

Canvey Island Seaside Heritage Project

Historic Urban Characterisation Report



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Introduction

This report details the historic development and character of the Essex coastal resort of Canvey Island. Forming part of Essex County Council's Seaside Heritage Project (funded by Essex County Council, English Heritage, Tendring District Council, Colchester Borough Council and Southend Unitary Authority) it is one of a series of reports whose purpose is to examine, explore and explain the growth and consolidation of Essex coastal resorts and to outline recommendations for the future conservation of its distinct character zones and many historic buildings and structures of significance.

Each report will include a historical narrative and a character assessment of the historic urban area. The Project seeks to identify the various factors which led to the growth of the resorts and explores what makes each resort different in character and potential. In addition to an overall analysis of the 'life cycle' of each resort, the Project characterises the spatial urban growth and presents the findings via a series of chronologically based GIS generated maps. Fieldwork determines what survives today within each urban character defined and a Gazetteer of significant structures is presented. The results of this Project will form the basis of a synthetic report presenting a comparative regional overview of the seaside heritage of Essex.

Canvey Island Summary Narrative

Up until the late 19th century Canvey was primarily an agricultural island of reclaimed land. The 17th century Dutch engineers who constructed the sea walls and sluices which made Canvey habitable were given land as payment and many of them did settle on the island. They have left a legacy in the reclamation work itself and in Canvey's street names (a third of which are Dutch) but culturally their influence is negligible as most had left by the end of the 17th century.

Canvey's history as a seaside resort could be taken as beginning in the 18th century with middle class visitors partaking in the excellent wild fowling and other sporting and country pursuits offered on the island. But it is not until the very end of the 19th century that large numbers of visitors began to take an interest in the island. The agricultural depression of the 1880s brought about the changes. Suddenly centuries of painstaking husbandry and back-breaking effort were cast aside as Essex farmers discovered that they could not compete with the prices of imported wheat, meat and wool. Farms were abandoned and a landowner lucky enough to find a buyer was frequently glad to be rid of a millstone. In no time at all good farming land reverted to rough pasture and untended marsh. Abandoned agricultural land was appealing to the growing influx of visitors to the island. These were not country squires looking for good wildfowling but rather the working classes seeking a cheap 'place by the sea' where they could enjoy the sea air and the tranquil countryside. Given Canvey's proximity to London it is not surprising that many of these new holiday homers were Londoners escaping the city smog. Many of these new visitors sought more than a brief holiday, the island's landowners offering cheap plots of land on which the newcomers could construct their own holiday homes.

This activity caught the attention of property developer Mr Frederick Hester who saw the opportunity to take advantage of the expansion of the London Tilbury & Southend Railway line from Fenchurch Street to Southend-on-Sea which stopped at Benfleet Station. He then purchased Leigh Beck Farm in 1899 and started to develop the Southview Park estate with the construction of a number of two-roomed bungalows which were erected on concrete footings. Hester promoted his development as the ideal holiday retreat for Londoners seeking to escape the smog of London and enjoy the wholesome ozone of Canvey.

From the start Hester had ambitions for Canvey beyond a simple plotland development. He envisaged its development as a 'health and pleasure resort'. His rather grandiose scheme included plans for a promenade and pier on the river front and a glass Winter Gardens and Palace which was to include a Venetian canal. Hester decided to address the issue of transporting his customers from Benfleet station to his developments. In 1901 Hester planned a rail link across Benfleet Creek to the mainland, but its cost proved prohibitive so instead he developed a 'Mono-Rail Tramway'. Six miles of attractions such as botanical gardens were planned (all encased in a series of greenhouses) but only two miles were constructed. .By November 1904 work on the £14,500 electric tramway, pier and Winter Gardens was stopped. Unfortunately in 1905 a meeting of his creditors resolved that he should be declared bankrupt. The Winter Gardens, the pier and the tramway were dismantled. Local creditors took over the unsold plots and attempted to sell them at a discounted price.

After World War I plotland development continued apace; between the wars Canvey Island was the fastest-growing resort in the country. In 1919 the Canvey Island Supply Company was founded by Mr E.E.O Lawrence to supply plotholders with building materials. To cope with the marshland conditions, the building materials were delivered by horse-pulled carts fitted with runners instead of wheels. Plotholders could purchase a factory-made bungalow and have it erected by a local builder or they could construct a bungalow from corrugated iron and erect it themselves. During the 1920s and 1930s, although still seen primarily as a holiday retreat, considerable numbers of London commuters began to make Canvey their year round home. People made their own bridges across the many dykes which drained the island and by the end of the 1930s the road bridge from South Benfleet made the island far more accessible. At this time the western part of the island, in spite of local opposition, was becoming increasingly industrialised with development by the petro-chemical industry.

After the end of World War II the population of Canvey doubled to about 10,000 between 1945 and 1947. The island took on the character of 'a suburb by the sea' rather than a holiday retreat. The 1951 census recorded that more than three quarters of the dwellings on Canvey were "light structures of the bungalow or chalet type" with one to four rooms. During the night of 31st January / morning of 1st February 1953 the whole east coast suffered one of the worst incidences of flooding in recorded history and Canvey Island was the worst affected of all the coastal

resorts. The flood water was twenty feet deep in some places; property was destroyed and fifty-eight people lost their lives. Canvey took several years to recover from this disastrous event. The sea defences for the residential part of the island were rebuilt three feet higher than the 1953 sea walls. Dams were built across the two main creeks (Tewkes Creek and Smallgains creek) to further strengthen the sea defence. Today the flood defences comprise a concrete seawall, flood sirens and an internal surface storm water drainage system.

Following the 1953 floods the local authorities realised they had to act to encourage people to live and invest in Canvey and to persuade them it was safe to do so. To this end the Urban District Council and Essex County Council collaborated to move several hundred 'overspill' families from metropolitan Essex (Dagenham and Walthamstow). Private house construction also flourished with Canvey able to offer more affordable housing than other parts of South Essex. The population of Canvey grew apace with 33,000 residents by 1980 and resort activity has continued with establishments such as Thorney Bay Beach Camp.

Location

Canvey Island is a small island of some 4000 acres of marshland (approximately seven miles long by four miles wide) situated in the Thames estuary. Its proximity to London (approximately 30 miles) has resulted in a historical link with the capital and many of its residents originally moved out of London to settle in Canvey. It lies entirely below sea level and would be completely flooded every Spring tide if it were not heavily protected by a series of sea walls.

The island is connected to the mainland by two road bridges: the A130 (Canvey Way) and the B1014 (Canvey Road). The two lanes of the A130 are currently the island's main access route crossing East Haven Creek to Bowers Gifford where it joins the A13 (the primary route from London to Southend). The second access route is the B1014 utilising Canvey Road Bridge (or Canvey Bridge) which crosses Benfleet Creek to South Benfleet where it links to rail services to London and Southend. The Canvey Road Bridge (built 1973) replaced the island's first bridge to provide access to the mainland, the Colvin Bridge built in 1931. The Colvin Bridge had been a 91 m long structure with a sliding 18m long central section which could retract to allow boats to pass along Benfleet Creek. Prior to the construction of the

Colvin Bridge the islands only access to the mainland was by rowing-boat ferry or by a gravel causeway or stepping stones at low tide.

Canvey's early history

Canvey Island is rich in history dating from the Iron Age / Roman period as evidenced by a number of 'Red Hills' (salt working sites) on the island (EHER Nos.7074; 9655-7; 9574; 9658; 9667-9; 9658-66) particularly clustered around the Leigh Beck area.

The name Canvey is Anglo-Saxon in origin and means 'The Island of Cana's People'¹. It seems likely that the island was fairly sparsely inhabited at this time with their activities centred around sheep rearing. This low-lying marshy island would have been suitable for sheep grazing but not for year round occupation because of its susceptibility to flooding. A cheese-making industry using ewe's milk grew up and became justly renowned.

During the fourteenth century most of Canvey was under the possession of John de Apeton whose descendants continued to be major land owners well into the seventeenth century. It was one such descendant, Sir Henry Appleton, who in 1622 instigated a project to reclaim a substantial amount of land and to build a sea wall as protection against the river Thames. The scheme was managed by a friend of Appleton's, Joas Croppenburg (a Dutch haberdasher living in Cheapside, London). It was agreed that the payment to the Dutch for the work would be a grant of one third of the island. It is believed that a relative of Croppenburg, Cornelius Vermuyden, oversaw the work. Vermuyden was already present in England on a commission to drain the Fens and was also involved in repairing the seawall at Dagenham. The Dutch set to work on Canvey and a 300-strong Dutch workforce successfully reclaimed 3,600 acres by walling the island with local chalk limestone and local heavy clay, faced along its main length with Kentish Ragstone. A broad inland drainage ditch was dug to collect excess water which could then be discharged back onto the sea by means of seven sluices (later known as the Commissioners Dykes) (McCave 1985).

Dutch occupation

A considerable number of the Dutch workforce took land as payment and settled on Canvey. In 1628 two hundred Dutch workers petitioned King Charles I to allow them to worship in their own language. Their request was granted and a timber chapel was built and the Dutch community elected Cornelius Jacobsen as their minister. This was the first church to be built on Canvey and remained exclusively for the use of the Dutch community. The church was rebuilt in 1712 and finally demolished 1745 by which time many of the Dutch settlers had left the island. A new church was constructed, dedicated to St Katherine, this time for the use of the entire Canvey community.

The Dutch settlement is evidenced today by road names (about one-third of all Canvey street names are Dutch) and two 17th century Dutch Cottages which are still standing in the area known as Dutch Village. The local secondary school bears the name The Cornelius Vermuyden School.

Canvey 1800 – 1890

Being situated on the coast and not easily accessible from the land (access was by boat or by stepping stones up until a bridge was built in 1931) Canvey was reputed to be the haunt of smugglers and bareknuckle prizefighters. Much of this activity was said to take place in and around the 17th century Lobster Smack Inn (mentioned by Charles Dickens in his novel *Great Expectations*). In an attempt to limit activity a watch tower was built close to the Inn, overlooking the sea wall, and the coastguard at Hole Haven was strengthened to employ a Chief officer, Chief boatman, two commissioned boatmen and four boatmen. No doubt some smuggling activities went unreported and the parish church was reputedly considered a safe haven for contraband (Whitcomb 1982).

The solitude of Canvey also had an appeal to visitors. The 1823 edition of 'The Steam Boat Companion' paints an enchanting rural scene for the visitor to enjoy and hints at the beginnings of Canvey's appeal as a resort: "in the centre (of the island) is a lake near one mile over, affording in the winter rare amusement for the sportsmen for their wild ducks.... are to be found there in abundance. In spring and summer the Aurelian

(insect collector) may pursue his pleasure to the highest advantage, for the border of the pool is fimbriated with a great variety of flowers”.¹

Canvey was still primarily an agricultural community with events such as the annual June fair at the Lobster Smack Inn providing the only distraction from the usual mundane course of the island’s agricultural life. Nonetheless Canvey had an appeal to genteel visitors looking forward to sporting pursuits or simply to enjoy the ozone and the countryside; Canvey was “a green-walled park, the boundaries of the seawall enclosing the district from the sea”.²

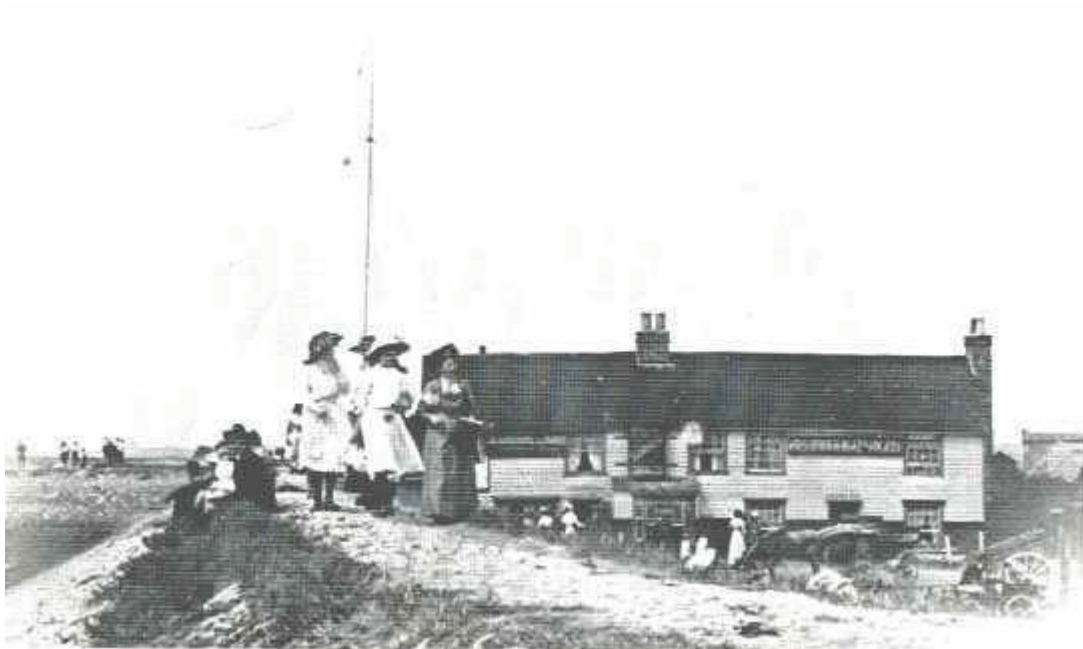


Figure 1 The Lobster Smack Inn during the late Victorian period

During the second half of the 19th century some small developments began to take place: Canvey’s first village school was built in 1874 (now demolished), opposite St. Katherine’s Church. In 1889 a village pump was located at the junction of Hole Haven Road and Ye Olde Red Cow public house; the pump was sheltered by a thatched roof and became the focal point of the community.

