

Walton-on-the-Naze Seaside Heritage Project

Historic Urban Characterisation Report



Title: Walton-on-the-Naze: Seaside Heritage Project, Historic Urban Characterisation Report

Author(s): Sue Tyler
Historic Environment Officer (Projects)
Historic Environment (HER)
Essex County Council
County Hall
Chelmsford
CM1 1QH
e-mail: susan.tyler@essexcc.gov.uk
Tel: 01245 437676

David Morgans
Historic Environment Officer
Historic Environment (HER)
Essex County Council
County Hall
Chelmsford
CM1 1QH
e-mail: david.morgans@essexcc.gov.uk
Tel: 01245 437677

Adam Garwood
Historic Buildings Record Officer
Historic Environment (HER)
Essex County Council
County Hall
Chelmsford
CM1 1QH
e-mail: adam.garwood@essexcc.gov.uk
Tel: 01245 437613

Adrian Gascoyne
Senior Historic Environment Officer
Historic Environment (HEM)
Essex County Council
County Hall
Chelmsford
CM1 1QH
e-mail: adrian.gascoyne@essexcc.gov.uk
Tel: 01245437293

GIS Mapping	Judith Meyer Technical Assistant GIS Historic Environment Record (HER) Essex County Council County Hall Chelmsford
Derivation:	Project 5551 Seaside Heritage: Essex Resorts, Project design for a Comparative Survey of the Heritage of the Coastal Resorts of Essex
Origination date:	January 2009
Reviser(s):	Sue Tyler; Paul Gilman; Allan Brodie
Date of last revision:	25/03/2011
Version:	2.1
Status:	Final
Summary of Changes:	Descriptions of individual building strengthened by use of more standardised architectural terms. Addition of separate 'Recommendations for local listing' section. Appendices covering buildings of significance and planning policies standardised. All reports have been proof-read and errors in fonts, formats and spellings corrected. Bibliographies have been standardised.
Circulation:	Stakeholders
Required Action:	None
File Name/Location	T:\Waste, Recycling & Environment\heritage\Seaside heritage – NEW \ Walton report
Approval:	

Acknowledgements

The Walton-on-the-Naze Historic Urban Characterisation report was prepared by Essex County Council Historic Environment Branch. The project team comprised Paul Gilman, Sue Tyler, David Morgans, Adam Garwood, Adrian Gascoigne and Judith Meyer. The Seaside Heritage Project (English Heritage Project 5551) was commissioned by English Heritage with contributions and support from Tendring District Council. Research undertaken by VCH Essex was made freely available to the authors of this report and Chris Thornton is thanked for his support and comments throughout the course of the project.

Introduction

This report details the historic development and character of the Essex coastal resort of Walton-on-the-Naze. 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.

Location, topography and geology

Walton-on-the-Naze is a coastal resort located eight miles south of Harwich. It lacks any natural harbour, access to the sea being facilitated via Walton Channel and Hamford Water. Prior to substantial coastal protection the cliffs at Walton was subject to significant coastal erosion (this is still a major concern at the Naze).

The Naze cliffs are an internationally important geological site with exposures of Red Crag and London Clay. The Red Crag and overlying sediments represent a remarkably complete sequence of late Pliocene/early Pleistocene deposits which have yielded information on climatic deterioration at the beginning of the Ice Age. Both the Red Crag and underlying London Clay are highly fossiliferous¹.

Walton-on-the-Naze Summary Narrative

By the early 19th century Walton-on-the Naze already had a hotel and bathing machines and visitors looking for relaxation and entertainment. The beginnings of resort development proper, however, can be traced back to the late 1820s when an investment consortium bought plots of land with the intention of building accommodation for the increasing number of visitors. The Marine Hotel and its pier was the centrepiece of the development; the associated leisure activities appealed to the middle classes including sailing and rowing at the annual Regatta.

The paddle steamer was particularly important in the development of the Essex seaside resorts including Walton, Clacton and Southend-on-Sea which were conveniently located on the coastal routes between the ports of London, Ipswich, Harwich and later Margate. The early development of the seaside pier in turn can be seen as a response to berthing needs of the steam packets and only later became a leisure facility in its own right, most being fitted with elaborate pavilions later in the Victorian period. Day trippers

¹ ¹ Geological Survey Map, 1:63,360, solid and drift, sheet 48 SE 1880 edn.

began to use the steam-packet services in large numbers from around 1830, when Southend received its first pier, slightly predating the structure at Walton. John Penrice timed the construction of his pier with perfection and Walton soon found popularity as a stop-over and change over point with the steam-packet services, bringing a steady flow of visitors to the embryonic resort.

In 1834 John Warner, a bell founder from Hoddesdon, Hertfordshire, purchased an area of land to the north of the Bath House Hotel with the intention of developing it and moving the focus of the seaside resort northwards. He built a terrace of seven houses, known as East Terrace but no further development took place and the centre of the resort stayed firmly at the southern end of the town.

The decades of the 1830's and 1840's witnessed the early development of the railways for long distance passenger transportation, with the London-Colchester line opening in 1843, and the extension to Ipswich in 1846 impacting upon travel in the region. The development of branch lines to the coast eventually ensured that the railways determined the economic future not only of Walton but of every major seaside resort on the east coast of England.

As the railway age began elsewhere in Essex, Walton entered upon two decades of relative quiescence before it came to the attention of a new generation of entrepreneurs, dominated by Peter Schuyler Bruff, a successful railway engineer. Bruff's involvement in the development of Tendring's seaside towns began at Walton in 1855. when he purchased the entire Burnt House Farm estate, on low cliffs to the south of the town, at an auction in the Portobello Hotel. The land he acquired stretched into the town as far as Newgate Street. The construction of his imposing Bruffville terraces was just the beginning of his involvement with the town, and his longer-term plans soon became clear, with the construction of the Tendring Hundred Railway from Colchester to Walton-on-the Naze in 1867. The station itself was located on a site of Bruff's own choosing within his own Bruffville development.

Within a decade the new railway connection direct to the east end of London was attracting increasing numbers of excursionists on to enjoy a day at the seaside for the

first time on cheap return tickets which appealed to a different sector of the community to the leisurely steam-packet travellers.

Walton's rapid development in the period from 1867 ended abruptly with the arrival of the railway at Clacton-on-Sea in 1882, and thereafter the town entered a period of much slower evolution. From 1882 onwards building construction in the Bruffville district of Walton visibly tailed off apart from developments of individual small plots.

The advent of WWI and fear of invasion had an impact on the economic prosperity of Walton as the number of visitors dropped dramatically. Residents moved inland leaving empty housing for the duration of the war. However, after the cessation of war it was clear that Walton's popularity had not diminished with thousands of visitors descending on the resort every week. The post-war government was prepared to give substantial financial assistance to local authorities willing to carry through a programme of social housing. Walton took advantage of this offer with a number of municipal housing schemes, chief amongst them the construction of social housing along Standley Road and Eagle Avenue (1920) and Kirby Road (1926 to 1927).

Entertainment in the inter-war years was developed to appeal to all classes. The pier now boasted amusement arcades, a dance hall and an electric tramway. The old tide mill and windmill were demolished in 1921, the mill pond was turned into a boating lake, and the area occupied by the windmill was taken over by the Walton Yacht Club. The Naze Golf Links were opened in 1928.

With the advent of WWII the resort was emptied and all holiday activity came to an abrupt end. The beach was heavily defended with barbed wire and tubular scaffolding and pill boxes were constructed at The Naze. Many larger buildings were requisitioned for wartime activities. The local coastguards and lifeboats stationed at Walton and Clacton were involved in rescuing mariners throughout the war and a number of German bombing raids resulted in civilian fatalities and the destruction of some property.

After WWII Walton set about rebuilding its holiday trade. The pier had been partially dismantled during the war to prevent its use by the enemy to land invasion troops. It was quickly rebuilt and a number of new rides added including a large Ferris wheel. Walton

was, however, to find that social and cultural changes had taken place in the post-war era and tourists had found new destinations abroad for their holidays. Although a reasonable number of day-trippers still visited Walton, the number of long- stay tourists dropped dramatically. For those who still chose to spend more than a day at Walton, caravan parks became the accommodation of choice.

Walton, with its fine sandy beaches, still attracts the day visitor but its character is now that of a residential town for the commuter and a retirement destination for those wanting to enjoy a home by the sea.

Walton's early history

Large numbers of Neolithic implements have been found in Walton, most do not have an exact provenance, but many are most likely to come from the eroding cliffs at the Naze. These include thirty-six hand-axes (Essex Historic Environment Record Nos. 3573-4) and much waste material indicative of an extensive settlement in the area at this time. There is also some evidence for Iron Age and Roman occupation. In the Naze area a small amount of Iron Age and Roman pottery along with some evidence for salt production at this time (so-called 'Red Hills') suggests that settlement may have been centred here. (EHER Nos. 3511; 3563-4; 3548)².

The name 'Walton-on-the-Naze' is thought to derive from the Saxon words '*weala tun*' (meaning farms of Britons or slaves) combined with an adaptation of '*Aelduluesnasa*' or '*Aedwulfsness*' (meaning Edwulf's Promontory). Other sources suggest that the name 'Naze' derives from the Old English 'naes' meaning nose. Primarily an agricultural town, one industry, the manufacture of copperas into green copperas or green vitriol, can trace its origins back to the 13th century and flourished during the 17th and 18th centuries. The raw material for the industry (pyritous nodules of clay) were washed out from the cliffs by sea action, collected and taken for processing. In 1696 two copperas houses were situated just to the west of the High Street where the library is today. In the 13th century

² Information from the Essex Historic Environment Record

green copperas was used for sheep-dressing but by the 18th century it was used for dyeing, tanning and the manufacture of ink. The industry virtually disappeared in the 19th century with the decline of the wool and tanning industries in East Anglia (Jacobs 1995).

Walton had two Martello Towers constructed during the first decade of the 19th century, part of a line of defence against the threat of invasion by Napoleon. The Towers were never garrisoned and as the threat of invasion subsided they fell into disuse. Known as Towers J (Walton Cliffs) and Tower K (Walton Backwaters), only the latter now survives. Tower J was surrounded by a moat with an associated Battery to the east. Threatened with destruction by cliff erosion, Tower J was demolished in 1835. The moat was converted into gardens known as the Round Garden.

The Beginnings of the Seaside Resort c. 1800 to 1850 ³

The beginnings of the development of Walton as a seaside resort can be traced back to the early 19th century. This 'pre-resort proper' or 'picnic' phase is best exemplified by anecdotes passed on by Philip Smith Sparling, who was instrumental in the resort's initial growth. Writing in 1882 about events said to have taken place in 1807 he comments that 'there was quite a jollification on the shore, with dancing and all sorts of games' among his father's friends and local farmers. By 1818 John Aldridge was advertising his Bath House Hotel (demolished in 1936) and his bathing machines, and the Portobello Hotel was well established, but it was a series of events during 1829-30 which arguably signal the beginnings of the resort proper (Jacobs 1995).

In 1829 the first tourist guide to Walton was published (ref) and this coincided with the opening of The Marine Hotel (designed by Penrice), subsequently known as Dorling's, Kent's and finally Barker's after the successive owners. A number of investors in the late 1820s (key amongst them William Lay, Sarjant Lay and Thomas Wilmshurst) bought plots of land from a variety of sources and built accommodation for the increasing number of visitors. The investment consortium was made up predominantly of middle-

³ This section draws heavily upon the outline of resort development given in VCH Vol. XI: Walton to 1914

class Colchester businessmen, professionals and prosperous tradesmen who had a shared vision both as investors and consumers. Thus, the concept of 'Colchester-next-the-Sea' was born as a result of close business and marriage links, though there is no evidence of shared religious and political affiliations. The existence of a spa tradition in Essex, for example that envisaged at nearby Mistley in the 18th century by Richard Rigby may also have encouraged local investment (Cowell 2001; Garwood 2003). The Marine Hotel offered superior facilities to visitors than the Bath House or Portobello Hotels and in 1830 a small cast iron and timber pier was built directly in front of the Marine Hotel to enable steamers to land guests here. Only the fourth in the United Kingdom, the pier attracted to the town some of the earliest steam paddle steamers, such as the tiny "Joseph" of only 10 tons displacement, berthing on the pier at high tide.

A stagecoach service is known to have operated from 1825 but brought limited numbers of visitors to Walton. The Marine Hotel provided guests with 24 sitting rooms and bedrooms, a coffee lounge and a ballroom. It was envisaged that a Regency-style crescent centred on the 1830 jetty (pier), East Terrace and Morton Terrace would be constructed (this was never completed) which clearly had its origins in the far grander designs at Bath and Buxton.

The pier enabled steamers to land some guests, but at only 150 ft in length it was inadequate for several of the steamers from London and Ipswich. It was lengthened to 330 ft in 1848 but this was still too short for many steamers to dock at low tide. Nonetheless these new facilities were enough to attract trade to the area around the Marine Hotel and this became the new focus for the town. The Portobello Hotel in the High Street was rebuilt around this time and new houses were built in the High Street, Old Pier Street, Saville Street and Newgate Street. Morton Terrace was built along the new link road while the main lodging houses by 1839 were situated in nearby Esmeralda Place and Sidmouth Place.

In 1834 John Warner, a bell founder from Hoddesdon, Hertfordshire, purchased an area of land to the north of the Bath House Hotel with the intention of developing it and moving the focus of the seaside resort northwards. He built a terrace of seven houses, known as East Terrace, with a reading room and bazaar and also two cottages (Gothic cottage) The house at the southern end of the terrace was built for his own use and was therefore designed with a fine porch and is larger than the others; it subsequently became the Eastcliff Hotel and then the Naze Mariner public house. Warner failed to

develop much of the land he purchased and the centre of Walton continued to thrive in its more southerly position around the Marine Hotel.

The pier provided visitors with the opportunity to promenade, 'take the air' and enjoy the panoramic vistas. The Naze cliffs to the north-east offered the opportunity for gentlemen visitors to pursue amateur interests, such as geology and natural history, as well as providing aesthetic advantages. The backwaters and the Walton Hall estate catered for field sports such as shooting. Leisure activities in Walton took on a distinctively middle-class aspect with seaside attractions combining with facilities derived from spa culture, such as the circulating library and the reading room. The Marine Hotel, which became known as Kent's in the 1830s, also boasted a billiard room and a bazaar. By 1839, Walton was well served in this respect with bazaars also being run by John Barnden at East Terrace, and the Gilson family and James Woolston in the Crescent (VCH Social and cultural development ref.). Though bathing for medical reasons was not as prominent a part of the culture as at other seaside resorts, it was available from 1818, with the setting up of Edmund Aldrich's enterprise. By 1839, and probably before, Aldrich had been joined by the Kent family at their Hotel and the Simey family⁴.

Organised holiday entertainment was laid on for the tourist, probably the most famous event being the Regatta which had begun around 1830 and attracted large numbers of holiday makers to Walton every summer. The Regatta was centred around the pier and events were 'principally sailing and rowing matches..... concluding with a 'duck hunt' in which a single man in a small punt was pursued by a large boat'⁵.

Educational provision was prompted by the growth of the resort, with Elizabeth Simpson of Dedham setting up an 'Establishment for Young Ladies' in 1833.⁶ In 1848 it was recorded that the Infant and Sunday school, built in 1838, was 'attended by about 70 children' paid for by subscription. A number of ephemeral private schools existed,

⁴ VCH Essex Vol. XI: Walton to 1914 (draft) February 2009

⁵ "*An Historical and Geographical Description of the Favourite Watering Place of Walton-on-the-Naze* 1840

⁶ *ECS*, 20 April 1833; *IPJ*, 20 April 1833; Boyden, *Walton 1800–1867*, 11.

including at least two boarding establishments. Mr Devereux's boarding school for girls in 1836 offered the 'Rudiments of French and Latin, and washing'⁷.

Starting in the late 1830s (and finishing with the investment of Peter Bruff in the 1850s) the resort's economy stagnated with limited improvements to the resort. After the late 1840s the Regatta was no longer held and visitor numbers decreased. The subsequent stagnation is consistent with the general economic uncertainty of the 1840s, especially in such a high-risk investment. The Walton Improvement Commissioners were incorporated in June 1841 to provide a range of services that were beyond the resources of either the existing authorities or individual resort entrepreneurs. Within the built-up area of the parish they were empowered to construct sea defences, control development and undertake a variety of other administrative functions, financing these works from loans, to a maximum of £6000, and from rates, to a maximum of 2s. 6d. in the £, from which farm buildings and agricultural land great than two acres in extent were exempt. In addition to named ex-officio Commissioners anyone owning property assessed at £50 or more for the Improvement Rates was also a member of the Board, which met quarterly. As the necessary sea defences would have cost more than the maximum sum the Commissioners were permitted to raise, quorate meetings ceased after thirteen months.

Walton's development from c. 1850 to 1914

By 1840 Walton had begun to acquire the reputation of a respectable small resort offering a limited range of lodgings to all classes of visitors. White's Directory of Essex in 1848 paints a detailed picture of Walton in these two quiet decades before Bruff introduced profound change, and is worth quoting at length, indicating the range of accommodation available and the significance of the pier ...

