entire runs of balconies (such as the Suffolk Retirement Home and the Marlborough Hotel, Sea Road) or have, perhaps understandably, been enclosed to provide extra living space. Retention of these features is of enormous importance to the preservation of the conservation area's character.

Decorative cast ironwork: As an architectural feature mass produced cast iron railings and balconies were made fashionable in the late eighteenth century by the likes of Robert Adam. Early nineteenth century catalogues show designs that were relatively simple and plain, reflective of the austere period of Regency architecture. As the century progressed the fashion for such features little altered but their designs became increasingly elaborate so that by the late nineteenth century the exuberant examples to be seen in Felixstowe South, such as at No.s 2,4 Granville Road, were commonplace. It is assumed that the ironwork would originally have been painted white, similar to the concurrent fashion for white joinery, but the existence of alternative colours is a possibility.

Decorative cast ironwork was rarely made to a commissioned design but was bought from manufacturers' catalogues. Applied as a decorative material in the form of columns, balustrades, handrails, uprights, spandrels – all evident in the conservation area – the complex patterns that still survive are evident of the Late Victorian fashion for elaboration. Within the conservation area no less than a dozen separate patterns of balustrade panels survive. These illustrate their variety, their mass-produced origins and also how one item could be used for different purposes i.e. as a baluster for entrance steps or for the front of a balcony (or even internally).

Early photographic evidence clearly shows that use of first floor verandahs and balconies with decorative iron work and timber work was widespread in Felixstowe but that much has been later lost. Therefore its prevalence and survival in Felixstowe South adds to the importance of this area and these features in historical terms, which must be retained where they still exist.

Decorative timberwork: iron continued in popularity for railings, balustrades, porches and verandahs throughout the nineteenth century. However, as carpentry became more mechanised and as the 'rustic' look became more fashionable as a result of the influence of the Arts-and-Crafts movement, so the demand grew for such items to be made from wood. As a consequence, wood-turning reached its peak of fashionability on the exterior of the Edwardian villa and terrace. It appeared in a variety of guises on canopies, porches, gables, verandahs, balustrades and dormers, sometimes in a heavy Vernacular Revival form, or delicate Regency forms and popular fretwork, recalling Moorish Spain.

Examples of decorative timberwork abound in the conservation area, used in conjunction with cast iron to form balconies and verandahs or as the principal and only material of their construction. Where used in conjunction it forms supporting brackets, columns, floors and joists, with decorative designs used as eaves trim and to undersides. Where found without cast iron its use tends to be associated with streets behind Sea Road, where lower visibility would render this more economic form of construction less conspicuous. Good examples of Arts and Crafts-influenced designs of robust character can be seen at No.s17-18 Sea Road and the terrace at No.s 11-27 Beach Road West. Where these features survive their retention is essential.

Bay windows: large bay windows punctuating the façade and dormers breaking the roofline were a dramatic architectural departure from flat-fronted late eighteenth and early nineteenth century terraces. Bay windows became a common feature in Late Victorian architecture, becoming particularly widespread from the 1870s onwards. In Felixstowe South they make a valuable contribution in conjunction with balconies and verandahs, and also by their sheer proliferation. Most are three-sided canted bays, some are rectangular; most are single storey, many are double-height. On the Suffolk Retirement Home on Sea Road, they rise through three storeys, originally with verandahs between, now lost.

Most bays have plain surrounds and are brick, but some use red and white brick heads and unusual examples, such as at No.s 5,7 Cavendish Road are wholly of timber. Others have moulded surrounds, rendered and painted and have flat or pitched roofs at or below eaves level of the main block. The use of rendered detailing and surrounds in contrast with red brick is a characteristic of Edwardian era architecture and a reduced legacy of the mid-nineteenth century Italianate stucco fashion. As features bays are particularly interesting where they incorporate doors or unusual triple-hung sashes to give out onto the ubiquitous balconies. Many of the originals of these survive.

Joinery: where it survives there are some fine examples of Late Victorian and Edwardian joinery, particularly in respect of front doors which are characteristic of their architectural period. The standard four-panelled Victorian door gave way to more elaborate Edwardian examples using many panels, glazing bars, and decorative stained and plain glass panels. Good examples can be seen across the area. Window design had moved away from the Late Victorian desire for large glazed panes, and glazing bars and assorted geometric shapes and configurations became the height of Edwardian fashion. A good example can be seen at No.38 Manning Road. Some windows incorporated external window blinds and a rare surviving example of a window blind hood can be seen at No.41 Undercliff Road West (Dorin Court).

An unusual and interesting feature of the conservation area is the use of triple-hung sashes to provide upper floor access to balconies and verandahs. These are all original to their properties and, where these and all other original joinery survives, it should be retained as a characteristic feature.

Decorative half-timbering and gable ends: decorated gable ends were another feature of the English vernacular style that was much loved in the Late Victorian and Edwardian periods. A filling of half-timbering, or a coating of roughcast gave a fashionably rustic feel to bays and dormers. Good examples are most evident on Granville and Manning Roads, the original commercial area. A stunning example of expressed decorative half-timbering combining with deep overhanging eaves to create a high-level verandah can be seen at Bristol House and Roseberry Court, Sea Road.

Coloured glass: became very popular in domestic architecture around the turn of the twentieth century in doors and windows. Stained glass in leaded lights gave an ecclesiastical feel that was in keeping with the prevailing vernacular revival. The rich colours and dense patterns of the Victorian stained glass gave way to paler colours and mix of stained, plain and etched glass to lighten the effect. Designs included Art Nouveau plant forms, floral motifs and neo-Georgian swags. There are some excellent examples within the conservation area that still survive. These include to Roseberry Court, Sea Road.

Tiled front paths: front paths inlaid with encaustic tiles were a fashion well established by the mid-nineteenth century and continued to be popular well into the twentieth century. However, Edwardian colouring was less strident than that of the Victorians, with black, white, grey, beige and terracotta predominating. Fussy Victorian floral designs with elaborate panels and borders gave way to simpler geometric motifs.

Chimneys: although hardly exclusive to seaside architecture, chimneys in the conservation area are surprisingly extant, numerous and well preserved with most retaining their original pots. Although not generally as decorative as was the prevailing Edwardian fashion particularly good examples are visible at Nos.s 17, 18 Sea Road and No.s 27-35 Langer Road, which both show a strong Arts and Crafts influence. As key contributing features to the prevailing

Late Victorian and Edwardian character of the conservation area their loss or reduction should be resisted.

Shopfronts: There are few noteworthy shopfronts in the conservation area - with the fine exception of Ray Gosling's - but special attention should be drawn to the green glazed tiles that form the pilasters to the row of shops at No.s 2-16 Manning Road. These have attractive Art Nouveau designs at their head and are original to these commercial ground floor properties. Their retention and maintenance is important.

5. Prevalent and traditional building materials and the public realm

Brickwork: the prevailing building material used in the conservation area is brick. It is used as a walling material and is predominantly red brick, although white brick is sometimes employed decoratively – to window and door heads, string courses and quoins and as a dentil course at eaves, a fashionable Edwardian detail. The best example is at No.s 43.45 Undercliff Road West. The exceptions to the use of red brick are at No.s 17,19 Undercliff Road West which is distinctive locally for being constructed entirely of white bricks, and at No.s 2-12 Cavendish Road where white brick alternates with red brick between townhouses. Little of the red brick is employed decoratively and the use of decorative terracotta is noticeably absent. Unusually what appear to be yellow London stock bricks are visible at the rear of Nos. 10-16 Manning Road.

Pebbledash and render: Some original pebbledash render is evident – a material associated with the Arts and Crafts movement and the Vernacular Revival and exemplified at Cambridge House, South Hill. Some original brickwork has been painted or rendered in more recent times. Decorative plasterwork, or pargetting, a popular form of Edwardian decoration, is absent except at No.41 Undercliff Road West (Dorin Court).

Roofing: With the disappearance of eighteenth and early nineteenth century parapet walls, the roof came back into view and roof coverings were an important part of the decoration of the house. By the end of the nineteenth century roofs made of red tiles became fashionable, including for tile hanging. Roofing materials in the conservation area are a mix of blue slate and red plain clay tile with a significant proportion of replacement in concrete tile. There are some decorative ridges and finials in red clay evident but these are not a widespread feature even to the grander buildings along Sea Road.

Colour: The use of colour is relatively restricted and the predominant impression is of reds, greys and whites. Some individual guesthouses have introduced colour to their render, but this is not characteristic and a restrained palette appears more appropriate to, and in wider use, across the conservation area.

Street furniture: a distinctive feature of the conservation area is the extensive survival of street furniture from its original period of layout and construction. Specifically these include: blue clay kerbs; blue clay dished channels; cast

iron pavement channels; blue clay stable blocks at crossovers; curved blue clay kerbs at crossovers and junctions; and cast iron street name plaques, (see page 75 for illustrations). Their retention is essential to preserve the conservation area's character and their replacement by standard concrete products unacceptable.

6. Contribution by green spaces:

The conservation area is limited in its arboricultural interest and trees and tree groups do not form a prominent part of its character. This is a function of the constrained grid layout and compact forecourt gardens which have reduced the opportunity for street or garden tree planting. The terraced form of buildings also reduces the visibility of rear gardens and the potential contribution that their green character and trees can make. The few tree species that are evident across the conservation area include eucalyptus, sycamore, lime and pine with smaller evergreen species such as holly, bay and euonymus. The prevalence of front gardens, however modest, is characteristic of nineteenth century domestic architecture and was designed to dispel the severity of the Georgian terraced house. Front boundaries tend to be of walls and fences, with railings making only a very modest, but valued, contribution. This is illustrative of how, after 1870, houses tended to be built without basements, and railings were no longer needed for safety purposes. Walls, occasionally surmounted by small railings, were more economic to build.

There is historical photographic evidence that Manning Road and Langer Road, which were designed to be principal North-South thoroughfares, were originally planted with street trees. Photographic evidence shows that those to Langer Road survived into the at least the 1960s. However, none have survived to date.

Langer Road/Undercliff Road West/Garrison Lane: The only significant tree group within the conservation area lies at the top of Langer Road at its junction with Undercliff Road West and Garrison Lane. The tree group here includes a mature eucalyptus. This mature tree group closes the long vista northwards up Langer Road and also the vista westwards along Undercliff Road West. It provides an attractive setting to the Ordnance Hotel behind and contributes in townscape terms to the enclosure of the road junction equal in importance to all of the other buildings around it, including the church. The retention and maintenance, therefore, of this, the most important tree group within the conservation area, is of great importance.

Lincoln Terrace: Also of interest is the green fringe that forms a high-level backdrop to the conservation area behind Undercliff Road West and along Lincoln Terrace towards South Hill. This area is comprised of rear gardens and characterises the slope with good semi-mature trees and small tree groups. This green backdrop forms a significant visual break between the conservation area and the higher-level residential area to the north and its retention is important.

Snow Hill Steps: form, in effect, a miniature park and green open space. Whilst a transit space forming an important connection between Undercliff Road West and Lincoln Terrace, the Steps also incorporate seating providing an attractive destination en-route and capitalising on shelter, a green aspect and good views out across the conservation area. The existing condition of the steps needs significant enhancement to reinstate their original useability and interest. Their origins are historic and contemporary with the layout of the new town in this area. The contribution, therefore, of Snow Hill Steps, is singular and of importance within the conservation area and its character and use should be retained and maintained.

Langer Park: trees belonging to Langer Park to the west form an important setting to the conservation area and provide a key vista westwards along Buregate Road.

7. Extent of intrusion or damage

There are five key aspects of the conservation area that detract from its special character and which offer the opportunity for beneficial change. These include:

- Gap sites: these have been identified as two areas at the northern end of Manning Road (see Map illustration). It appears from historical maps that these sites have never actually been developed. However they clearly appear as infill sites and Manning Road suffers as a result from a lack of completeness and street enclosure.
- North Sea Hotel: the bulk of the two original buildings that form the former North Sea Hotel survive, although key features have disappeared. This vacant and boarded-up building on Sea Road, one of the principal thoroughfares in Felixstowe, detracts substantially from the surrounding area but offers the opportunity for a future full restoration that will not involve its demolition.
- Cumulative loss of key architectural features: across the conservation area key architectural features such as original joinery, balustrades, boundaries (walls and railings) and roof coverings have been replaced. Incremental loss of such features, particularly in an area dominated by terraced blocks of homogeneous design, can detract from the entire group and not just that one individual building. The painting of brickwork can be equally damaging, both aesthetically and physically, but is not a significant problem in the conservation area.
- Conversion of commercial properties: loss of commercial premises erodes the community value of a neighbourhood for its residents and visitors alike. Existing examples of premises converted into dwellings on Manning Road and Granville Road have been poorly undertaken and have failed to preserve the best characteristics of the original shopfronts, where they existed, and their contribution to the streetscene.

- Lack of maintenance: there is a minority of buildings that clearly suffer from low or absent maintenance in the condition of their joinery, brickwork, key decorative features, render and rainwater goods. This can lead to the loss of original features and an impression of a general lack of care.

The conservation area contains a number of buildings that detract from the appearance of the conservation area and these are mainly buildings of the 1960s and 1970s which pay little heed to their context (see Map illustration). However, collectively they do have value: in showing that the remaining gaps in the Tomline grid were not infilled until this period, nearly a hundred years after his original vision for Felixstowe South; that this period – 1960s/70s – was the last time that the area has seen any significant development activity; and that this activity was connected to the development of the Port of Felixstowe. Individually, some of these buildings do have value in terms of their role as, for example, a successful local shopping parade, and these uses should be valued. It is unlikely that any of these negative buildings will be replaced in the short term.

8. Existence of neutral areas

The housing group located within the former military compound of Martello Tower Q and defined by Garfield Road, Victoria Road and Princes Road is viewed as a neutral area which neither enhances nor detracts from the character of appearance of the conservation area. This area will not be subject to any special form of planning control such as an Article 4(2) Direction

There are several buildings within the conservation area that are judged to be neutral in their contribution by virtue of their appearance. Commonly these are included, for example, within a street to ensure completeness and avoid subdivision by a conservation area boundary. These will not be subject to any special form of planning control such as an Article 4(2) Direction. Others are included because they have some other merit in, for example, their use – the Leisure Centre.

Map illustration, (figure 7, page 85), shows all buildings and areas that are judged to be positive, neutral or negative.

9. General condition

The conservation area as it exists today contains differing key uses. It is primarily residential incorporating a mix of private, rented and homes in multiple occupation. Residents are served by a good variety of local shops focussed on Undercliff Road West and including the northern ends of Langer Road and Manning Road. There are also a significant number of uses associated with the seaside resort – hotels, Bed and Breakfasts, public houses, tea rooms, gift shops, amusement arcade and outdoor leisure activities. Other residential uses include retirement and residential homes, which reflect the older population profile of Felixstowe and are, in a sense, an

echo of its original popularity for convalescent homes. There are very few commercial and institutional uses.

Such a variety of uses suggests a degree of economic and social vitality and yet the Felixstowe South Ward, of which the conservation area forms a part, falls within the 20% most economically deprived areas in the East of England and around a third of its population is economically inactive. This could be why so many commercial properties have been lost to residential use, perhaps through lack of viability, and some vacancy problems, such as the former North Sea Hotel, appear endemic. The regeneration of Felixstowe as a popular coastal resort coupled with the future expansion of its port should serve to improve the conservation area.

In terms of the physical condition of the conservation area the general impression is mixed. The majority of buildings are in use and are maintained, but with some significant vacancy; public spaces are not neglected and street lighting, street signage, overhead cables and street clutter in general are not noticeable as problematic. Indeed, the streetscene is well preserved and this is a distinctive characteristic compared with many historic townscapes. However, the cumulative loss of original character-defining features across the conservation area is substantial, including alterations that detract from and degrade its historic qualities. The overall impression of the conservation area's general condition, therefore, is that it could be significantly improved in both physical and economic terms.