¹ 1823 The Steam Boat Companion

² Ibid.

The agricultural depression of the 1880s, however, brought a startling change to this Thames-side community. Suddenly centuries of painstaking husbandry and back-breaking effort were cast aside as Essex farmers discovered that they could not compete with the prices of imported wheat, meat and wool. In parts of the county - and in this respect Canvey was no exception - farms were abandoned and a landowner lucky enough to find a buyer was frequently glad to be rid of a millstone. In no time at all good farming land reverted to rough pasture and untended marsh, farm buildings were left unoccupied and fell into disuse and decay.



Figure 2 Map showing the rural nature of Canvey Island in 1895 OS 2nd edition 25"

The Health Resort

Towards the end of the 19th century change began to happen. Londoners purchased cheap plots of land on Canvey Island on which to build their own holiday homes. This activity caught the attention of property entrepreneur Mr Frederick Hester who saw the opportunity to take advantage of the expansion of the LT&SR railway line from Fenchurch Street to Southend-on-Sea which stopped at Benfleet Station (within close proximity of Canvey Island). Hester publicised his development with posters displayed at London railway stations and distributed flyers promoting Canvey Island as a "new health and pleasure resort". He then purchased Leigh Beck Farm in 1899

and started to develop the Southview Park estate with the construction of a number of two-roomed bungalows which were erected on concrete footings. Hester promoted his development as the ideal holiday retreat for Londoners seeking to escape the smog of London and enjoy the wholesome ozone of Canvey and promised prospective purchasers a free train ride and lunch. The bungalows proved very popular with Londoners who provided a ready market. Encouraged by his success, Hester then bought further land on Canvey, divided it into small plots which he sold on to his waiting customers. The small plots were 15 feet wide by 60 feet deep and were set out in a gridiron road layout. In 1901 Hester offered 20,000 plots for sale by auction on site at Canvey, most realised about £5 each. By 1902 Hester had purchased approximately half of Canvey Island with plots selling at about £7 each.³

From the start Hester had ambitions for Canvey beyond a simple plotland development; he envisaged its development as a 'health and pleasure resort' renaming the island 'Canvey-on-Sea' and seeing his resort as a 'Little Holland'. His rather grandiose scheme included the construction of a promenade and pier on the river front and a glass Winter Gardens and Palace which was to include a Venetian canal. Around 1902 Hester started to develop the Winter Gardens (originally called "The Vermuyden Summer and Winter Gardens"). Originally six miles of attractions such as botanical gardens were planned (all encased in a series of greenhouses) but only two miles were constructed. The two miles of greenhouses had electricity (before Canvey residents had mains electricity), heated greenhouses, fish ponds, fountains, cafes, restaurants (manned by 'Dutch' waiters) and a Poet's Corner featuring busts and statues (two of these busts survive, of Shakespeare and Robbie Burns, and are stored in St. Katherine's Church).

³ Arcadia for All The Legacy of a Makeshift Landscape 2004 Dennis Hardy and Colin Ward



Figure 3 A rare photograph by H.G. Axtell of the interior of one of the Winter Garden greenhouses c.1908⁴

Hester's Venetian Canal complex was to have been centred on the Knightswick Farm Lake and was to have featured illuminated gondoliers and punts. Photographs of the Winter Gardens are rare but an undated photograph showing Powell's Stores at the turn of the century has a number of greenhouses adjacent, Bullock suggests that these belong to the Winter Gardens. Hester's pier was located opposite the now Westcliff Gardens, but only 122m were built and it was later dismantled and replaced by the Chapman Yacht Club Jetty.⁵

⁴ copyright canveyisland.org

⁵ David Bullock The Story of Hester's Canvey Island www.canveyisland.org



Figure 4 Powell's Stores (date uncertain) with greenhouses to the left. possibly Hester's Winter Gardens?

At this time Hester lived on Canvey in a six-bedroom Swedish-style bungalow located in an area known as "Temple Bar" close to the Winter Gardens. Hester had a 50 feet high tower constructed complete with show bungalow on the top from which customers could view vacant land plots (this was demolished in 1909). Plans from the time (ERO D/RR/5/2/5) show two slightly different designs of bungalow located either side of the Winter Gardens. ⁶

⁶ David Bullock The Story of Hester's Canvey Island www.canveyisland.org



Figure 5 Hester's viewing tower c.1901

Hester decided to address the issue of transporting his customers from Benfleet station to his developments. In 1901 Hester planned a rail link across Benfleet Creek to the mainland, but its cost proved prohibitive so instead he developed a 'Mono-Rail Tramway'. In 1904 the track was laid (its exact route is unclear but it may have run from the ferry to the Winter Gardens and possibly as far as shell beach). Initially the Mono-Railway was a modest horse-drawn affair but electrification was planned. Four twenty-five seater red and gilt electric tramcars were built and delivered to Canvey (bearing the livery 'Venice-on-Sea and Canvey' after his plans to develop the Venetian canal) but they were never put into use. By November 1904 work on the £14,500 electric tramway, pier and Winter Gardens was stopped. Unfortunately in 1905 a meeting of his creditors resolved that he should be declared bankrupt (in 1906 the London Bankruptcy Court found that his liabilities were £85,393). The Winter Gardens, the pier and the tramway were dismantled. Local creditors took over the unsold plots and attempted to sell them at the discounted price of about £3 per plot. By 1914 the average selling price had dropped to eleven shillings and sixpence.



Figure 6 Frederick Hester's horse-drawn 'Mono-Railway' c.1904

Hester's plans failed because he did not invest in projects that would show an immediate return. Even his land sales were spread over sixteen monthly instalments after payment of an initial deposit. His expenditure massively outpaced his income with disastrously predictable results. Nevertheless Hester had introduced Canvey Island to East Londoners as an affordable holiday retreat the cheapest place for a seaside holiday. In 1906, the year that the tram rails were taken up the first bus service was operating. Londoners attracted to Canvey found that sometimes they did not even have to purchase a plot of land; they simply erected a tent or simple structure and laid claim to the plot.

The Interwar Period

In 1919 the Canvey Island Supply Company was founded by Mr E.E.O Lawrence to supply plotholders with building materials. To cope with the marshland conditions, the building materials were delivered by horse-pulled carts fitted with runners instead of wheels. Plotholders could purchase a factory-made bungalow and have it erected by a local builder or they could construct a bungalow from corrugated iron and erect it themselves. As the Canvey population steadily increased, pressure grew for regulation regarding the types of construction. The Canvey Island Public Interests Committee, formed in May 1921, put pressure on the local authority to regulate

building and asked that “eyesores should be forbidden”. As a result the local authority said that a bungalow should not be erected on a site less than 3,600 square feet (four Canvey plots). In 1926 Canvey became an urban district council and the new council set about eradicating some of the worst structures (these included railway carriages and buses) (McCave 1985).

During the 1920s mains water had to come from the thatched-roofed pump at the village, in the centre of or literally from the roofs of bungalows where it drained into galvanised steel tanks.

Residential development continued apace during the 1920s and 1930s. Although still seen primarily as a holiday retreat, considerable numbers of London commuters began to make Canvey their year round home. People made their own bridges across the many dykes which drained the island and by the end of the 1930s the road bridge from South Benfleet made the island far more accessible. Builders offered brick-built bungalows for sale and estate agents offered plots for sale at locations such as Furtherwick Park, Kloster Park, Oysterfleet, Water Gardens and Sixty Acres. By 1936 all of the island had mains sewers and by 1939 most bungalows had mains water, gas and electricity.



Figure 7 Plotland bungalows 1920s

At this time the western part of the island, in spite of local opposition, was becoming increasingly industrialised with development by the petro-chemical industry. The eastern part of the island was promoted as a seaside resort “offering the visitor

ozone which few seaside resorts could equal”⁷. In addition to Canvey’s residents many hundreds of London day trippers visited during the summer months, providing a vital income to local businesses.



Figure 8 A rare survivor of an original 1920s plotland bungalow, St Annes Road (photo ECC September 2009)

Entertainments

- Andrew’s Amusement Arcade, opposite the Pavilion, offered all sorts of thrills, a merry-go-round, helter skelter, coconut shy, rifle range with real Winchester repeaters, and much more. Rivalling this, at the end of Seaview Road was Sutherland’s Silver Fun City, offering much the same.
- Further along the front was The Beach House, a crenellated boarding house, with room for tents in the garden, plus grass lawn tennis courts. Opposite, on the seaward side of the wall was one of the several jetties from which motor boats plied their trade taking holiday- makers to Southend or even to far off All Hallows on the Kent side of the estuary (McCave 1985).

⁷ David Bullock The Story of Hester’s Canvey Island www.canveyisland.org

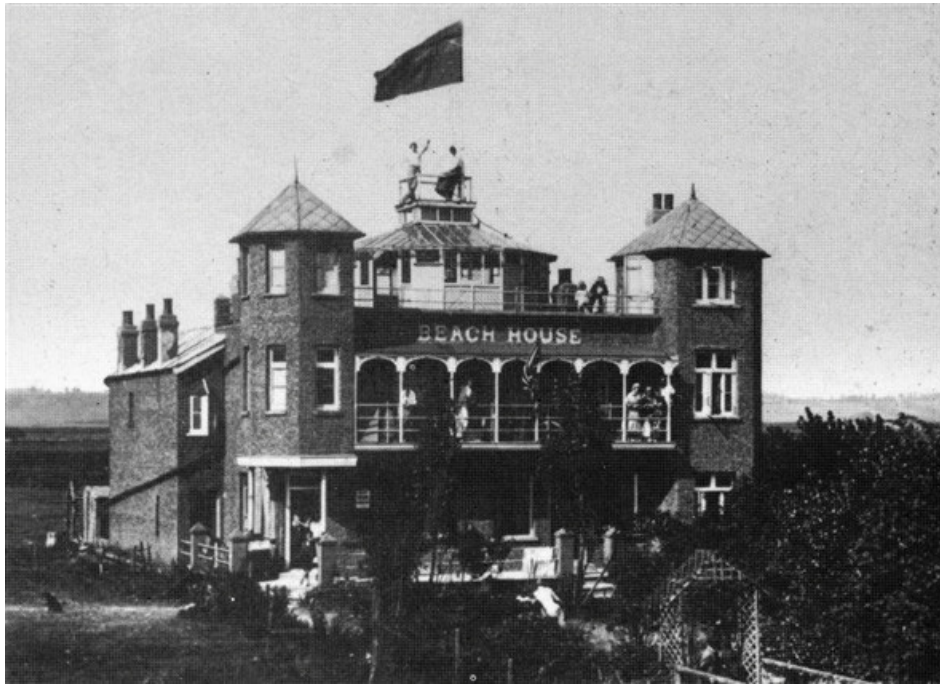


Figure 9 The Beach House in the 1920s

WWII

Canvey Island was a restricted area during World War II (as was all of the east coast) but many Londoners who had holiday homes on Canvey took refuge on the island from the persistent German bombing raids on the capital.