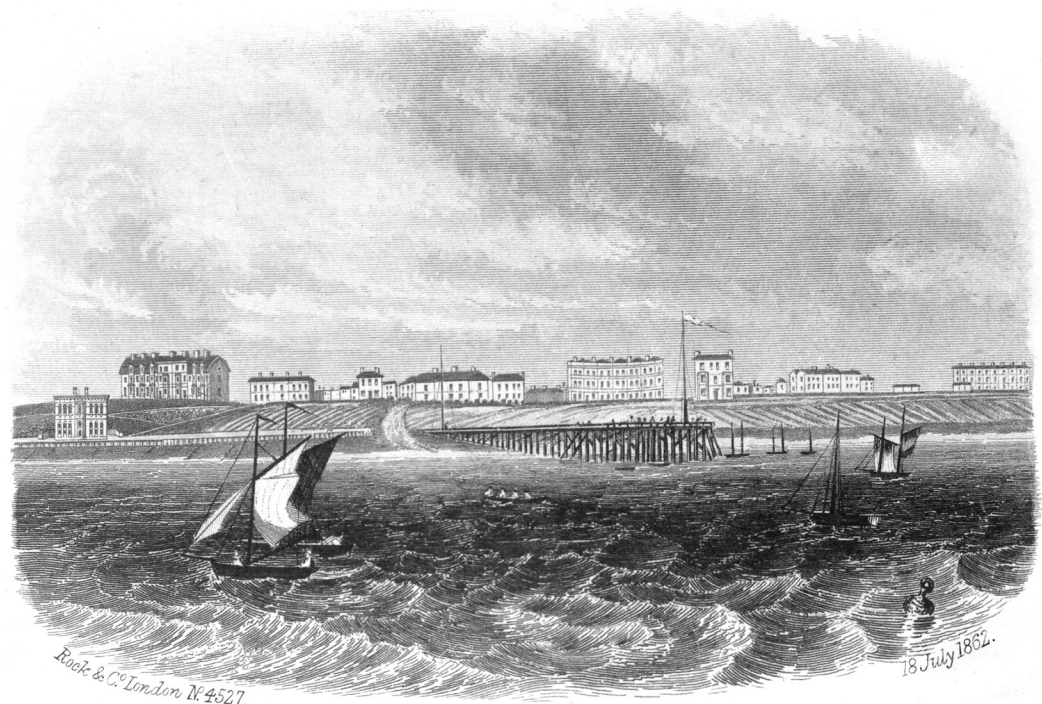
WALTON-LE-SOKEN, or WALTON ON THE NAZE, is a small, but handsome and improving town, romantically situated of the cliffs next to the sea. It has, during the present century, obtained considerable celebrity as a favourite bathing place. It ... comprises 2600 acres, including marshes and sea beach. Extending northward from the town, it forms the promontory called the NAZE, which is more than three miles long, and about one broad, bounded on three sides by the ocean, which is continually making inroads among the cliffs, in which are found many

⁷ VCH Essex Vol. XI: Walton to 1914 (draft) February 2009

interesting antediluvian remains. On this promontory is a brick tower, 80ft. high, built by the Corporation of Trinity House, London, for the direction of vessels passing by, or entering, the harbour of Harwich. ... The elevated site of the tower affords an expansive view over the sea, and along the coast to Harwich, Landguard Fort, etc., but from the summit of this lofty building, the prospect seems illimitable. On the beach are gathered great quantities of copperas. There was formerly a martello tower on each side of the town, but one has been taken down, and the other is now occupied by the coast-guard as a signal station.

...Kent's Family Hotel, at the Crescent, erected in 1832, is a large and handsome building, on the highest part of the cliff, about 150ft. from the beach; and that part of the cliff which was in front of it has been thrown down on an inclined plane, extended to the beach, where an elegant wooden jetty was erected in 1830 by subscription, at the cost of £1000. This jetty or pier extends 330ft. into the sea, and its platform is an agreeable promenade, defended on each side by neat cast iron rails, and having numerous seats, and at the end a landing place, at which the Ipswich and London Steam Packets call daily, during the bathing season. The splendid terrace, comprising a row of six large and elegant houses, fronting the vast expanse of the ocean, on which steam and sailing vessels are always on view, was built about ten years ago, and is now rented by Mr. J.H. Farrand, a respectable member of the Society of Friends, who lets the houses or apartments, handsomely furnished, to the higher classes of visitors, with every required accommodation, including a handsome Bath House, fitted up with cold, warm, shower, and sitz baths; and such of the visitors as have been accustomed to the hydropathic treatment may continue it here, and with the addition of a seaside residence, and at half the usual expense. The promenade and carriage drive in front of the Terrace is 1120 feet in length, and from it is seen the revolving light at Harwich, and a wide extent of ocean as far as the eye can reach. Portobello Hotel is another large, comfortable, and well-conducted establishment for the accommodation of visitors, as is also the Bath Hotel; and many of the inhabitants let furnished lodgings, suitable for all classes of visitors. The beautiful sea beach has a fine smooth sand, affording a delightful promenade several miles in extent; and having a gradual descent, the bathing machines may be safely used at various states of the tide...⁸

⁸ *White's Directory of Essex 1848*



Walton on the Naze from the Sea.

Figure 1 A view of Walton from the sea showing Bruff's original pier with Clifton Baths and the Marine Hotel visible in the background

In 1855, Walton's quiet development abruptly changed with the arrival in the town of Peter Schuyler Bruff. Chief Engineer to the Colchester and Ipswich railway, the Eastern Counties Railway, Bruff had shown his mettle with the construction of the Stour Valley Railway, including the Chappel Viaduct, constructed entirely in brick against the advice of his mentor I.K. Brunel. Bruff had now become successful in his own right and eminently respectable as the developer of the Eastern Counties Railway. It is not clear what attracted Bruff to Walton, nevertheless, in 1855 he purchased the entire Burnt House Farm estate, on low cliffs to the south of the town, at an auction in the Portobello Hotel. The land he acquired stretched into the town as far as Newgate Street and was soon to acquire the epithet of Bruffville. He immediately initiated a development programme on his land closest to the older town, designing and constructing a number of well-designed terraces which made best use of the highest point in the town. Apart from South Terrace, completely destroyed by bombing in WW2, the townscape Bruff created remains largely intact. The disposition of roads, buildings and other structures

was determined by the former site of Martello Tower L, that had been demolished in 1834 and the materials carted away. This site, known today as the Round Gardens was built on only after Bruff's death in 1901, as he had imposed a restriction in the 1898 sale of his Walton assets preventing development and it appears that he may always have intended the site of the Martello Tower to remain an open space.

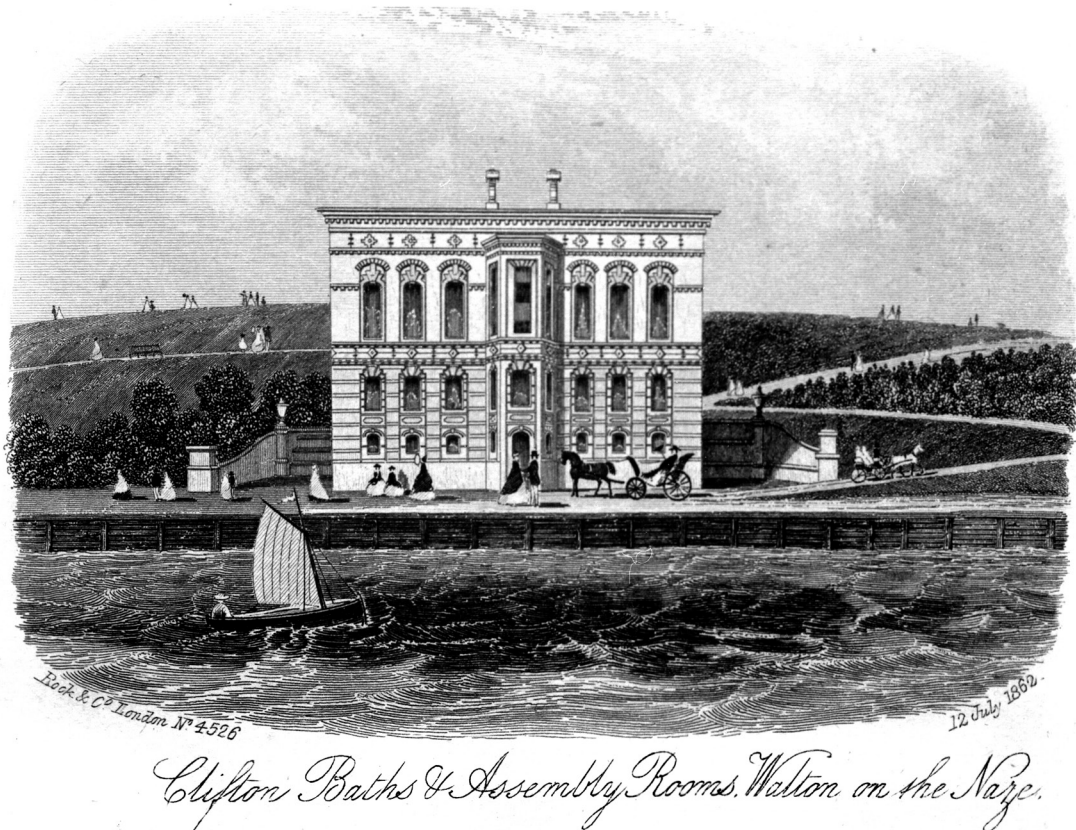


Figure 2 Clifton Baths c. 1862 (Later known as Clifton Music Hall, Clifton Hotel and Pier Hotel)

The construction of his imposing Bruffville terraces was just the beginning of his involvement with the town, and it his longer-term plans soon became clear, with the construction of the Tendring Hundred Railway from Colchester to Walton-on-the Naze in 1867. The station itself was located on a site of Bruff's own choosing within his own Bruffville development.

Within a decade the new railway connection direct to the east end of London was attracting huge numbers of excursionists to enjoy a day at the seaside for the first time on cheap return tickets and appealed to a different sector of the community to the

leisurely steam-packet travellers. Cheap excursion tickets were introduced from locations as far afield as Cambridge. The response within the town was the construction of more hotels and lodgings, and other provisions for entertainment which only partly met the needs of day trippers. Importantly for the day trippers, however, the town was beginning to increase the provision of seaside entertainment, such as bathing machines, sailing trips, donkey rides and oddities such as the camera obscura. The large numbers of excursionists, 5,000 on some days according to Bruff's testimony at a parliamentary committee, were leading by 1881 to sporadic outbreaks of violence and hooliganism led by gangs of young men from London on cheap excursion fares. The Improvement Commission that managed Walton began to debate the need for a town lock up (Boyden 1995).

By 1863, Bruff obtained Parliamentary approval to construct a second pier in front of his new Clifton Hotel but construction was to commence only with the arrival of the railway in 1867. However it was not until around 1875 that steamers switched their services to Bruff's new pier.

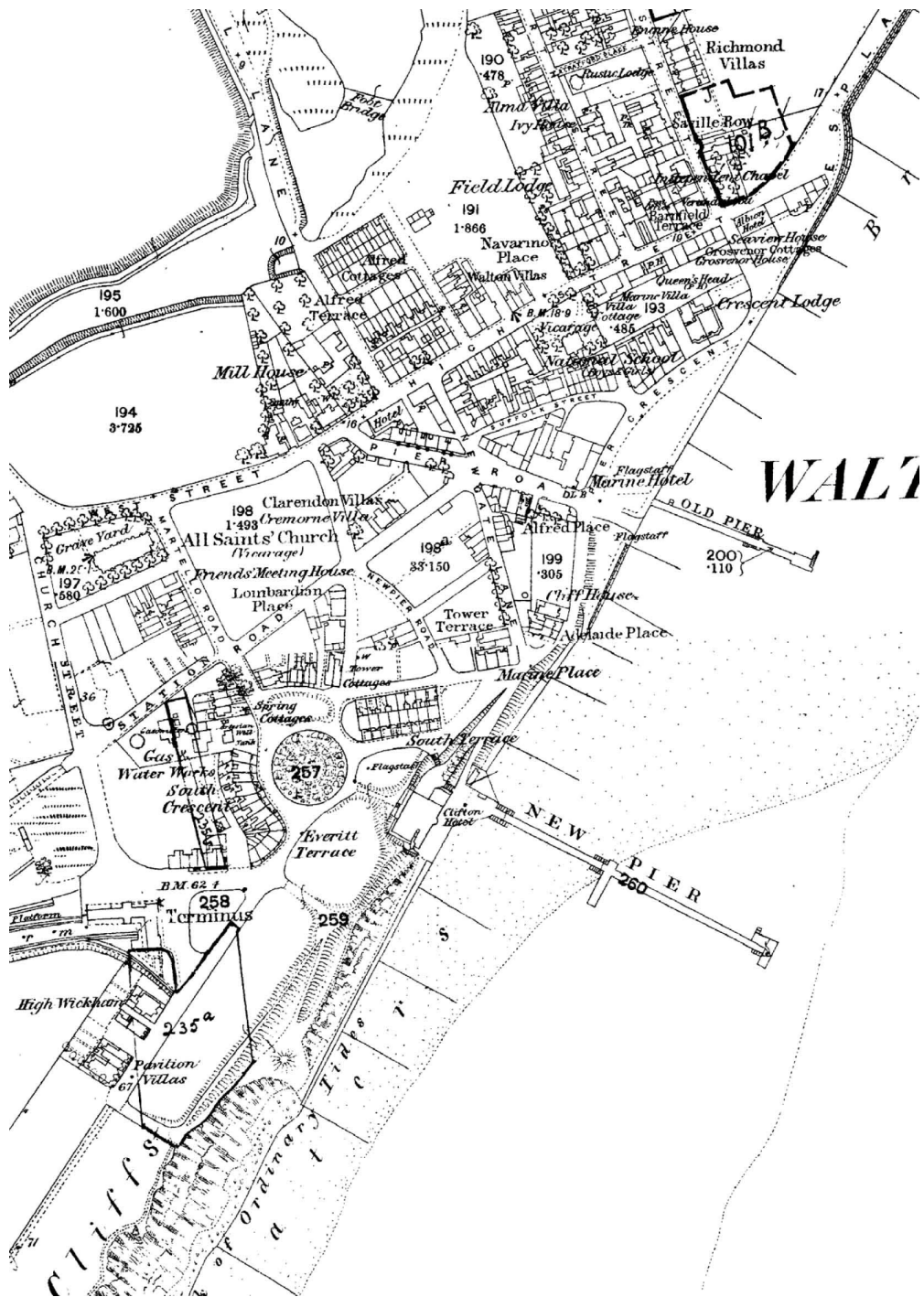


Figure 3 Walton-on-the-Naze 1876 OS 1st edition 25"

Increasing strain on the town's infrastructure, particularly the provision of fresh water, and adequate sanitation to provide for new construction imposed limits on what was satisfactory. Reports of poor sanitation appeared in the *Builder* and in *Leisure World*, pointing out the unpleasant aspects of the town. It was not until 1888 with the arrival of pumped water supply from Mistley, that this particular matter was solved. The Naze

however, with water supplied from local wells, remained self-sufficient in water during the period⁹.

By 1882 a serious seaside resort competitor had emerged on the Essex coast, once more the creation of Bruff. For his new development at Clacton Bruff significantly provided fresh water from the start, the new development at Clacton beginning not only with a formidable new pier but also with a large water tower.

Technical innovations in shipbuilding and a burgeoning interest in the seaside resulted in paddle steamers of greater and greater displacement being pressed into service, requiring ever deeper berths, until Walton's old pier was no longer of any functional use, slipping into old age as a promenade and regatta venue. Paddle steamers such as the Glen Rosa, 245 tons, were a different scale to smaller earlier vessels, relegated to local traffic between Walton, Harwich and Ipswich.

Just as the original jetty had been rendered obsolete by the new steam packets, so it became necessary to increase the length of Bruff's new pier until the final evolution to an enormous 2610 feet in 1898 was more than Bruff himself was prepared to finance. This penultimate incarnation of the pier came with its own vehicle transit – an electric tramway running the full length from shore to pier head and installed by Crompton's of Chelmsford. Power was provided by a gas engine and electrical generator located in a new power station that was later, in 1904 to provide the first domestic electricity in Walton.

Walton's rapid development in the period from 1867 ended abruptly with the arrival of the railway at Clacton-on-sea in 1882, and thereafter the town entered a period of much slower evolution. From 1882 onwards building construction in the Bruffville district of Walton visibly tailed off apart from developments of individual small plots: a few villas west of the station breaking up an otherwise largely empty townscape south of Church Road (Norman 1983). Simultaneously, on slopes below the Naze, Phillip Brannon, an engineer and inventor had begun a development programme with the construction of a seawall at Hipkins Beach. Although full of ideas and plans, his designs failed to attract

⁹ VCH Vol. XI: *Walton to 1914: Economic Development* (draft) 2009

buyers beyond the construction of two small avenues of houses and a few impressive villas. Sadly, a local newspaper reported in 1888 that the scheme for a new town on the Naze “had fallen into oblivion”¹⁰.

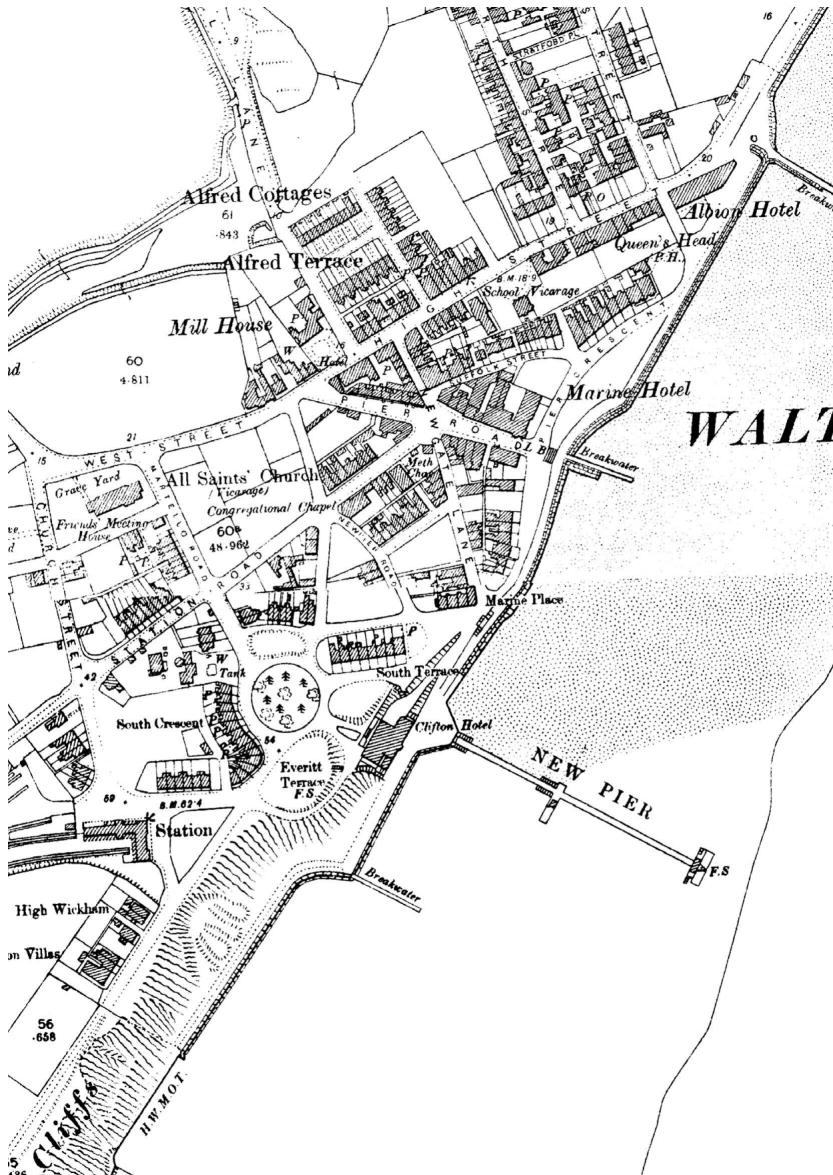


Figure 4 Walton-on-the-Naze 1897 OS 2nd edition 25”

With strong local competition, too, the nature of the town began to change. Whilst remaining attractive to an excursion underclass Walton began to acquire the trappings of

¹⁰ The Essex Telegraph 1888

a small town firstly, from 1841 under the careful urban administration of the Improvement Commission and then from 1898 by the new Urban District Council.