10. Problems, pressures and capacity for change

Encouraging new development opportunities where they exist within the conservation area – such as infill sites; tackling the issue of endemic vacancy; sustaining the retention of existing retail and commercial facilities; and preventing further erosion of the area's special character and reinstating lost features are examples of the conservation area's capacity for beneficial change.

The conservation area will also be influenced by developments outside of it, including the impact of recent applications for new residential and retail development, expansion at the Port of Felixstowe, and investment in the future growth of the town through its Masterplan and inclusion within the Haven Gateway. The current economic cycle, climate change and the cost of holidaying abroad point to a future revival in the fortunes of seaside resorts, acknowledged recently by English Heritage and the Commission for Architecture and the Built Environment.

The issues that affect the conservation area, therefore, are ones that are generic in relation to coastal resorts throughout the country and specific to its social and economic profile within the region, county and town. The integrity and distinctiveness of Felixstowe South deserve to be recognised, protected and enhanced and the accompanying Conservation Management Plan identifies how this may be achieved in the future.

Setting of the conservation area

South of the conservation area

- The conservation area excludes the decorative gardens and pavilions to the south of the conservation area between Sea Road and the promenade as they do not directly relate to the conservation area, and extend beyond it. But these gardens and structures have historic merit and interest in their own right, particularly the pavilions which are key buildings and should be retained for their additional value in providing a setting to the conservation area.
- The residential streets to the south of Buregate Road appear later in date than those within the conservation area and are generally less characteristic of the area and of Felixstowe as a Late Victorian and Edwardian resort town, with some exceptions, the most notable at Manor Terrace.

West of the conservation area

- The west side of Langer Road has fewer buildings that are characteristic of the area and of Felixstowe as a Late Victorian and Edwardian resort town.
- Langer Park forms a very important green space and buffer between the railway line to the Port of Felixstowe and the adjacent residential area – it forms, in effect, a green backdrop as a setting to the conservation area.

North of the conservation area

- To the north-west of the conservation area the boundary runs contiguous with the existing Felixstowe conservation area boundary.
- To the north of Lincoln Terrace are some very good characteristic houses along Garfield Road, Bacton Road and Riby Road that ought to be considered for inclusion in a future conservation area extension. However, these are not included in the Felixstowe South conservation area as they are physically separated from it and, therefore, lack integration.

Community Involvement

There is no statutory requirement to undertake consultation on the designation of a new conservation area. However PPG 15 at paragraph 4.7 advises that it is important that proposals to designate a new conservation area (or to extend existing ones) should be made known in the locality.

Accordingly the following public consultation exercise was undertaken between January 30th 2009 and March 16th 2009, a period of six weeks:

Owners and occupiers of each property within the proposed conservation area (so far as they had been ascertained, since there was no readily available information about properties that had been sub-divided) were contacted by letter to inform them of: the proposal to designate a new conservation area; a summary of the consequences of designation; to seek their views on the proposal; to seek their views on the proposed introduction of an Article 4(2) Direction; to invite them to attend a public exhibition of the proposals; to direct them to the Council's website where the full appraisal was available and an electronic questionnaire available to complete; to offer to send a hard copy of the appraisal on request. Also included with the letter were a map of the proposed conservation area, a summary statement of character and a questionnaire to complete and return.

A public exhibition detailing the proposed conservation area with copies of the appraisal available to take away was held at Felixstowe Town Hall from 14th to 22nd February, inclusive, manned both weekends, and open during the week during Town Hall opening hours. Approximately 160 people attended over both weekends and an unknown number during the week. At this exhibition there was a PowerPoint presentation (looped) including some of the photographs taken during the survey (see paragraph 5.5) and a selection of historical photographs.

The following organisations were invited to contribute their views on the proposal: Felixstowe Town Council; Felixstowe Chamber of Trade; The Felixstowe Society; Suffolk County Council Archaeological Service; Suffolk Preservation Society; English Heritage; The Victorian Society.

A total of 60 responses were received by email; through the website; by letter; by questionnaire return. Of those, 47 responses were from residents or commercial occupiers of the proposed area. The remainder were submitted by the organisations consulted and non-residents.

Conservation Area Management Plan

This plan sets out proposals for the future management of the conservation area in order to: protect and enhance its buildings, spaces, uses and setting; bring about environmental enhancements through partnership opportunities; and promote high quality and sustainable new development that adds positively to the conservation area.

Demolition

Felixstowe has suffered from the continued loss of many of its historic buildings, from the mid-twentieth century onwards. These include the Pier Hotel and all of the historic buildings associated with the original Felixstowe Dock; Beach Station; Herman de Stern Convalescent Home; Martello Tower

N; Cavendish Hotel; Coastguard Cottages; and some fine individual Edwardian-era dwellings such as Bulls Cliff, Beach House and The Hermitage.

Some of these losses have been unavoidable – for example, through fire - others as a result of neglect, vacancy and demolition for redevelopment. As a predominantly Late Victorian and Edwardian town Felixstowe's architectural heritage had been vulnerable due to a lack of statutory protection, with very few buildings considered eligible for listing. Conservation area status has gone far to remedy this. Nonetheless the value of English seaside resorts and Victorian and Edwardian architecture in general is now more widely recognised and this respect should translate into a desire to maintain the integrity of Felixstowe's architecture. Ongoing demolition erodes the irreplaceable character of the town and in the conservation area there will be a very strong presumption against it.

Conservation area guidance issued by the Government (PPG15) provides that a proposal to demolish an unlisted building that is judged to make a positive contribution to the special interest of the conservation area will be considered against the same set of tests that apply to a proposal to demolish a listed building. Appendix 2 of the English Heritage publication 'Guidance on conservation area appraisals' sets out the characteristics to be identified in judging whether an unlisted building makes a positive contribution.

Vacancy

The issue of vacancy can have more than a simple economic reason behind it and can be caused by ownership disputes, complex legal technicalities, and poor or indifferent management by individuals and companies. Recent changes to business rates have produced a disincentive for commercial properties, for example, to remain vacant. Vacancy is one of the prime reasons for the condition of buildings deteriorating and conservation area legislation provides local planning authorities with statutory powers to seek the repair of unlisted buildings in a poor condition or which detract from the general amenity of the area. However the effects of the economic cycle as well as perceptions of an area as a place to invest and develop are fundamental and conservation area status should be taken as a reflection of an area's historic value and the likelihood that, over time, its repair and enhancement will follow.

There are two principal redundant or vacant structures within the conservation area: the former North Sea Hotel and Felixstowe Pier. A Feasibility Study could be undertaken for the former to test viable future new uses; and the latter is beyond economic repair and potentially a dangerous structure, hence an Ideas Competition could be held to seek creative suggestions for a potential replacement in some form.

The entire area of sea frontage between Sea Road and the coastline is mostly owned by the Suffolk Coastal District Council and leased to several parties for the operation of resort-related leisure uses. Vacancy here, such as exists at

the former Go-kart site at the south end of this part of the conservation area, would have a particularly negative impact on the viability of neighbouring operations and the impression of the town as a visitor attraction.

Repairs and Alterations

The sensitivity of the conservation area to cumulative loss of key features already identified as contributing to the character of the area is revealed by a survey conducted by the local planning authority in 2008 indicating that many of these have already been lost. It is proposed that an Article 4(2) Direction be made in the conservation area which will require householders in properties that date before 1918 to seek planning permission when changing any of the following features:

- Front windows
- Front doors
- Chimneys
- Roof coverings
- Painting of brickwork
- Removal of front boundary walls and railings
- Removal of front verandahs and front balconies

An application for such a planning permission is currently free. The purpose of this proposal is to encourage retention and repair of original such features or their sympathetic replacement or reinstatement, where necessary. Residents of the conservation area will be sought their views on this proposal before proceeding with it in 2009.

It is intended to make an application to English Heritage for a Partnership Scheme which will release public funds to grant aid the repair and reinstatement of key character-defining features in the Felixstowe Conservation Area. This application will be made in 2009.

Infill

The issue of infill is somewhat unusual in Felixstowe South in that two sites identified for infill (at the north end of Manning Road) are not conventional gap sites. These are both sites that have not been previously developed and are curious historic leftovers from the piecemeal and ad-hoc development of the Tomline grid over an extended period. The gap between No.s 4 and 10 Manning Road, would be particularly beneficial in infilling. Investigation of site ownership and the preparation of a brief for development will be made by 2011, when it is hoped that the economic cycle will make this more viable.

Enhancements

During survey for the designation of the conservation area several key areas and features were identified for future enhancement through collaboration with owners and possible public support through an English Heritage Partnership Scheme, as described above.

Suggestions include:

- Reinstating lost timber balustrades, cast iron railings and balustrades, and balconies
- Enhancing by paving the service lane behind Sea Road frontage blocks
- Repairing and reinstating lost cast iron name plates
- Enhancing Snow Hill Steps
- Reinstating street trees to the commercial area of Manning Road. Suggested species include lime, maple, birch or gingko.
- Enhancing the public space in front of the Leisure Centre
- Removal of guard rails to pedestrian crossing at Leisure Centre
- Reinstating a wall as boundary between the Leisure Centre's public car park and Sea Road
- Providing interpretation of Martello Tower Q, its compound and former battery under the site of the Leisure Centre

Design of new development

In a conservation area such as Felixstowe South the fact that one of its chief characteristics is that the large majority of buildings represent a limited architectural era only – Late Victorian/Edwardian – can make it difficult to consider what is appropriate for the design of new development. Pastiche or historicist re-creation can be acceptable but is rarely achieved well, particularly where existing buildings abound in decorative features. However, certain characteristics can be used as inspiration without resorting to copying – perhaps a high degree of modelling (three-dimensional effect), the use of projecting bays, or a bold scale or character. Such an interpretation can ensure that new design is both creative and contextual. A good example is at Riverdale Court, Undercliff Road West, which is clearly a modern building and yet makes a positive and respectful contribution to the streetscene. Examples to be avoided include Albany Court, also on Undercliff Road West and No.s 28-32a Buregate Road. Inclusion of some poorly developed post WWII sites will allow any future redevelopment proposals to be judged against a high standard of design

Street-by-street character appraisal

Beach Road West

- *Beach Road West south side makes a very important contribution in providing an urban-scaled closing vista to Manning Road*
- *Beach Road West has some very good terraces alongside some neutral and negative buildings*
- *Cast iron street name plates and pavement channels are important characteristic features here along with blue clay kerbs, stable blocks to crossovers and dished channels, all worthy of retention*
- *Quality of the street has been eroded by the design of replacement infill to north side*
- *Enhancements could include the reinstatement of lost key features such as joinery, cast iron decorative work and boundaries*

North Side

- **No.s 10-24:** are included for completeness but are of poor quality architecturally and erode the uniform pattern of the built streetscene in this area – two-storey apartment block of 1970s origin.
- **House to rear of No. 50 Manning Road:** must originally have been its outbuilding.
- **No. 28:** Kingdom of Light Christian Spiritualist Church – this looks an early building but original function indeterminate. The building form is unusual and it makes a modest contribution through this and its use, including the hall to the rear.
- **No.s 30, 32:** included for completeness but their contribution is neutral.
- Gaps between buildings along west end of north side of the street expose interesting rear views of houses to Russell Road.

South Side

- **No.s 3-9:** four storey block with half basement – impressive scale and unusual for area behind Sea Road where predominant scale is two or two-and-a-half storey – set back with front boundaries and steps up to first floor with inset paired entrances and brick arches over – Nos. 3,5 have original front doors – all have mostly original joinery – No.s 3,5 have triple height rectangular bays – No.s 7,9 have double height bays with full-width verandah across and all good original joinery with door accessing onto verandah – No.s 3,5 have narrower verandah and door access, decorative supports to underside – No.3 has triple-hung sash and original steps and building fully rendered – the remainder are red

brickwork and render mix, possibly original combination – original flat roofed dormers – replacement concrete tile roof. A distinctive block making a very good contribution.

- **No.s 11-27:** strong, homogeneous terrace of paired three-storey houses – distinctive scale and form and very important in providing an urban-scaled closing vista to Manning Road – slate roof with red clay ridges and finials - double height canted bays surmounted by open balconies and gabled storey-height dormers with mock framing giving out onto them – first floor timber balconies connect bays and doors onto with curved dividing screen as seen elsewhere in the area – double width decorative arch to ground floor entrances – set back with tiled entrances, front boundaries (some lost) – nearly all joinery (windows, doors, balconies) is intact which makes this terrace particularly good, although some in need of repair – red brickwork, painted surrounds to windows – terrace steps down in height westwards. A very important and intact positive contribution to conservation area.
- **No.s 29-35:** included for completion but their contribution is neutral.
- **No. 27 Langer Road:** forms part of a block fronting Langer Road – double height canted bays and double gables with mock framing to Beach Road West – rear elevation is visible from here – Arts and Crafts detailed character in surviving rear chimney and arrangement of gables and dormers which makes this block distinctive from all others in this area and, therefore, important. See Langer Road for full description.

Buregate Road

- *Buregate Road forms a transition between the distinctive and characteristic streets to its north and the streets to its south which appear later in date than those within the conservation area and are less characteristic of Felixstowe as a Late Victorian and Edwardian resort town*
- *The architectural quality of Buregate Road is mixed ,with some very good pairs of characteristic dwellings and others of neutral contribution*
- *Vista down Buregate Road to Langer Park entrance and avenue of pine trees – this is an attractive and important view worthy of preservation, complementing the urban setting of the dense, terraced street*
- *Enhancements could include the reinstatement of lost key features such as joinery, cast iron decorative work and boundaries*

North Side

- **No.4:** neutral contribution – detached villa – not characteristic of the area.
- **No.s 6, 8:** share similar characteristics to Nos.10-16 but are full three storeys in height with three-storey canted bays forming a good transition to larger scale of Sea Road blocks – balconies at first and second floor level – No.6 has all original joinery – red brickwork with rendered surrounds – set back with tiled paths.
- **No.s 10, 12 and 14, 16:** form an important pair of paired dwellings with characteristic features – two-storey canted bays – red brickwork, painted heads to openings and surrounds – double arch over paired entrances – first floor balcony with full height window at first floor giving access – flat roofed four-light dormers, No.12 with original joinery – tiled entrances – No. 10 no longer has original joinery - balconies to No.s 14, 16 have lost original joinery, but dividing screens intact. This group is distinctive for being the only dwellings in the conservation area with name plaques: Bulimba, Dunedin, Foxhall, Abilene.
- **No.s 18, 20:** detached modest villas – set back with full front gardens – attractive detailing in ground floor porches and brick quoins. Unusual for being detached dwellings in an area made up by terraces.
- **Nos. 22-26:** share the architectural characteristics of No.s 21-27 Beach Road West – three storeys in effect – set back with front gardens and front boundary walls – two-storey canted bays – red brickwork – no balconies or verandahs, however – No.s 24,26 have all original joinery.

South Side

- For No.s 17,18 Sea Road see Sea Road.
- **No.3a:** is a curiosity – flat roofed, possibly 1930s built on what was presumably the side garden to No.3 – ball ornaments to parapet – replacement joinery. Modest but still positive contribution.
- **No.3:** detached two storey villa with corner bay to sea and flat roofed dormer. Modest contribution only as it does not share prevailing characteristics of the area.
- **No.s 5, 7 and 9, 11:** similar to No.s 10, 12 opposite, but two storey bays give out onto open balconies to second floor – imposing scale – red plain tile roofs - ground floor entrances and arches are not paired as seen elsewhere locally – red brickwork and rendered surrounds – dormers have framed gables – Nos. 7,9,11 all have original joinery – set back with tiled paths and front boundaries – brickwork detailing to flanks at verge level – No.9 has brickwork painted – No.5 has original joinery to balcony, rest have original uprights but replacement metal railings. A good pair of paired dwellings.