Canvey was well protected from the threat of German invasion with a line of concrete pillboxes along its coast, two coastal artillery batteries and two Heavy Anti-Aircraft Gun batteries. Concrete barges were positioned just off the coast to act as a sea barrier and also to provide mounting points for anti-aircraft guns.

Surviving WWII structures on Canvey Island

EHF No. / SAM No.	Description
7165	6 Pounder Coastal Artillery Battery constructed in 1940 to guard against forays by torpedo boats. Only one building survives tentatively identified as an ammunition store. ⁸
7216	6-inch Coastal Artillery Battery, Deadman's Point. See description under Surviving WWI structures (p.00). Originally constructed during WWI, it was re-opened in 1938 and manned until 1945. Very little now survives of the battery (although a whole range of buildings including an Officer's Mess and air raid shelters were extant in 1997) ⁹
10798	Pillbox square type FW3/26 located close to Haven Road.
10799	Pillbox double-ended hexagonal, bisecting sea wall, located NW of Holehaven Point.
14734 / SAM 32432	HAA Gun Site 'TN7 Furtherwick'. Originally had six guns mounted within emplacements, an on-site magazine bunker and a command post. All now buried.
14735 / SAM 32433	HAA Gun Site 'TN8 Northwick'. Originally had four guns mounted within emplacements (3 survive, one may survive below ground), an on-site magazine and a command post.

⁸ Survey of World War Two Defences in the District of Castle Point 2007 Fred Nash for A.G.E.S
Amateur Archaeology association and Essex County Council

⁹ Ibid

Thorney Bay on the southern coast of the island was the site of a degaussing station built to monitor the effectiveness of the degaussing equipment functioning on board the allied ships passing along the Thames.

Postwar Canvey

At the end of the war the population of Canvey doubled to about 10,000 between 1945 and 1947. The island took on a character of 'a suburb by the sea' rather than a holiday retreat. The 1951 census recorded that more than three quarters of the dwellings on Canvey were "light structures of the bungalow or chalet type" with one to four rooms. One fifth of the residents were elderly and one sixth of the dwellings were used for summer and week-end occupation. Clearly most of the Canvey Island inhabitants were by this time permanent year-round residents, the railway at Benfleet providing the necessary links for access to jobs off the island.

Some developments were still focused on the resort side of Canvey, however, and in 1947 the land to the west of Thorney Bay was bought by a newly formed company which intended to build a holiday camp but in the interim allowed tented camping. It became Thorney Bay Beach Camp and was developed by Lt. Col. Horace Percy Fielder into "a low-price working man's Riviera".

Flooding and sea defences

Canvey has struggled to keep the sea at bay by constructing sea defences since medieval times. The continuous sea wall constructed by the Dutch in 1622 was not entirely effective in preventing floods happening sporadically during the 18th and 19th centuries. However, one event during the mid 20th century stands out as the most disastrous episode of flooding in its history. During the night of 31st January / morning of 1st February 1953 the whole east coast suffered one of the worst incidences of flooding in recorded history and Canvey Island was the worst affected of all the coastal resorts. A huge storm surge and north-westerly gales combined to raise the level of the tide in the Thames estuary (a tunnelling effect pushed the tide to over eight feet higher than was originally predicted). The sea walls protecting the eastern

side of the island partially disintegrated under the enormous pressure from the excessive tide. The flood water was twenty feet deep in some places; property was destroyed and fifty-eight people lost their lives.

Canvey took several years to recover from this disastrous event. The sea defences for the residential part of the island were rebuilt three feet higher than the 1953 sea walls. Dams were built across the two main creeks (Tewkes Creek and Smallgains creek) to further strengthen the sea defence.

Today the flood defences comprise a concrete seawall, flood sirens and an internal surface storm water drainage system (discussed fully in Section 00).

Increasing industrialisation

The industrialisation of Canvey Island started in the 1930s with the construction of oil storage tanks at Hole Haven in 1936 (the first place to be bombed in 1940) and recommenced in 1959 as part of a pioneering Anglo-American project designed to assess the viability of transporting liquefied natural gas overseas. A gas terminal with two one thousand tonne capacity storage tanks was constructed at the site alongside the oil terminal. Although liquefied gas was successfully transported to the storage facility from Louisiana, USA on several occasions, the discovery of North Sea oil and gas limited the life of the project.

In 1973 planning permission was granted for Occidental Petroleum to construct an oil refinery west of Hole Haven. This was later revoked when a report in 1975 by the Health and Safety Executive concluded that the residents of the islands would face an unacceptable risk should the development go ahead. The Occidental site was abandoned in 1975 leaving a half-built oil refinery, storage tanks and an unused mile long jetty. Because the foundations of the 100 hectare site were prepared by laying thousands of tonnes of silt dredged from the Thames, the abandoned and undisturbed area has flourished as a haven for wildlife and it has one of the highest levels of biodiversity in western Europe. Now known as “Canvey Wick” the area is a designated SSSI. Marshland to the west adds to the biodiversity with 30 acres known as West Canvey marshes acquired by the RSPB in 2007.

Residential growth

Following the 1953 floods the local authorities realised they had to act to encourage people to live and invest in Canvey and to persuade them it was safe to do so. To this end the Urban District Council and Essex County Council collaborated to move several hundred 'overspill' families from metropolitan Essex (Dagenham and Walthamstow). Private house construction also flourished with Canvey able to offer more affordable housing than other parts of South Essex. The population of Canvey grew apace with 33,000 residents by 1980.

During the 1960s redevelopment plans by Canvey Council upgraded roads and brought mains drainage to most areas. However, two of Hester's original plotland developments, Winter Gardens and Sixty Acres were not included in the redevelopment. The Council adopted a policy of acquiring the plotland properties as they became vacant but did not necessarily develop them straight away. This encouraged firms of 'land grabbers' who laid claim to vacant plots on a wide-scale. The re-organisation of local government in 1974 absorbed Canvey into Castle Point District Council who have adopted the policy of only allowing plots to be developed if there are two or more plots vacant together. This is intended to decrease the high density of housing (Hardy and Ward 2004).

Entertainment

In recent decades Canvey Island has suffered the fate of many seaside resorts with many holidaymakers now preferring to holiday abroad. During the course of the 1960s, 1970s and 1980s formerly popular resorts including Southend-on-Sea and Canvey Island went increasingly out of fashion.

Canvey Island was an influential destination in the 1970s for artists of the 'Pub-rock' genre of music while also being home to "Canvey Island's finest" band Dr Feelgood. Pub Rock was essentially a live phenomenon. Crowds packed into pubs to watch bands pumping out high-energy R&B or English rock & roll. All of the original

members of Dr Feelgood: Lee Collinson (later Lee Brilleaux); Wilco Johnson; John Martin and John Sparks lived on Canvey Island and frequently played in Canvey pubs (including the Oysterfleet and Admiral Jellicoe). An annual pilgrimage by Dr Feelgood fans takes place in the summer months. The 'Lee Brilleaux Memorial Show' and Walk comprises a gig at the Oyster Fleet Hotel and a walk around Canvey starting at the Lobster Smack Inn.

Historic Environment Characterisation

Historic Urban Character Areas

HUCA 1 Historic Canvey Village

This character area encompasses the Canvey and Dutch village areas of the island and a small historic area inland from Holehaven Point. The area is rich in historic assets and has the only two Dutch cottages (17th century) to survive on the island. The area is centred on the junction of Canvey Road and Haven Road where commercial activity is primarily located. St. Katherine's church on Canvey Road would have formed a focal point of the village in the 17th, 18th and 19th centuries but is now a heritage centre. Residential housing is mixed with bungalows, terraced cottages, semi-detached and detached housing. The area inland from Holehaven Point has contemporary historic assets such as the Lobster Smack Inn and a row of Coastguard Cottages.

HUCA 2 Leigh Beck

Forming a large section of the eastern residential area of the island, this character area would have included many plotland homes. Some of the earliest Frederick Hester bungalows were located here at the turn of the century e.g. Lotem Road. The street grid represents the 'footprint' of the plotland development but this has been 'thinned out' by combining plots as they have become vacant; effectively reducing the density of development (although it is still fairly dense). Very few plotland homes remain (much having to be rebuilt following the 1953 floods); although they do exist with some 1920s-30s bungalows surviving. Elsewhere replacement bungalows have

been constructed but still retaining the footprint of the original plotland development. Leigh Beck has the major commercial centre on the island along the High Street and Point Road. Numerous shops and services include a major supermarket, smaller specialist shops, restaurants and cafes.

HUCA 3 North Residential

A residential area characterised by high density housing, some reflecting the footprint of early 20th century plotland development. Although bearing the historically significant name 'Winter Gardens' (after Frederick Hester's planned resort) the western half (3.1) is now characterised by 1970s to 1980s mixed housing (terraced, semi-detached and detached). Commercial activity has spread along Somnes Avenue and Central Wall Road and the area has its own schools and recreational facilities. The western half (3.2) reflects the plotland grid pattern of development more obviously with a series of parallel roads and relatively small individual plots. Very few of the original plotland bungalows now survive.

HUCA 4 Central Residential

An area of high density mixed residential housing (much 1970s-1980s) including some 1950s bungalows. Services include schools, clinic, and recreation grounds. The area has few historic assets but does have a WWII Heavy Anti Aircraft Gunsite 'Furtherwick' situated north of Little Gypps Road (EHER No. SAM No. 32432). Commercial premises are primarily located along Long road.

HUCA 5 Newlands

An area at the far east of the island characterised by leisure facilities comprising Canvey Heights Country Park, chalets and caravan parks and playing fields

HUCA 6 Industrial and marshland

Located at the western extent of developed Canvey, south of Dutch Village, this area is characterised by heavy and light industry and marshland which has significance as an SSSI.

HUCA 7 Beach and Esplanade

Adds amenity value to the resort with a partially sandy beach. Sea wall incorporates beach level promenade. Assets include Labworth Café.

HUCA 8 Thorney Bay

Recreational area with large expanse of sandy beach and Thorney Bay Camp (chalet and caravan park).

Historic Urban Character Zones (HUCZ)



Figure 10 Canvey island Historic Urban Character Areas

The urban character zones are designed to interrogate the Historic Environment and in this case the built environment of Canvey in far more detail than the broader historic urban character area (HUCA) designations. To achieve this each HUCA is

sub-divided into smaller HECZs, each providing analysis, quantification and information suitable for strategic planning

Through the analysis of the main datasets, historic mapping, primary documentary research, the Essex Historic Environment Record (EHER) and secondary sources, it is possible to develop a number of character zones within the HUCAs. The descriptions of each zone seek to highlight their key characteristics and identify any particular significant aspects of the historic environment.

Each character zone is attributed a range of criteria, which are scored using a system based on that developed for English Heritages Monuments Protection Programme (MPP), modified to consider broader zones rather than individual assets. Whilst this scoring methodology is intended as a means to engage with the issues of sensitivity, value and importance, it is not designed to be definitive and may be subject to change.

The six criteria used for the character zones are:

- *Survival*
- *Documentation*
- *Group Value Association*
- *Potential*
- *Sensitivity to Change*
- *Amenity Value*

Each of the criteria above have been scored for each zone on a scale of 0-3, with 0 the lowest and 3 the highest.

Survival

This relates to the state of completeness of the range of historic environment assets within the character zone. The zone may be relatively well preserved or it may have been disturbed by hostile land use/development.

1 = *Zone extensively disturbed. Many assets disturbed or destroyed*

2 = *Zone has little disturbance but few known assets or has many assets but there have been adverse effects from development.*

3 = *Zone contains known assets which are well preserved.*

Documentation

The level of documentation for a zone reflects the extent of investigations that have taken place. Such work includes: historical documentation, field survey/recording, research project

1 = *Little or no documentation*

2 = *A range of documentation containing elements of the above*

3 = *A wide range of documentation*

Group Value Association

Two forms of association are considered: either with historic environment assets of a similar nature or historic environment assets of a similar date. For example a wide range of assets associated with a particular theme e.g. fishing industry would score highly as would a group of buildings/monuments of the same date but with a variety of functions.