One of the first acts of the new administration was to construct in 1900 a new Town Hall which gave the High Street a new and ponderous respectability somewhat out of scale with the eclectic mixture of Regency terraces, rustic thatched cottages and hotels that constituted Walton at the time.

As the neighbouring resorts of Clacton and Frinton on Sea developed rapidly in the decades prior to the First World War, Walton's character remained largely as it had been during its principal period of development in the period 1855 to 1882.

Walton during WW1

By early 1915 emergency committees had been created. German bombardments of coastal towns caused much anxiety in the resorts. The military prepared defences on the sea fronts; sixty tons of sandbags were placed on the cliffs at Walton and Walton Urban District Council (UDC) complained that much damage was done by these operations. Walton's Home Defence Volunteer Corps was formed in November 1914 but disbanded in January 1915, probably because of lack of numbers.

The war and fear of invasion had an impact on the economic prosperity of Walton as the number of visitors dropped dramatically. Residents moved inland leaving empty housing for the duration of the war. Social life was severely curtailed; Walton Yacht Club ceased activities for the duration of the war. Military sporting events continued and boxing competitions were popular at Walton and Frinton. Walton Kino remained open throughout the war. The most notable serviceman to be commemorated on an individual memorial was Private H.G. Columbine VC whose individual memorial (a bust on a plinth) is on Walton's seafront¹¹.

¹¹ VCH *The Development of Clacton, Walton and Frinton: Social and Cultural Life* (draft) 2009

Surviving WWI structures

EHER Number	Description
17298	WWI slit trenches and other defensive earthworks

The Inter-War years: resort development

After the cessation of war it was clear that Walton's popularity had not diminished with thousands of visitors descending on the resort every week. Entertainment was important to the economy of the resort and Walton's pier had a major role to play. The pier (together with other piers along the east coast) had been owned by the Coast Development Corporation (CDC) which had gone into voluntary liquidation in 1915. In 1919 Walton UDC had instructed its clerk to get in touch with the liquidators because the pier had fallen into disrepair and presented a health and safety hazard to the public. In 1922 Ernest Kingsman bought most of the assets of the CDC including Walton pier which he then sold on to Walton-on-the-Naze Pier Co. Ltd.



Figure 5 Walton-on-the-Naze 1923 OS 3rd edition 25"

The main asset of the pier was its length (795m or 2,610 feet) which enabled steamers to be able to berth even at low tide. To facilitate the movement of passengers from the berthing station to the town a single track electric tram was installed (replaced in 1935 by a battery operated carriage). Walton-on-the Naze Pier Co. invested in traditional pier entertainment and amusement arcades. In 1931 the attractions of the pier consisted of the Sea Spray Café with dance hall, shops, amusement arcade, a pavilion and the

electric tram. During the course of the 1930s the pier began to lose revenue as steamers stopped calling as the railways took over. Walton-on-the Naze Pier Co. sold the pier to Charles Goss in 1936 who, with his New Walton-on-the-Naze Pier Company Ltd., intended to invest and develop the pier to appeal more to the new class of tourists arriving by rail, charabanc and private car. They set out to build amusement rides and other forms of popular entertainment but this was cut short by the advent of WWII.

The theatre was still very popular in the 1920s (the King's Theatre and the Pier Pavilion offering shows daily) and cinema came to Walton in the 1930s with the opening of the Kino on Princes Esplanade and then the luxurious Regal opening in the High Street. After the old tide mill and windmill were demolished in 1921, the mill pond was turned into a boating lake and the area occupied by the windmill was taken over by the Walton Yacht Club. The Naze Golf Links were opened in 1928 and was proud to boast that it had 'a view of the North sea from every hole' (Jacobs 1995).



Figure 6 The Kino cinema in the 1930s

The post-war government was prepared to give substantial financial assistance to local authorities willing to carry through a programme of social housing. Walton took advantage of this offer with the a number of municipal housing schemes, chief amongst them the construction of social housing along Standley Road and Eagle Avenue (1920) and Kirby Road (1926 to 1927). High levels of unemployment were endemic throughout the economically volatile inter-war period. The tourist industry employed a fairly large number of people, engaged mostly in the provision of accommodation for visitors. By 1922 the town had five hotels and 49 apartments and boarding houses, most along the seafront but a few established during the 1930s along the NE side of the town towards the Naze Park¹².

With the advent of WWII the resort was emptied and all holiday activity was put to an abrupt end.

Walton during WWII

In the early part of WWII a report was compiled documenting the twelve most vulnerable coastal towns in Britain, one of which was Walton. As a consequence it was very heavily protected, sealed off against attack, not only from the sea but against a land assault outflanking the town. In June the Eastern Regional Commissioner banned visitors to coastal districts: no person could stay for a holiday, recreation, pleasure or as a casual wayfarer. From 9 July no private cars were allowed within five miles of the coast without a permit, a night-time curfew was imposed and three days later all small craft were immobilised. The ban on visitors was retained throughout most of the war.

The pier was partially demolished to provide the raw material for substantial beach defences of barbed wire and tubular scaffolding. The 4th Anti-tank regiment retained responsibility for Walton's beach defences, with its 2pdr guns arrayed along the front at both Walton and Frinton. As well as the cliffs, greenswards, parades, and piers, a great many resort buildings and houses were requisitioned in 1940 including many of the

¹² VCH Essex *The Development of Clacton, Walton and Frinton: the Economy of the three Resorts* (draft)

larger hotels and boarding houses along the seafront. An Observer Corps post was established at the Old Lifeboat House, Walton, in June 1939.

At the Naze a series of pillboxes formed a formidable line of defence, some of which still survive; two can now be seen stranded on the beach, the cliff top on which they were built having succumbed to coastal erosion. Another survives in the rear garden of the Dutch House in Old Hall Lane and a further two lie to the north of the Naze Tower. There was also a 'Q' type decoy site constructed at the Naze, presumably to divert enemy bombers away from the explosives factory on Bramble Island (EHER No. 20311).¹³

Walton residents were encouraged to move inland if it was at all possible, away from the coastal zones threatened with invasion. Enemy mine-laying and bombing attacks off the east coast far outweighed the number made directly upon it. From November 1939 German aircraft and magnetic mines started to take a heavy toll of both military and civilian vessels. As a result the local coastguards and lifeboats stationed at Walton and Clacton were involved in rescuing mariners throughout the war. Potentially more dangerous were a series of daylight attacks by lone German bombers in the last quarter of 1940. A raid on 28 October 1940 destroyed eight houses in Walton, damaged 80 more and injured two people. That on 10 December destroyed terraced houses on The Parade behind Pier Hotel and caused widespread minor damage, but casualties in these raids were light largely due to resorts' populations having been evacuated.

The most damaging assault occurred on 30 May 1943 when c.20 fighter-bombers attacked Frinton and Walton without warning. The Beach Hotel, Frinton, received a direct hit, Walton's Police station was badly damaged and the Catholic Church and the north wing of the Samuel Lewis Convalescent Home were both demolished. Casualties amounted to six dead and 21 injured, with extensive damage to utilities and housing. Two hundred civilians were made homeless.

The War Office finally lifted the travel restrictions on 25 August 1944. In early 1943, with the threat of invasion receding fast, property started to be de-requisitioned. The public gardens,

¹³ Information from Essex Historic Environment Record

shelter, conveniences and café at the Round Gardens, Walton, were released in April and the War Office agreed to pay for repairs (Jacobs 1995).

Surviving WWII structures

EHER Number	Description
10621	Pillbox at 'The Dutch House', Old Hall Lane
10622	Pillbox on the sea shore at The Naze
10623	Pillbox on the sea shore at The Naze
10624	Pillbox north of The Naze Tower
10625	Pillbox north of The Naze Tower
20311 / 20833	WWII military camp including remains of anti-aircraft battery and bombing decoy. This included a home guard training area.
20657	Concrete bases for Anti-aircraft guns

Social change and resort evolution: 1945 to the present day

After WWII Walton set about rebuilding its holiday trade. The pier had been partially dismantled during the war to prevent its utilisation as a means by which the enemy could land its invasion troops. It was quickly rebuilt and a number of new rides added including a large Ferris wheel and the dodgem cars. This was later supplemented by a bowling alley.

Walton was, however, to find that social and cultural changes had taken place in the post-war era and that tourists had found new destinations abroad for their holidays. Although a reasonable number of day-trippers still visited Walton, the number of long-stay tourists dropped dramatically. By the late 1960s all of the theatres and cinemas had closed. With the number of residential tourists dropping throughout the 1970s, nearly all of Walton's large hotels had closed, with only the Pier Hotel remaining open.

With the main means of transport now the private car, caravan parks became the accommodation of choice for the residential tourist. Many of these are now static caravan parks such as the Martello Caravan Park and the Naze Marine Holiday Park. A small leisure complex has been built on Bath House Meadow which includes an indoor swimming pool, bowling green and the Columbine Centre.

Walton, with its fine sandy beaches, still attracts the day visitor but its character is now that of a residential town for the commuter and a retirement destination for those wanting to enjoy a home by the sea.

Historic Environment Characterisation

The urban characterisation of Walton broadly follows the same methodology adopted for Historic Environment Characterisation Projects already completed in Chelmsford¹⁴ and Rochford¹⁵, Essex and based on the work carried out by the Chris Blandford Associates (CBA) for the Thames Gateway Historic Environment Characterisation Project.

Whilst these projects (above) analyse environments comprising a range or combination of rural and urban historic landscapes, the characterisation of the seaside town of Frinton-on-sea exclusively focuses on its urban and coastal (seaside) context. The methodology of establishing high level divisions, Historic Environment Character Areas (HECAs), is used in this exercise to establish large character areas, referred to as Historic Urban Character Areas or HUCAs. These areas are subsequently refined and broken down into Historic Urban Character Zones (HUCZ). Together they provide a comprehensive analysis of the historic environment which may be used in the planning process through the production of Local Development Frameworks, Master Plans, Conservation Area appraisals and in the initial considerations of planning applications.

¹⁴ *Chelmsford Historic Environment Characterisation Report*, Essex County Council, June 2005

¹⁵ *Rochford Historic Environment Characterisation Report*, Essex County Council, Rochford District Council

Historic Urban Character Areas

Walton Historic Urban Character Areas

HUCA 1 Town Centre and Residential Suburbs

This area includes the commercial and residential sectors which initially developed around the historic core of the pre-existing settlement in the early 19th century and a second significant development to the south and adjacent to the station and pier. It contains the commercial and communal heart of Walton focused along and either side of the High Street and a series of significant early and mid nineteenth century developments built to attract and cater for seaside tourism. Specifically this area incorporates the early 19th century development of the town in the area of the High Street by Penrice and the later 'Bruffville' development to the south of the existing centre which was established along with the railway station and pier by the railway entrepreneur Peter Bruff.

Whilst the majority of the residential and commercial areas can be dated to the 19th century, both inevitably include some 20th century housing development (e.g. Standley Road and north of Vicarage Lane) and 20th century housing infill. The area also incorporates the a distinctive belt of private 'Regency' style terraces and modern hotel accommodation that front onto the Parade to the south of the High Street, overlooking the beach and sea front.

The area is characterised by the residential and commercial nature of the resort and the historic development schemes that have shaped the present townscape. The early development of the town had distinct pretensions, aiming to cater for the more affluent visitor. This is reflected in the renovation of existing pre resort buildings and construction (albeit limited) of Regency style terraces, houses and crescents. The High Street remains the commercial and social centre of the resort and today is notable for its many small businesses including individual shops, public houses, cafes and commercial outlets typical of the 'day tripper' seaside resort . In this context Walton lies in stark contrast to its more exclusive Frinton-on-Sea neighbour.

Little of the historic landscape predating the foundation of Walton as a coastal resort remains today. The site of the Martello Tower J on Walton Cliiffs was preserved within

the 'Bruffville' development but all other existing boundaries of enclosure fields were swept away when the present street plan was laid in the later 1860s. The High Street and Mill Lane, the latter built to serve Walton Tide Mill (demolished) and Martello Tower K, both predated the resort

HUCA 2 Walton Gap

The Walton Gap is characteristically a non-residential predominantly unbuilt area of recreational land lying to the north of the historic resort of HUCA 1 and the later 19th century and 20th century housing development towards the Naze (HUCA 3).

The area mainly comprises a large caravan holiday park (Naze Marine Holiday Park), recreational grounds and complexes. It is characteristically marshy land abutting Walton Mere (the former tidal pond for the Walton Tide Mill) and is bounded on the western side, with the mere, by an earthen embanked sea wall.

HUCA 3 The Naze Area

The Naze is mainly residential in character but does incorporate historic industrial sites and buildings associated with maritime safety and as navigational aids. It can be divided into two broad areas with the 19th and 20th century residential developments along Hall Lane and Naze Park Road and to the north the mainly unbuilt former manor of Walton Hall and the natural landscape of the Naze Nature Reserve. The southern area includes a number of later 19th century and earlier cottages built along the main thoroughfares, including industrial workers housing provided by Robert Warner and the remnants of his iron foundry which provided the catalyst for growth to the north of the resort. The area also includes the failed attempt by Robert's father John Warner to create his own seaside resort along East Cliff (East Terrace), a number of larger seaside villas and terrace of cottages built as part of another failed development by Philip Brannon, convalescent homes and the listed Naze Tower and Navigation Tower at Walton Hall.

HUCA 4 The Esplanade, Pier Crescent, Cliff Parade, Beach and Pier

The esplanade, a sinuous aggregation of sea wall defences, beach and public realm spaces, remains a prominent and characteristic feature which extends the length of the Walton seafront from Burnt House point to the south west to just short of the Naze,

including a seaward promenade via Walton Pier. The present hard landscaping of the sea wall esplanades were originally laid out in the late 19th century and rebuilt during the 1930s and 1950s as part of the sea defences along the Essex coastline. As a group the sea defences, promenades, public realm spaces, beach huts, pier and amusements, timber groynes and the Walton beach form the most distinctive characteristic of Walton as a seaside resort.

HUCA 5 West of High Street along Walton and Kirby Roads

This area is characterised by its post war development, the ribbon development along Walton and Kirby Roads and the construction of large residential developments which have effectively in-filled and blurred the geographic distinction between the modern day settlements of Frinton and Walton.

Historic Urban Character Zones (HUCZ)

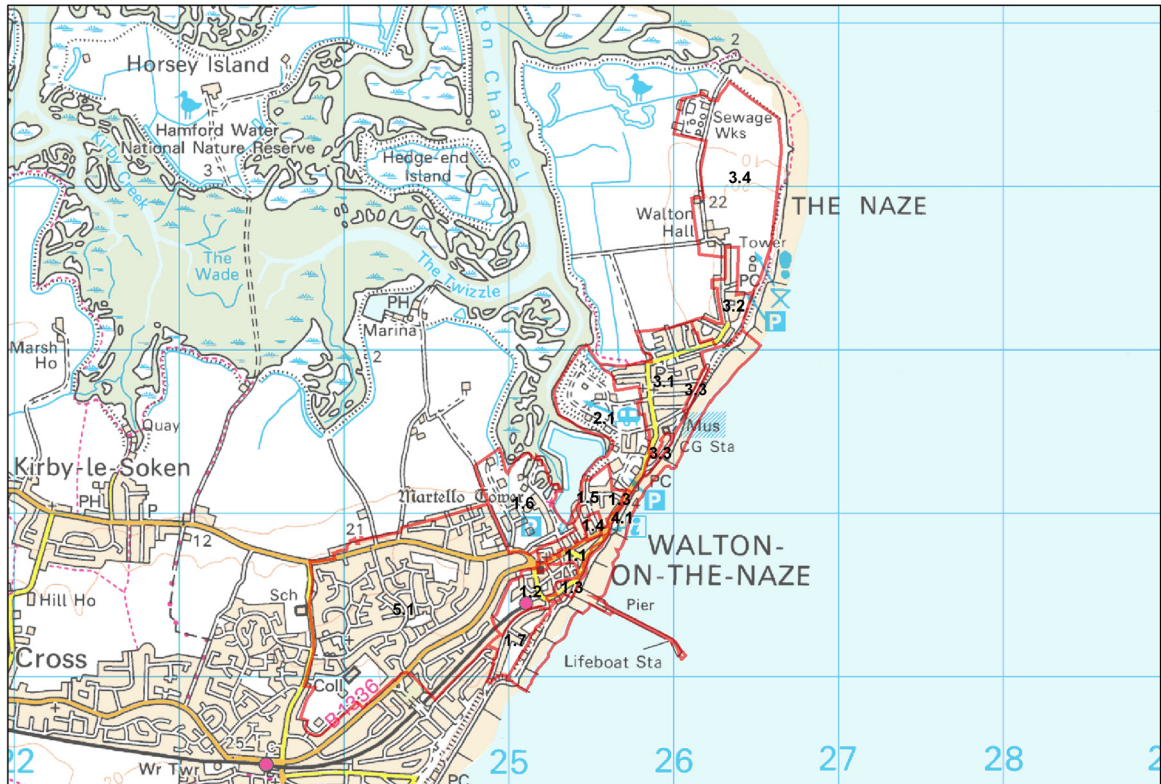


Figure 7 Walton-on-the-Naze HUCZ

The urban character zones are designed to interrogate the Historic Environment and in this case the built environment of Walton 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 Heritage's 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.*

Walton Historic Urban Character Zone Descriptions

1.1 High Street Area

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

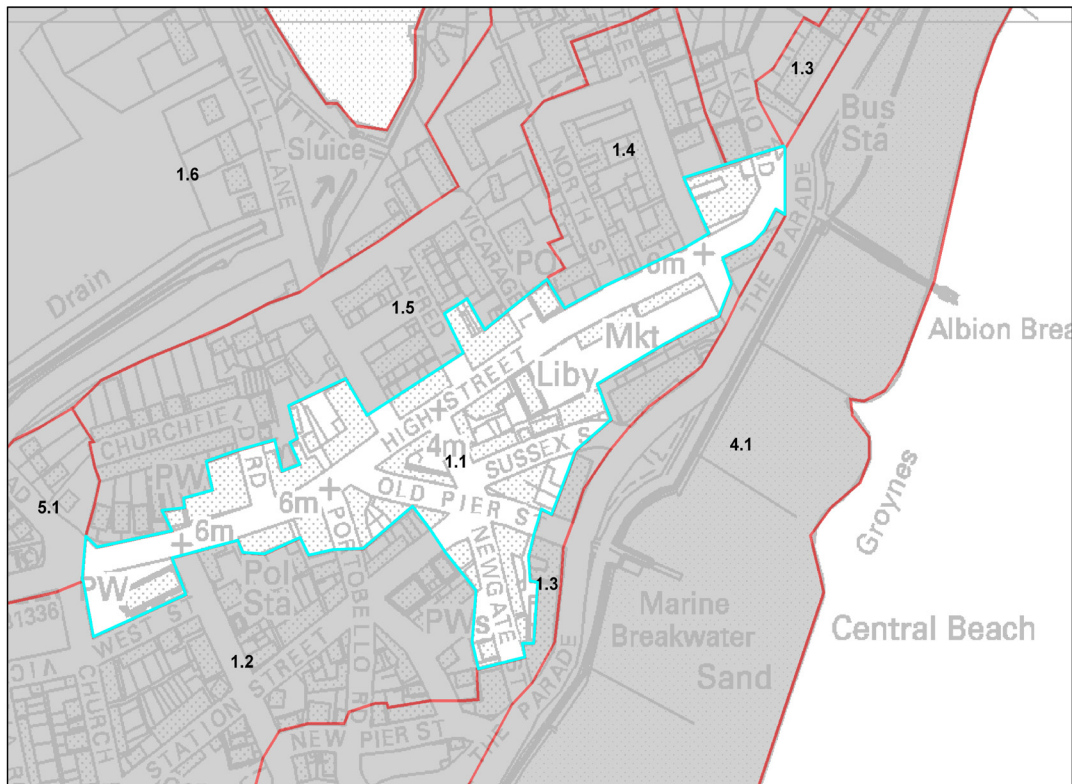


Figure 8 HUCZ 1.1 High Street Area



Figure 9 High Street

- The High Street area including the High Street, Old Pier Street and Newgate Street form the commercial and communal focus of the Walton for both tourists and residents.
- Its commercial use is heavily biased toward retail, food outlets and to a lesser extent service and business (non retail) use along either side of the roads. The High Street area does incorporate some residential properties although this use mainly takes the form of apartments over the businesses fronting the thoroughfares.
- The main shopping area is characterised by the diversity and density of retail outlets and the mixture of two and three storey facades along either side of the roads.
- A feature of the High Street area is the mixture of architectural styles representing the gradual development and re-development of the area and in some cases the embellishments to the facades above the shop fronts and the diversity of roofscapes. Much of the architectural detailing is diverse but simple adopting a Regency and Victorian styling of the 19th century in brick, painted brick or render.