Cavendish Road

- *Cavendish Road has a very strong character imparted by good terraces displaying key features that are characteristic*
- *Ray Gosling's shop is a local landmark by virtue of its use and character*
- *Enhancements could include the reinstatement of lost key features such as joinery, cast iron decorative work and boundaries*

North Side

- **No.s 2-12:** four storey block with raised ground floor over half-basement storey – double height canted bays topped by second floor through-balcony – third floor formed of half-dormers, gabled and paired, in white brick where paired, rest in red brick – front boundary wall piers, stone steps to front doors and front boundary walls are all intact and front railings to No.s 2,8,10, 12 are original and are key feature worthy of preservation – intermediate and first floor railings have been replaced, but three dividing screens and posts survive – No.s 8+10 both have all original joinery surviving – original layout appears to have been three-storey townhouse over basement flat – decorative brickwork detailing in red and yellow brick over openings, storey heights, dormers and at eaves – original slate roof, some replaced in concrete tile. This is an imposing terrace with characteristic features including through-balconies, bays and decoration, with good streetscape effect achieved through scale and rhythm of bays and piers.
- Rear service alleyway is a private space, important functionally but not visible from public areas.
- **Ray Gosling shop (No.18 Manning Road):** a local landmark – three storeys, first floor balcony, projecting bay dormer and gable roof with mock framing – decorative brickwork, all in yellow brick – intact stall risers to shopfront and original fascias – all intact joinery to first and second floors - mix of materials (tile hanging, render, yellow brick, half-timbering) – original red plain clay tile roof covering - first floor ironwork is replacement but adds to distinctive character of building. Very positive contribution by virtue of appearance, scale, location and commercial ground floor use (a 'corner shop'). Shopfront could benefit from being refurbished.
- **Nos. 18-36:** flat roofed, possibly 1930s construction. Distinctive for being separate in character to prevailing Edwardian blocks – much altered – brick built and rendered – set back with small front gardens – No.20 has original Crittall windows – all rest have been replaced. Overall contribution is marginally positive.

South Side

- **No.1-3:** rectangular ground floor bays – No.3 with all original joinery – replacement front boundaries. A less characteristic pair, therefore neutral contribution.
- **No.s 5-7:** a good pair - double height rectangular bays with all original joinery, fine brickwork arches to inset front doors – lost boundary walls to frontage – original first floor balconies are lost, although No.7 has been reinstated – first floor doors from rectangular bays onto balconies survive – slate roof – No.5 (Sullivan Court) is flats – No. 6 is a rear stable/outbuilding now dwelling.
- **Nos. 9-11a:** distinctive terrace of three dwellings to corner with Manning Road – ground floor rectangular bays – all have first floor through verandah, posts and balustrades, all of which are original – No.11a has original window joinery – slate roof has kick at bottom over verandah roof – set back with front garden and boundary fences – tiled paths – red brick, painted to No. 11a – No.11a has replacement concrete tile roof. A very good, distinctive terrace forming a positive contribution.
- **No.s 13-15:** pair of two-storey dwellings very similar to adjacent terraces – set back – two-storey canted bays with hipped slate roofs – first floor timber balconies and balustrading between bays with original curved dividing screen – No. 13 has original joinery – plain red brick without moulded surrounds to windows – dormers – slate roof. A good pair.
- **No.s 17-31:** uniform terrace in two blocks – double height canted bays with flat roofs - dormers – set back with small front gardens with tiled paths to front doors, which is an attractive feature and front boundaries – red brick, some rendered – rendered door and window surrounds – slate to roof, dormer roofs and cheeks - bays connected at first floor level by timber balconies with doors opening onto from bays – timber balustrades, posts and hanging newels with ball finials, curved dividing screens in timber – 5 sets of original balustrades survive, rest replaced – only No.13 retains original joinery at first and second floors – front boundaries mostly replaced – original chimneys and pots intact. The overall effect is maintained by bays, dormers and balconies in an impressive terrace which, despite alterations, makes a positive contribution.
- **Bethesda Baptist Church:** makes an important contribution on corner with Langer Road and forms a contrast in use, scale and form to surrounding dwellings – important presence on Langer Road and adjacent road junction from where it is clearly meant to be seen (see also entry for Langer Road). Church is intact in terms of original features, although boundary wall is not original. Local landmark the very positive contribution of which must be preserved.

Granville Road

- *Granville Road is particularly distinctive for its commercial mixed use character and large scaled and decorative architecture with No.s 2-8 outstanding in their quality*
- *Some poor examples of conversions from commercial premises to dwellings are evident and should be avoided in future*
- *Poor standards of maintenance are evident to some buildings*
- *Characteristic features include cast iron street name plate, blue clay kerbs and cast iron channel which are worthy of retention*
- *Enhancements could include infill development and the reinstatement of lost key features such as joinery and cast iron decorative work.*

North Side

- **No.6 Sea Road:** turns the corner to Sea Road and matches Nos. 2,4 and No.s 6, 8 in all details, therefore forming a good group – cast ironwork to upper floor balcony lost – lower ground floor brickwork painted – replacement concrete roof tiles – the parking forecourt here detracts from the streetscene.
- **No.s 2, 4 and 6, 8:** two of the most important and impressive pairs of buildings in the conservation area – four storeys including half-basement and attic storey – replacement concrete tile roof covering – double height canted bays and balconies between at raised ground floor level including very elaborate cast iron fan-shaped panels, all original – full-width through verandah at upper floor level, sitting on bays – hanging timber detail and decorative cast iron panels of same design with cast iron uprights – elaborate pierced timber screen to verandah eaves – glazed/solid verandah roofs – circular brickwork detail to gabled dormers – loss of window joinery throughout – curved dividing screens to Nos. 2,4 intact – set back with front boundary wall, but not original – side access steps with further cast iron decorative uprights and posts – all original – No.6 with original canopy over entrance. A pair of buildings rich in period detail and making an outstanding contribution to the area.
- **No. 10:** much altered – ground floor rectangular bays – missing first floor balcony – characteristic wide flat roofed dormer. This is an unusual detached villa and could benefit significantly from improvement and reinstatement to enhance its contribution, which is prominent by virtue of its location.
- **Car park adjacent No. 10:** a negative feature – needs infill development to form corner and complete Manning Road and Granville Road.

South Side

- For former **North Sea Hotel** building see Sea Road.

South side of Granville Road was the original commercial heart and retail core of the newly developed area – thus these were ground floor shop premises with two storey houses above, forming a three-storey terrace. The scale and degree of architectural elaboration suggests an architectural setpiece and the block still retains great character and presence. This terrace makes a very significant contribution to the area through its scale, form and surviving architectural detail. In particular its mixed use is integral to its character and existing retail/commercial uses should be protected and encouraged. Future further conversion to dwellings at ground floor level should be resisted as eroding the character of this terrace and the commercial nature of the locality.

- **No.s 1-7:** Ground floor much altered with some shopfronts poorly infilled to form dwelling frontages – however stall risers with green glazed tiles still intact and good examples worth retaining – all have first floor balconies but No.3 only has original balustrade joinery – No.s 1, 3 have two-storey canted bays starting at first floor level set behind ground floor shops, with heavy brackets to projecting gabled roofs, mock framing (a characteristic Edwardian feature) and quatrefoil details to bays and mouldings, and all original joinery – carved cills and voussoirs – red brickwork – No.s 5, 7 similar to No.s 1, 3 but without elaborate decoration – framing effect only, to bays – ground floor has double arch over paired inset entrances and original joinery to No.5 – these are a pair of townhouses, not shops – replacement concrete tile roofs throughout.
- **No.s 9-19:** three storey format similar to adjacent with ground floor shops except for No. 17 – first floor balconies with No.s 15, 17 having original timber balustrading, rest replaced – No.11 only has original first floor bay with central doors opening onto balcony, important to retain as surviving example - No.s 9,15 bays replaced, No. 13 lost – mostly red brick with white brick quoins, some painted – replacement concrete tile roof.

Holland Road

- *Holland Road has a very strong character imparted by repetition of similar terraced blocks and key features that are characteristic*
- *Historically, some commercial premises were housed at the Sea Road end of Holland Road, now lost*
- *Vista east along Holland Road is important – to trees and green backdrop of Langer Park, which is worthy of retention*
- *Enhancements could include the reinstatement of lost key features such as joinery, cast iron decorative work and boundaries*

North Side

- **No. 2:** attached to Nos. 4-14 terrace but is three storeys and forms an effective visual 'stop' to the terrace and a transition in scale to Sea Road – first floor bay and balcony matches adjoining terrace but railings have been lost – original windows to first and second storeys – painted brickwork. Originally a café for resort visitors.
- **Nos. 4-14:** well preserved terrace of six houses in a single block with characteristic first floor balconies with paired door openings fronting onto balconies – flat roofed canted bays at ground floor with balconies running across but first floor bays are set back – red brick and render to opening surrounds and bays – double width arch over paired entrances – large dormers with mock framing and pierced decorative verges – balconies have timber balustrades, posts and hanging newels, four original of which survive – No.s 6,8,14 have mostly original joinery – set back with small front gardens and boundary walls and tiled paths – curved timber screens dividing balconies intact – decorative bargeboards to dormers – replacement concrete tile roof covering - chimney pots intact. A key terrace making a very strong and positive contribution to streetscene and conservation area character.
- **No. 16:** commercial premises on Manning Road – two storey block – painted brickwork. Makes a modest contribution only but has characteristic first floor balcony across two ground floor rectangular bays.
- **Nos. 20-44:** matching terrace in two blocks to Nos.4-14 – details are the same: dormers, bargeboards, arch over paired entrances, bays and setback, tiled paths, balconies – many more alterations including painted and rendered brickwork, replacement railings, windows and front doors – No.s 20, 26A only, with original window joinery – No.42 only with original balcony railings. Erosion of key features reduces the positive contribution of this terrace but the streetscene effect is largely maintained through retention of key features such as bays, dormers, balconies and chimneys.

South Side

- **Nos. 31-39 / 7 Langer Road:** ordinary terrace in two blocks, two storeys, ground floor canted bays and continuous roof forming porch – rendered brickwork and different colours – many alterations, only three houses have original joinery. Modest contribution only as the terrace does not display many locally characteristic features, but makes a general contribution to the domestic Late Victorian and Edwardian character of the area.
- **Nos. 5-19:** terrace matching that opposite in features and form, but with hipped roof to first floor bays – change in level at No.s 11, 13 – six houses have original first floor balcony railings – three have original window joinery – No.15 has what may be the original garden boundary consisting of a timber fence – all others are replaced – black pointing is evident as an unusual feature. This terrace is very important and characteristic with reasonable level of intactness making a good contribution.
- **Nos.1-3:** three storeys, responds to No.2 opposite and ends adjoining terrace - painted brickwork – characteristic first floor balcony – canted bays with central doors – unusual and attractive first floor oriel windows – all original first and second floor joinery. An important group completing an outstanding streetscene.

Langer Road

- *Langer Road forms the principal route to Landguard Fort and towards the Port of Felixstowe*
- *The Bethesda Baptist Church is a local landmark by virtue of its use and architectural character*
- *View north down Langer Road to the tree group forming a backdrop to Undercliff Road West is very important – it provides a green setting to the north edge of the conservation area, a backdrop and visual separation from central Felixstowe*
- *Key lateral views down cross streets imparting grid character and views to Promenade and sea beyond and long streetscene views of terraces and rooflines*
- *Historic photographs show that Langer Road was originally lined with street trees*
- *The architectural quality of Langer Road is relatively weak*

- **No.s 2 Undercliff Road West, 1-5 Langer Road:** forms a single block – two storeys – recent replacement upper floor windows – this building forms a corner and frontage to the roundabout which is a key junction – therefore it is prominent but architecturally unremarkable and scale that is too modest to enclose the large space in front of it – some intact shop surrounds to ground floor – upper floor use not known. An important building for being in commercial and retail use - important uses to retain in this key area, adjacent the shopping parade to Undercliff Road West.
- **Bethesda Baptist Church** (see also entry for Cavendish Road): a key local landmark by virtue of its use, location and architectural character – red brickwork, stone surrounds, red tiled roof, original stained glass – replacement front boundary wall – Gothic detailing and some Arts and Crafts influence evident in massing and form – principal elevation is to Langer Road but main entrance is on Cavendish Road.
- Adjacent is service lane to Cavendish Road/Holland Road houses - overgrown and under-maintained – not a key view.
- **No. 44 Holland Road:** presents gable to Langer Road – pebbledashed – rear two-storey outshut.
- **No.s 7, 9:** form a matching pair – gable ends to Langer Road and mock framing to gables – pebbledashed – original elongated two-storey rear outshuts – set back with boundary fences to pavement.
- **No.s 11-25:** form a good terrace along back of pavement edge – No.s 11-17 form a block of four matching dwellings – dormers – upper floor pebbledashed, ground floor red brick – ground floor tripartite sliding

sash windows – brick surrounds to upper floor windows – most original joinery survives – No.s 19, 21 form a smaller, plainer pair with half-round window heads with surrounds – No.s 23, 25 altered pair – contribution reduced.

- **No.s 27-35:** a very good terrace of high quality, loss of some features, but strong Arts and Crafts character still prevailing – No. 31(only) has all original joinery – Arts and Crafts form apparent in use of chimneys as decorative features, deep eaves and verges, large dormers and gables and details such as pebbledash, oriel windows, string courses, and ornamental brackets – terrace of three gables units alternating with two without – two-and-a-half storeys but impression is of a larger scale – set back with front gardens and some front boundaries – red tiled roofs. A key terrace on Langer Road, a road which lacks general architectural distinction.
- View here of large Beech tree to domestic garden between Buregate and Beach Roads.
- **No.s 37, 29 Buregate Road:** are a pair and included for completion.

Lincoln Terrace – Garfield Road

- *The road here is not included in the conservation area*
- *The conservation area boundary is formed the boundaries to the rear gardens of properties on Undercliff Road West – there are no buildings as such that front onto Lincoln Terrace from the conservation area, except the rear block of Dinsdale Court*
- *Very good tree groups in rear gardens on the south facing slope all along Lincoln Terrace provide an important green backdrop to the conservation area*

- **Coniston House:** entrance has fine octagonal gate piers, blue clay stable blocks at crossover and blue clay kerbs, all good features worthy of retention.
- **Garfield Road:** currently provides views across to the conservation area adjacent Coniston House at the former site of The Mount.
- **Top of Snow Hill Steps:** providing pedestrian access to Undercliff Road West and an attractive green space.
- **Dinsdale Court:** is set back and set down the slope – three storeys on the rear – steps and access to Lincoln Terrace.
- **Rear boundary of The Ordnance Hotel:** is formed of an attractive brick and tiled high wall in chequerboard pattern forming a very attractive local feature of historic interest worthy of retention.

Manning Road

- *Manning Road is an important axial road denoted by its width. It had been planned originally to be a through road similar to Sea Road and Langer Road. Early aerial photographs reveal that Manning Road was planted with street trees originally.*
- *Manning Road, at its upper end, retains commercial uses and it is important that these are supported and retained*
- *Infill sites at the upper end of Manning Road provide good opportunities for completing and enclosing the streetscene*
- *Blue clay kerbs have been lost. However blue clay dished channels and cast iron channels to pavements are still evident - some cast iron street signs – some overhead wirescape but not too intrusive*
- *Key views up and down Manning Road are terminated by big houses to Beach Road West and Undercliff Road West, with its green backdrop*
- *Enhancement here could include partial reinstatement of street trees around commercial area, and lost key features such as joinery, cast iron decorative work*

East Side

- **Gap site at corner with Undercliff Road West:** a negative feature – only a single garage forms the corner at this point. Could benefit from infill development.
- **No.19 Granville Road:** at an angle to corner with Manning Road with extended shopfront canopy, painted brick gable with what appears to be a former painted sign. A good corner feature building.
- **Gap between No.s 3, 19:** provides views to rear gardens and rear of former North Sea Hotel building, now vacant. No trees are visible.
- **No.s 3-9:** a good terrace of four – two-and-a-half storeys – ground floor commercial – upper floors in red brick – angled to corner with Cavendish Road – no original shopfronts or shop surrounds – No.5 (only) has original joinery to first and second floors.
- **No. 19:** three gables facing road – single storey – original function? – No.19 to corner with Holland Road in commercial use with original fascia and brackets but currently vacant – inset doorway, painted render, forms back edge of pavement. A modest contribution by virtue of its slightly unusual building form.
- **No. 19 Holland Road:** painted and rendered gable – two storeys rear outshut – garden wall – service lane between Holland Road and Russell Road properties visible here providing views to rears of these dwellings – a characteristic of the grid layout pattern.