1 = *Contains few historic assets of a similar date or nature*

2 = *Contains a limited range of historic environment assets which are related or of a similar date*

3 = *Contains a wide range of historic environment assets which are related.*

Potential

The potential is assessed with reference to the expected average circumstances within the zone. The score considers the nature of the historic environment assets based on current evidence and indicates the likelihood of further assets being present.

1 = *The potential for surviving historic environment assets within the zone has been significantly reduced e.g. by development*

2 = *There are limited known historic environment assets*

3 = *A range of high quality assets survive within the zone*

Sensitivity to Change

Each historic environment zone will be assessed with regard to the sensitivity of the area to development, specifically housing expansion. The score is an indication of the vulnerability of the historic environment assets within the zone to this type of change. A lack of sensitivity to change should not be taken as an indication that no historic environment mitigation would be required to accommodate development. It would be possible to consider sensitivity to other types of change e.g. flood risk management.

1 = The historic environment of the zone could accommodate some development, however specific historic environment assets may suffer adverse effects.

2 = Development is likely to have a considerable impact on the historic Environment character of the zone

3 = The zone's historic environment is highly sensitive to development

Amenity Value

Relates to the actual and/or potential amenity value of the historic environment zone.

The score may relate to uniqueness, historical associations, key landmarks, good access and interest for visitors and educational value etc.

1 = Historic environment does not lend itself to display or visitor attraction. Current knowledge gives limited potential for the historic environment to play a significant role in creating a definable and promotable identity to the area.

2 = Historic environment could or does help to define a sense of place.

3 = The historic environment plays or could play a key role in the zone's sense of place for local people and visitors. Contains assets which are, or could be, promoted for the benefit of local people or visitors.

Historic Urban Character Zones Descriptions

1.1 Canvey Village

Predominant Period:	modern
Secondary Period:	post medieval
Predominant Type:	residential
Secondary Type:	commercial

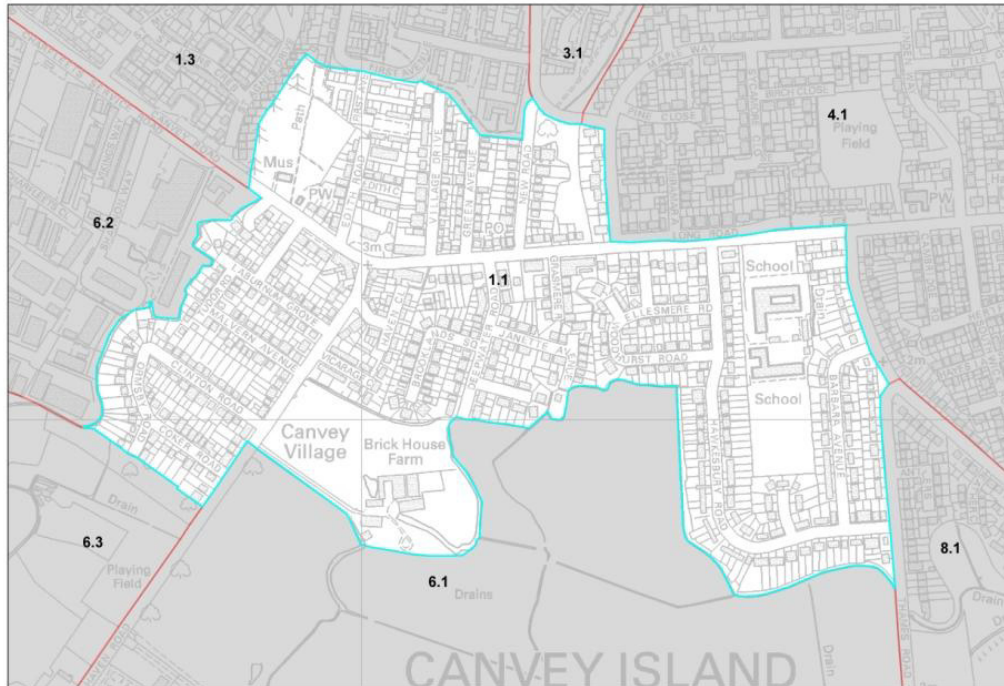


Figure 11 HUCZ 1.1 Canvey Village



Figure 12 Junction of Canvey Road and Haven Road, showing Dutch Cottage at 6 Haven Road

- Canvey Village is the historical centre of the island. Heritage assets include St. Katherine's Church, (now a heritage centre) the Dutch Cottage at 6 Haven Road and the King Canute Public House.

- It is an area of mixed residential housing with commercial activity primarily along Canvey Road / Long road centred on the junction of Canvey / Haven Road.
- Traffic through the Village is heavy as Canvey Road provides one of the major access routes into developed Canvey.

Survival	Good survival of some key historic assets	2
Documentation	Good historical documentation on growth of village from contemporary sources	2
Group Value Association	Historic assets form an important village group	3
Potential	Some potential to develop historic character of area	2
Sensitivity to change	Loss of historic assets would greatly impact on area	2
Amenity Value	Fairly good, could be enhanced further	2
Total		13

Key Issues

It is important to preserve the character of Canvey Village and in particular its historic assets. A high volume of traffic passes through this area along the A130 Canvey Road accessing other parts of the island. Historic assets such as the Heritage Centre within St. Katherine's Church are well signed but parking for visitors is difficult and opening hours are limited. An interpretation board outside the King Canute is well researched but is easy to miss and is located at the busy Canvey Road / Haven Road junction, not an ideal place for visitors to linger.

Recommendations

Historic assets should be preserved and enhanced with more interpretation and much has already been done towards this aim. There is however a sense of being

unable to enjoy the area as the volume of traffic is heavy along its main thoroughfare and parking is limited. More could be made of the Heritage Centre if the parking issue could be addressed.

1.2 Haven Drive

Predominant Period: modern
Secondary Period: post medieval
Predominant Type: residential
Secondary Type: leisure



Figure 13 HUCZ 1.2 Haven Drive

- Part of historic Canvey that has become isolated from the rest of the Village area.
- It represents a small group of historic assets which are now attracting new development around them.
- The character of the area is maritime and its primary historic assets have maritime associations: The 17th century Lobster Smack Inn and the Coastguard Cottages.
- Holiday chalets are located adjacent to the sea wall.
- New houses have been constructed surrounding the Coastguard Cottages. These are low density detached dwellings and do not detract from the historic assets.

Survival	Good survival of some key historic assets	2
Documentation	Good historical documentation on growth	2

	of village from contemporary sources	
Group Value Association	Historic assets form an important group	3
Potential	Some potential to develop historic character of area	2
Sensitivity to change	Loss of historic assets would greatly impact on area	2
Amenity Value	Fairly good, could be enhanced further	2
Total		13

Key Issues

It is important to preserve the historic assets of the area.

Recommendations

Historic assets should be preserved and enhanced with more interpretation. Any further development should be low density and should be in keeping with what is already in place.

1.3 Dutch Village

Predominant Period: modern
Secondary Period: post medieval
Predominant Type: residential
Secondary Type: commercial

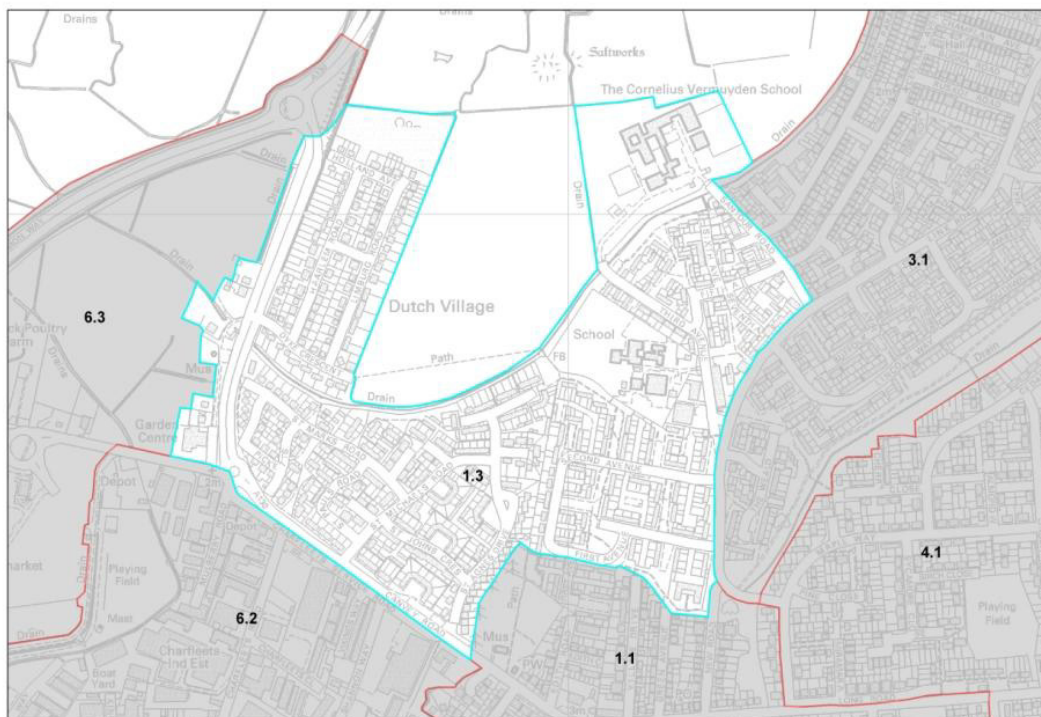


Figure 14 HUCZ 1.3 Dutch Village

- Area to north of Canvey Village with strong identity of Dutch settlement.
- Historic assets include the 17th century Dutch Cottage located off the A130.
- Mixed residential development with road names e.g. Holland Avenue, Haarlem Road reflecting the Dutch history.
- Modern school named after Dutch engineer 'The Cornelius Vermuyden School'.
- Closely linked to Canvey Village by way of historical associations.

Survival	Good survival of some key historic assets	2
Documentation	Good historical documentation on growth of village from contemporary sources	2
Group Value Association	With Canvey Village historic assets form an important group	3
Potential	Some potential to develop historic character of area	2

Sensitivity to change	Loss of historic assets would greatly impact on area	2
Amenity Value	Fairly good, could be enhanced further	2
Total		13

Key Issues

One of the major historic assets of the zone (Dutch Cottage off Canvey Road) can easily be missed as it is not visible from the A130 and the signing does not make it clear how to access the site. Once at the site however, there is plenty of parking available and the house is well presented. As with the Heritage Centre, however, the opening hours of the house are limited.

Recommendations

As with the other zones within the Historic Canvey HUCA it is difficult for the visitor to fully appreciate the historic assets of the area. The conservation of listed, locally listed or conservation area designated buildings should be integral to strategic planning for this zone. Impact of development or master plan proposals on standing buildings both listed and unlisted needs to be considered at an early stage.

2.1 Leigh Beck south of the High Street

Predominant Period: modern
Secondary Period: /
Predominant Type: residential
Secondary Type: commercial / leisure

- Only a very few original bungalows now remain e.g. in St. Annes Road.
- Most plots have been combined and larger dwelling constructed on the combined plot.
- Some roads still have bungalows built on comparatively small plots reflecting the original footprint of the plotland layout e.g. Station Road.
- Leisure facilities include Kismet Park.
- Commercial activity is spread along the High Street / Point Road.

Survival	Few plotland bungalows now remain	1
Documentation	Good historical documentation on growth of plotlands from contemporary sources	2
Group Value Association	Footprint of plotlands represented in street layout	2
Potential	Little potential to develop historic character of area	1
Sensitivity to change	Much change has already taken place	1
Amenity Value	Commercial hub	2
Total		9

Key Issues

High density housing but most are well maintained. A small number of original plotland bungalows still remain.

Recommendations

Surviving plotland bungalows should be regarded as historic assets and considered for local listing.