- Many of the buildings along the main shopping area of the High Street are contemporary with the early stages of the town's development in the early and mid 19th century, but there are a few modern incursions.
- A number of the retail outlets are centred around the 'six reelet', a focal point centred at the junction of six streets immediately south of the High Street.
- Most of the shops in the High Street Area are two or three storey with private accommodation above the business premises. They are 'tightly packed' and built immediately to the rear of the narrow pavements, which in combination with the narrow road width produce a strong linear streetscape more synonymous with a high street of greater antiquity. This illusion is compounded by the clear visibility of All Saints church tower which aligns with the High Street to the west.
- Another characteristic of the High Street is the higher proportion of local shops and retailers, an uncommon sight in many high streets which are generally dominated by the ubiquitous national chains.
- Planting and the front gardens of early C19 cottages at the eastern end of the High Street help to soften the rather austere street scene in this area.
- Historic buildings of particular note include the Portobello Hotel rebuilt in the early 19th century from its origins as a former inn by John Penrice, the former Town Hall, erected in 1900 to the plans of Alphonzo Migotti and the Gothic town library, a former National School built in 1853, but enlarged by Horace Darken in 1871-2.
- The majority of the High Street and particularly that to the south lies within the Frinton & Walton Conservation Area
- In this area there is little evidence of settlement predating the medieval period, no archaeological investigations have been carried out in the area and no archaeological finds reported.

Survival	Small to moderate levels of redevelopment along the High Street, Old Pier Way and Newgate Street with the survival of many earlier buildings and some shop frontages.	2
Documentation	Conservation Area Management Plan, Character Appraisal and VCH.	2
Group Value Association	Retains a significant grouping of early C19 and C20 shops, public and commercial buildings (library, post office, Town Hall).	2

Potential	Low potential for heritage assets	1
Sensitivity to Change	Unsympathetic development and the 'clone' effect of national multiples will dilute the rather 'understated' character of the area. The High Street area may however benefit from some enhancements, particularly some pedestrianisation in the area of the six reelet and the renovation of the market place.	2
Amenity Value	Forms the retail and social hub of the resort characterised by its wide range of individual shopping outlets, restaurants, cafes and public houses. As such it forms one of the key areas for resident and visitor attraction.	2
Total		11

Key Issues

It is important to preserve the present character of the High Street, the individuality of the shops, the diversity of the street-scene with its diverse often broken roofscapes and mixture of historic building frontages and facades. This should be clearly identified in any strategic or master plan proposal.

It is important to retain the unique character of the zone by keeping the main focus of commercial office/shopping activity within the bounds of High Street Area and not allowing the spread of unsympathetic commercial development.

The use of planting and possibly more public realm space would help improve the general appearance of the High Street area and soften what is a very austere, hard streetscape. This has been successfully achieved in the nearby commercial area of Connaught Avenue in Frinton

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.

1.2 Bruffville

Predominant Period

post-medieval

Secondary Period

modern

Predominant Type

residential

Secondary Type

commercial

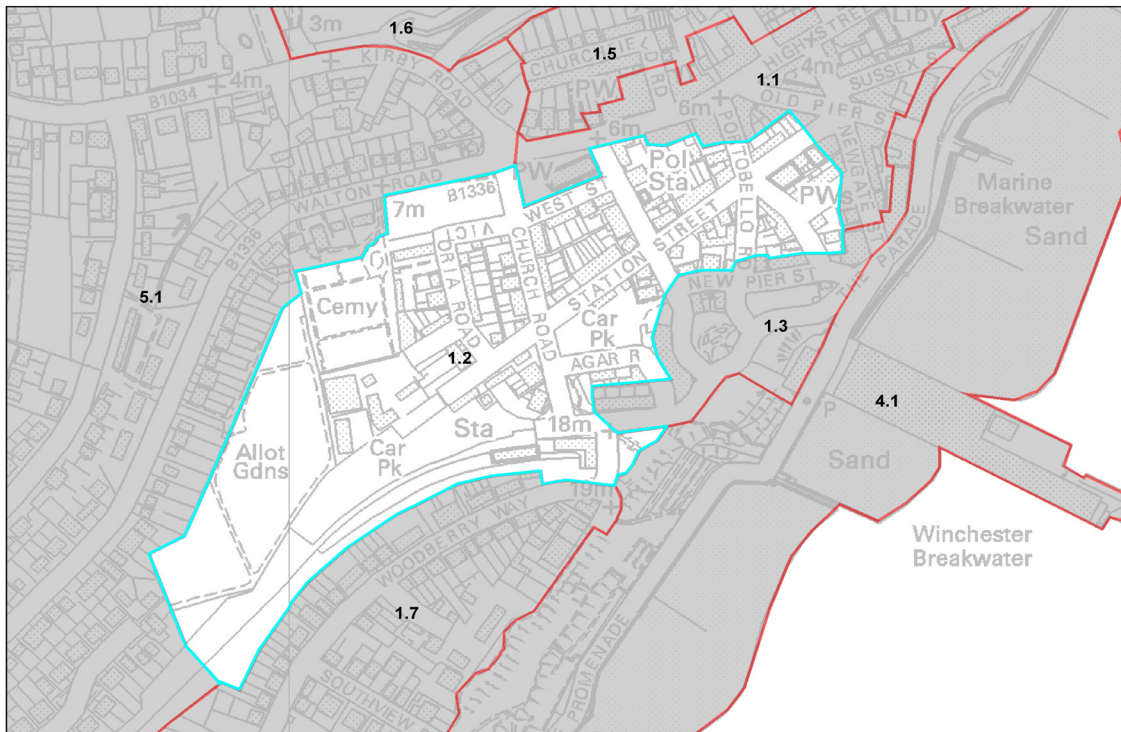


Figure 10 HUCZ 1.2 Bruffville



Figure 11 Station Street and South Cliff

- This residential area to the south-west of the High Street was first founded around the 1860s by railway entrepreneur Peter Bruff as part of his plans for an alternative to the established resort. It was located on land between the newly built Walton railway station (1867) and the High Street and with the relocation of Walton Pier to its present site this area was part of the shift in the focus of the town to the south-west encouraged by Bruff.
- A feature of the area is its range of mid to later C19 cottages and terraces all built after the construction of Station Road (Street) and Martello Road (Church Road) in the later 1860s. Most of the cottages front onto the roadside with gardens to the rear and are two-storey residential houses in various architectural styles, some also with small gardens to the front.
- There has been the inevitable C20 infill but as yet no substantial housing redevelopments.
- The area also includes public and utility buildings, allotments and car parking provision, on the site of a former gas works and near to the railway station.
- Despite its relatively late development the street plan is quite irregular in form and includes a mixture of co-axial roads and a confluence of five radial streets (Five ways), which replicates a similar junction, the 'six releet' built as part of Penrice's early 19th century settlement to the east.
- There are few buildings of note apart from the grade II listed Emmanuelle Church built in 1878 to designs by Charles Pertwee, the neighbouring Primitive Methodist Church, Station Street built in 1875-76 and 1-5 Church Road Cottages, a terrace of Gothic, weatherboarded former railway cottages.

Survival	Moderate levels of redevelopment and loss of original architectural treatments and materials within residential context is common.	2
Documentation	Conservation Area management plan, Character appraisal.	1
Group Value Association	Still retains a number of early mid C19 terrace houses and cottages and good contemporary ecclesiastical buildings.	1
Potential	Low potential for heritage assets	1
Sensitivity to Change	Unsympathetic development would undermine the surviving character of the area.	1
Amenity Value	Contributes to the Victorian character of the resort	1
Total		7

Key Issues

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.

1.3 Marine Parade

Predominant Period	post-medieval
Secondary Period	modern
Predominant Type	residential (commercial and private)
Secondary Type	commercial

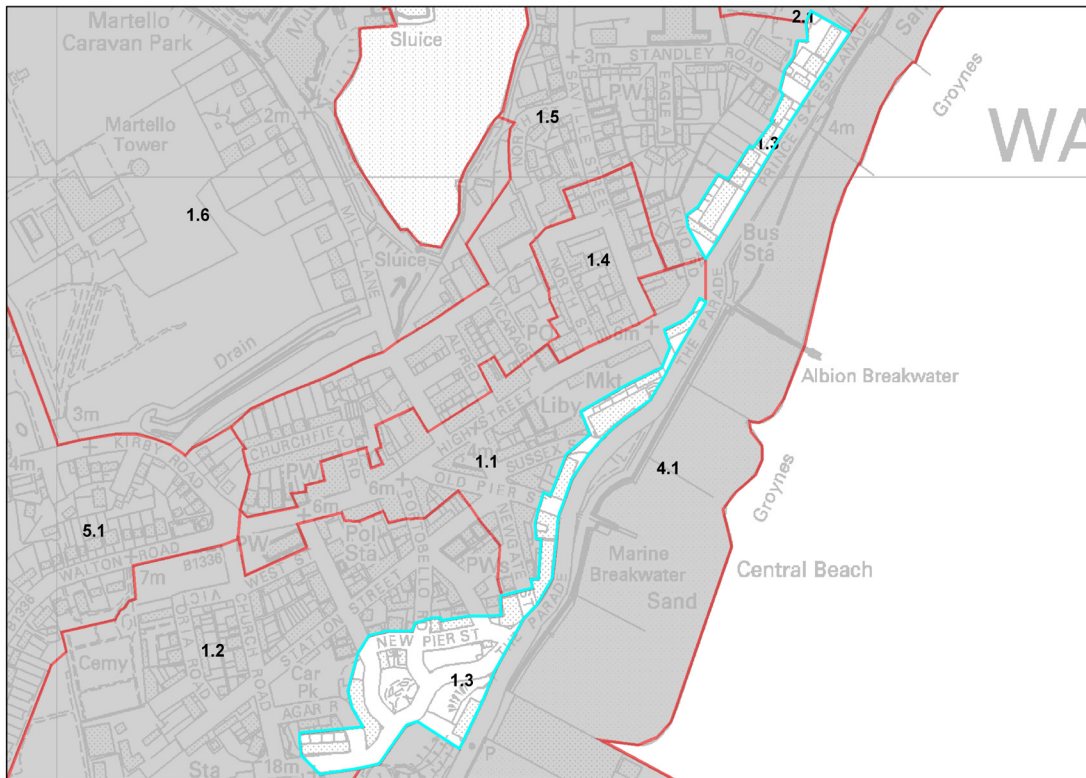


Figure 12 HUCZ 1.3 Marine Parade



Figure 13 40- 44 Marine Parade and Gunfleet

- The Marine Parade is a belt of commercial (apartments) and private residences built along and overlooking the seaside front.
- It comprises a range of architectural styles from the Regency style terraces synonymous with the emerging early 19th century resort, Arts and Craft villas to modern commercial properties built in a faux Regency/Victorian style.
- The Marine Parade is characterised by the quantity of larger three-four storey terraces or purpose built apartment blocks/hotels and detached villas overlooking the beach.
- The Central Beach/Pier Crescent area of the Marine Parade was laid out during the initial period of the resorts development in the early 19th century and still retains a number of early buildings. The area generally still retains historic character, although this has been compromised by the unsympathetic and rather over-bearing redevelopment of the Marine Hotel site.
- The southern end of the Parade adopts the form of a crescent, built around and no doubt taking plan form from the site of a former Martello Tower (J) later adapted into a central circular garden. The built frontage at the northern end of the Parade or the Esplanade/Shore Road is a later development mainly comprised of larger earlier 20th century villas which contrast but positively contribute to the character of the frontage.
- A feature of the Parade is the mixture of historic and modern housing utilised for residential, bed and breakfast, hotel and seaside amusements.
- Architecturally the most impressive group lies along the north side of Pier Crescent and comprises a terrace of three storey Regency terraces built as holiday accommodation. The continuity of similar developments along the Pier Crescent (Marine Hotel) and The Parade (South Terrace) has unfortunately been lost as neither building survives.
- A particular group of note are the row of small vernacular cottages, built as lodgings, that front Sussex Street to the rear of Pier Crescent. Their domestic scale contrasts with the surrounding commercial buildings that lead onto and along the front.
- Whilst there is little evidence for archaeological activity, the length of the Parade was the focus for many war time defences including anti-tank pimples and road barriers built during the Second World War. All were removed following the cessation of hostilities.

- Notable buildings include the 40-44 Marine Parade and Gunfleet, the former Clifton Hotel (Hall) and 1-7 The Parade

Survival	The Marine Parade is a belt of commercial (apartments and Bed and Breakfast) and private residences providing seaside accommodation overlooking the seafront. It comprises a collection of original Regency style terraces and later villas but with some post-war/new build interruptions.	2
Documentation	Conservation Area Management Plan, Character appraisal, VCH	2
Group Value Association	All of the Regency terraces date to the initial and subsequent development schemes by Penrice and Bruff. Some of the less pretentious buildings, the villas and the cottages along Sussex Road have significance through group value.	2
Potential	Limited potential in the form of WWII remains	1
Sensitivity to Change	The Parade has a unique character within the larger coastal resorts of the region. This is reflected in the quality and diversity of its architecture and control of the busy 'strip' type amusement dominated esplanades common to many contemporary seaside developments (Clacton and Southend). It has been compromised by some inappropriate modern development and further development in a similar vein would no doubt remove what is left of this unique character. Future improvements should focus upon the conservation of existing buildings and sympathetic schemes that respect areas character.	2
Amenity Value	The Parade has significant amenity value contributing to the historic character of the resort and providing much needed tourist accommodation and amusements	2
Total		11

Key Issues

It is important to preserve the surviving character of the Parade, particularly the quality, and diversity of many of its buildings and its unassuming character created by the

control of excessive tourist commercialism and 'strip type' amusement development. It is one of the key areas within the resort lying between the built-up and historic High Street and the seaside front, and contributes significant amenity value in providing much needed tourist accommodation and amusements.

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.

1.4 North & Saville Streets (South)

Predominant Period	post-medieval
Secondary Period	modern
Predominant Type	residential
Secondary Type	/

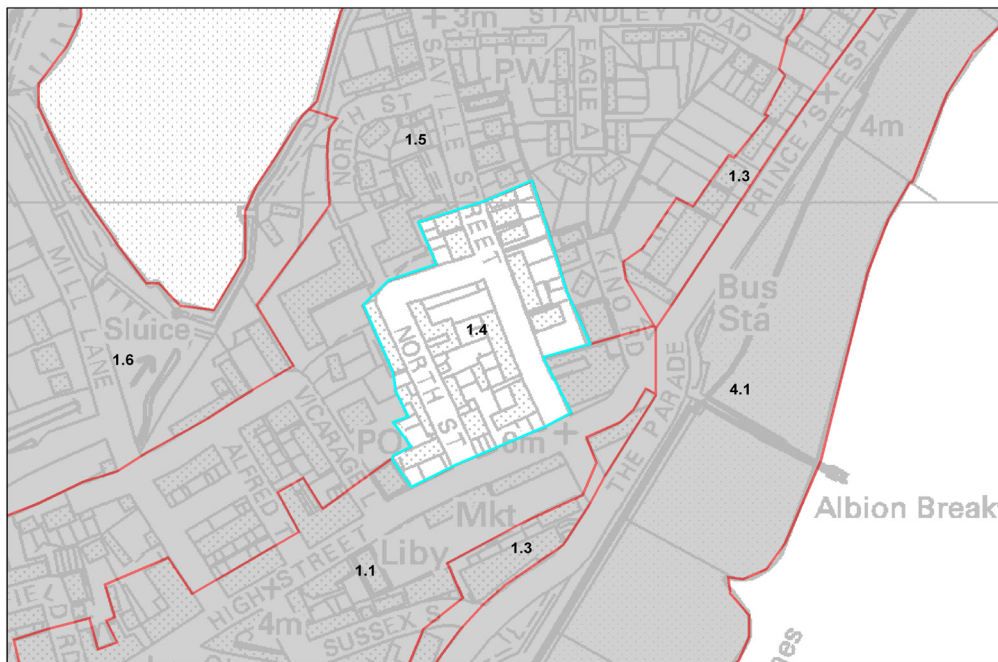


Figure 14 HUCZ 1.4 North & Saville Streets (South)



Figure 15 Blue Shutters and 15-17 Saville Street

- North and Saville Streets (south) form an area of private residential and holiday let/bed and breakfast properties on the northern side and at the seaward end of the High Street.
- This area was established by John Penrice in 1829 to provide holiday accommodation, particularly summer rentals for the gentry, and includes the first resort housing to be built in Walton.
- The streets follow the urban grain north of the High Street arranged perpendicular to it and benefitting (initially) from sea views. Subsequent development to the east has limited seaward visibility.
- A characteristic of this area is the mixture of historic two and three storey Regency and Victorian Terraces, good quality villas and 19th century cottages.
- The majority of the houses do not conform to a uniform design and are a mixture of architectural styles adopting the elegant symmetry of Regency styling and the influences of the Gothic revival.
- The onus is toward terraces or detached or semi-detached properties and most respect a building line set slightly back from the roadside with small or no front gardens but gardens (initially for stabling) to the rear. This arrangement provides

a more linear appearance to the streetscape, although this is not as strong on the east side of Saville Street and the west side of North Street.