- **No. 22 Russell Road:** two-and-a-half storeys – mix of red brick and yellow brick with storey-height banding courses (uncommon detail for locality) – rear outshuts are also two-and-a-half storeys plus single storey lean-tos at ground level – all original joinery. A good contribution through original and intact building form and detailing.
- **Gap at No. 15/18 Beach Road West:** there is no street frontage, in effect, to Manning Road here – timber boundary fence to apartment blocks would be better as a brick wall to reflect local materials.

West Side

- **No.s 2, 4, 24 Undercliff Road West:** these follow the same pattern as No.s 10-16 Manning Road but No.s 2, 24 do not have bayed dormers, only eaves projections above first floor windows – No.s 2, 24 have original intact first floor timber balustrade – No.4 appears to have original shopfront with tiled inset to front door and original fascia – No.2 has lost glazed tiling to shop pilasters – London stock brick to gables – billboard to No. 24 gable detracts from area. This terrace forms a very good group with No.s 10-16 but infill needed to complete/reinstate the terrace.
- **No.s 6, 8 gap site:** a negative contribution – needs infill development and removal of advertising hoarding which is a blight on the local area.
- **No.s 10-16:** a very important and locally distinctive terrace – ground floor shops originally to all four buildings but now only to No.s 10, 12 – therefore very important to retain existing retail/commercial uses – shop pilasters have beautiful decorative green glazed tiles with Art Nouveau decoration, some damaged, important to retain – pedimented pilaster tops all intact – first floor balconies but No. 10 only with original curved topped timber balustrade and dividing screens – first floor paired windows and doors, all original, upper floor has bayed dormers and mock framed gables (a characteristic Edwardian feature) projecting over balconies, all with original joinery, except No.16 – No.s 10, 12, 14 have original ground floor doors – original red plain clay tile roof covering with tile hanging to dormer cheeks and flank gable – all are rendered or pebbledashed. A very good group for scale, modelling, characteristic features and mixed use.
- **Ray Gosling premises:** see entry for Cavendish Road. A local landmark building.
- Modest focal point outside Ray Gosling for street furniture: BT call box, red pillar box, Royal Mail box
- Scale of buildings increases northwards towards Undercliff Road West and commercial/residential mixed area

- **No. 13:** similar to No. 20 – ground floor rectangular bays – large scale gable to Manning Road – mostly original joinery – all red brick – set back with boundary wall – good example of typical Edwardian end-terrace.
- **No. 20:** ground floor rectangular bay to Manning Road – gable end on – modern addition to rear – ground floor in red brick, upper floor pebbledashed – original joinery. Makes a good pair with No. 13.
- **No.s 22-36:** very similar No.s 24-42 Russell Road but with steeper roof pitch – this terrace does not make a significant contribution to the conservation area as key characteristic features of the area are absent but, as an intact terrace of early twentieth century origin, it makes a useful contribution to the overall Edwardian character of the area – set back with front boundary walls – No.s 22,28,30,32, all have original joinery, remainder have replacements.
- **No.s 38-50:** good terrace of eight dwellings, somewhat altered – projecting ground floor provides first floor balconies – No.48 (only) has original cast iron railings, moulded timber newel posts and curved dividing screens – the remainder have been lost or replaced, but not matching original – two-storeys, red brick some painted or rendered – set back with front boundary walls – No. 44 has original joinery and triple sash forming door at first floor level to balcony – terrace is terminated by No.s 38.40 – a very good unaltered pair – two-and-a-half storeys – canted bays – first floor balcony and doors leading onto – original joinery throughout which makes its survival particularly important as this is a prominent corner building – bays turn corner onto Russell Road – tiled entrances.

Pier, Promenade and Leisure Gardens

- The area of the pier, promenade and leisure gardens is very important in providing the historic continuity of Felixstowe's role as a seaside town and coastal resort and as an activity node on the seafront*
- Existing leisure uses, particularly to the gardens, make a vital contribution and should be retained and supported*
- The area of the leisure gardens and boating pond should be retained as an open space to provide a frontage and setting to Sea Road and critically important long views across the coastline and to the sea*
- The pier is a landmark structure and provides an important opportunity for creative renewal or replacement*
- The public space in front of the Leisure Centre provides an important opportunity for future enhancement*
- The promenade is well cared for and clutter-free and should be maintained as such*

Pier and Pierhead building

- **The pier:** a key feature of Felixstowe but now redundant and in poor condition – originally a Victorian landing stage opened in 1905 for ferries and much greater in length (900 yards), it was rebuilt after being partially dismantled in WWII – original structure is of timber and concrete – currently closed to public access. The pier is a highly visible feature characteristic of a seaside resort town and wholly integral to its setting and context – whilst acknowledging its existing poor condition and lack of viability its loss without replacement would be undesirable and its replacement could add significantly to the importance of Felixstowe as a visitor destination.
- **The pierhead building:** currently in use as an amusements arcade with a modern frontage to the promenade housing kiosks – the large 1926 building is a utilitarian structure on concrete posts with a vaguely Art Deco appearance – originally with a pitched roof, now flat roofed, painted render, original joinery to windows on north elevation with lying panes – makes an important contribution through its use, scale and position adjacent pier and Leisure Centre, but architecturally unremarkable.

Pier area

- **Public space in front of Leisure Centre:** a key public space and visitor node - could be improved upon its current appearance – municipal features such as planters, guard rails, the previous 1980s enhancement detract from the space – should a replacement structure for the pier come forward this space could accommodate extra parking and public transport capacity adjacent two key buildings, the pierhead building and the Leisure Centre.

- **Beach huts and commercial stalls:** in this area are all characteristic and make a good group contribution – timber structures and cladding, tin or felt roofs – small scale, unpretentious and seasidey, these should be retained.

Promenade

- The promenade surface is in tarmac with large pink granite edging, enclosed by the concrete sea wall
- The promenade is a well used popular feature with a lot of pedestrian activity evident during the daytime
- Sand and flint beach with new stone groynes visible south of the pier
- The concrete sea wall is a significant feature along the full length of the promenade
- The promenade south of the pier is peppered with randomly grouped beach huts, some highly decorative, and entirely characteristic of their location – very important to retain as a feature and for local use
- The promenade south of the pier is free of clutter such as notices, bins, railings etc and should be kept in this condition
- The promenade gives long views to the pier, Sea Road, Landguard Fort and the curve of the coastline north to central Felixstowe and the Cliff Gardens dominated by enormous Edwardian mansion blocks – the whole makes for a very impressive sweep of seaside townscape, the characteristics of which are well preserved

Leisure gardens

- This space historically has always enjoyed seaside uses and forms an important setting to Sea Road and a key relationship to the promenade and beach.
- The hustle and bustle of the leisure gardens in conjunction with the Promenade, even out-of-season, provides an attractive vitality to this area and contrasts with the quietude of the residential area behind Sea Road.
- Historic former uses include tennis courts, a bandstand, a model yacht pond and a variety of pavilions
- Boating pond – an historic feature but renewed as a modern boating lake – a key local feature occupying an important space at the node around the Leisure Centre, pier and pierhead building – the open space within which it sits gives key views across to Sea Road, Coniston House, St John's Church spire and the Leisure Centre – the large car park behind could be better enclosed to Sea Road – the boating pond is a key feature in elevated views across it from the South Hill/Lincoln Terrace area
- Leisure uses and associated structures and features are low key and well maintained (except for the go-kart area) – they make an important contribution in this area and do not need improved
- Conifer hedging and wooden benches form the back edge of the promenade

- Key characteristic features here include retail kiosks (currently shellfish and ice creams) and street lighting with decorative lighting between – all are characteristic of a seaside resort
- There are key pedestrian links between the promenade and Sea Road through the area of the leisure gardens which are very important to retain, although some are closed on a seasonal basis for the purposes of flood defence

Russell Road

- *Russell Road is an important street in containing a high proportion of very good characteristic and unusual buildings and terraces*
- *Blue clay kerbs and channels and original cast iron pavement channels are features here worthy of retention*
- *Enhancements could include the reinstatement of lost key features such as joinery, cast iron decorative work and boundaries*

North Side

- **No.s 4-22:** form an outstanding contribution with the terrace opposite as a streetscene group with key characteristic features important to retain – single block of ten houses – replacement concrete tile roof covering – dormers some with original tile hanging.
No.s 4-10: form three storey block with half-basement – all original front gatepiers – Nos.8, 10 have original front railings – double height canted bays to basement and ground floors with verandahs running through on top – some bays rendered/painted – No.4 has all original joinery – No.s 4, 6 in white brickwork with red brickwork decorative banding and alternating to window and door heads – flank wall is in red brickwork – No.6 has added balcony (not an original feature) – No.s 8, 10 as for No.s 4, 6 but in red brickwork with white brickwork decoration – original upper floor balconies in cast iron balustrading matching the terrace opposite – No.8 has original joinery.
No.s 12-22: match No.s 1-11 opposite but only No.s 18 and 20 have cast iron balustrades to balconies – first floor verandah – dormers, bays, decorative red and white brickwork – some rendered ground floors - No.s 20,22 with original gatepiers – curved dividing first floor screens intact – cast iron corner brackets to verandah intact.
- **Nos. 24-42 and No.6 Langer Road:** terrace in two blocks – two storey – ground floor canted bays and through roofs forming paired porches terminated by decorative timber corbel brackets – curved brackets to porch support posts – chimneys and slate roofs – all rendered and painted – set back with front walls. A well preserved terrace but not especially characteristic of conservation area in terms of features.

South Side

- **Nos.1-11:** a homogeneous group – highly distinctive and outstanding architectural contribution to streetscene and area with key characteristic features important to retain – two-and-a-half storeys – ground floor canted bays – first floor verandahs with full height triple-sashes giving access onto – cast iron decorative balustrading to verandahs to No.s 9,11, timber balustrading to No.s 1-7 - timber

supports, decorative cast iron brackets – No.s 5, 7 have central gabled roof over balcony and scrolled ornamental bracket supports, all original, also with three elongated curved verandah supports at ground floor level — ground floor red brickwork, some painted – upper floors red brickwork except No.s 5, 7 (rendered) – decorative brickwork to dormers to Nos.1,3 – decorative brickwork to No.s 5, 7 door surrounds with rubbed brick arches – No.s 3, 5, 7,11 have all original joinery – No.s 9,11 yellow and red brickwork decorative banding to ground and first floor windows and door heads – all original curved timber dividing screens to first floor balconies intact – replacement concrete tile roofs and to dormers, some original red clay ridges and finials survive – set back with front boundary walls.

- **Nos. 13, 15:** part of terrace starting at No.1 but forming a distinctive pair making a very good contribution – No.13 has ground floor canted bays with decorative projecting cills on brackets, parapets with quatrefoil piercings – corbelled flat roofed porch on decorative brackets, balustrade over missing – all original joinery - moulded cornice and brackets at eaves – red brickwork and rendered details – replacement red concrete tile roofs throughout – No. 15 has four-window rectangular bay and moulded surrounds – No.s 13, 15 have unusual first floor triangular oriel windows onto bays – both have missing balconies No.15 retains first floor door, No.13 now window – set back and front boundary wall – replacement concrete tile roof covering - No.15 has rear verandah – the stepped form of the rear of No.s 13,15 is unusual and highly visible from Manning Road and therefore a feature.
- **No.38 Manning Road:** turns the corner very well and, therefore, makes an important contribution – two-and-a-half storey – has all original joinery – double height canted bays – large flat roofed dormers – decorative diamond brickwork detail to bays, chimney and gable – all red brickwork except flank gable which is rendered.
- **No.s 17-19:** pair of two-and-a-half storey villas – ground floor canted bays – red brickwork, no.19 painted – set back with front boundary wall - dormers, chimneys and slate roofs – No.17 has all original joinery – first floor triple-hung full height sash windows are an unusual and interesting feature presumably onto a now missing balcony - flanks are in Fletton brickwork. The pair maintains importantly the scale and character of streetscene.
- **Nos. 23-29:** distinctive terrace in a block of four – No.29 has a higher eaves and ridge and makes a grand termination – this block is distinctive for its large scale and grander architectural detailing of classical derivation, which is not a feature elsewhere in the area - coved eaves, decorative brickwork surrounds to openings, brickwork quoins, elaborate chimneys, upper floors rendered, red brick elsewhere, pedimented brickwork door surround, first floor bay projection and half round and pedimented details to first floor windows,

all, perhaps, influenced by the national fashion for Queen Anne Revival architecture — characteristic first floor wooden balconies, No.23 is missing, rest are original but no.25 is missing ball finials — set back with brick front boundary walls and tiled paths — No.s 27, 29 have all original joinery — ground floor canted bays — typical flat roofed dormers — no. 29 has half-timbering to gable just visible — Nos. 25, 27, 29 have original front doors which are features worthy of retention— flat roofed garage to No.23 detracts somewhat from streetscene.

- **No.11 'Roselands' on Langer Road:** turns the corner onto Russell Road very effectively and, therefore, makes a good contribution — forms part of Langer Terrace (date plaque of 1909) — side elevation to Russell Road appears as a principal frontage — characteristic first floor balcony in timber — all original joinery — ground floor canted bays — upper floor rendered, red brickwork elsewhere and decorative brickwork, quoins to corner — very large tripartite first floor windows are a key feature — dormers — set back with privet hedge forming boundary, somewhat unusual in local streetscene.

Sea Road

- *Distinct and separate street in conservation area by virtue of its function as sea frontage containing resort-oriented uses and mostly large scale buildings of homogeneous period and outstanding and very good quality*
- *Uses are characteristic of a resort: guest houses, Bed and Breakfast, hotels and residential homes and supporting public houses and restaurants – these uses, therefore, in this location are important in contributing to the character of the area and should be retained*
- *The open space between Sea Road and the Promenade provides the setting and long uninterrupted views of the sea and back to the Sea Road frontage*
- *Quality of streetscene and townscape is different in character than seafront to north of pier within existing conservation area – it is more built up, has a larger scale, is more intact in character and period – but also provides continuity of sea resort frontage*
- *Long views of Sea Road reveal significant overall features including decorated roofline: ridges, chimneys, gables, dormers, turrets, conical roofs – and broad terraced blocks and mansion blocks which impart a suitably impressive scale*
- *Detailed key overall features include: bays, verandahs, balconies, decorative cast iron work and timber work, red brick, slate and tile – all features shared with residential streets behind and important to retain*
- *The continued vacancy of the former North Sea Hotel represents a blight on the streetscene and area, and provides a significant opportunity for its full refurbishment and restoration*
- *There are no street trees*
- *Blue clay kerbs, cast iron channels to pavement are characteristic*
- *Service lane behind Sea Road frontage blocks: part of historic layout of the grid pattern providing access to side and rear of adjacent properties – also provides a visual break and key vistas to adjacent streets and beyond – surfaces are in poor condition and could be enhanced*

- **No.s 1, 2:** full four storey block on corner site – very important building due to scale and prominent corner location at entrance to Sea Road - also introduces key characteristic features – ground level is one-third-basement – four storey canted bays form imposing key features – decorative railings and verandahs to first and second floor levels of differing patterns, slender cast iron columns to corner of verandahs on both levels with decorative capitals, decorative eaves trim and curved roofs in copper – also modern external staircase to prominent flank elevation of poor design – No.2 has stone steps up to first floor entrance and cast iron railings and second floor verandah with decorative cast iron panels matching No.1 and same curved roof – bay roofs also in copper – red brick – slate roof – grand pilasters with capital detail all in brick to main block – all joinery replaced.