2.2 Leigh Beck north of the High Street

Predominant Period: modern
Secondary Period: /
Predominant Type: residential
Secondary Type: commercial

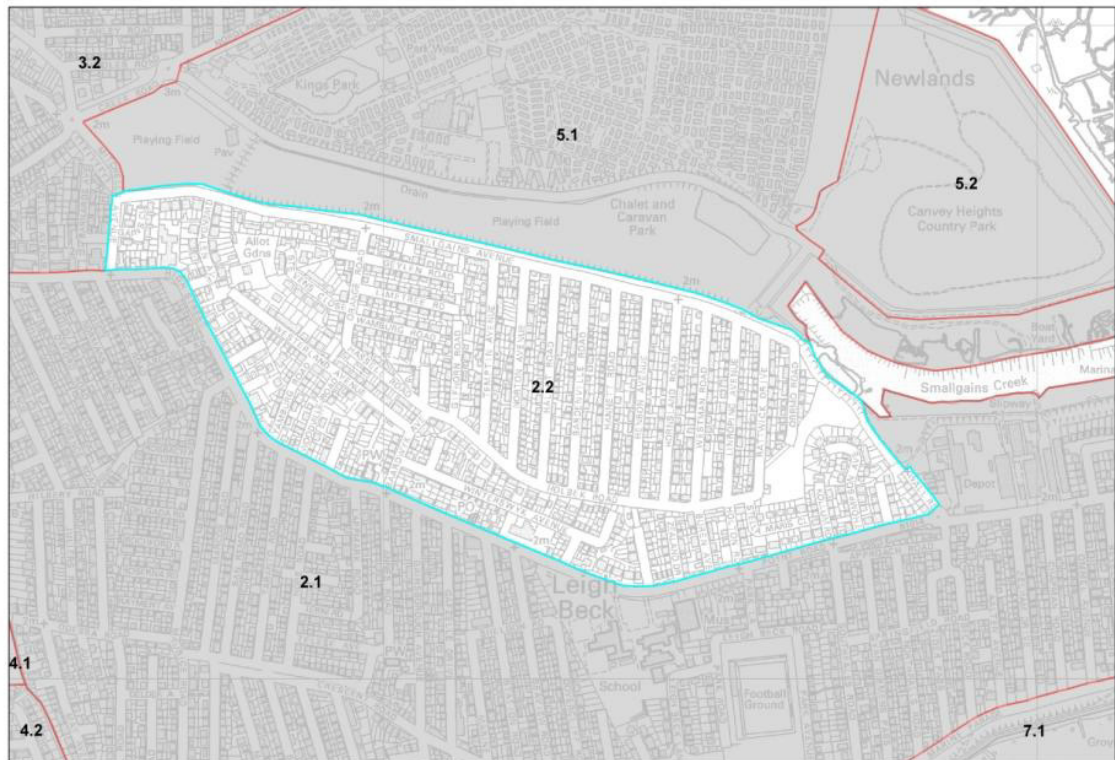


Figure 17 HUCZ 2.2 Leigh Beck north of the High Street



Figure 18 An original 1920s – 1930s plotland bungalow, Hassel Road

- 'Dutch' estate with high density residential housing.
- Most houses are bungalows or detached houses.
- A few original 1920s – 1930s bungalows remain
-



Figure 19 Bungalows in Baardwyk Road reflect the footprint of the plotland development

Survival	Few plotland bungalows now remain	1
Documentation	Good historical documentation on growth of plotlands from contemporary sources	2
Group Value Association	Footprint of plotlands represented in street layout	2
Potential	Little potential to develop historic character of area	1
Sensitivity to change	Much change has already taken place	1
Amenity Value	Insignificant	1
Total		8

Key Issues

High density housing but most are well maintained. A small number of original plotland bungalows still remain.

Recommendations

Surviving plotland bungalows should be regarded as historic assets and considered for local listing.

3.1 Winter Gardens

Predominant Period: modern
Secondary Period: /
Predominant Type: residential
Secondary Type: commercial

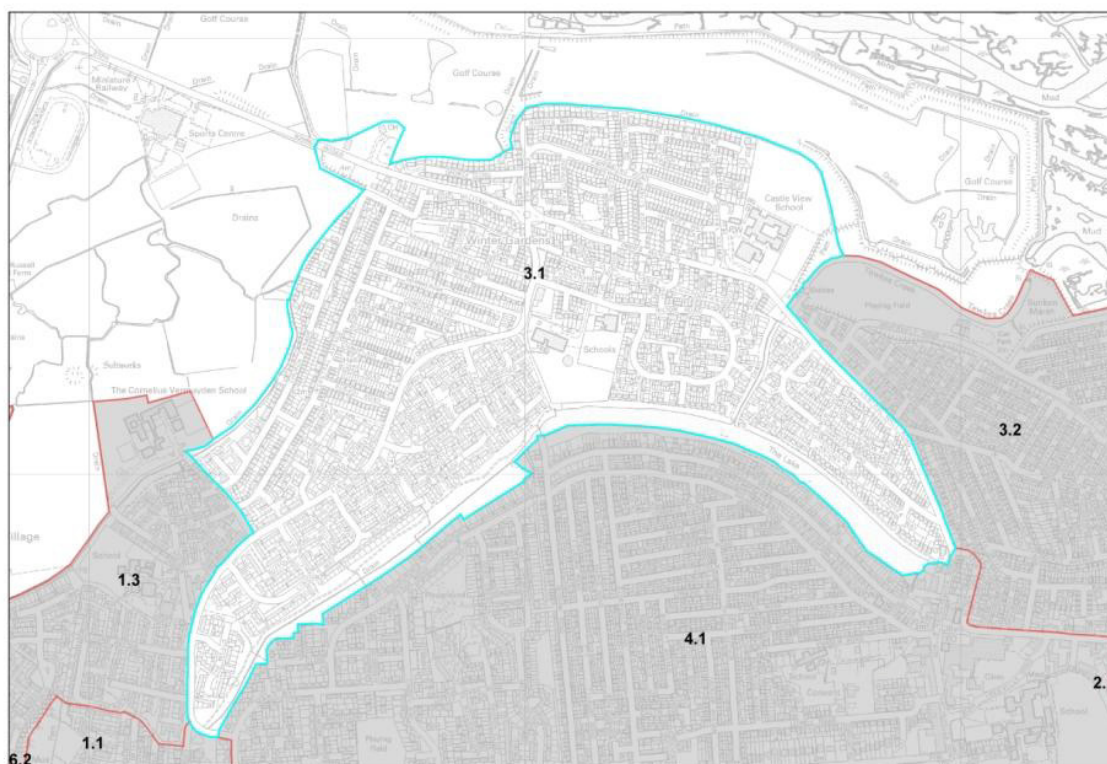


Figure 20 HUCZ 3.1 Winter Gardens

- Residential area characterised by high density housing some reflecting the footprint of early 20th century plotland development.
- Bears the historically significant name 'Winter Gardens' after Frederick Hester's planned resort.
- Now characterised by 1970s to 1980s mixed housing (terraced, semi-detached and detached) e.g. Tabora Avenue.
- Commercial activity is spread along Somnes Avenue and Central Wall Road and the area has its own schools and recreational facilities.

Survival	Few plotland bungalows now remain	1
Documentation	Good historical documentation on growth of plotlands from contemporary sources	2
Group Value Association	Much new development	1
Potential	Little potential to develop historic character of area	1

Sensitivity to change	Much change has already taken place	1
Amenity Value	Area includes The Lake	1
Total		7

3.2 Dutch estates / Tewkes Creek

Predominant Period: modern
Secondary Period: /
Predominant Type: residential
Secondary Type: commercial / leisure

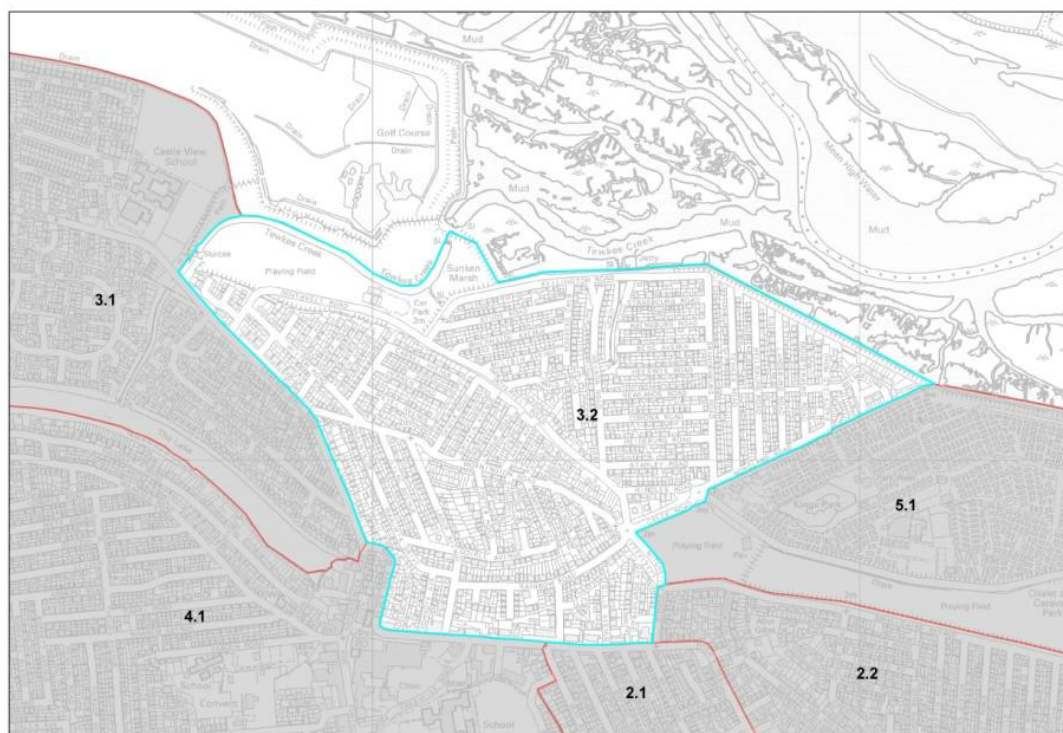


Figure 21 HUCZ 3.2 Dutch estates / Tewkes Creek

- Residential area with fairly high density housing; mostly detached bungalows.
- Footprint of plotland development still recognisable.
- Has some commercial activity along Dovervelt Road.
- Panoramic views to the north over Tewkes Creek



Figure 22 Views from the sea wall across Tewkes Creek

Survival	Few plotland bungalows now remain	1
Documentation	Good historical documentation on growth of plotlands from contemporary sources	2
Group Value Association	Much new development	1
Potential	Little potential to develop historic character of area	1
Sensitivity to change	Much change has already taken place	1
Amenity Value	Panoramic views across Tewkes Creek	2
Total		8

4.1 Central residential area (north)

Predominant Period: modern
Secondary Period: /
Predominant Type: residential
Secondary Type: commercial

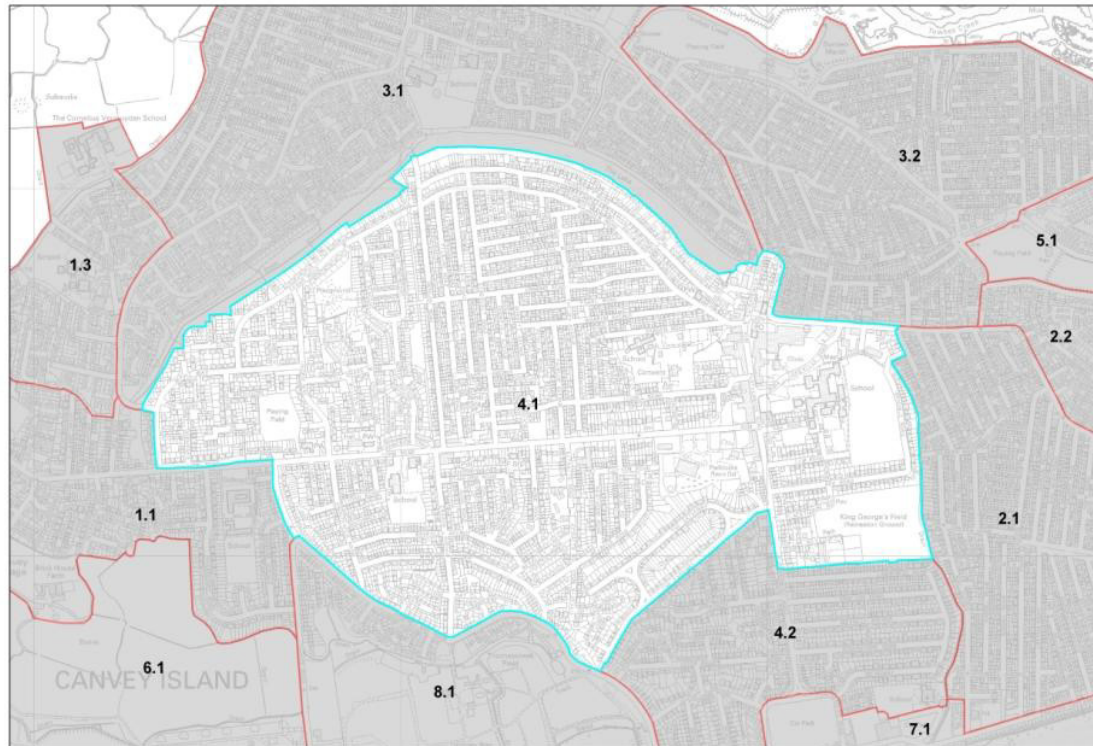


Figure 23 HUCZ Central residential area (north)

- An area of high density mixed residential housing (much 1970s-1980s terraced, semi-detached and detached chalet-style) but does include some 1950s bungalows.
- Services include schools, clinic, and recreation grounds.
- The area has few historic assets but does have a WWII Heavy Anti Aircraft Gunsite 'Furtherwick' situated north of Little Gypps Road and south of Cedar Road (EHER No. 14734; SAM No.32432).
- Commercial premises are primarily located along Long Road.