- The area has been impacted by some modern infill/plot redevelopment and is skirted by a substantial modern development of apartments along the west and north side of North Street.
- The area is relatively rich in notable buildings as reflected in the four grade II listed houses including two Regency Villas (15-17 Saville Street & Blue Shutters), the Gothic house and the unusual weatherboarded house of St Dominics. Unlisted buildings of note include the Victorian Richmond Terrace and the early 19th century terrace of 23-27 Saville Street.

Survival	A small enclave containing a number of early better quality holiday villas, cottages and terraces dating from the initial development of the resort in the early C19 and some subsequent C19 holiday provision. Most of the original villas and the more 'exclusive' character of the area remains.	2
Documentation	Conservation Area Management Plan, Character appraisal	2
Group Value Association	Comprises a number of large villas and houses dating from the early stages of the towns development.	2
Potential	Low potential for heritage assets	1
Sensitivity to Change	Unsympathetic development, infill development and redevelopment of existing plots would undermine the character of this small historic enclave.	2
Amenity Value	The area contributes to the Regency character of the resort and along with the Parade provides much needed resort accommodation.	2
Total		11

Key Issues

It is important to preserve the special character of Saville and North Streets, particularly the historic individuality, design and density of the buildings and the regimented historic layout of the streets. It is important that the residential character, which forms an

important quality of the zone is maintained and is not undermined by the construction of inappropriate commercial or residential development. This should be clearly identified in any strategic or master plan proposal.

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.

1.5 North of High Street

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

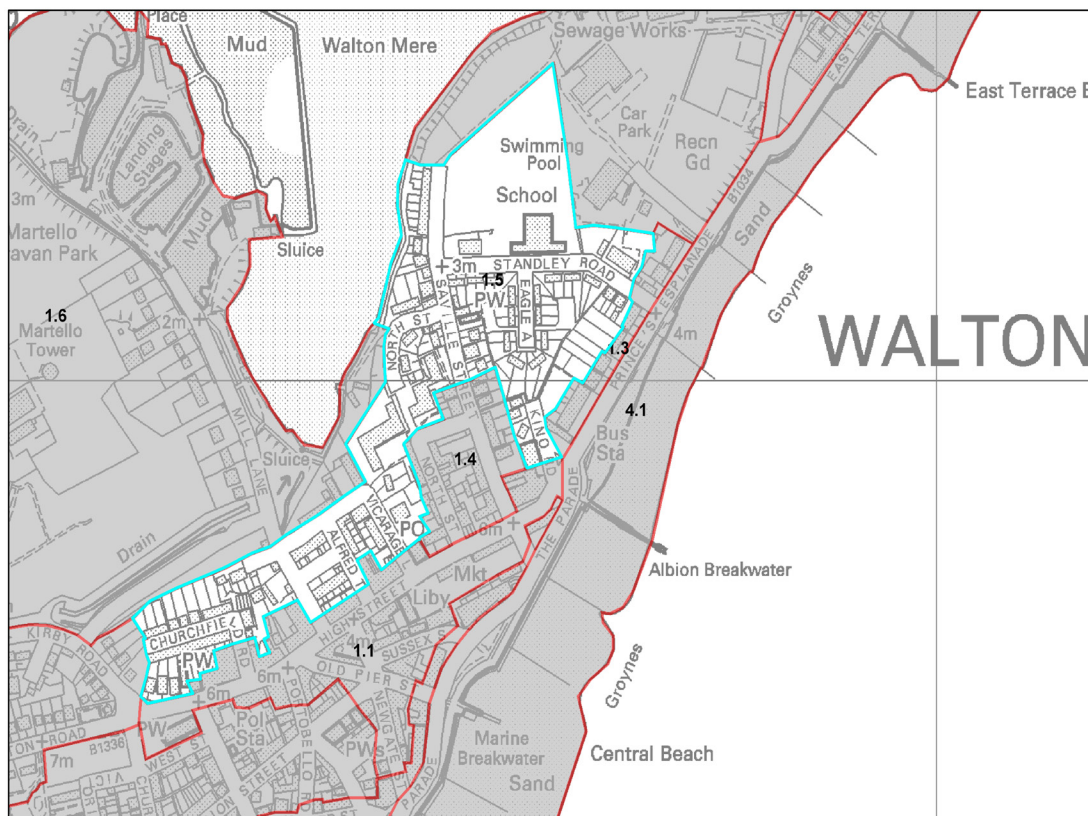


Figure 16 HUCZ 1.5 North of High Street



Figure 17 Alfred Terrace

- Piecemeal residential development to the north and rear of the High Street. The area is entirely residential, the cottages are mainly terraced, some with a maritime treatment.
- A feature of the area is its mixture of later C19 and early to mid 20th century two-storey cottages and terraces built in various architectural styles.
- The C19 residential areas are characterised by the co-axial street layout aligned perpendicular to the High Street. These are bounded by later developments infilling to Walton Mere or to the rear of the esplanade and include some modern infill.
- The Conservation Area only includes the mid Victorian Alfred Terrace, a residential square style development bounded on three sides by plain terraces with central road access and gardens (on two sides) to the front.
- Subsequent residential developments include an entire interwar estate centred on Eagle Avenue to the east of Saville Street and early 20th century cottages at Churchfield Road.
- Modern apartment developments and post-war housing (North Street) and a small semi-industrial complex infill a 'gap' overlooking Walton mere to the west of Saville Street. The apartment developments along North Street (outside the

confines of the Conservation Area) dilute the historic and spatial and character of an area mainly comprising smaller Victorian/Edwardian cottages and Terraces.

- The majority of the Victorian/Edwardian houses front onto the roadside with little or no front gardens.
- Buildings within the area of particular architectural or historic interest include the mid Victorian development around Alfred Terrace, 75-103 Canada Gardens, a terrace of industrial workers cottages built by Robert Warner (Warners iron foundry) and the Walton Foundation Primary School built in 1909 to designs by Tomkins, Homer & Ley.

Survival	Moderate levels of redevelopment and infill, though apart from North Street (W and N) the C19 streetscape survives relatively well. Loss of original architectural treatments and materials within residential context is common.	2
Documentation	Conservation Area Management Plan, Character appraisal.	1
Group Value Association	Comprises a number of Victorian and later terraces and cottages built in a mixture of architectural styles.	2
Potential	Low potential for heritage assets	1
Sensitivity to Change	Further unsympathetic development, as seen by the large and incongruous apartment blocks along North Street, will undermine the historic and architectural character of these back streets.	2
Amenity Value	The area contributes to the prevalent Victorian/Edwardian character of the resort and provides local residential housing. However some areas look unkempt and unattractive in a visitor context.	2
Total		10

Key Issues

It is important to preserve the character of these back streets, particularly the scale, aspect, historic character and density of the buildings and the layout of the streets. This should be clearly identified in any strategic or master plan proposal.

It is important that the residential character, which forms an important quality of the zone is not further undermined by the unsympathetic development or exploitation of large plots for (C1 and C2) institutional/commercial.

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.

1.6 Mill Lane and Martello Park

Predominant Period	modern
Secondary Period	post-medieval
Predominant Type	recreational/commercial
Secondary Type	residential (private)

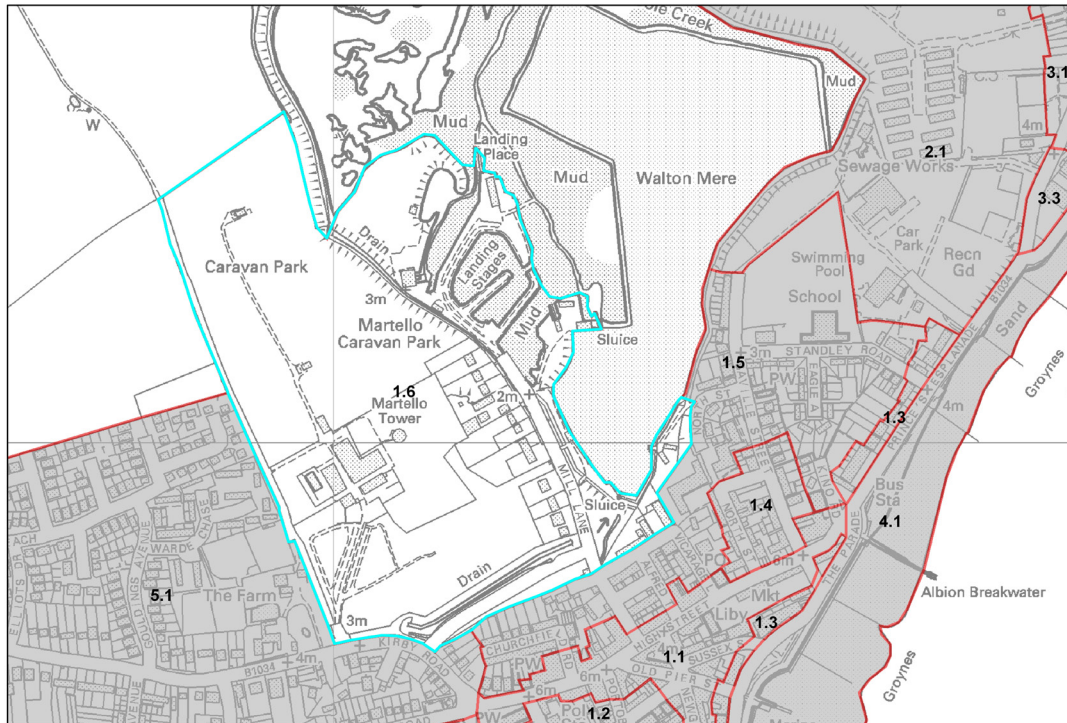


Figure 18 HUCZ 1.6 Mill Lane and Martello Park



Figure 19 Walton Mere

- This area to the north of the built-up resort primarily comprises a significant expanse of open land utilised by the Martello Caravan Park but is characterised by its maritime associations, particularly the collection of small maritime industries and recreations sited adjacent to Walton Mere.
- The area is predominantly un-built (excluding static caravans) and includes a ribbon of larger detached houses pre and post war houses, built in a diversity of architectural styles, that follow the line of Mill Lane.
- A number of maritime industries including boat yards and seafood merchants and the Walton and Frinton Yacht Club are clustered around the quays/jetties/slipways that open into Walton Creek and Walton Channel.
- The industries mainly comprise modern functional sheds and jetties and do not incorporate historic buildings/structures associated with their industry.
- The creek area also includes the remnants of Walton Tide Mill (demolished in 1921) including the sluice and its large man made tide pool (Walton Mere), subsequently used as a boating lake.

- Historic structures of note include Martello Tower K built between 1810-12 to defend Walton creek and the remains of its associated battery now in the curtilage of Halls boatyard.

Survival	The Martello Tower, Battery and the site of the Walton Tide Mill and its associated tidal pond are the notable historic survivals. However the area (Walton Mere) is characterised by its maritime associations and operating boat yards and yacht club.	2
Documentation	Character appraisal and VCH	1
Group Value Association	The aggregation of small boat yards, boats, quays and jetties provided this area a distinct maritime feel, absent in the resort, and a significant group value.	2
Potential	Moderate potential for heritage assets, those already outlined above and archaeological deposits/feature associated with the creek system and mere.	2
Sensitivity to Change	The residential development or inappropriate renovation of the 'marina' area may destabilise the existing industry, the natural environment and may remove or dilute the present maritime/undeveloped rural character of area.	2
Amenity Value	The area provides affordable holiday accommodation for large numbers of visitors and employment for local/skilled craftsmen and as a recreational venue. Access to the Martello Tower may provide amenity.	1
Total		10

Key Issues

The conservation of locally listed buildings should be integral to strategic planning for this zone. Impact of development or master plan proposals on locally listed buildings needs to be considered at an early stage.

It is important that its particular maritime undeveloped rural character is not undermined by inappropriate development

1.7 Woodberry Way

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

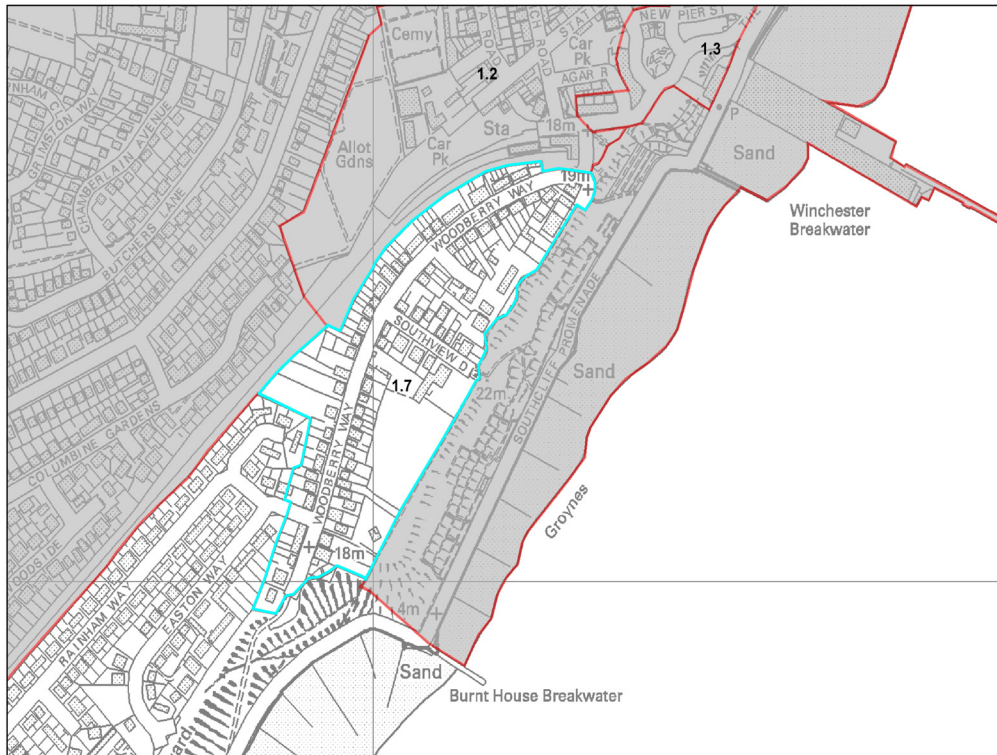


Figure 20 HUCZ 1.7 Woodberry Way

- A predominantly residential area situated within a discrete land parcel between the route of the Walton-Colchester railway and the South Cliffs.
- Comprises a pre war housing development built along Southville Crescent (now Woodberry Way) occupying a prime elevated setting on South Cliffs overlooking the seafront.
- The zone typically comprises pre-war detached and semi-detached houses built in line with and fronting onto the roadside in a variety of sizes and styles, although it also includes a small number of Victorian and Edwardian Villas built along Cliff parade and the inevitable post war infill.

- The post war development has taken advantage of the large plots and open ground to the rear, seaward side of Woodberry Crescent and have built larger properties, detached houses and apartments fronting onto the cliffside.
- The area also incorporates holiday provision in the form of a trailer camp.
- There are few notable buildings apart from the mid 19th century four storey villa, Barnard Lea.
- Whilst there is little evidence for archaeological activity, South Cliffs were incorporated in the war-time defences including pill boxes built during the Second World War and a Cold War Nuclear monitoring station. Both have since been removed.

Survival	Moderate levels of redevelopment and infill particularly on the seaward side of the estate. The character of the development survives moderately well. The survival of early Victorian and Edwardian villas adds to the character of the area.	1
Documentation	VCH and County HER	1
Group Value Association	Comprises a small number of Victorian and later villas but generally is a mix of pre and post war housing of various sizes and styles.	1
Potential	Low potential for survival of heritage assets	1
Sensitivity to Change	The area has little historic distinctiveness and interesting design. Development in scale with the existing built environment would not overly impact upon its character.	1
Amenity Value	The area, in part, contributes to the Victorian/ Edwardian character of the resort and provides local housing and affordable tourist accommodation.	1
Total		6

Key Issues

The conservation of locally listed buildings should be integral to strategic planning for this zone. Impact of development or master plan proposals on locally listed buildings needs to be considered at an early stage.

2.1 Walton Gap

Predominant Period	modern
Secondary Period	/
Predominant Type	residential (caravan)
Secondary Type	recreational

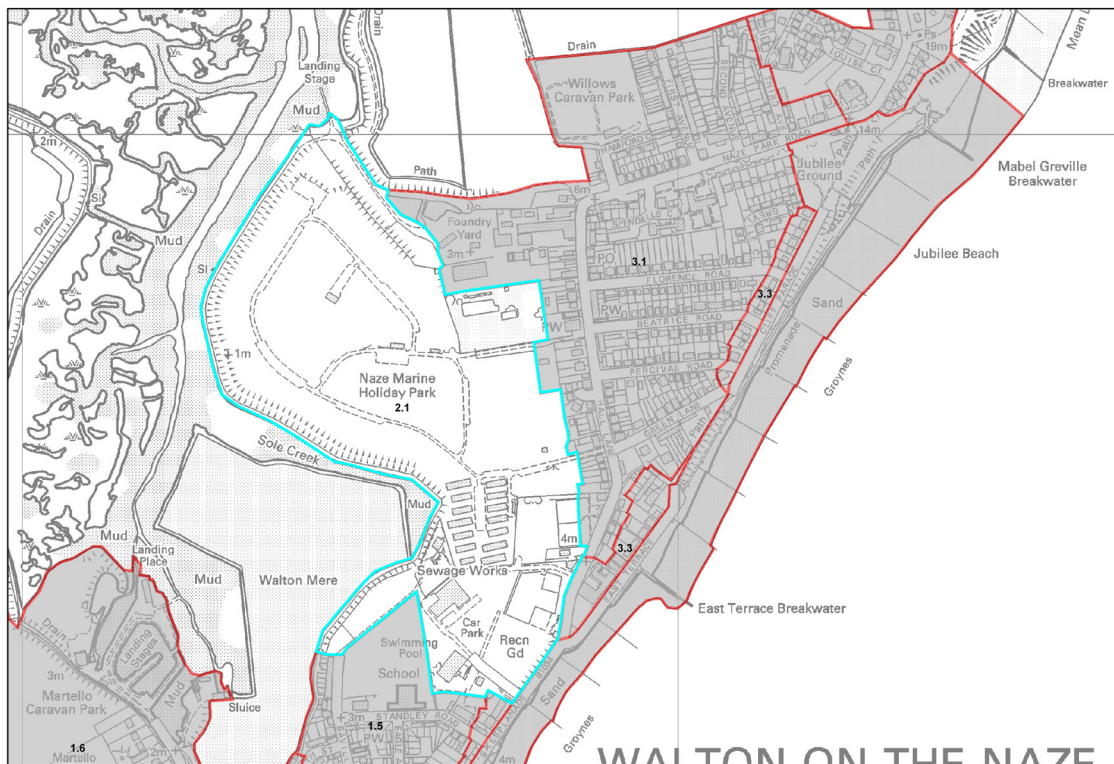


Figure 21 HUCZ 2.1 Walton Gap



Figure 22 Walton Gap recreation area

- The Walton Gap is a non-residential and predominantly unbuilt area of caravan holiday park (Naze Marine Holiday Park) and recreational land.
- It has remained as an area of undeveloped low-lying marshy land which has historically provided a break between the main focus of the early 19th century resort at Walton and the later development towards the Naze.
- The northern area is dominated by ranks of static caravans with networks of internal driveways, while to the south and east are areas of open public green space including recreational space, public baths and a conference centre.
- The gap area is bounded to the west by a sea wall to Walton Mere and occupies an important and sensitive coastal location which forms a buffer from insensitive development/urban encroachment.
- The area retains potential for palaeo-environmental deposits.