- **Nos. 3, 4, and 5, 6:** form a very good pair of paired three-and-a-half storey villas sharing common features – ground floor is at half-basement level – two storey canted bays at each end with continuous slate roof rising to decorative gable over curved dividing screen in centre and forming a verandah with decorative cast iron panels with differing patterns – that to No.5 has been enclosed – No.s 3, 6 have original decorative eaves level trim to verandahs - entrances to flank elevations up external stairs, No.s 3, 4 with original cast iron balustrade – dentil detail at eaves and to gabled central dormer – all have replacement concrete tile roofs but chimney stacks in place – half-hipped roofs – No.3 only with original joinery, rest have been replaced – set back with front boundaries in low level walling, replacement railings or hedges – No.4 is fully rendered with altered first floor openings detracting significantly from the overall value of the group – in use as houses and flats – flank elevation of No.6 to Granville Road forms part of group with neighbouring villas and therefore good streetscene contribution.
- **Former North Sea Hotel:** vacant building – two three-storeys blocks originally separate now linked with flat-roofed modern narrow infill - two-storey projecting wide rectangular bays to Sea Road – rendered bays and white painted brick to main blocks – hipped slate roofs with red clay hips and ridges, shallow pitch, chimney stubs only – windows and doors boarded up but originals may survive underneath as one is visible to upper floor – one block forms half of No.8 (see below) – painted brick and continuous roof across bay supported on bracket and upper floor level – new external staircase and projecting columned porch to entrance – set back with front boundary in replacement mild steel panel railings – Granville Road elevation also three storeys with hipped roof stepping down to two storeys then one – side entrance and columned porch similar to main entrance. This building's vacancy and current appearance is a major blight on Sea Road and the conservation area. It occupies a substantial plot. Although no longer sharing key characteristic features of the area the building makes a useful contribution to the area by virtue of its scale and traditional features and appearance which could be successfully recovered in a future scheme of refurbishment.
- **No. 8:** one half of a block, the other forming the former North Sea Hotel (see above) – three storeys and attic storey – ground floor is half basement level – red brick, basement storey rendered – three-storey canted bays – all joinery replaced – now apartments – fishscale tile hanging to attic storey gablets, otherwise no detail – contributes through scale and materials – Cavendish Road elevation has a very wide gable with half-hipped roof – concrete replacement tiles to roof – corbel detail in brick at first floor level to gable.
- **Felsto Arms:** an Arts and Crafts influenced domestic two storey building – first floor tile hanging, mock framing, bays, good Edwardian

joinery mostly intact, gables, tile roof, part fishscale tile hanging – set back with front garden – distinctive for modest scale and Arts and Crafts character – the Felsto Arms forms a good corner with Cavendish Road – cast iron street name plate.

- **Felix Court:** two storeys and attic storey – cream render and red brick soldier course at first floor and eaves level – attic storey is later addition – carved balusters and rail to parapet – principal elevation is to Holland Road – replacement windows – set back with good front boundary, rendered with brick piers and privet hedge. The domestic scale and character of this building and adjoining somewhat sets it apart from the rest of Sea Road frontage reflecting their history as dwellings and later a Children's Home.
- **Suffolk Retirement Home:** three storeys and attic storey – red brick to ground floor, upper floors rendered – original red clay plain tile roof covering and to dormers, tile hanging to cheeks – triple height canted bays to Sea Road – originally there were balconies with timber balustrades between the bays at first second and third floor levels to Sea Road, now lost but balcony doors on bays survive – red plain tile roof – set back with front boundary wall, fence and garden used by residents – double width entrance – corner bay has five sides to Holland Road – flank elevation has three storeys but lower eaves – windows replaced – substantial chimneys with multiple original pots survive and are a key feature worthy of retaining. The principal contribution of this building is through scale.
- **No. 10:** three storeys and attic with raised ground floor – matching storey heights with adjoining terrace – very good, distinctive building with verandahs at ground and first floor levels – first floor verandah has pediment – decorative timber work and detail to verandahs all original and intact – distinctive decorative cast iron balustrading and staircase balustrade – original front door – all windows have been replaced – now flats – set back with rebuilt front wall – red brick – over-wide dormer detracts from a very fine building – original stone steps.
- **Nos. 11-14:** a good characteristic terrace of four storeys – the block is much altered but its characteristic features mean it makes a good contribution through scale and uses – raised ground floor – top floor is half dormers – first floor balconies sitting on two storey canted bays, Nos. 11, 13 have original cast iron balustrades and timber newel posts, No.14 has been replaced – painted brickwork – No.14 appears to have been rebuilt on upper floor – No. 14 has distinctive and important angled ground floor conservatory worthy of retention as a feature in the streetscene – No.s 13, 14 are restaurant and guesthouses, which are good uses – No.s 12, 13 have original steps and piers to raised ground floor – No. 12 has original front door – brick dentil detail to eaves and dormers.

- **Marlborough Hotel:** very impressive terraced block of three storeys plus attic storey, originally with verandahs at ground, first and second floor levels across the entire façade, unfortunately now lost – takes the form of three connected blocks, each block with painted quoins, paired two storey bays, central paired entrances and gabled attic storey in line with bays – bays are canted to front and rectangular to flanks – pedimented dormers – moulded window and door heads and surrounds to bays – no balconies – slate roof with red clay ridges – impressively large original chimneys and pots survive which are key features to retain - red brick, pebbledash to gabled dormers – set back with forecourt and front boundary wall. A good, large scale building with mostly intact architecture but sadly much less characteristic in terms of features due to the loss of its verandahs and associated joinery. Its hotel use is an important contributor to local character, although some alterations are evident (porch, awnings, replacement joinery). Marlborough Court appears to be incorporated into the hotel.
- **Bristol House and Roseberry Court:** form one large terraced block of four storeys with three storey-height gables – very impressive scale and wealth of characteristic features make this an outstanding contributing building - ground floor is at half-basement level — features include balconies, verandahs and decorative cast iron balustrading – all of these survive as do beautiful decorative clerestories in patterned stained glass with elaborate moulded timber brackets over entrances - first floor verandahs and stunning curved and half-framed timber detailing to deep gabled roofs forming a verandah, an exclusively Edwardian feature – these impart a big scale appropriate to the sea frontage – flat roofed dormers – slate roof and red clay ridges and decorative finials – very large tripartite windows with some original joinery surviving – some original stained glass surviving around entrances - set back with front boundary wall and steps to raised ground floor – Bristol House has corner bay tower with conical roof and machicolations, bottom two storeys become rectangular bay on the angle – balcony to Bristol House has Chinese Chippendale-style timber balustrading – Roseberry has answering turret/tower with conical roof to Beach Road West and turns corner very effectively with flat-roofed canopy at raised ground floor level and over-scaled brackets – canopy connects to a three-storey bay on Beach Road West with steps up to side entrance here and all original cast ironwork to steps and landing – twin gables to this flank and scale maintained – Roseberry Court has terracotta plaque to Beach Road West elevation dated 1897 – beautiful original cast iron street name plate ‘Beach Road West’, black with gold painted raised lettering.

Rear elevation is visible from Buregate Road and Beach Road West and dominates by virtue of scale and length of building. This elevation, therefore, is also a key feature of the building and alterations to it must be carefully considered for their wider effect.

- **The Buregate Public House:** highly modelled corner building with five-sided three storey corner bay with machicolations and corresponding three storey rectangular bays at each end with top storey forming gabled dormer – red brick, painted surrounds – joinery all replaced – set back with forecourt used as sitting out area and front boundary wall – detailing to door surrounds. A very good block and a good use as restaurant and public house.
- **No.s 17,18:** an outstanding original pair of dwellings – very good example of creative Edwardian architecture with first floor verandahs, canted bays, broad roof gables housing unusual projecting roofed dormer windows - Arts and Crafts detailing to tall and slender chimney stacks, key features worthy of retention – deep projecting eaves with scrolled cornice brackets – timber work to verandahs all original, except ground floor infill – windows have been replaced – painted pebbledash and red brick – two-and-a-half storeys – red plain clay tile roof - set back with front boundary wall and hedge – building turns the corner to Buregate Road very well and forms a good terminating corner block to the conservation area, although design of south flank suggests adjacent site was intended for development, which never happened.

South Hill

- *South Hill forms a very important link between the central Felixstowe area and Felixstowe South – its sinuous form and sloping topography is distinctive and contrasts with the grid pattern layout of Felixstowe South*
- *South Hill provides outstanding uninterrupted views across the conservation area to Landguard Fort and the Port of Felixstowe*
- *Blue clay kerbs, dished channels, stable blocks and wide kerb stones at crossovers all intact and should be retained*
- *Pavements here are formed of in-situ concrete with dense exposed flint aggregate, likely original and worthy of retention*

North Side

- **No.2 – Cambridge House, Raith House, South Hill Mews:** distinctive pair of dwellings, designed to appear as a single house, now subdivided in part – strong Arts and Crafts architectural influence reflected in broad sweeping gables, wide windows and bays, large chimney stacks, pebbledashed render, tiled roof and highly modelled form – the building form responds to the site facing across Undercliff Road West to the sea and also fronting South Hill – set back with low boundary wall – off road parking – most joinery replaced throughout. This building makes a very important contribution through its distinctive architectural form and styling, and prominent location.
- **Key view at corner of South Hill to Coniston House:** originally single storey now two storey residential home – designed by Cotman for his brother – unusual flat roofed linear form with weatherboarded exterior and broad bays. Locally distinctive and important for form, materials and Cotman connection, making a positive contribution to the area.
- **The Lodge** – 1970s dwelling completing stepped terrace of No.s 4-12 but without the same architectural quality and distinction. Neutral contribution.
- **No.s 4-10:** form an excellent terrace of houses with a distinctive appearance that makes an important contribution to the character of the area – building line along back edge of pavement – terrace steps down to follow topography of the street - two storeys – gable to street – double height shallow canted bays topped with gablet – rendered upper floor, red brick lower floor – ground floor with square columns in brick tile and giant order pilasters to bays in brick with quoins – bays have tumbled brick shoulders at their base – doors inset with steps and original front gates which are attractive features – red plain tile narrow pitched roof with flat rear section – all have original semi-glazed front doors and gates, which are important contributing features – only No. 4 has original joinery – chimneys have moulded string course and are

particularly important for their skyline effect on the rise and should all be retained.

- **No. 12:** had an open verandah at front, now enclosed – single storey but sharing some architectural characteristics of neighbouring properties at No.s 4-10 and, therefore, part of that group. The first dwelling on South Hill to be constructed.
- **Martello Tower Q:** forms a highly distinctive landmark of great historic value – largely obscured by its extant brick moat it is glimpsed between surrounding dwellings except where the moat has been breached to form an entrance off South Hill providing a key view to the feature – its form and character are in stark contrast to what is now its built context but it has been converted into a dwelling.

South Side

- **No.1:** elevated dwelling on corner position – highly prominent and easily visible from surrounding streets – red brick with tile hanging to sea-facing gable – some good Edwardian characteristics such as modelled form but not as characteristic as some of its neighbours in terms of key decorative features.
- **No.s 5-13:** houses elevated on slope above and behind commercial properties to Undercliff Road making a very positive group contribution by virtue of their prominence and good quality Arts and Crafts influenced styling – some with original joinery – red plain tile roofs – gables, gablets, and rendered walls are all key features, particularly chimney stacks as they form the skyline here and backdrop to the conservation area and should all be retained – first floors are most visible from South Hill and largely unaltered in form – boundaries are mix of fences and off roads parking with some garden visible.
- From bottom of South Hill the tree group to Lincoln Terrace on long views west is important, forming a green backdrop to the area.

Undercliff Road West

- *Undercliff Road West is a principal thoroughfare and connects the resort area at the pier with the residential area further west. As such it is bounded by buildings of mixed use, scale, architecture and quality, which is a defining characteristic*
- *Undercliff Road West is where significant mid-twentieth century development is most evident*
- *The shopping parade to the west end of Undercliff Road West provides a very important neighbourhood resource and should be retained and supported*
- *Loss of front boundaries to this street is noticeable and detracts from the conservation area*
- *No historic kerbs, channels or paving to Undercliff Road West*
- *Undercliff Road West is largely free of overhead clutter*

North Side

- **Ordnance Hotel:** altered from original according to documentary photographs – very significant building within conservation area by virtue of its position at top of Langer Road and ‘entrance’ to conservation area, large scale and distinctive design, and its hotel use – it also has important tree groups to its frontage, side and rear which enhance the conservation area by forming a mature, tree-ed backdrop – the original plain Victorian building appears to have been grandified into a larger building including addition of grand pilasters in brick quoins, mansard roof with Dutch gable and elaborate brick detailing at eaves – multi-paned windows – set back with very large frontage space half garden half parking area – garden enclosed by laurel hedge and picket fence but evidence for original iron railings – good range of rear outbuildings worthy of keeping and fine decorative brick and tile boundary wall to Garrison Lane that should be preserved – the car park requires a front boundary to enclose the street at this point.
- **Gap site adjacent Ordnance Hotel:** immature trees to front boundary but good tree group to rear of site. This site originally served as tennis courts to the hotel. The gap does not read as an important contributing space and would benefit from sympathetic development to complement adjacent buildings.
- Views down Undercliff Road West towards Leisure Centre reveal very consistent building line along north side, which is an important feature, variety of buildings and general good quality streetscape.
- **No.3:** a very good double-fronted villa – set back but front garden has been lost to parking including loss of front boundary wall which detracts from streetscene – replacement windows but original doors and stained

glass fanlights survive to first floor verandah – cast iron railings to verandah and curved joinery detail at eaves over original unusual glazed clerestory to ground floor entrance similar to Sea Road properties – rectangular two-storey bays with brick pedimented roofs and brick detail – slate roof – red brick – flat roofed attic dormers.

- **No.s 5, 7:** form a pair adjoining No.3 – good group and terrace effect with No.3 but no other characteristic features - two storeys plus attic – two-storey canted bays – No.5 has original front door – red brick, No.7 has been rendered – good street tree in frontage of No.5 – both have lost front boundary walls to off-road parking – gabled dormers – slate roof - egg-and-dart eaves detail to No.7 – No.7 has all original joinery.
- **Dinsdale Court:** residential complex – two frontage blocks of apartments in three storeys with vehicular ramp and deck access to set back rear block rising to six storeys in total – very prominent stair tower is a feature of this block – brown brick, concrete banding at storey levels and eaves – set back with good brick front boundary walls and very well maintained gardens – frontage blocks make a poor contribution to the streetscene visually, particularly with blank flanks – rear block appears entirely out of scale and sympathy with Undercliff Road West – only attributes are density of accommodation provided in this part of town and attractive well-maintained frontage gardens.
- **No.s 17, 19:** form an excellent pair of four storey villas – ground floor is at half-basement level – front boundaries lost to off-road parking - three storey canted bays and slate roof – bottom storey rendered (originally a verandah here, but now lost) – steps and railings up to first floor entrance No. 17 is one house, No.19 flats – hipped slate roof – central chimney stack – unusually for the conservation area materials are Suffolk White brick – egg-and-dart detail to bay eaves – arched brick heads to top floor windows – all intact original joinery adding to value and importance of this building in the streetscene.
- **Riverdale Court:** apartment block of 1990s origin – drive through ground floor access to rear parking – also frontage parking with fenced front boundary – two wide gabled projections - building has good scale and street presence but joinery is badly maintained. Riverdale Court is important in closing the vista northwards along Manning Road and does that well by being of an appropriate scale.
- **No.s 23, 25:** a pair of dwellings now a single house – an excellent substantial Edwardian villa design making a very important and characteristic contribution to the streetscene – red brick – red plain clay tile roof and ridges - mock framing to front and side gables – high degree of modelling with corner tower – tower has a curved ogee roof with lead fishscale tiles, an unusual feature – original joinery to first and second floors, replaced elsewhere – ground floor canted bay with large door and window opening above giving out onto balcony – side

elevation with pedimented entrance – fenced front boundary – front garden and side is parking.