Survival	Few historic assets except WWII HAA Gunsite	2
Documentation	Good WWII historical documentation on Gunsite	2
Group Value Association	Much new development	1
Potential	Little potential to develop historic character of area	1
Sensitivity to change	Much change has already taken place	1
Amenity Value	Interpretation of Gunsite	2
Total		9

4.2 Central residential area (south)

Predominant Period: modern
Secondary Period: /
Predominant Type: residential
Secondary Type: commercial

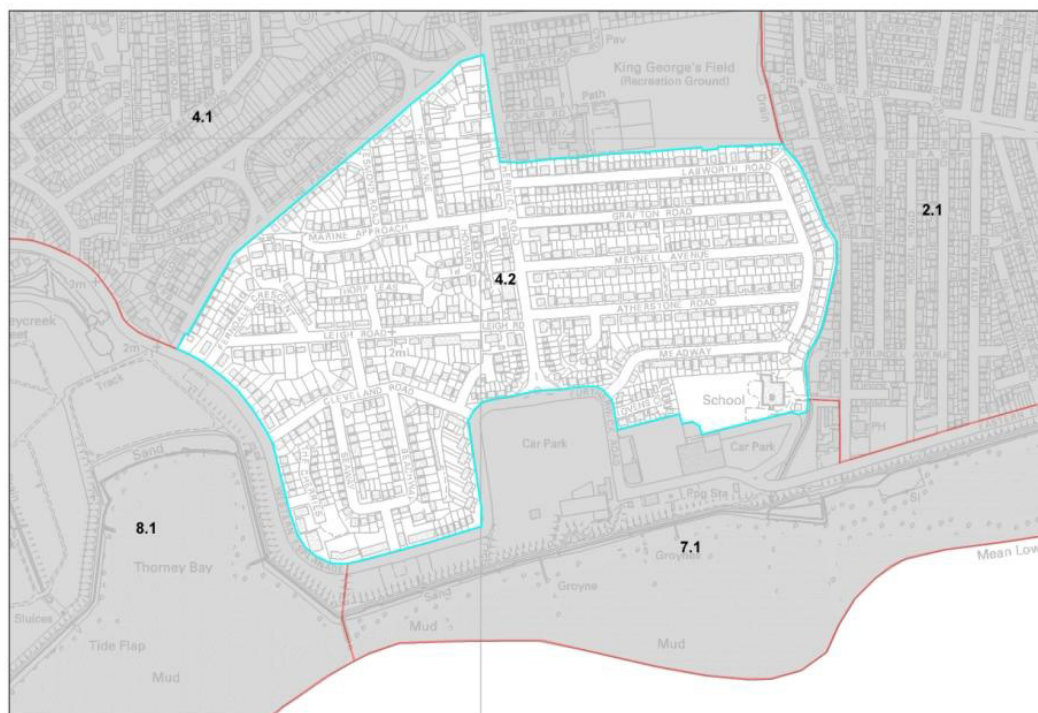


Figure 24 HUCZ 4.2 Central residential area (south)

- Mixed residential area behind the Seafront / Thorney Bay.
- Characterised by detached properties; some holiday-style homes e.g. along Seaway, Beachway.
- Zone has less dense housing than others on the island.

Survival	Few historic assets	2
Documentation	Little	1
Group Value Association	Much new development	1
Potential	Little potential to develop historic character of area	1
Sensitivity to change	Much change has already taken place	1
Amenity Value	Insignificant	1
Total		7

5.1 Caravan parks (Kings / Newlands)

Predominant Period: modern
Secondary Period: /
Predominant Type: leisure
Secondary Type: commercial

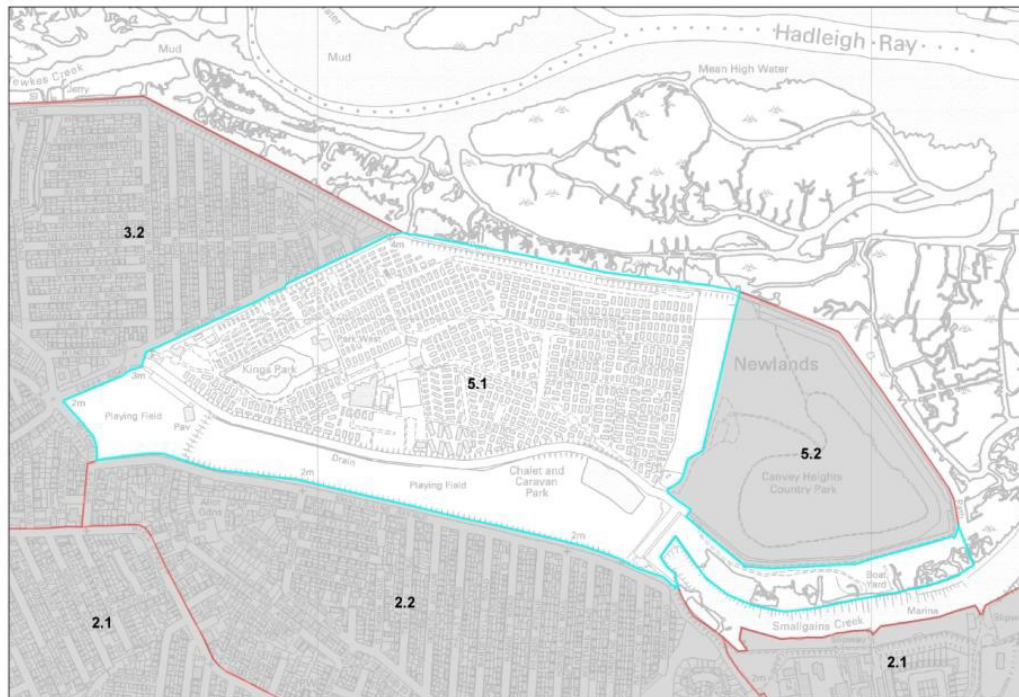


Figure 25 HUCZ 5.1 Caravan parks (Kings / Newlands)

- Area of caravan parks and holiday chalets.
- Panoramic views across Hadleigh Ray to the north.
- Adjacent to Canvey Heights Country Park.
- Playing fields to the south.
- Access to Smallgains Creek, boatyards etc.

Survival	Few historic assets	2
Documentation	Little	1
Group Value Association	Much new development	1
Potential	Little potential to develop historic character of area	1
Sensitivity to change	Much change has already taken place	1
Amenity Value	High: panoramic setting	3
Total		9

5.2 Canvey Heights Country Park

Predominant Period: modern
Secondary Period: /
Predominant Type: leisure
Secondary Type: /

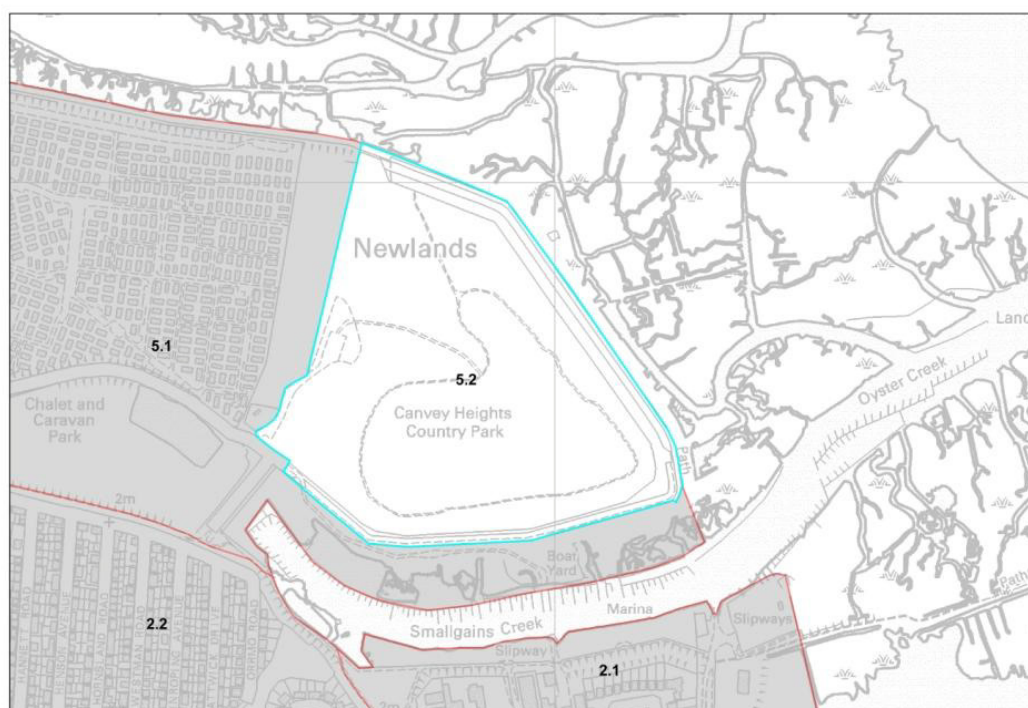


Figure 26 HUCZ 5.2 Canvey Heights Country Park

- Area occupied by Country Park
- Panoramic views across Hadleigh Ray to the north.
- Access to Smallgains Creek, boatyards etc.

Survival	Open space	2
Documentation	Little	1
Group Value Association	Part of leisure grouping	2
Potential	Potential for appropriate activities within park	2
Sensitivity to change	Needs to be preserved	3
Amenity Value	High: Country Park, panoramic setting	3
Total		13

Key Issues:

The 'Canvey Island Sustainable Regeneration Report' identifies Canvey Heights as an area where more could be made of the panoramic views (mostly obscured by the high sea walls) and the relationship to water. The Thames Gateway South Essex document 'Delivering the Future' sees the development of new country parks on Canvey as a key activity in delivering its wider objectives for Castle Point in particular its contribution to the Green Grid Network.

Recommendations:

The Park would benefit from more interpretation and the proposed construction of a new environmental / local history centre has been proposed.