Survival	This area of open public green space and caravan park has historically remained as a buffer between the two developments at Walton.	1
Documentation	Character appraisal and VCH	1
Group Value Association	Low group value	0
Potential	Low-moderate potential for heritage assets, may retain some archaeological potential for deposits/features associated with the adjacent creeks and marshes.	2
Sensitivity to Change	The residential development or inappropriate renovation of the area would remove or impact upon the open area green buffer Walton Gap provides to the town and the undeveloped rural character of creeks.	2
Amenity Value	The area provides affordable and much needed holiday accommodation for large numbers of visitors and recreational facilities outside the confines of the built up area. Access to the sea wall and paths around the Mere provides amenity.	1
Total		7

Key Issues

It is important that this area which acts as a green buffer to development is maintained and the rural coastline and open green space character is not undermined by inappropriate development or encroachment.

3.1 Hall Lane/Naze Park Road

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

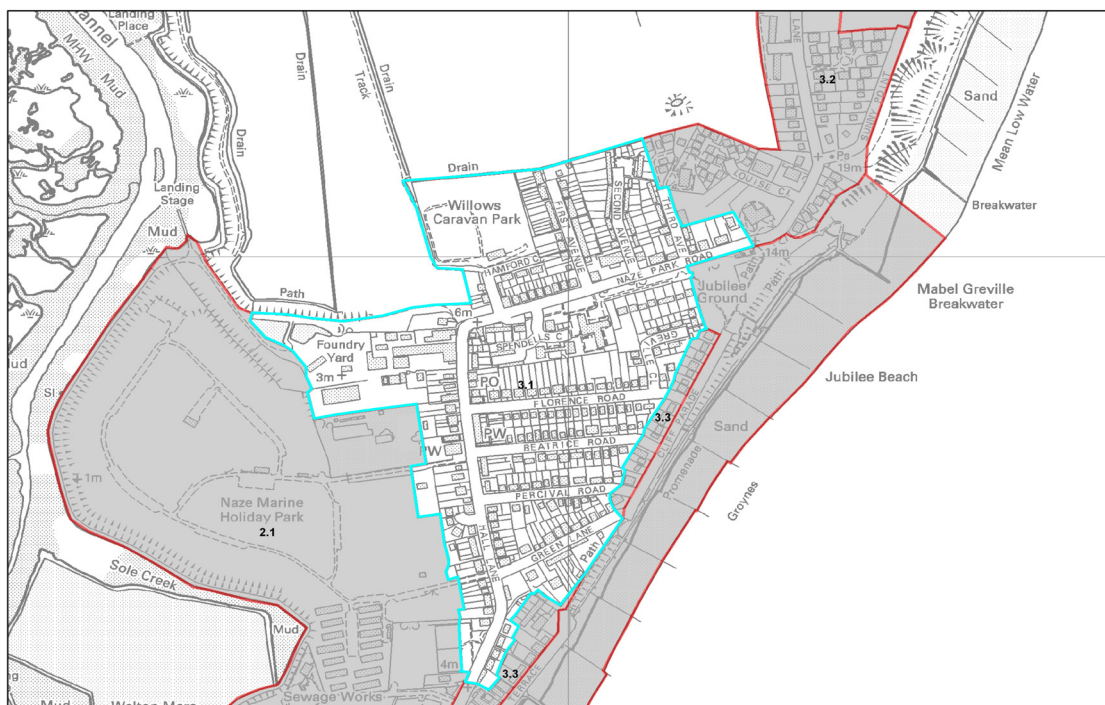


Figure 23 HUCZ 3.1 Hall Lane/Naze Park Road



Figure 24 Naze Park Road looking south

- A predominantly 19th century-early 20th century residential area, but one of mixed character that also comprises elements of industrialisation.
- The area mainly comprises a piecemeal development spread along Hall Road but also incorporates more regimented 'grid-iron' early 20th century development to the east of Hall Road and north of Naze Park Road.
- A feature of the area is the amalgamation of later C19 and early to mid 20th century two-storey cottages and terraces built in various rather utilitarian architectural styles with little in the way of significant modern (post war) infill.
- The onus is toward terraces or semi-detached properties, most respecting a building line set slightly back from the roadside providing a more linear appearance, with small or no front gardens but gardens to the rear.
- There are two remarkable historic developments within the area. These include the blocks of 19th century industrial ironworkers housing built by Robert Warner along First Avenue and Hall Road and the terraces and villas built along Naze Park Road as part of the failed attempt by Philip Brannon to attract visitors to the Naze.
- The residential area is bordered to the north by two historic industrial sites, the former site of Warners Iron foundry built c.1874 (later Harmers) remains in use as an industrial park, although the former Port Walton Brick and Tile Works, to its north, has been redeveloped as the Willows Caravan Park.
- There are few individual buildings of note but interesting groups include the 18th century Thatched Cottages, the early 19th century Eastcliff Cottages and the ironworkers cottages in First Avenue and at Broomfield Cottages.

Survival	Moderate levels of redevelopment and infill, though apart from areas such as Spendells Close the historic/Victorian character of the streetscape survives relatively well. The loss of original architectural features and modernisation of materials is common.	2
Documentation	VCH and County HER	1
Group Value Association	Comprises a number of Victorian and later terraces and cottages built in a mixture of architectural styles.	2
Potential	Prehistoric and Roman finds in the area present some potential for survival of heritage assets.	1
Sensitivity to Change	Unsympathetic development, similar to that at Spendells Close will undermine the historic and architectural character of the area.	2
Amenity Value	The area does contribute to the Victorian/Edwardian character of the resort and provides local residential housing and employment. However some areas, particular in the area of the old foundry, look untidy and unattractive to visitors.	1
Total		9

Key Issues

It is important to preserve the character of this area, particularly the scale, historic character, present balance of residential and commercial use, density of the buildings and the layout of the streets. This should be clearly identified in any strategic or master plan proposal.

3.2 Naze Park Road / Old Hall Lane

Predominant Period	modern
Secondary Period	post-medieval
Predominant Type	residential
Secondary Type	residential (commercial)

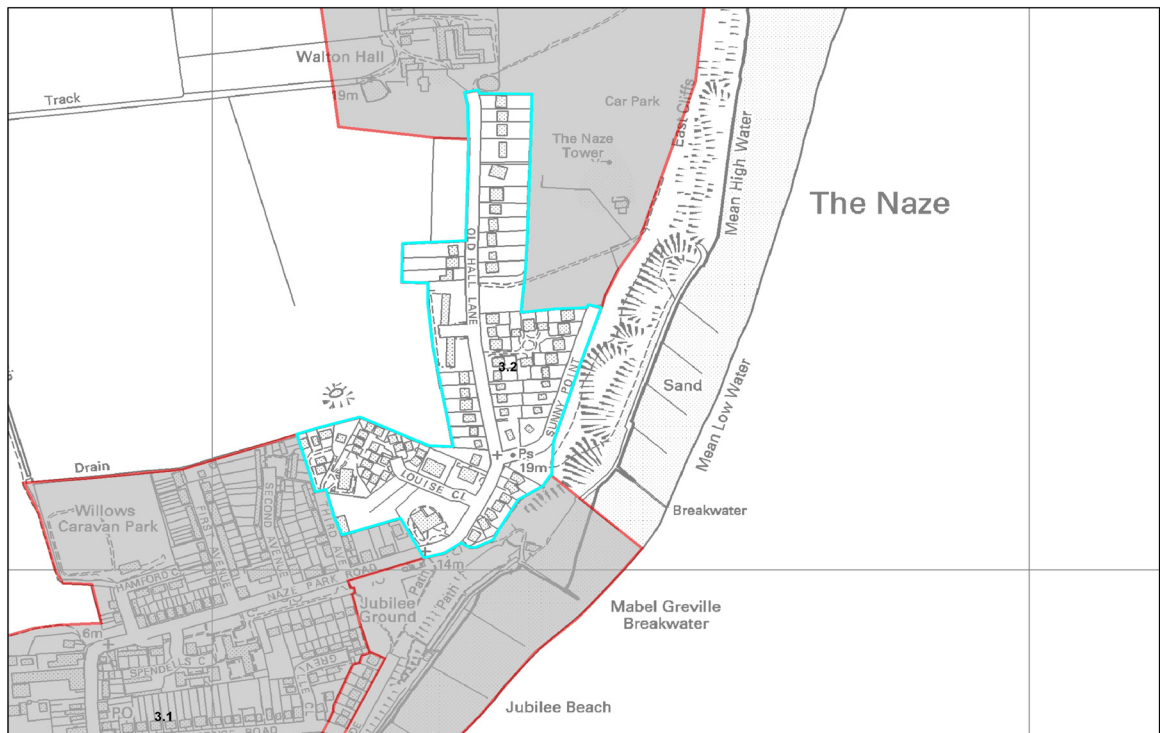


Figure 25 HUCZ 3.2 Naze Park Road/ Old Hall Lane



Figure 26 'The Poplars'

- This area comprises a piecemeal development of mainly post war housing built toward the eastern end of Naze Park Road and as ribbon development along Old Hall Lane.
- A feature of the area is the mixture of architectural styles and building types
- The onus is toward semi-detached and detached properties built in larger spacious plots, either within distinct developments (Louise Close and Sunny Point) or following the line of Hall Road.
- Those fronting Hall Road typically respect a building line and have larger gardens to the front and rear.
- The Poplars, is the only survivor of a number of early 20th century Convalescents Homes sited on the edge of settlement and toward the Naze, overlooking Jubilee Beach. It is now in residential use.
- There are few buildings of historic or architectural note apart from the former convalescents home, The Poplars.

Survival	This area comprises a mixed residential development of post war detached and semi-detached dwellings.	1
Documentation	County HER	1
Group Value Association	Comprises a piecemeal development of mixed housing types and periods with little group value.	1
Potential	Low potential for heritage assets	1
Sensitivity to Change	Unsympathetic development or infill would undermine the spacious built character of the area.	1
Amenity Value	The area provides local housing but otherwise has few attributes towards amenity, with limited value as a visitor attraction.	1
Total		6

3.3 East Terrace and Cliff Parade

Predominant Period	post-medieval
Secondary Period	modern
Predominant Type	residential
Secondary Type	recreational

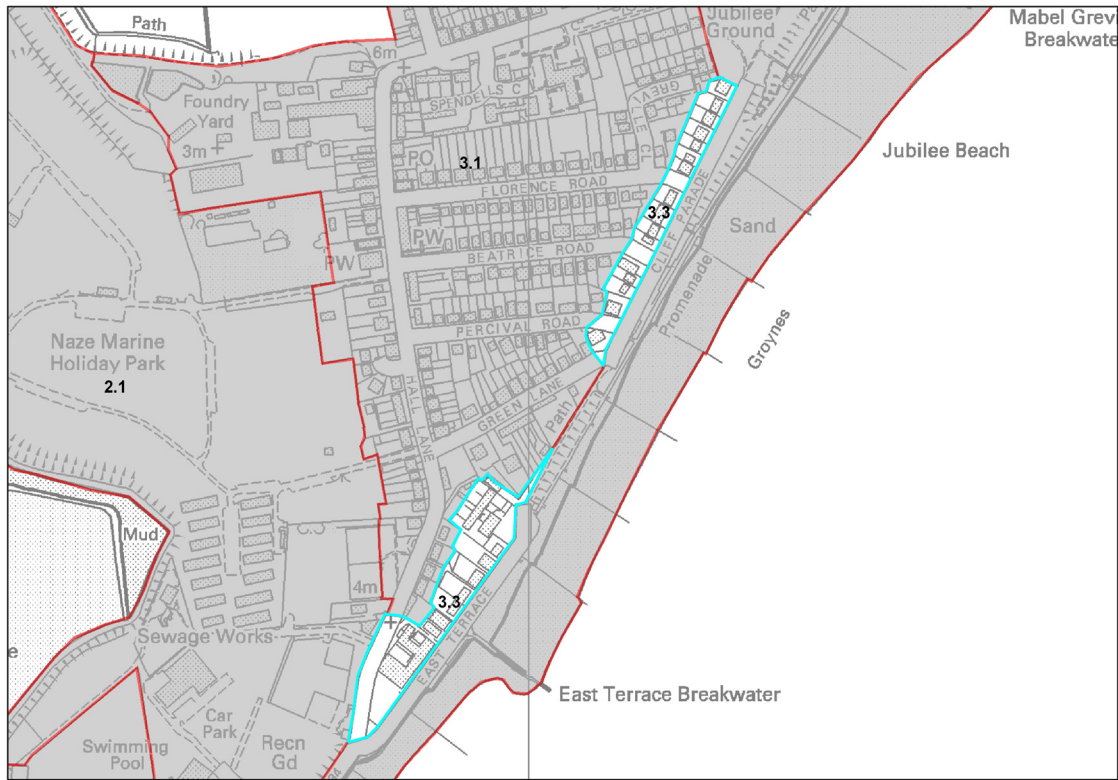


Figure 27 HUCZ 3.3 East Terrace and Cliff Parade



Figure 28 East Terrace

- The East Terrace and Cliff Parade is a belt of apartments and private houses built along and overlooking the seaside front between the resort centre at Walton and the Naze. It includes historic maritime facilities and elaborate early 19th century visitor provision.
- The buildings comprise a range of architectural styles and forms from Regency terraces synonymous with the emerging early 19th century resort to Victorian cottages and modern residential houses.
- East Terrace was laid out during the initial period of the resorts development in the early 19th century, an ambitious but unsuccessful attempt by John Warner to establish Walton as a smart resort in the second quarter of the 19th century. The terrace still retains its historic character despite modern development immediately to north-east.
- Characteristically the built environment comprises a mix of two/three storey historic terraces but mainly incorporates semi or detached style modern houses overlooking the beach.
- Typically those houses fronting onto the parade respect a building line, set back from the roadside with small gardens to the front.

- A feature of the zone is the mixture of historic and modern housing utilised for residential, guest house, hotel and visitor attractions.
- Architecturally East Terrace survives as the most impressive buildings, although a particular group of note are the terrace of Coastguards Cottages and the former Life Boat Station (now Maritime Museum).
- Despite the historic and architectural qualities of the area the entire zone lies outside the Frinton and Walton Conservation Area.
- Whilst there is little evidence for archaeological activity, the East Terrace and Cliff Parade was the focus for many war time defences including anti-tank pimples and pill boxes built during the Second World War. All were removed following the cessation of hostilities.

Survival	East Terrace and Cliff Parade is a belt of commercial (apartments and guest houses and private residences providing seaside accommodation overlooking the seafront. It comprises a terrace of original Regency houses and a number of post-war/new build additions.	2
Documentation	VCH and County HER	1
Group Value Association	The Regency terrace dates to the early stages of the resorts development and although somewhat isolated shares significant group value with contemporary terraces within the main resort. The coastguard buildings also add character to zone.	2
Potential	Limited potential in the form of WWII remains	1
Sensitivity to Change	East Terrace and Cliff Parade, along with the Marine Parade have a special character within the larger coastal resorts of the region. This is reflected in the quality and scale of its architecture and control of large over bearing developments fronting onto the beachside. Future improvements should focus upon the conservation of existing buildings and sympathetic schemes that respect the area's low-rise character.	2
Amenity Value	East Terrace and Cliff Parade have significant amenity value contributing to the historic character of the resort and provide much needed tourist accommodation	2
Total		10

Key Issues

It is important to preserve the surviving character of the East Terrace and Cliff Parade Parade, particularly the quality of many of its existing historic buildings and its unassuming and low-rise character. Whilst it lies away from the main resort it is physically connected through the esplanade/beach and is a key area which contributes significant amenity value, providing the opportunity to promenade between the Naze and Walton and much needed tourist accommodation.

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.