- **Snow Hill Steps:** these steps form an attractive and important historic link to Lincoln Terrace and also a green slot in what is otherwise a very urban townscape – good tree groups and herbaceous planting – important views to trees on Lincoln Terrace – zigzag footpath, concrete steps with intermittent seating. Early photographs suggest that this may have started life as a road link.
- **Albany Villas:** a very poor quality residential building that detracts from the streetscene – wrong brick choice, overscaled, blank ground floor dominated by vehicle entrance, visually unappealing steps to first floor entrances – one of the few blots on the conservation area townscape. A very fine pair of Edwardian villas was demolished as recently as the early 1990s to make way for this poor quality replacement.
- **No.s 33-39:** Garage – a negative building that detracts from the streetscene by virtue of its poor quality – important location adjacent road junction with Sea Road – a replacement building here could enhance the conservation area by respecting the building line, scale and form of existing buildings – trees to Lincoln Terrace are visible here as an important green backdrop.
- **No. 41 Dorin Court:** a very important building on the road junction with Sea Road and, therefore, highly prominent – characteristic Bed and Breakfast use – a Late Victorian building, one of the first to be built in the area, of distinctly superior design and fashionable detail not seen elsewhere in the conservation area including elaborate architectural mouldings to bays, pargetting to gable apex, circular windows, and rare surviving external window blind hoods - projecting bays, main gable to front, some decorative cast ironwork – two storeys – set back with rendered front boundary wall – red brick with moulded painted string courses - red plain tile roof with some tile hanging – one elaborate chimney, other has unfortunately been partially removed - highly modelled on three sides – replacement windows and modern conservatory to front do not enhance the building but its form and character is sufficiently intact for its very important contribution to remain.
- **Gap between No.s 41, 43:** provides important view through to Cambridge House and Coniston House behind – rising topography here provides an interesting and highly attractive townscape effect through layered contours of buildings – Cambridge House has a Voysey-esque Arts and Crafts appearance to its south-facing elevation, which makes it appear distinctive within its townscape setting.
- **No.s 43, 45** a very important pair of villas making an excellent contribution by virtue of their prominent location and characteristic features including bays, decorative cast ironwork, polychromatic

brickwork to window heads, decorative bargeboards, prominent gables, flat roofed dormers – three storeys with attic storey, ground floor is at half-basement level – red brick with polychromatic detailing – elaborate chimney stacks are key features to retain – No. 43 has all original joinery – No.45 replaced – two-storey canted bays to front surmounted by full-width through balcony with elaborate cast iron balustrades and curved dividing screen, all original and intact, filigree decoration to underside over raise, stepped and inset entrances – side verandahs with cast iron decorative balustrades – red plain clay tile roof and decorative ridges and finials – set back with brick front boundaries.

- **No. 47:** single storey corner shop currently a café – appears to be an early building with original shopfront which is worthy of retention for its character – terminates group of single storey buildings along Undercliff Road clustered around pierhead building and Leisure Centre, before it becomes more residential – the building makes a good contribution by virtue of its use and unpretentious character – allows views behind to rising ground and Cambridge House and Coniston House.
- Blue clay kerbs to whole of north side of Undercliff Road – retain for historic value.
- **No.s 49-67** single storey parade of shop units – important for its group of uses which relate well to their location adjacent the pierhead building and seaside character: fish and chips, cafes, ice cream parlour, sweet shop – these are all characteristic and, therefore, important uses that should be supported – the parade is unremarkable architecturally but there are pilasters between units with moulded capitals which imply that this parade is older than the modern shopfronts suggest.
- **View to South Hill** the effect of the low-rise streetscene at No.s 49-67 is to bring the South Hill properties above and behind into prominence – these have a strong Arts and Crafts bias and make a very good contribution as their form and appearance is largely unaltered.
- **No.s 69, 71:** Public House and restaurant ‘The Old Millers’ – documentary photographs suggest that this building has early origins but much altered – curved section above entrance and side windows are original, replacement joinery elsewhere – two-storeys but still low-rise in effect – a distinctive contribution in the streetscene.
- The character of this area around the pierhead building and Leisure Centre is markedly different to the residential part of the conservation area – it is part of the resort use and has higher footfall, activity and uses related to visitors.
- **No.s 73-75:** former Carousel Amusements building – two storeys with four residential units over – currently being refurbished – the building makes a negative contribution to the streetscene and should be

replaced – poor quality 1960s/70s grey brick structure with no redeeming features.

- **No.s 77-79:** duplex apartment block over a ground floor in commercial use (currently car repairs) – expressed concrete frame cantilevered at first floor level to provide balconies – flat roof with terrace and original timber balustrade – set back with ramped forecourt – flats have full width glazing - streetscene miniature of the large block behind – flank elevation expresses concrete frame with brick infill panels – at this scale this building is a fair example of its period but is not characteristic of the conservation area.
- **No.s 1-24 Undercliff:** south elevation – this block is set back behind No.s 77-79, with garage undercroft and seven storeys above – same architectural language – bold design and monumental scale not dissimilar in nature from Harvest House but very different in effect – not characteristic of the conservation area.
- **No.s 1-24 Undercliff:** north elevation – four storeys – external staircase to upper duplex accesses with main entrance – closes vista down Princes Road - very important tree group adjacent – this building stands as a somewhat isolated and uncharacteristic feature that does not make a positive contribution to the conservation area.
- **Junction of Princes Road, South Hill and Wolsey Gardens:** a high point topographically in Felixstowe – very important views down South Hill and across to Felixstowe South revealing the scale of Sea Road frontage and relationship to promenade, beach and sea, all framed by backdrop of cranes at Port of Felixstowe – views also across unaltered historic roofscape, an urban scene contrasting with the open sea.

South Side

- **No.s 4-22:** 1960s infill block – two-storey maisonettes with deck access over ground floor shopping parade of ten units – very important building in terms of its use as a local shopping centre – free thirty minute parking in dedicated lay-by adjacent is likely important in sustaining this popular local role – however, very poor quality architecturally, modular building, does not add visually to quality of streetscene – condition of individual maisonettes needs upgrading in general – all original shopfronts except for No.s 4,6. This building does not contribute to the historic character of the area and no enhancements are suggested.
- **View to rear of gap site at 6-8 Manning Road:** is visible here and is a negative. Rear elevations of No.s 10-16 Manning Road are also visible here and, therefore, form important features – yellow brick – plain clay tile roof covering – hipped roofs and to paired dormers – No.s 10, 12 have all original joinery to rear.

- **Flank elevation to No.24:** has original joinery and decorative brickwork, painted but large advertising hoarding to street elevation detracts from the streetscene and should be removed.
- **No.s 26-34:** included for completion – interwar period – two storey – prominent within streetscene but not characteristic of the area – mostly replacement joinery – front boundaries intact – small front gardens and side driveways between - neutral contribution.
- **Leisure Centre:** on site of former Pier Pavilion – important use in drawing people to this area and important location adjacent pierhead building – two storey – 1980s – it looms large in long views where, in conjunction with the large 1960s apartment block behind it, it appears as a local landmark.
- **Sea Road/Undercliff Road West road junction:** this space provides important vistas to the sea, down Sea Road and Undercliff Road West to Langer Road/Garrison Lane junction – the junction is clutter free and has no guard rails and should remain so – this junction is an important orientation space for vehicles and pedestrians, although it is not fully enclosed and is of unremarkable quality in its own right.

Illustrations of Local Details

Balconies and Verandahs



Buregate Road



Sea Road



Russell Road



Undercliff Road West



Beach Road West



Holland Road

Balconies and Verandahs



Holland Road



Sea Road



Undercliff Road West



Holland Road



Sea Road



Sea Road



Granville Road

Decorative Cast Iron



Russell Road



Sea Road



Sea Road



Sea Road



Sea Road



Sea Road



Sea Road



Granville Road



Undercliff Road West

Decorative Joinery



Buregate Road



Russell Road



Beach Road West



Sea Road



Beach Road West



Russell Road

Bay Windows



Cavendish Road



Buregate Road



Granville Road



Beach Road West



Sea Road



Beach Road West

Bay Windows



Holland Road



Buregate Road



Russell Road



Langer Road (Oriel Window)

Beach
Road
West



Russell
Road



Russell Road

Holland
Road



Traditional Doors



**Russell
Road**



**Undercliff
Road West**



**Russell
Road**



Sea Road



**Beach Road
West**



**Undercliff
Road West**



Manning Road



Buregate Road



**Beach Road
West**



**Cavendish
Road**

Traditional Windows



Russell Road



Russell Road



Undercliff Road West



Manning Road



Cavendish Road



Cavendish Road



Sea Road



Cavendish Road



Langer Road

Decorative Half-timbering and gable ends



Buregate Road



Sea Road



Buregate Road



Granville Road



Langer Road



Undercliff Road West



Granville Road



Holland Road



Cavendish Road

Stained & Coloured Glass



Beach Road West



Sea Road

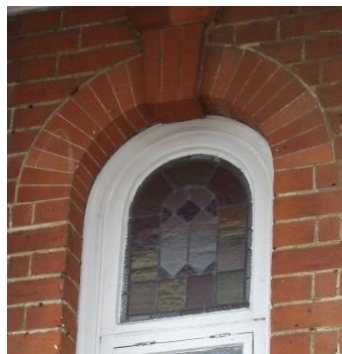


Sea Road



Sea Road

Beach
Road
West



Sea Road



Sea Road

Tiled Front Paths and Steps



Buregate Road



Buregate Road



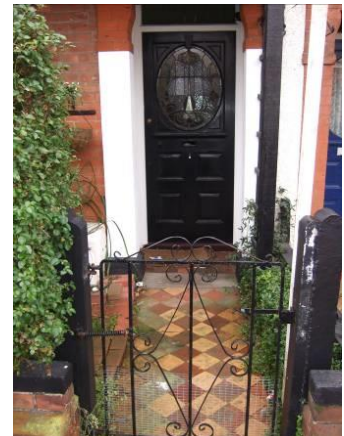
Undercliff Road West



Beach Road West



Beach Road West



Russell Road



Manning Road



Holland Road



Holland Road

Street Furniture



Cast metal street name plates



Metal rainwater safety channels across pavements



Blue clay kerbs, channels and stable blocks

Early Photographs



Battery and Sea Road 1878



1885 View of Sea Road from Martello Tower Q Site



1894 The same view of Sea Road from Martello Tower Q Site



The Pier opened in 1905



1937 Pier Pavilion

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**Gathering by the
bandstand at the
Leisure Gardens
(undated)**



**1914
Aerial Photograph of
Felixstowe South**



1901 Sea Road



Sea Road 1960/70

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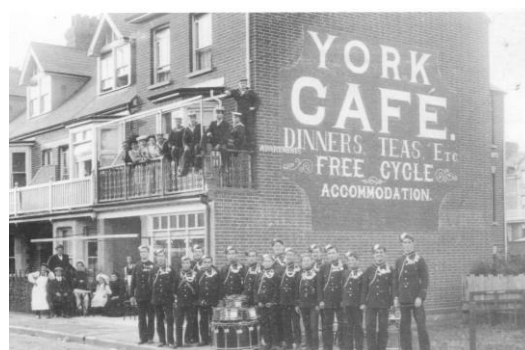
1896 Manning Road



1896 No 1 Granville Terrace



1901 No 9 Manning Road Post Office



1908 No 2 Holland Road



The Marlborough Hotel circa 1920

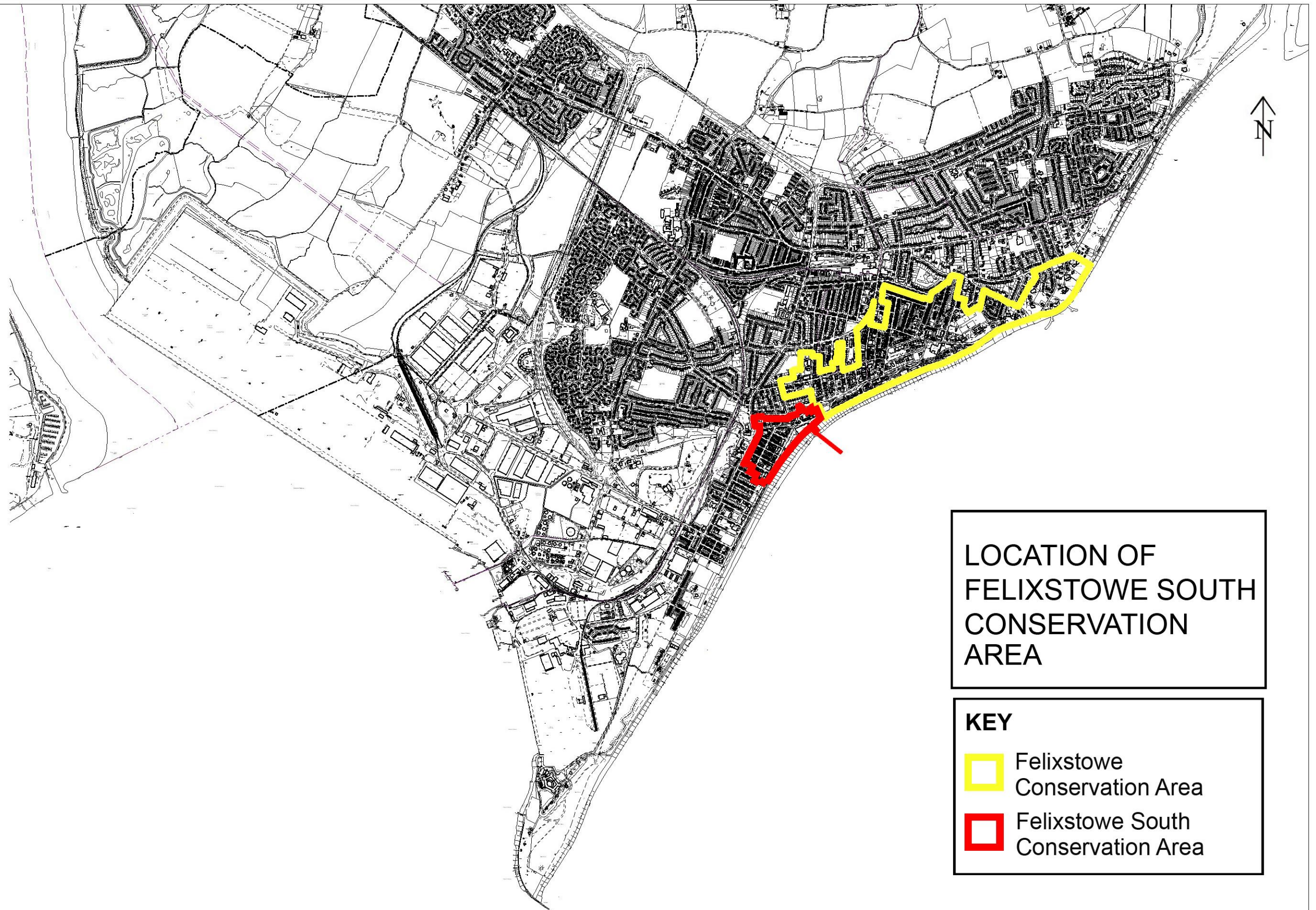


Buregate Road – before 1920

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9





**LOCATION OF
FELIXSTOWE SOUTH
CONSERVATION
AREA**

KEY

- Felixstowe Conservation Area
- Felixstowe South Conservation Area

Suffolk Coastal District Council

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Suffolk Coastal District Council 100019684, 2009.