6.1. Hole Haven (Calor Gas and Oikos)

Predominant Period: modern
Secondary Period: /
Predominant Type: industrial
Secondary Type: /

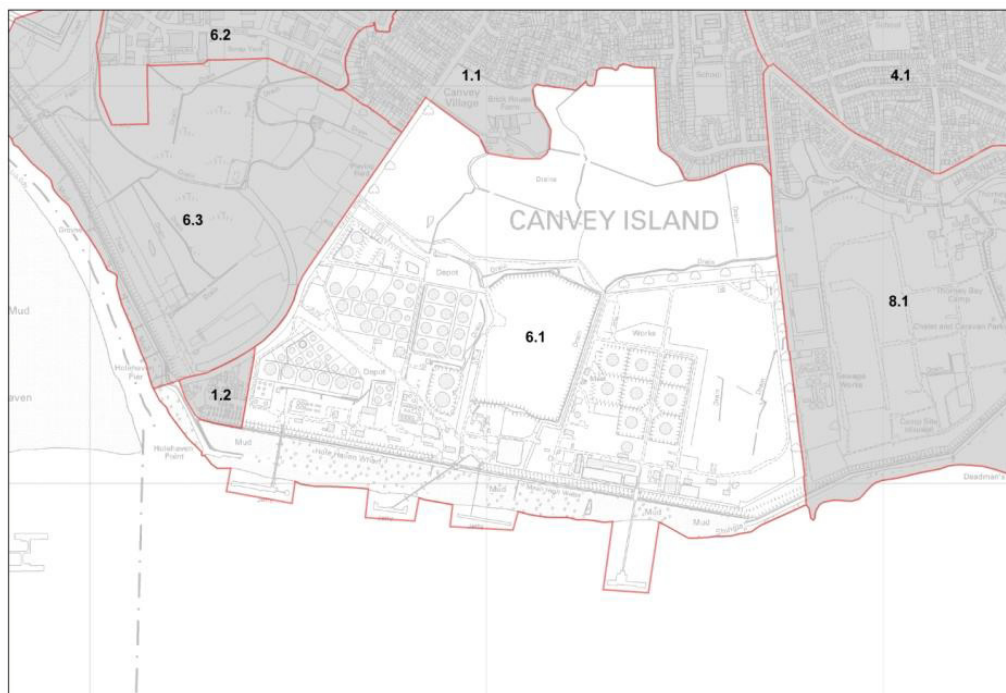


Figure 27 HUCZ 6.1 Hole Haven



Figure 28 Holiday chalets (part of HUCZ 1.2) in front of Calor Gas storage tanks

Survival	Some open space	2
Documentation	Little	1
Group Value Association	Little historic value	1
Potential	Some potential for redevelopment	2
Sensitivity to change	Redevelopment could completely change character	2
Amenity Value	Low at present	1
Total		9

6.2. Charfleets Industrial Estate

Predominant Period: modern
Secondary Period: /
Predominant Type: industrial
Secondary Type: /

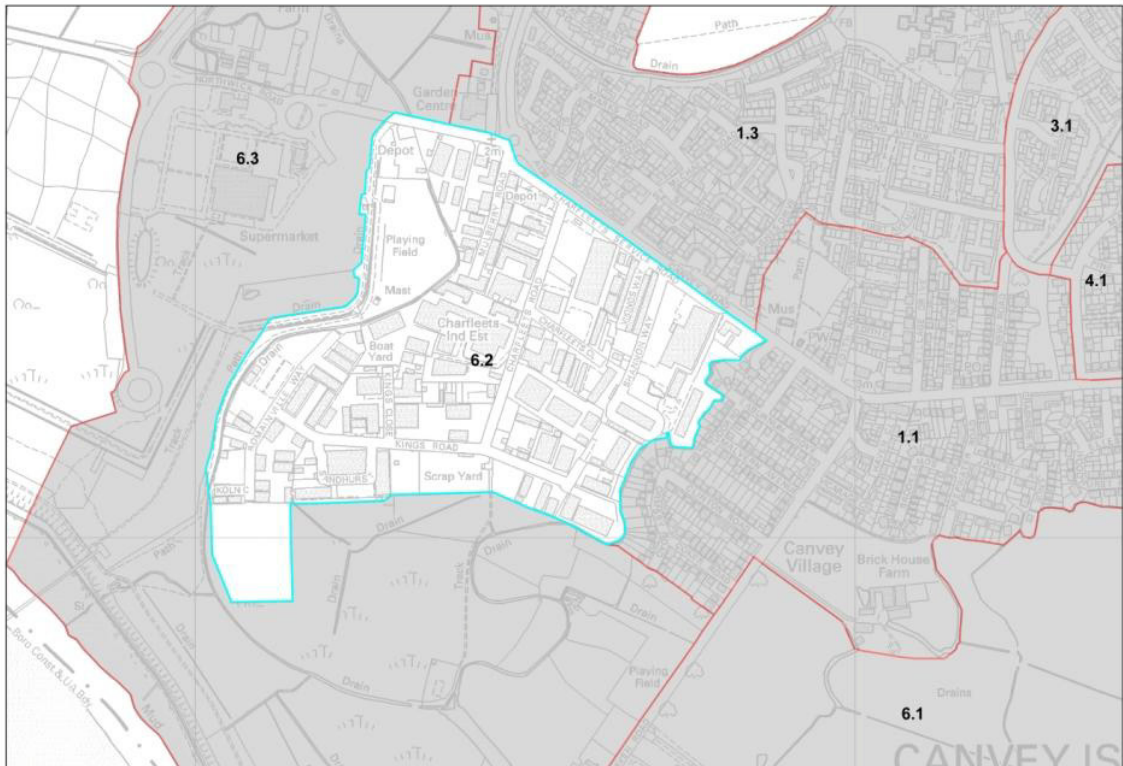


Figure 29 HUCZ 6.2 Charfleets Industrial Estate

Survival	Some open space	2
Documentation	None	1
Group Value Association	Little historic value	1
Potential	Potential for expansion of industrial area but no historic asset potential	1
Sensitivity to change	Low	1
Amenity Value	Low	1
Total		7

Key Issues:

The 'Canvey Island Sustainable Regeneration Report' identifies Charfleets as area where industrial expansion could take place. This would benefit the local community by providing local employment opportunities.

Recommendations:

There are no significant historical assets in this zone so industrial development could go ahead with little impact on the historic environment of the area.

6.3. Western marshland

Predominant Period: modern
Secondary Period: /
Predominant Type: commercial
Secondary Type: leisure

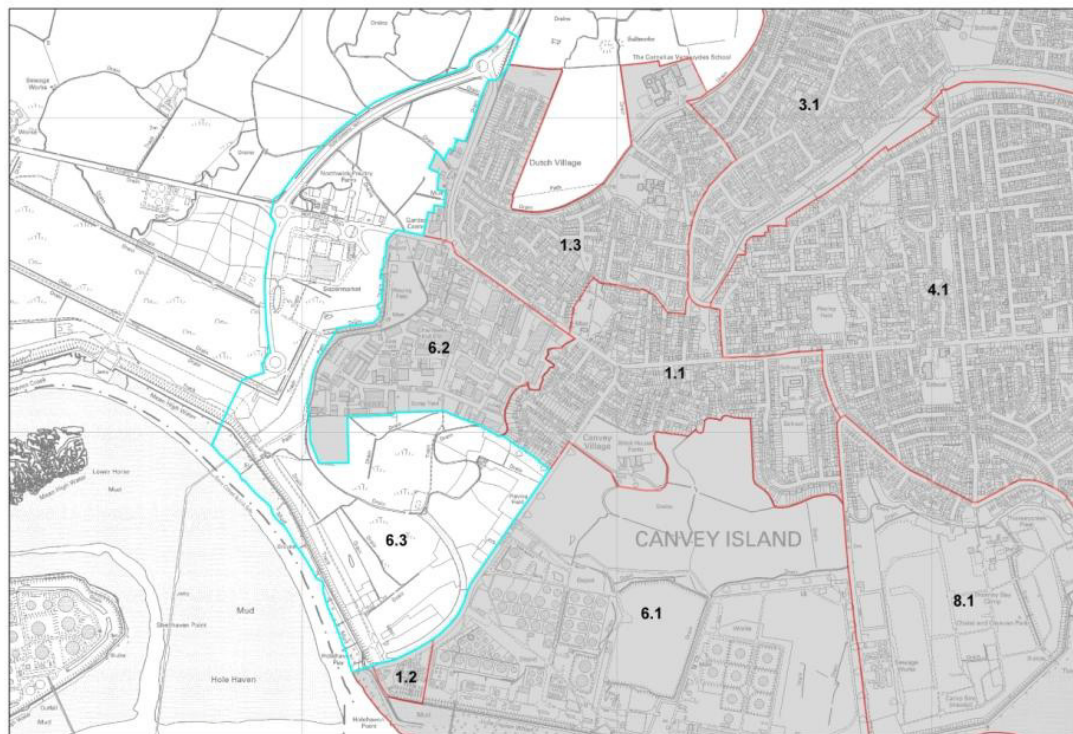


Figure 30 HUCZ 6.3 Western marshland

Survival	Open space	2
Documentation	None	1
Group Value Association	Important open space and wildlife refuge	2
Potential	Little potential for redevelopment	1

Sensitivity to change	High	1
Amenity Value	High	1
Total		8

7.1 Beach and Esplanade

Predominant Period: modern
Secondary Period: /
Predominant Type: leisure / commercial
Secondary Type: commercial

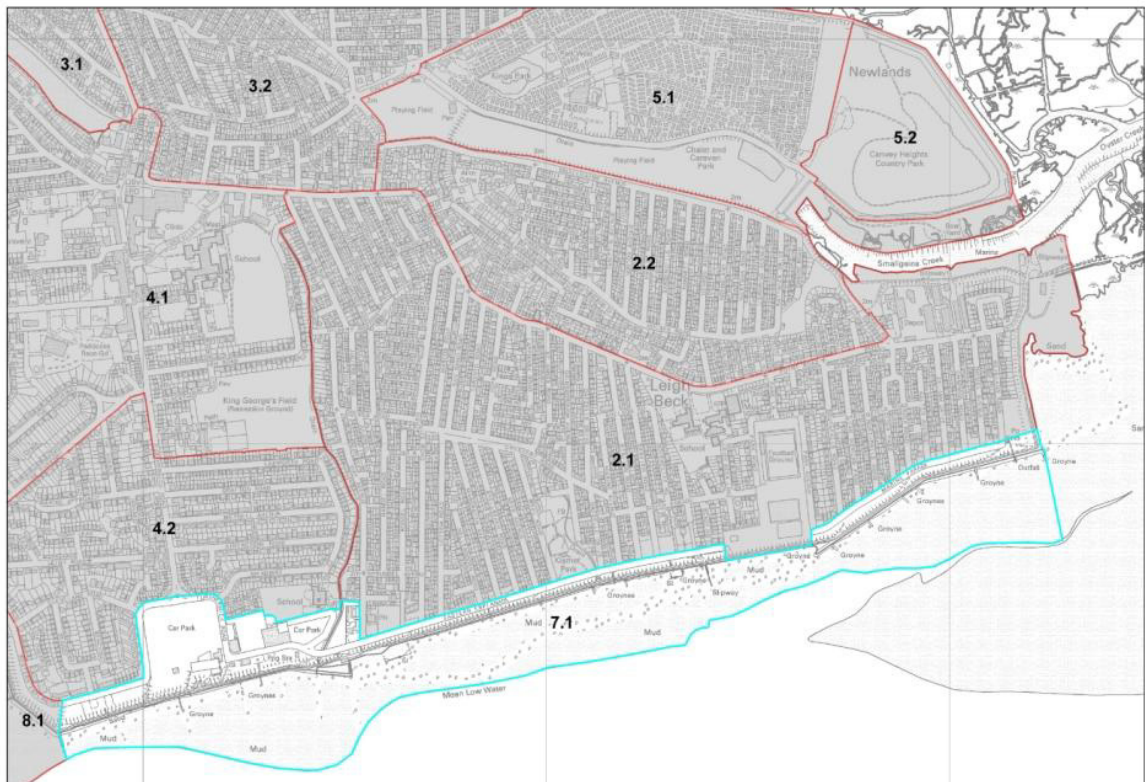


Figure 31 HUCZ 7.1 Beach and Esplanade



Figure 32 Beach, Esplanade and Labworth Café

- Partially sandy beach.
- Sea wall incorporates beach level promenade.
- Assets include Labworth Café incorporated into the sea wall. Designed by Ove Arup this is a nationally significant building and is Grade II listed
- Nearby Art Deco Hotel Monico is also a significant building from the same period with some original features.
- The seafront commercial area lacks appeal but does provide important leisure and shopping facilities, in particular along Marine Esplanade.
- Structures of interest include the tidal paddling pools one of which dates to the 1930s.



Figure 33 Cafe and tidal paddling pool form a focus for seafront activities



Figure 34 The Las Vegas Casino Marine Esplanade

Survival	Open space	2
Documentation	Some for Art Deco buildings	2
Group Value Association	Art Deco group	2
Potential	Potential for further regeneration	2
Sensitivity to change	Medium	2
Amenity Value	High	3
Total		13

Key issues:

Some regeneration of the seafront has created a pleasant beach /esplanade centred on the Labworth Café served by a large car park. Set back from the sea defences the commercial / leisure area behind is somewhat unattractive although it does offer facilities including shops, amusements and cafes centred around the Monico Hotel and the Las Vegas Casino. The Canvey Island Sustainable Regeneration Report identifies the Seafront as presenting a key opportunity for regeneration.*

** At the time of this report going to print (September 2010) the Casino site is being redeveloped being demolished and replaced by luxury seafront apartments and shops.¹⁰*

Recommendations:

The Monico Hotel should be considered for local listing. Any further development should be of a high standard and enhance the seafront area.