3.4 The Naze

Predominant Period	post-medieval
Secondary Period	modern
Predominant Type	recreational
Secondary Type	residential

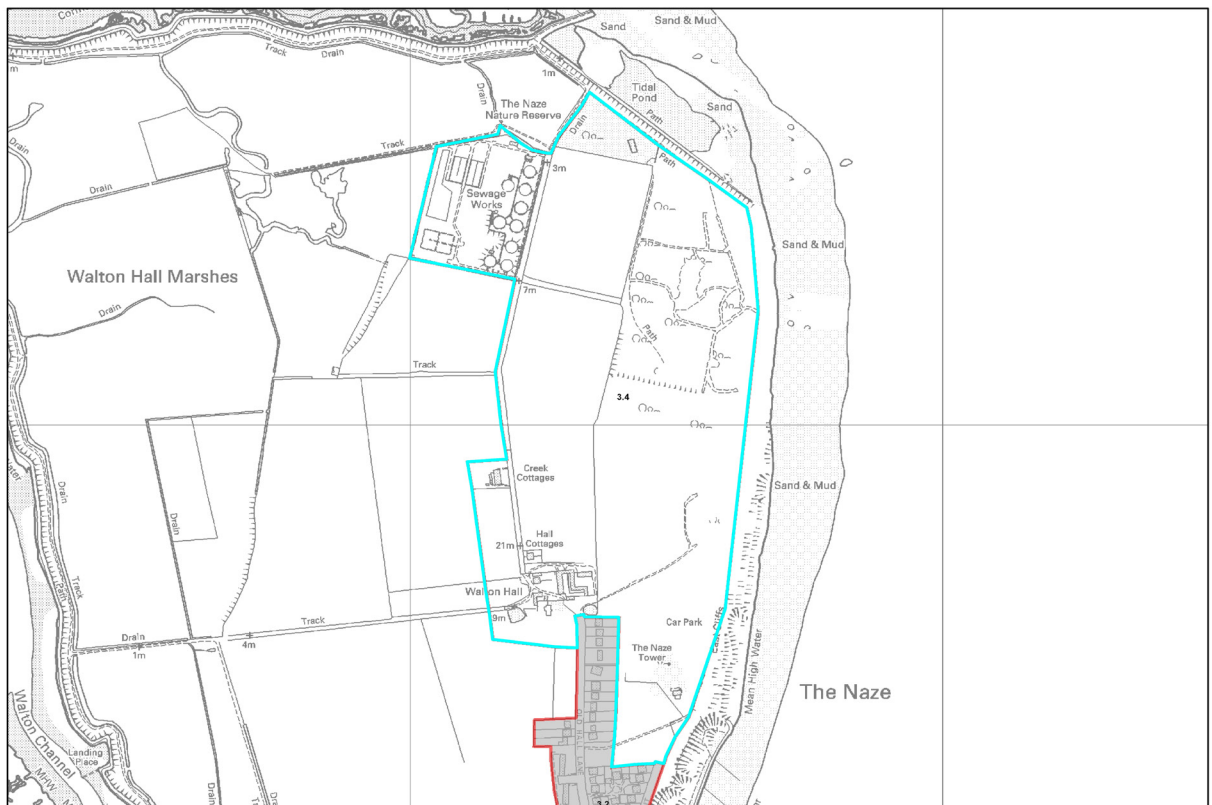


Figure 29 HUCz 3.4 The Naze



Figure 30 Aerial view of Naze Tower and cliffs in 2002

The Naze

- This zone lies within a peninsula of land on the north east side of Hamford Water.
- The Naze peninsula was historically separated from the mainland to the south by an area of marshland and with the exception of the buildings focused around Walton Hall is characterized by a general absence of settlement
- The listed Naze Tower, built as a sea mark in 1720 is the dominant feature in the landscape and a prominent tourist attraction.
- A large part of the zone is public open space, including an area managed as the John Weston nature reserve. The peninsular is also designated as a Site of Special Scientific Interest (SSSI) and falls within the Essex Coast Special Protection Area (SPA).
- Modern development includes a sewage treatment works.
- There has been a moderate degree of boundary loss and those that remain represent late enclosure.
- Historically the east of the peninsular was arable farmland but it is now occupied by acid grass and scrub woodland which is managed for wildlife and public amenity.
- Some evidence for archaeological activity survives within the zone. This includes prehistoric finds, a middle Bronze Age burial and evidence for several red hills, associated with the production of sea salt in the late Iron Age and Roman periods. The zone was heavily defended during the Second World War and contains remains of defensive structures including bombing decoys and pill boxes.

Survival	Whilst this area has remained undeveloped, the historic sites of Walton Hall and the Naze Tower have considerable architectural and historic significance. The continued survival of these historic assets, and particularly the Naze Tower, is unclear due to the pressure from the on-going loss of the East Cliffs caused by chronic coastal erosion.	3
Documentation	VCH, County HER	1

Group Value Association	The zone comprises a number of significant historic buildings of similar date and related function.	2
Potential	Moderate potential for heritage assets.	2
Sensitivity to Change	Development or urban expansion within or to the west of the zone would undermine the natural character of the area and impact upon the area as a designated SSSI/nature reserve. It is highly sensitive to change.	3
Amenity Value	The area provides considerable public amenity with good public access and a range of visible assets that have considerable potential for the promotion of the historic environment and the Naze as a tourist attraction.	3
Total		14

It is important to preserve the present special character of the Naze, particularly the unbuilt natural landscape and coastline, which provide both a visitor attraction and an important resource for the conservation and enhancement of the natural environment.

The long term future of the Naze Tower remains an issue due to the on-going loss of the East Cliffs caused by chronic coastal erosion. Protection of the cliffs with the creation of adequate sea defences needs to be in place to preserve this important historic monument.

4.1 The Esplanade, Cliff Parade, Beach and Pier

Predominant Period	modern
Secondary Period	post medieval
Predominant Type	recreational
Secondary Type	/

- Some of the most distinctive built features are the rows of beach huts built along the seaside front particularly to the south and north of the main resort area at South Cliff Promenade and Cliff Parade/Sunny Point



Figure 32 Beach Huts

- The beach huts respect a building line and generally either front onto the beach with green space to the rear or are built in tiers into the Cliffside.
- The beach huts are one of the most characteristic feature of the front and their appearance, the colour palette from which they can be painted, is strictly controlled by local legislation (Standard Beach Hut Specification- 1978)
- They are a lightweight construction and typically timber built with weather-boarded elevations and pitched asphalt covered roofs. The painting of the beach huts in muted pastel shades is a feature that positively contributes to the seaside character of the promenade.
- Walton Pier is probably the most characteristic seaside structure within the resort and the traditional focus for amusements from the Frinton, Walton and Kirby Cross area.



Figure 33 Entrance to Walton Pier

Walton Pier

- Whilst the superstructure of the pier is post-war and utilitarian in form it survives as the third longest in the country and is divided into two sections, the landward end with its amusements housed within brightly clad lightweight modern buildings and the open seaward end, used as a promenade and vantage point for sea anglers.
- The through traffic routed along the Parade/Pier Crescent is a noticeable impediment to the connectivity and ease of pedestrian permeability between the facilities of the town and the attractions of the esplanade/beach.
- Public green space, public gardens and planting form a small percentage of an area dominated by hard landscaping.
- The sea wall promenade comprises a significant brick and concrete structure affording protection along with a groyne system to the coastline and stop further undermining and erosion of the beach and shoreline.

- The regularity, uniformity and density of timber groynes along the beach are a characteristic feature of the Walton seascape and one generally of the Tendring holiday resorts.
- There is little scope for archaeological survival in the area of the town, although the area was well defended during World War II and there are numerous records of pillboxes and anti-tank obstacles (none survive).

Survival	The simple character of the promenade, the pier and positive contribution of the beach huts remain with limited adverse effects from development.	2
Documentation	Conservation Area Management Plan, Character Appraisal.	2
Group Value Association	As a group the seafront, promenades, public realm spaces, beach huts, pier and amusements, timber groynes and the Walton beach form the most distinctive characteristic of Walton as a seaside resort and is a consistent thread that extends through the entire area.	2
Potential	Little potential for heritage assets	1
Sensitivity to Change	The promenade, beach huts and beach would be sensitive to change, although a traffic management scheme to direct through traffic away from the Parade would help connect the promenade and beach to the town.	2
Amenity Value	The beach and promenade provides significant amenity value in the form of a traditional seaside venue and tourist amusements. They also offer considerable value for the local residents.	2
Total		11

Key Issues

It is important to preserve the simple character of the promenade, an area which together with the beach, pier and rows of beach huts forms a major feature of the towns character and appeal as a family holiday centre, an attribute which should be clearly identified in any strategic or master plan proposal.

5.1 West of High Street along Walton and Kirby Roads

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

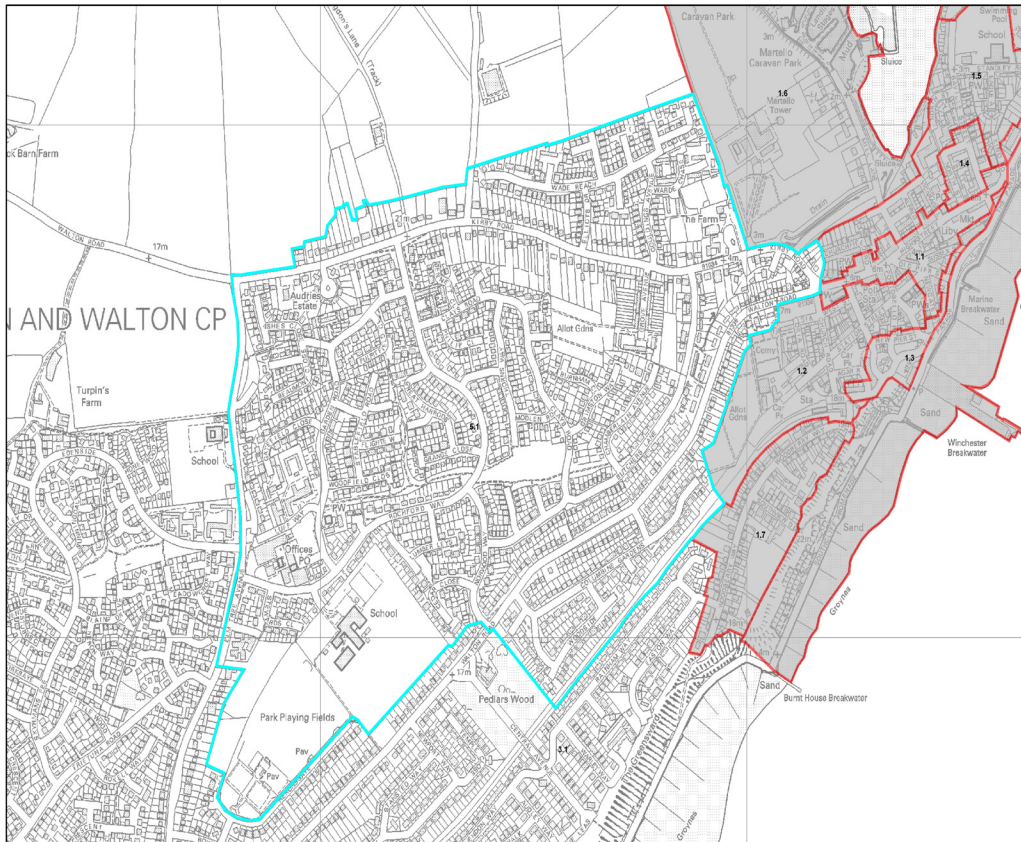


Figure 34 HUCZ 5.1 West of High Street along Walton and Kirby Roads



Figure 35 Wade Reach Bungalows

- Large residential area of numerous developmental phases dating from the inter-war to the turn of the last century.
- The area includes a broad mixture of house types and forms
- The earlier housing takes the form of a relatively unbroken stretch of ribbon development, mainly detached and semi-detached houses, which front onto Kirby and Walton Roads.
- Also includes The Audries Estate a small interwar development focused around a central green, a discrete estate of post war bungalows to the north of Kirby Road, in the area of Wade Reach and an extensive modern housing estate of conventional, privately owned two-storey family homes, laid out in a modern irregular street plan and built as infill between the two main road arteries (Kirby and Walton Roads).
- Centred along Rochford Way the modern estate includes a school with associated playing fields and a small area set aside for commercial/retail use.

- The whole area has an irregular urban grain due to the age of the different developments.
- Residential in character.
- Whilst there is little scope for archaeological survival, Kirby Road was well defended during World War II and there are numerous records of pillboxes, barriers and anti-tank obstacles (none survive).

Survival	A large residential area comprising ribbon development and modern post housing estates. No heritage assets.	0
Documentation	Local Plan	1
Group Value Association	The area comprises a number of estates and piecemeal development in a mixture of residential building styles from the inter to the post war period. In terms of architectural or historical significance they share little group value.	0
Potential	Little potential	1
Sensitivity to Change	The area has no historic distinctiveness and little in the way of interesting design. Further development would not impact upon its historic character.	0
Amenity Value	The area provides little amenity value to the resort but is important as a local volume residential area.	1
Total		3

Historic Environment Management Issues

Initiatives, policies and development frameworks

Regional Spatial Strategy:

The regional planning body for the area is the East of England Regional Assembly.
Current Regional Planning Guidance is contained in Regional Spatial Strategy 14 (RSS)

14), the 'East of England Plan'¹⁶, which was adopted by the Government in May 2008. Key regeneration policies of RSS 14 that relate to Tendring District include:

- The identification of Haven Gateway as a Priority Area for Economic Regeneration (PAERs) in recognition of the need for urban renaissance, regeneration and economic diversification (Policy SS5);
- Recognition of the need for transport investment in the Haven Gateway (T15).
- Recognition of the highly distinctive historic environment of the coastal zone including traditional seaside resorts and its role in urban renaissance and regeneration (ENV6).
- The need to balance regeneration with enhancement of the District's important coastal and estuarine habitats (SS9).
- The need to maximise opportunities for the built heritage to contribute to physical, economic and community regeneration and for conservation-led regeneration to respect the quality and distinctiveness of traditional buildings (ENV7).
- The need to promote a competitive sub-regional business environment in the Haven Gateway through regeneration initiatives including Clacton, Jaywick and smaller projects elsewhere (HG2).

The historic environment policy (ENV6) of the East of England Plan restates much of the policy content of the earlier regional environmental strategy¹⁷, which characterises the historic environment of the East of England, identifies issues relating to the erosion of assets, and emphasises the need for more robust policies at regional level. It states that to conserve the wider historic environment, local authorities and other agencies should afford the highest level of protection to historic and archaeological areas and sites of international, national and regional importance. Policies and programmes should work towards rescuing buildings and monuments at risk, and take an active role in the repair and re-use of historic buildings, especially where this would assist urban renaissance and regeneration. The landscape context and setting of buildings and settlements is an

¹⁶ EERA *East of England Plan* 2008

¹⁷ EERA *Regional environmental Strategy* 2003

essential component of their quality, and should be safeguarded in policies relating to historic assets.

In areas identified for growth and regeneration, it is particularly important that the impact of new development on the historic environment is properly understood and considered. Historic character and significance, and the opportunities they offer, should be considered at an early stage in the development process, including master plans and planning briefs. Local Development Documents should be based on the identification, assessment and evaluation of historic assets, their contribution to local character and diversity, and their capacity to absorb change. Policies should be founded on a robust evidence base and reflect a thorough understanding of the historic environment and enhancement opportunities through approaches such as historic environment characterisation.

Tendring District Local Plan 2007-2011

The adopted Tendring Local Plan¹⁸ provides the context for decisions about the development of proposals within the District, setting the guidelines for deciding planning applications. It aims to guide development so that it meets the District's needs for new homes, jobs, shops and leisure facilities whilst maintaining and enhancing its towns, villages, countryside and coast. It covers the period up to 2011 when it will be replaced by the Tendring Local Development Framework.

The Tendring Local Plan contains many policies which aim to strengthen the economy and promote regeneration and which focus on the regeneration of all the district's seaside towns. Policy QL6 identifies a number of Urban Regeneration Areas including Clacton Seafront and Town Centre, Jaywick, Harwich Dovercourt Town Centre and adjoining areas, Walton Seafront and Town Centre and Mistley Waterfront and Village. Within these Urban Regeneration Areas the policy states that 'permission will be granted for development that reinforces and/or enhances the function, character and appearance of the area and contributes towards regeneration and renewal'. Policy QL6 seeks to enable development and regeneration initiatives that are designed to build on local strengths and in historic/conservation areas, a conservation-led regeneration approach

¹⁸ Tendring District Council, *Tendring Local Plan*, 2007

is encouraged. More detailed policies are included in the Local Development Plan for each area.

A number of policies within the Tendring District Local Plan relate to development affecting the historic environment including archaeology, Listed Buildings, Conservation Areas and other heritage assets. The policies reflect the guidance given in PPGs 15 and 16. They include:

- Policy EN17 - Conservation Areas - Development within a Conservation Area must preserve or enhance the character or appearance of the Conservation Area.

- Policy EN18- Fascia and Shop front signs in Conservation Areas

Fascia and shop front signs in Conservation Areas will only be permitted if the advertisement or sign

- Policy EN18a - Advertisement Control in Conservation Areas
- Policy EN20 - Demolition within Conservation Areas- Proposals must retain buildings, structures and features that make a positive contribution to the character or appearance of a Conservation Area.
- Policy EN21 - Demolition of a Listed Building-**There will be a presumption in favour of the preservation of Listed Buildings.**
- Policy EN22 - Extensions or Alterations to a Listed Building
- Policy EN23 – Development within the Proximity of a Listed Building - Proposals for development that would adversely affect the setting of a Listed Building, including group value and long distance views will not be permitted
- Policy EN25 – Satellite Dishes on Listed Buildings and in Conservation Areas
- Policy EN29 - Archaeology

Tendring District Local Development Framework

Tendring District Council's Local Development Scheme¹⁹ states that its Local Development Framework (to cover the period 2011 to 2021) will include specific Local Development Documents for Clacton and Jaywick (Area Action Plan), Mistley Waterfront (SPD) and Conservation Areas (SPG) as well as for employment and housing land. Work is well underway on collecting the evidence to support the proposals to be included in these documents, including the Tendring District Historic Environment Characterisation Project (ECC, 2008), with a timetable for the adoption of all documents by December 2011. The approved Local Development Scheme sets out the arrangements for transferring some of the existing guidance into the LDF and it is anticipated that many of the policies and documents contained within the adopted Local Plan will be carried over into the LDF, including for example, the Frinton Conservation Area Management Plan.

Tendring District: Regeneration overview

Regeneration of Tendring District and preparing it for the economic development opportunities and challenges it faces is central to Tendring District Council's corporate objectives.

Regeneration Statement 2006-2021

The Tendring Regeneration Statement contributes to the council's overarching Community Strategy and identifies the key issues, opportunities and higher level outcomes, as existing in 2005, that the District is seeking to ensure are delivered in the District to 2021, in order to maximise the benefits for all residents. It reflects the Council's corporate vision, focusing particularly on the aspects required to deliver a strong local economy including: community contribution to regeneration, sustainable jobs, inclusive and healthy communities, and access to services and facilities that enhance people's quality of life. The strategy identifies regeneration of the coastal resorts as one of the key opportunities for the local economy.

¹⁹ Tendring District Council, *Tendring Local Development Scheme*, 2008

Project Tendring and INTend

Project Tendring, established in 2008, is Tendring District Council's approach to economic, physical, social and environmental improvement in Tendring and represents the council's overarching commitment to regeneration, intended to drive the future planning and delivery of the Council's many services. It recognizes that regeneration is the greatest need in the District; that the needs of the various parts of the District are not the same; that there is a need to work with partners across the district because the work to be done cuts across numerous organisations; that the whole Council needs to be mobilised in support of this aim and that more resources need to be levered into the district because the issues that it faces are well beyond the resources available to the Council.