Scale:1:1500 at A1

Scale
0 15 30 45 60 75 m

Figure 3



Suffolk Coastal District Council

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Scale:1:10000 at A1

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Figure 4

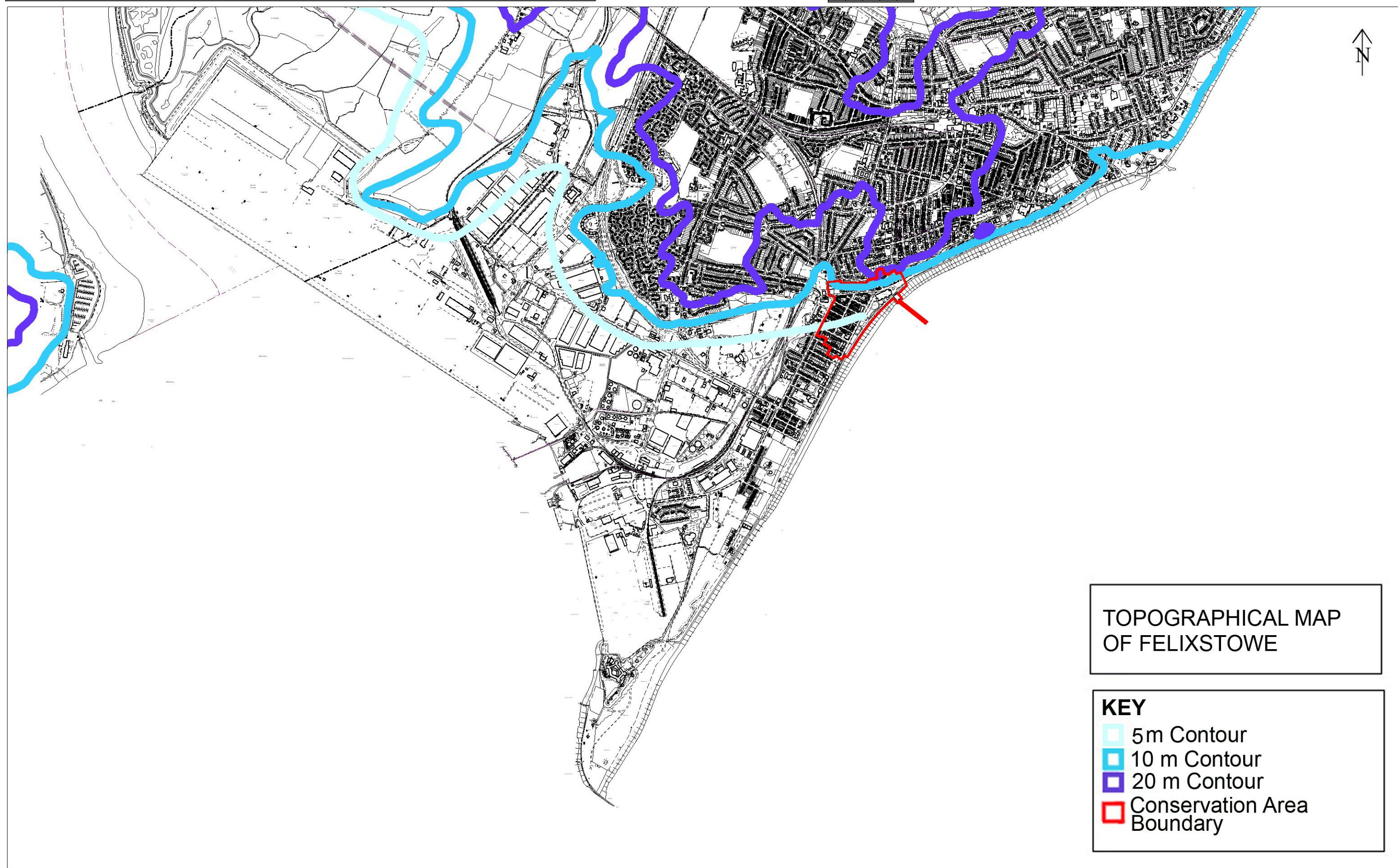


Figure 5



Figure 6

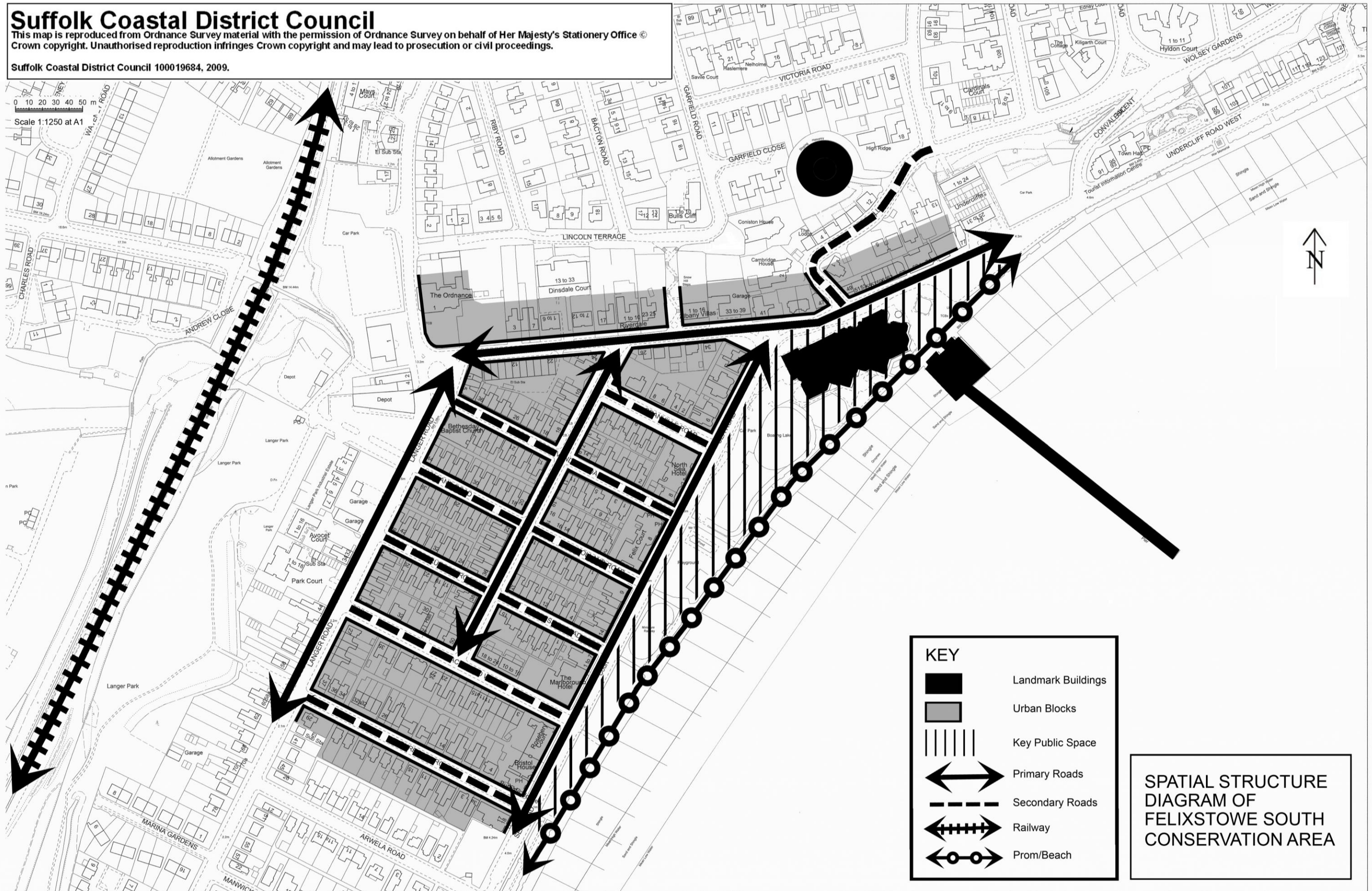


Figure 7

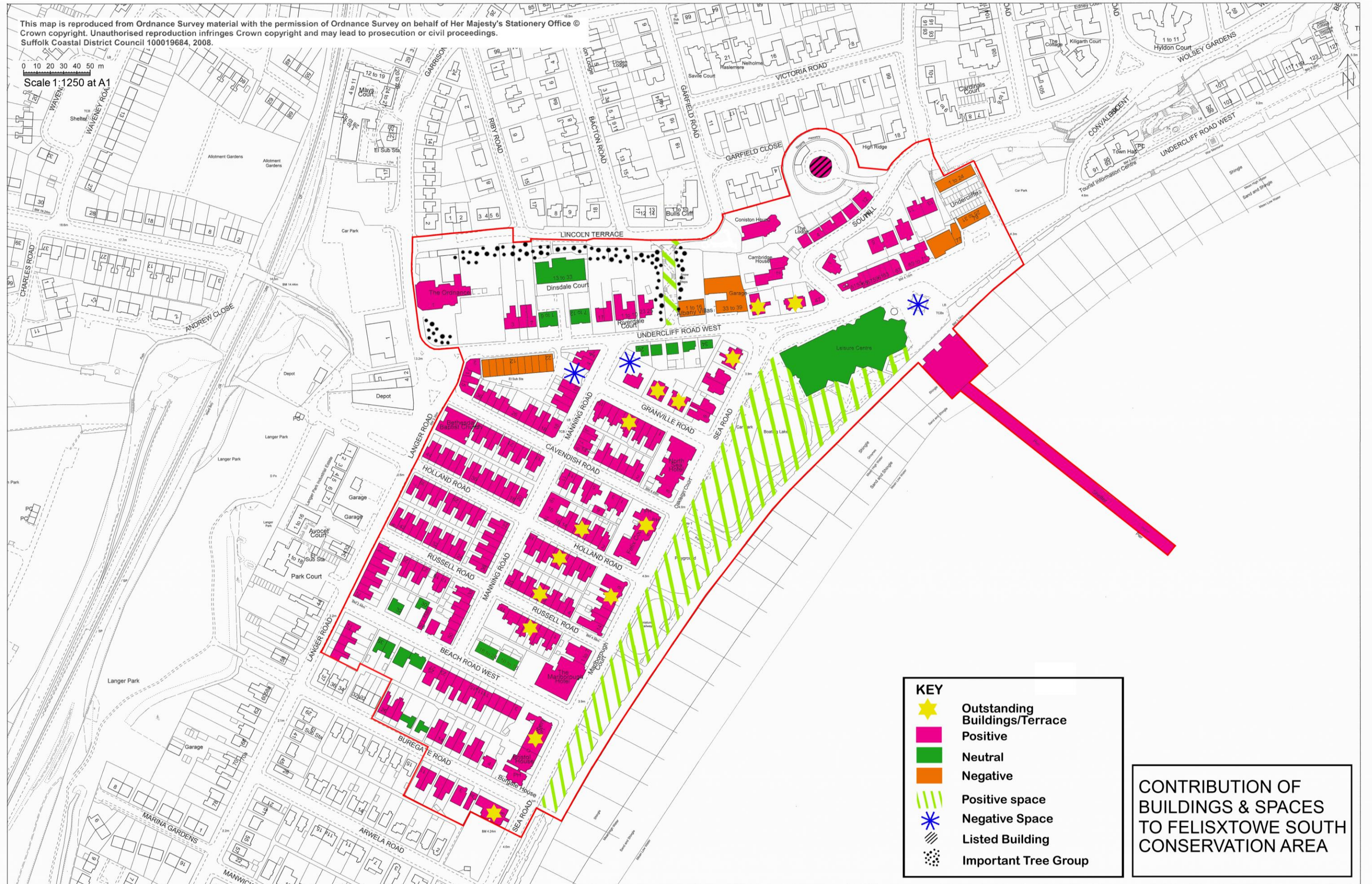
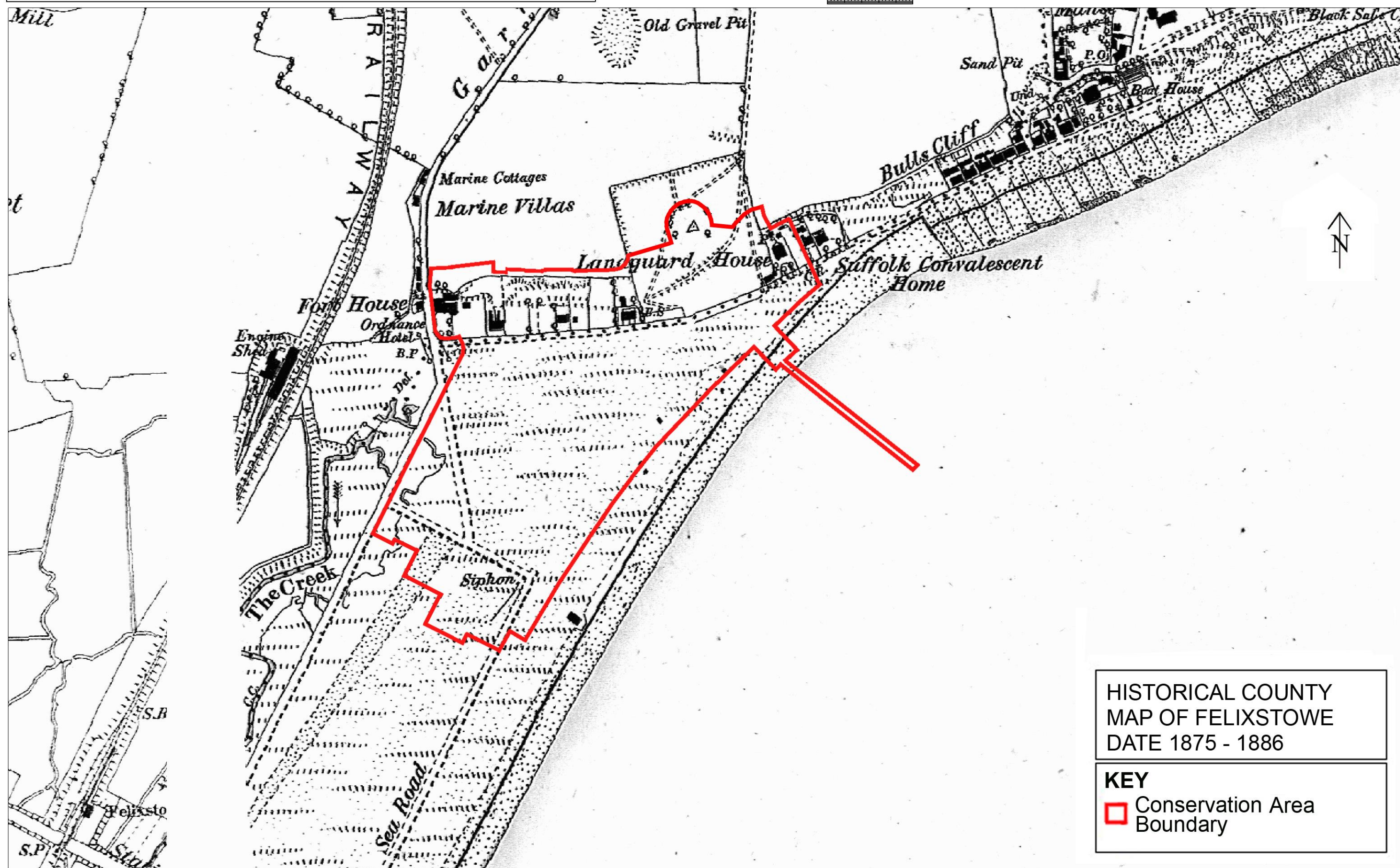