Ideas set out in The Canvey Island Sustainable Regeneration Report and the Area Action plan such as the construction of lidos, beach huts, cafes and spas could greatly enhance the area.

¹⁰ <http://www.canveyisland.org>

8.1 Thorney Bay

Predominant Period: modern
Secondary Period: /
Predominant Type: leisure
Secondary Type: commercial



Figure 35 HUCZ 8.1 Thorney Bay



Figure 36 The beach at Thorney Bay

Survival	Open space	2
Documentation	Important WWII site	2
Group Value Association	Medium	2
Potential	Potential for further regeneration	2
Sensitivity to change	Medium	2
Amenity Value	High	3
Total		13

Key issues:

It is important to preserve the existing open spaces which characterise the Thorney Bay area.

Recommendations:

The beach area could be enhanced by traditional seaside structures such as beach huts and lidos.

Historic Environment Management Issues

The key documents are the **Canvey Island Sustainable Regeneration Report**¹¹ and the follow up **Area Action Plan**¹².

The Regeneration Report states that key opportunities include the seafront, associated public realm strategy and an island cycle network. Whilst there is little urban space within the urban area, large areas of green space exist at the islands edge. These areas could be enhanced by a range of new functions:

- New lidos along the sea wall.
- The inhabited wall: residential / commercial development overlooking the wall and the estuary. Also including shops / cafes / casinos and spas.
- Energy wall: wind, solar cells and solar water panels installed on the wall to generate power and heat for the new development.
- Beach huts: the traditional beach hut could be redefined at Canvey.
- Leisure facilities and events could be improved by the construction of a new skate park and the organisation of a series of events.
- Making best use of the islands green structure and open spaces, linking this with the wider Green Grid network for South Essex.
- Utilising opportunities afforded by the islands' location and relationship with water.
- Improving accessibility to and from the island and around the island itself.
- Enhancing employment opportunities.
- Providing affordable housing for local people.

¹¹ Canvey Island Sustainable Regeneration Report (Final report June 2006), Castle Point BC, EEDA, Essex CC, Thames Gateway South Essex

¹² Canvey Island Area Action Plan 2007

Recommendations

Buildings of significance recommended for local listing

King Canute Public House. Located on Canvey Road in the Village area. Of no architectural importance but important historically.



Figure 37 The King Canute public house

The Monico. Substantial Art Deco Hotel / restaurant on Eastern Esplanade. The Hotel Monico was opened in 1938 as a luxury hotel for British holiday-makers. Local businessman, Mr. A H Beaumont had it built next to his amusement park, The Casino (which has now been demolished).



Figure 38 The Monico Hotel



Figure 39 The Monico Art Deco Hotel with detail of stained glass window

Appendix 1: Gazetteer of Significant Buildings

King Canute Public House. Canvey Road. See above.

The Monico. Substantial Art Deco Hotel / restaurant on Eastern Esplanade. See above.

Dutch Cottage. 6 Haven Road. Listed Building 116820 Grade II. Dated 1621. Plastered timber-framed brick, thatched roof. Plan octagonal with central chimney stack.



Figure 40 Dutch Cottage 6 Haven Road

Dutch Cottage. A130 Canvey Road. Listed Building 116819 Grade II. Now a museum. Dated 1618. two-storied, plastered timber frame and brick construction, built on octagonal plan with central chimney stack.



Figure 41 Dutch Cottage Canvey Road

Coastguard Cottages (Nos. 1, 1A and 2 to 8 Haven Road). Grade II listed. Row of late 19th century timber-framed and weatherboarded.



Figure 42 Coastguard Cottages

Lobster Smack Public House, Haven Road. Located at the south-west corner of the island. Grade II listed. Dates from the 17th century. Formerly known as the Sluice House and the World's End. The pub was known to Charles Dickens who mentioned it in *Great Expectations*.



Figure 43 Lobster Smack Public House

Labworth Café. Listed Building Grade II. Situated on the seafront, built as part of the sea defences. Constructed 1932-33 and designed by Ove Arup. Reinforced concrete, circular with continuous windows and flat roof. Below the café, facing the sea and with straight wings extending to either side, open shelters (now glazed). Arup was the chief engineer for Christiani & Nielsen, and the café formed part of the sea defences they were constructing. The building fell into disrepair in the 1970s and 1980s but was renovated in 1996 and now functions as both a beach bistro and a restaurant.



Figure 44 The Labworth Cafe

Heritage Centre (former St. Katherine's Church). Locally listed. Opened in 1979, the Heritage Centre is located along Canvey Road, located in the former St. Katherine's Church, built 1874. Originally timber-framed, the church was rendered over in the 1930s. Nave and chancel with transepts and south porch reused from the 1845 church. Closed as a place of worship in 1962, it now contains an art and craft centre with a small folk museum.



Figure 45 Former St. Katherine's Church (now a Heritage Centre)

Nos. 2 and 3, Beechcroft. Locally listed. Replica Dutch Cottages dating from the 1920s /1930s.

Ferndale Crescent. Locally listed. Replica Dutch Cottages dating from the 1920s /1930s.

1-3, 5-7, 9 Haven Road. Locally listed. Timber-framed cottages / shops which add to the appearance and character of the Village.

Council Offices, Long Road (including the stepping stones in the forecourt). Locally listed. Georgian structure with a history of civic uses. Barrel-vaulted chamber. Historically and architecturally significant. The Stepping Stones were originally the only means of crossing Benfleet Creek on foot at low tide.

Public Library. High Street. 1960 by the County Architect's Dept. Single-storey brick with clerestory window beneath flat roof, the entrance marked by a projecting canopy on thin columns.

Castle View School. Meppel Avenue 1979-81 by the County Architect's Dept. Light-weight pavilion blocks floating on concrete rafts, connected by circulation areas which have large expanses of sloping glazing incorporating solar panels. Detached sports hall.

Appendix 2: Current legislation and policy guidance for archaeological monuments and listed buildings

Cultural Heritage Legislation:

The Ancient Monuments and Archaeological Areas Act 1979 sets out the requirement for Scheduled Monument Consent for any works of demolition, repair and alteration that may affect a Scheduled Monument. Likewise, under The Planning (Listed Buildings and Conservation Areas) Act 1990, Listed Building consent is required for any works that may affect the special architectural or historical interest of Listed Buildings and there is a presumption against development which would adversely harm the setting or special architectural or historic interest of Listed Buildings.

The National Heritage Act 2002 extended English Heritage's remit into the marine zone below the low-water line and out to the 12 mile nautical limit of UK territorial waters around England. It also amended the definition of 'ancient monuments' in the National Heritage Act 1983 and the Ancient Monument and Archaeological Areas Act 1979 to include sites in, on or under the seabed within the seaward limits of the UK waters adjacent to England.

For archaeological sites which are not covered by the above Acts, protection may be afforded by the Town and Country Planning Act 1990 through the use of planning conditions.

National Planning Policy Guidance

Planning Policy Statement 5: Planning for the Historic Environment (PPS5) sets out the Government's planning policies on the conservation of the historic environment. This advice should be carefully considered when managing our seaside heritage.

PPS5 replaces *Planning Policy Guidance 15: Planning and the Historic Environment* (PPG15) published on 14 September 1994; and *Planning Policy Guidance 16: Archaeology and Planning* (PPG16) published on 21 November 1990.

PPS5 is supported by a 'Practice Guide' endorsed by Communities and Local

Government, the Department for Culture, Media and Sport (DCMS) and English Heritage.

This states that English Heritage leads the sector in a positive, well-informed and collaborative approach to conservation described as 'Constructive Conservation'. The aim is to recognise and reinforce the historic significance of places, while accommodating the changes necessary to make sure that people can continue to use and enjoy them.

The conservation movement has evolved from a reactive process, focusing on preventing change, into a flexible process of helping people to understand their historic environment and through that understanding, to manage change to it in the most appropriate way.

The best way to save a building is to find a new use for it. Even recently restored buildings that are vacant will soon start to degenerate again. An unreasonable, inflexible approach will prevent action that could have given a building new life.

Modern conservation involves having a more thorough understanding of what makes a site important and working collaboratively with owners and developers to find that new use. As part of their constructive approach English heritage will work collaboratively with architects and developers at early pre-application stages to help them to make decisions based on a full understanding of their site. The use of 'Conservation Principles' makes sure that our advice is reasonable, knowledgeable and consistent.

'Conservation Principles, Policies and Guidance' is intended mainly to guide English Heritage staff on best practice. We hope that like all of our guidance, the principles will also be read and used by local authorities, property owners, developers and professional advisers. The principles look forward to the more integrated framework for heritage protection proposed in the White Paper 'Heritage Protection for the 21st Century', but their application is not dependent on it.

'Conservation Principles, Policies and Guidance' sets out six high-level principles:

- the historic environment is a shared resource
- everyone should be able to participate in sustaining the historic environment
- understanding the significance of places is vital

- significant places should be managed to sustain their values
- decisions about change must be reasonable, transparent and consistent
- documenting and learning from decisions is essential

The principles respond to the need for a clear, over-arching philosophical framework of what conservation means at the beginning of the 21st Century. The idea of 'significance' lies at the core of these principles. Significance is a collective term for the sum of all the heritage values attached to a place, be it a building an archaeological site or a larger historic area such as a whole village or landscape. 'Conservation Principles' sets out a method for thinking systematically and consistently about the heritage values that can be ascribed to a place.

People value historic places in many different ways; 'Conservation Principles' shows how they can be grouped into four categories:

- **Evidential value:** the potential of a place to yield evidence about past human activity.
- **Historical value:** the ways in which past people, events and aspects of life can be connected through a place to the present - it tends to be illustrative or associative.
- **Aesthetic value:** the ways in which people draw sensory and intellectual stimulation from a place.
- **Communal value:** the meanings of a place for the people who relate to it, or for whom it figures in their collective experience or memory.
- The guidance contained in the document also includes a recommended approach to assessing significance, advice on how to apply the principles and policies in practice and detailed interpretation of policies on repair, on intervention for research, on restoration, on new work and alteration and on enabling development.

Implications of the new planning policy for 'historic assets':

- PPS5 deals with all types of heritage in a single document. The PPS brings in a new, integrated approach to the historic environment and 'heritage assets', moving beyond the distinction between buildings, landscapes and archaeological remains.
- It maintains the same level of protection to the historic environment as PPGs 15 and 16 but expresses the policy much more succinctly. Individual planning

decisions will, of course, continue to be made on the individual merits of a scheme.

- It offers a new rigour for decision-making putting greater emphasis on pre-application planning and discussion. It focuses on evaluating the significance of the heritage asset in question. The process should lead to better quality applications with fewer refusals and appeals.
- It ensures there is a focus on understanding what is significant about a building, site or landscape and from that it becomes easier to determine the impact of the proposed change. It uses the 'values' approach of 'Conservation Principles' as an underlying philosophy to inform decision-making.
- It supports constructive conservation. The new PPS is in line with English Heritage's adopted 'Constructive Conservation' approach. This encourages active understanding and use of the heritage and the instrumental values of the historic environment as assets, rather than seeing them as potential barriers to development.
- It emphasises the importance of the principles of sustainable development applying to the management of change in the historic environment.
- It fills in policy gaps. There are new, clearer policies on setting and design. These issues are frequently the source of the most contentious cases involving the historic environment.
- It provides greater clarity on key topics such as archaeological interest, conservation areas and their preservation and enhancement, World Heritage Sites, recording and resolving conflicts with other planning priorities.
- It encourages best practice within local authorities. For example, local authorities are encouraged to create or have access to publicly-accessible Historic Environment Records.

PPS25 Supplement: Development and Coastal change

PPS25 Supplement Development & Coastal Change has replaced PPG20 (This does not include para's 2.9, 2.10 and 3.9 which have been subsumed into the draft guidance Planning for a Natural and Healthy Environment that is currently out for public consultation)

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