Figure 8



Scale:1:2000 at A1

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HISTORICAL COUNTY
MAP OF FELIXSTOWE
DATE 1875 - 1886

KEY
□ Conservation Area
Boundary

Figure 9 (b)

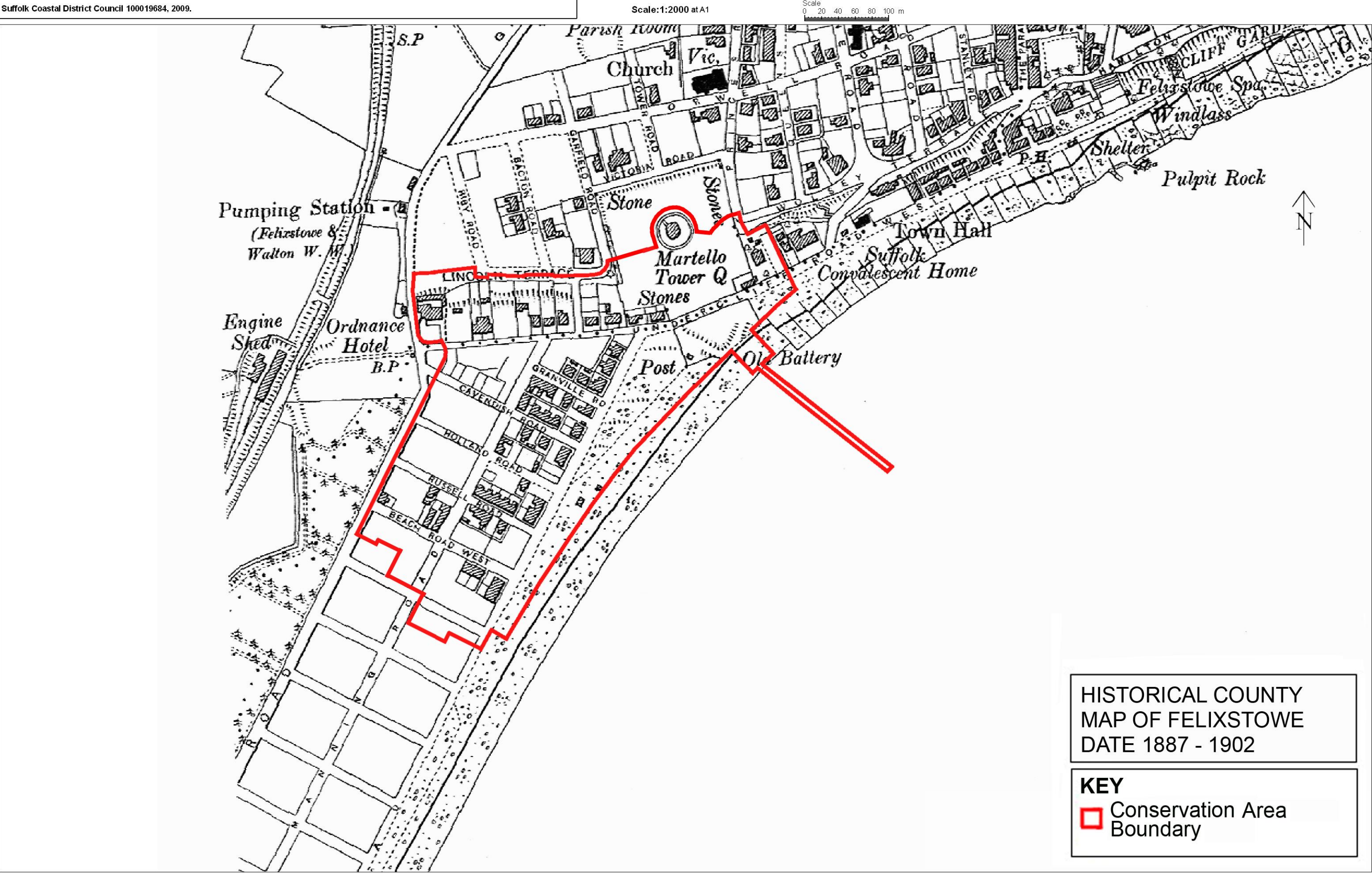
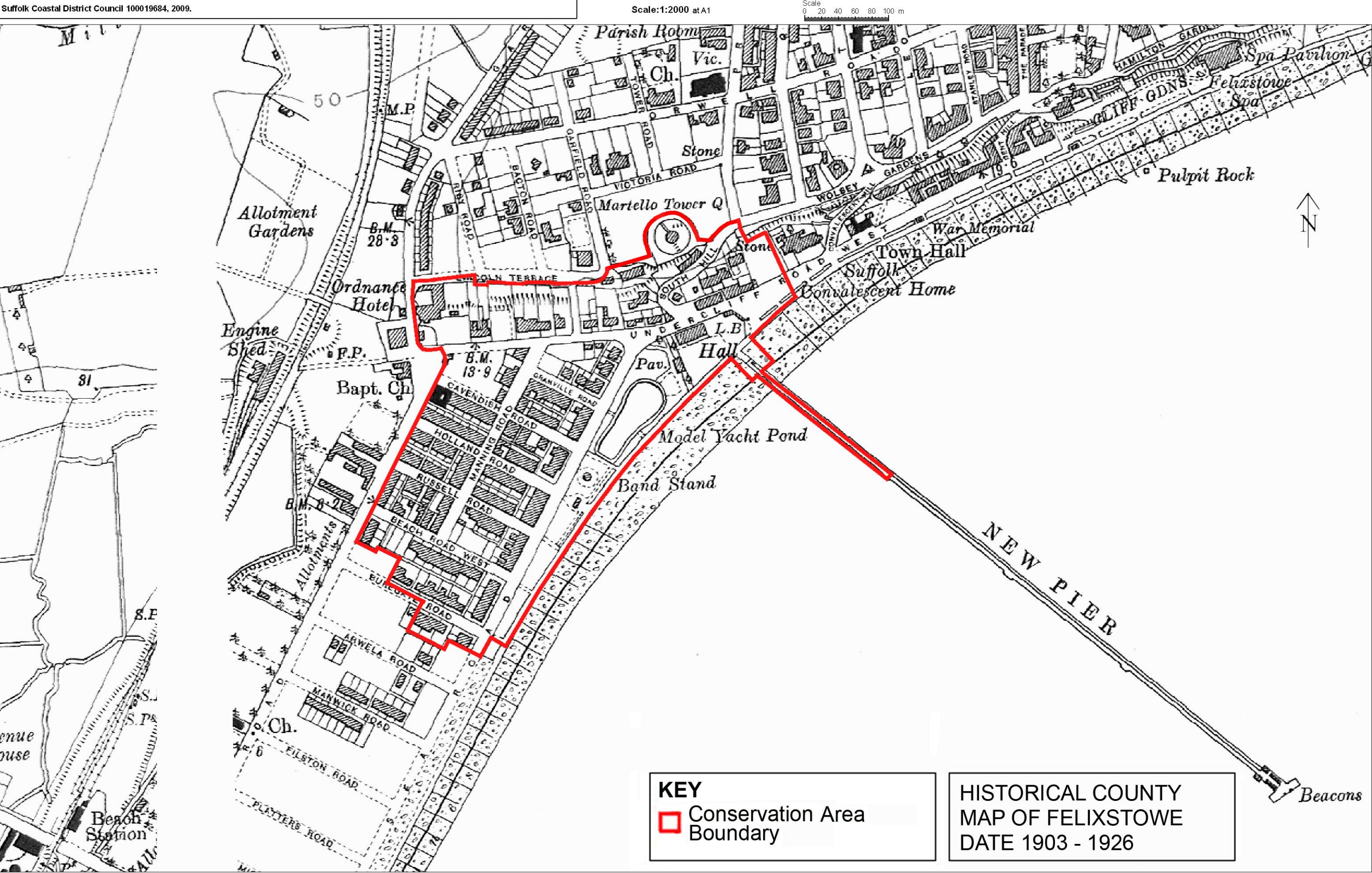


Figure 9 (c)

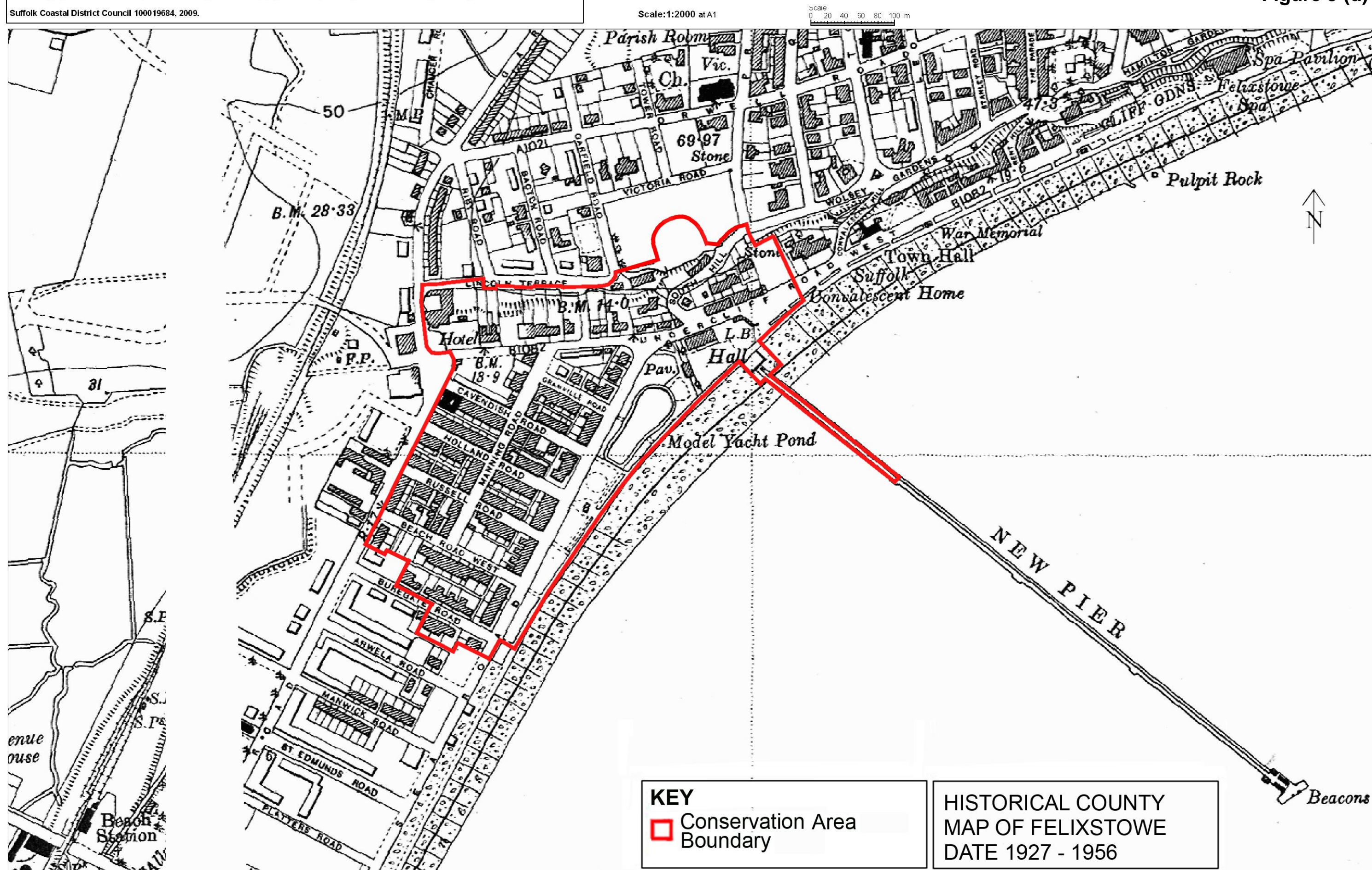


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Figure 9 (d)



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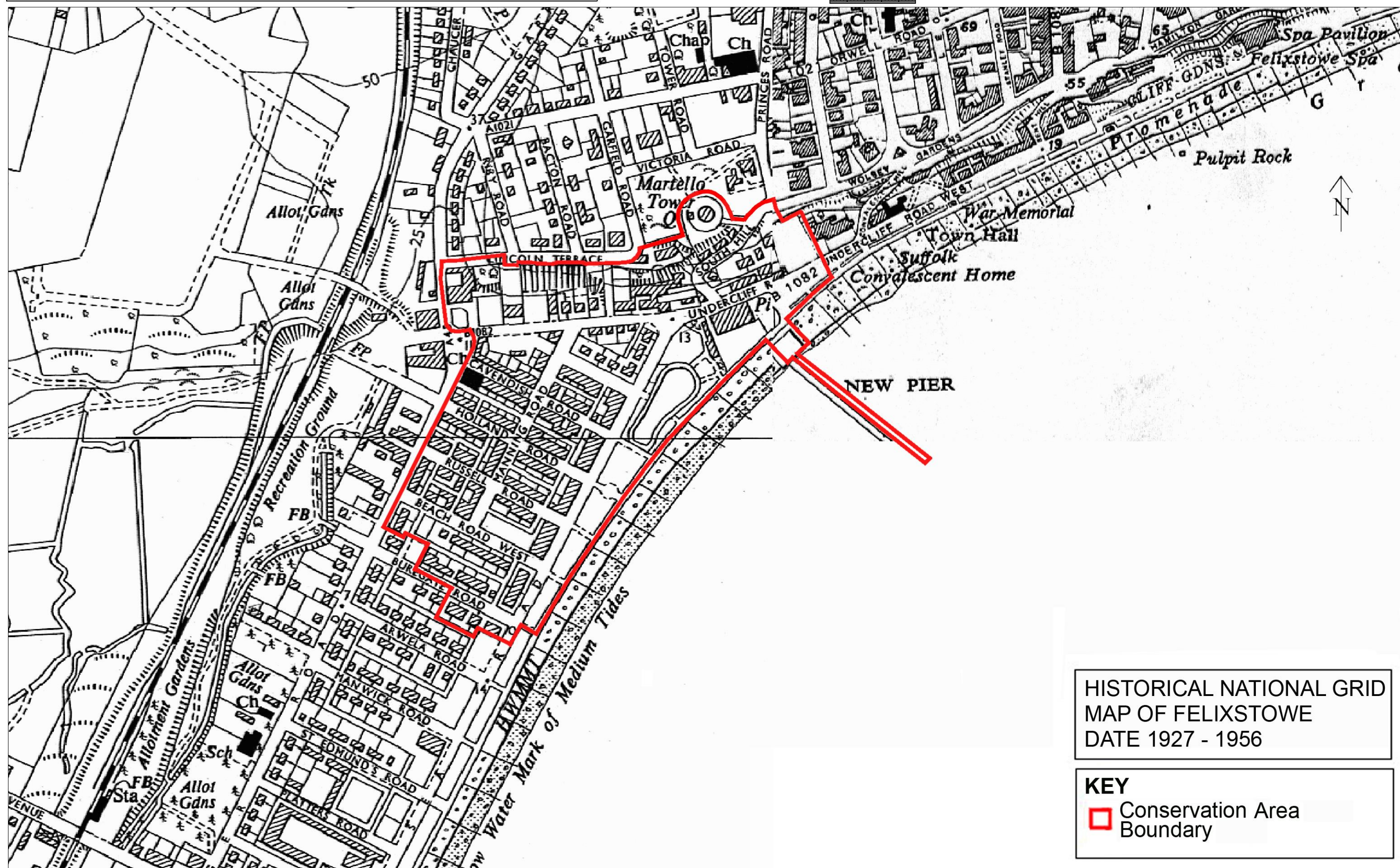
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Scale:1:2000 at A1

Scale
0 20 40 60 80 100 m

Figure 9 (e)



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Figure 9 (f)

Scale:1:2000 at A1

Scale
0 20 40 60 80 100 m