As the regeneration company for Tendring District, Tendring Regeneration Ltd, which trades under the name INTend, is at the "leading edge" of this work - focusing primarily on delivery of economic development and physical regeneration projects. INTend, was incorporated on 4 April 2008 as a non-profit distributing company limited by guarantee. It was established by Tendring District Council to deliver the physical, social, economic and environmental regeneration of the District. The Company has been established as the delivery arm of the Council's regeneration activities and has been funded by the authority for its first three years under a Service Level Agreement. The SLA includes the key aspirations for regeneration in Tendring:

- Unemployment at or below the regional level
- Wages at or above the regional level
- Better job prospects within the district
- Stronger and more sustainable communities
- Improved transport links and infrastructure
- A strong business sector including community and social enterprise
- A healthier population
- Stronger educational attainment
- Better quality housing
- Less pockets of deprivation - No wards being within the top 10% nationally in the Index of Multiple Deprivation.

INTend's current Delivery Plan (2008/9) identifies key programmes and projects that have either already been endorsed by the Council or are ones which the Company wants to work with investors, communities and groups to investigate, develop and evaluate new initiatives that may lead to new projects.

The Haven Gateway Partnership and Integrated Development Programme

The Haven Gateway sub-region is based around one of the UK's most important port clusters and is identified in the East of England Plan as an area with: 'the potential to develop further as a major focus for economic development and growth'. It was declared a New Growth Point in 2006 by the Department for Communities and Local Government (CLG) and is named as one of the seven 'Engines of Growth' in the East of England Regional Economic Strategy

The Haven Gateway Partnership was created in 2001, to provide a framework through which its partners – from both the public and private sectors – could work together to promote economic opportunities and secure the future prosperity of this international gateway to the UK. The Haven Gateway Partnership has agreed a long term vision for the period to 2011 which is:

To deliver a high quality environment for its residents, workers and visitors, by capitalising on its location as a key gateway, realising its potential for significant substantial growth, addressing its needs for economic regeneration, creating an additional focus for growth in hi-tech, knowledge based employment, related to the Cambridge clusters, and protecting and enhancing its high quality

The Haven Gateway Integrated Development Programme is an investment plan for the sub-region that sets out where funding should be directed to meet the challenges and opportunities for long-term regeneration and sustainable economic growth. Within this programme, the Coastal Towns Package includes a series of measures to create the sustained regeneration of coastal communities, especially those in Harwich, Clacton-on-Sea, Walton-on-the-Naze and Jaywick. It is targeted at some of the most deprived communities in the region, and aims to secure long-term regeneration and sustainable economic growth (2008).

Walton-on-the-Naze: specific initiatives and regeneration proposals

The Tendring District Local Plan identifies Walton Town Centre and seafront as an Urban Regeneration Area and recognises a continuing need to boost the economic regeneration of Walton-on-the-Naze to support business investment in the town. Following previous studies carried out in Walton aimed at attracting external funding, work has taken place in recent years to upgrade and enhance the High Street. In addition, the Walton Heritage Economic Regeneration Scheme (HERS) has targeted commercial properties in and around the High Street area with the offer of grants for structural and external repairs which will help enhance the historic character of the area.

Sites within the conservation Area that would benefit from enhancement are highlighted in the Council's adopted Conservation Area Character Appraisals. These documents highlight the main features of the historic environment that both contribute and detract from the special character and are a material consideration in determining relevant planning applications.

Conservation Area Management Plan

Most recently, Frinton and Walton Town Council and Tendring District Council have commissioned a Conservation Area Management Plan for Walton Conservation Area (2008), which identifies opportunities for conservation and enhancement and a number of site specific proposals.

INTend

INTends current Delivery Plan (2008/9) identifies the following key physical regeneration project in Walton-on-the-Naze:

- Walton Masterplan: production of a Masterplan and supporting Strategic Flood Risk Assessment for adoption as Supplementary Planning Guidance and an Area Action Plan for the emerging Local Development Framework.

Coastal protection

Walton-on-the Naze has suffered severely from coastal erosion throughout its history. The underlying geology is London Clay, although there is a deposit of Red Crag at the Naze, and alluvial soils are found around the Backwaters.²⁰ The softness of these formations has facilitated the coastal erosion.²¹ There are cliffs in the north of the parish at the Naze, where the Red Crag is exposed, and also running south from the site of the Royal Albion Hotel towards Frinton, where they are composed of London Clay.²²



Coastal erosion at the Naze cliffs, January 2009

²⁰ R.L. Sherlock, R. Casey, S.C.A. Holmes and V. Wilson, *British Regional Geology, London and Thames Valley* (3rd edn, 1960), 33–5, 38–9; *VCH Essex*, Vol. I, 8–9, 11–12, 19–20.

²¹ *VCH Essex*, Vol. II, 3, 337; P.B. Boyden, *History of Walton: Part Two 1553–1800, The Birth of a Resort* (1972), xx–xxi.

²² *Royal Commission on Coastal Erosion and Aforestation* (1911), 23.

The section of coast from the Walings at Frinton-on-Sea to the Naze is characterised by low cliffs and the seawalls are defended using Coast Protection powers. It forms part of Tendring District Council's Coast Protection Strategy management unit 7d (Holland Haven to Walton south of the Naze). Beach material is fed into this management unit from both the south and the north and it is notable that analysis of historical beach levels show that there is currently no long-term trend of beach loss (Tendring District Council Coast Protection Strategy).

There are however, problems caused by the volatility of the beaches. Large-scale movements of beach material can occur both up and down the coast during storm events and it is not uncommon for beaches to lower between one and two metres. This causes increased scour of the structures and exposure of the toe of the wall and can lead to down cutting of the clay beach platform. The increased depth of water at the wall leads to waves overtopping the defences and a disturbed sea state which further destabilises the beach material. The overtopping water can lead to peripheral damage to the cliffs, promenades and beach huts.

Designated a 'public open space', the Naze is well used for informal and formal learning and recreational purposes. The Naze is a case study and field trip on the National Curriculum; educational visits are estimated to be over 20,000 students per year. It is an environmental heritage site designated a Site of Special Scientific Interest (SSSI). The cliffs are fossil bearing and the Naze Tower (HER No.3576) is a grade 2* listed building. A current proposal to construct a 100m long retaining wall that will support a 4m wide public access platform ('Crag Walk') along the beach in front of the southern end of the Naze cliffs would protect this part of the cliffs from constant erosion. The design of the wall will allow it to absorb wave energy and allow incoming tidal water to percolate through the structure; this will reduce erosion by the sea to a minimum. It is intended that the scheme would incorporate interpretation and educational aids and would provide improved facilities and access and would benefit the community, tourism and regeneration²³.

²³Michelle Nye-Brown *Naze Tower Past, Present and Future* 2008

The scheme is being developed by the Naze Protection Society (NPS) in partnership with Tendring District Council with guidance and assistance from Natural England and English Heritage. Without the implementation of a scheme such as 'Crag Walk', cliff erosion at the Naze will continue unabated with the loss of an environment which is of great ecological, geological, archaeological and historical significance.

Research priorities and future needs

Contribution of the Seaside Heritage: Essex Resorts project to the Tendring District Local Development Framework and regeneration initiatives

The historic environment of Tendring District is rich, complex and irreplaceable, representing considerable past investment of physical, natural, and intellectual resources. The District's heritage of seaside resorts is a notable component of the wider historic environment. As a fundamental aspect of the District's environmental infrastructure it has a major role to play in Tendring's future; lending character and identity to places and communities, providing a positive template for new development and attracting inward investment and visitors to the District. At the same time, the historic environment can only accommodate a certain level of change before it is damaged permanently and loses its character or value. Change needs to be positively managed so that valuable aspects of the historic environment and the environmental, economic and social benefits it brings to the District are sustained.

Sustainability is at the heart of new planning system (Sustainable Communities: Delivery through Planning, 2002) and the Tendring District Local Development Framework will present opportunities for genuinely aspirational policies and informed decision-making, taking account of the character and potential of the historic environment from the outset. Generic policies for the historic environment should remain a strong element in core strategy documents and must be embedded into Local Development Documents where appropriate. Such policies should expand on national and regional policy, based on the local characteristics of the area. The new planning system includes increased emphasis on achieving high quality in new development, especially in terms of design. This should

be based on an understanding the local area, its evolution and special qualities. The historic environment is at the heart of sense of place, local identity and distinctiveness.

Sustainability Appraisal and Strategic Environmental Assessment underpin the development of policy. It is important that Sustainability Appraisals carefully consider historic environment matters as a 'sustainability' issue in the formulation of policies and this process gives a further opportunity to influence policies. This means establishing a baseline for the historic environment, including understanding current trends and cumulative long term impacts. Planning policy will be tested through a process of annual monitoring, presenting opportunities for better informed policy and decision-making. Tendring District Council must ensure its evidence base for the historic environment is robust and fill gaps in data and understanding, and in the indicators used to measure success.

To inform the evidence base for its Local Development Framework, Tendring District commissioned the Tendring District Historic Environment Characterisation Project (ECC, 2008). This project assessed the Historic Environment of the District using character assessments of the urban, landscape and archaeological resource of Tendring, combined to create large Historic Environment Character Areas which were then divided into more detailed Historic Environment Character Zones. The report reveals the sensitivity, diversity and value of the historic environment resource within the District.

The Seaside Heritage: Essex Resorts project provides an even more detailed and specific characterization of the historic environment of Tendring's seaside resorts, suitable for informing strategic planning, and master planning activity within the individual resorts. As such it should be used to inform the development of the LDF documents and current/future regeneration initiatives within the District's seaside resorts (see Table 1).

Seaside Resort	LDF Document (s)	Regeneration Initiative (s)	Comment
All	Core Strategy		Inform development of historic environment policies
All	Conservation Area SPD		Provide wider historic environment context for Conservation Areas
Walton-on-Sea		INTend's Master Plan for Walton-on-Sea	Inform the development of the Master Plan

Table 1: Potential links between the Seaside Heritage: Essex Resorts project and Tendring Districts Local Development Framework and regeneration initiatives

Priorities for Future Research

- Undertake a photographic survey as a baseline record for measuring change, monitoring building condition and to provide evidence for enforcement.
- Re-evaluate Conservation Area boundaries.
- Develop criteria and procedures for establishing a local list of buildings of architectural and historic interest.
- Produce a 'popular' synthesis on the history of Walton-on-the-Naze and its special characteristics and qualities to improve the local communities understanding of the significance of their built historic environment. This will enable the public to contribute to decision making in an informed way.
- Preparation of conservation management and design guidance/codes for different aspects of the built historic environment e.g. new buildings in historic areas, treatment of the public realm, treatment of Modern Movement Houses.

Recommendations

Designations

Listed Buildings

The seaside resort of Walton-on-the Naze includes seventeen individual listed buildings, ten in the area of the historic core centred along the High Street, three to the north of the resort along Hall Lane and East Terrace and four at the Naze. Eight of these listed buildings lie outside the present extent of the Frinton and Walton Conservation Area and accordingly outside the core of the early-mid 19th century seaside development. The majority of these eight buildings predate Walton as a seaside town and typically are associated with maritime, military, domestic or agricultural use. They include the scheduled early 19th century Martello Tower (K) and gun battery, the grade II* 18th century navigation aid, The Naze Tower and the 18th to 19th century house/navigation tower and farm buildings at Walton Hall. An exception to this precedent are East Terrace and Gothic Cottage, both built in the early 19th century as part of the failed attempt by John Warner to establish a 'smart' resort to the north of Walton Gap and outside the High Street/Station Road core.



Figure 36 Walton's Listed Buildings

The listed buildings which fall within the Walton Conservation Area are mainly accommodation built as part of the initial resort development by John Penrice in the early 19th century, but also buildings that pre-date the resort and those built as part of Bruff's later developments towards the station. The earlier buildings are mainly Regency style terraces/houses established to provide holiday accommodation along the resorts principal thoroughfare, the Marine Parade, and Saville Street. These include a terrace of three storey houses at 40-44 Marine Parade by John Penrice and the Regency houses of Blue Shutters and 15-17 Saville Street. Listed buildings lying outside the extent of the early resort are the United Reform Church built in 1878 to designs by Charles Pertwee along Station Street and the relocated early 19th century parish church of All Saints (see Fig.1)

Most of the more historic and architecturally significant unlisted buildings which positively contribute to the special seaside character of Walton are found within the confines of the

present Conservation Area. As such all enjoy adequate levels of statutory protection through Conservation Area controls and Article 4 directives. The majority of these buildings are no more than locally or regionally important although a small number, including the early 19th century cottages at 103-109 High Street and 1-7 The Parade may merit further assessment for listed building status. An area of more concern are the unlisted buildings that lie outside the present Conservation Area. Where buildings are thought not to be of national importance and would not merit listed building designation but are of particular or special local interest, they should be considered for inclusion within a list of locally important buildings. The creation of such a list, maintained and endorsed by the local authority has been encouraged by government as part of the Heritage Reform Bill White Paper ²⁴. Whilst 'local lists' would have no statutory powers they do raise the awareness of the buildings importance, for example in conservation area appraisals and management plans and would ensure that special consideration can be given during planning appeals or when planning permission is required. Such a list could be generated through consultation with the local community and local authority and those buildings singled out in *Appendix 1: A Gazetteer of significant structures and buildings* and below could form a basis for a local list which could be consulted, interrogated, and eventually incorporated within Local Development Documents.

²⁴ *Heritage Protection for the 21st Century*

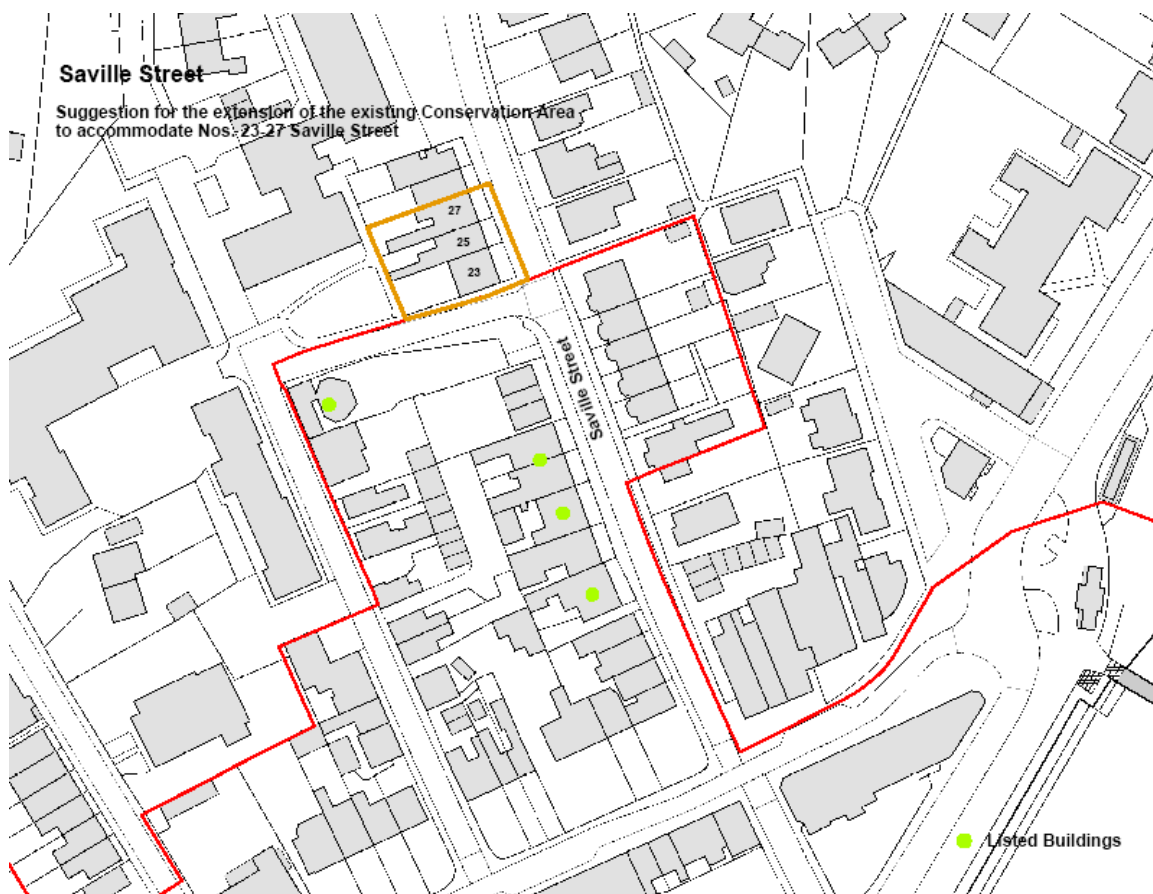


Figure 37

Unlisted buildings in Walton which merit inclusion onto a list of locally important buildings

- 103-109 High Street
- 1-7 The Parade
- The Kino, Kino Road
- The Royal Albion Hotel, High Street
- Walton Public Library, High Street
- Portobello Hotel, High Street
- Town Hall, High Street
- Morton Terrace, Old Pier street
- 1-4 Marine Buildings, Old Pier Street
- 7-33 Sussex Street
- Walton Foundation Primary School, Standley Road
- 12-20 Saville Street
- 23-27 Saville Street
- Canada Gardens 75-103 Saville Street
- Coastguard Cottages, East Terrace
- Lifeboat Station, East Terrace
- East Cliff Cottages, Green Lane

- Poplars, Naze Park Road
- Clifton Hall, Pier Approach
- 7-9 Southcliffe Parade
- Barnard Lea, Southcliffe Parade
- 1-5 Church Road Cottages
- Former Walton Railway Station, The Parade
- Walton Pier
- 1-13 South Crescent, Crescent Road
- No1 Portobello Road
- Primitive Methodist Chapel, Station Street
- 88-112 Hall Lane, Broomfield Cottages
- 86 Hall Lane
- 26-38, 9-13 & 19-35 First Avenue

Two areas involving designated buildings/monuments which need addressing are:

- The continued listed building designation for the early 19th century Barkers Marine Hotel (EHUID 119940). This should be removed as following the former hotel's slump into dereliction the principal building was demolished and replaced with a modern over-sized apartment development (The Dorlings).
- The survival, condition and management of the scheduled gun battery adjacent to Martello Tower K comes into question as it appears to be buried in the midst of a number of boats undergoing repair/docked within Halls Boatyard. Also, the condition of Martello Tower K continually raises concern., Despite being included on the county and national Buildings and Heritage at Risk Registers since 1999, it still reportedly suffers from water ingress.

Conservation Area

The Frinton and Walton Conservation area was originally designated in 1982 but has since been enlarged on two occasions, in 1989 and 1992. The present Conservation Area covers a large area stretching along the coastline between the Albion Breakwater at the northern end of Walton High Street to a point just south of the Frinton Golf Clubhouse. The Walton Conservation Area is mainly centred on the historic resort to the south of the Walton Gap, the 19th century developments of Bruffville (Station Street/Crescent Road) and Penrice's initial developments around the High Street/Saville Street. It also extends seaward to cover the stretch of beach huts along South Cliff, the

entire seaside front of Walton (promenades/beach) and the full extent of Walton Pier (Fig.3).

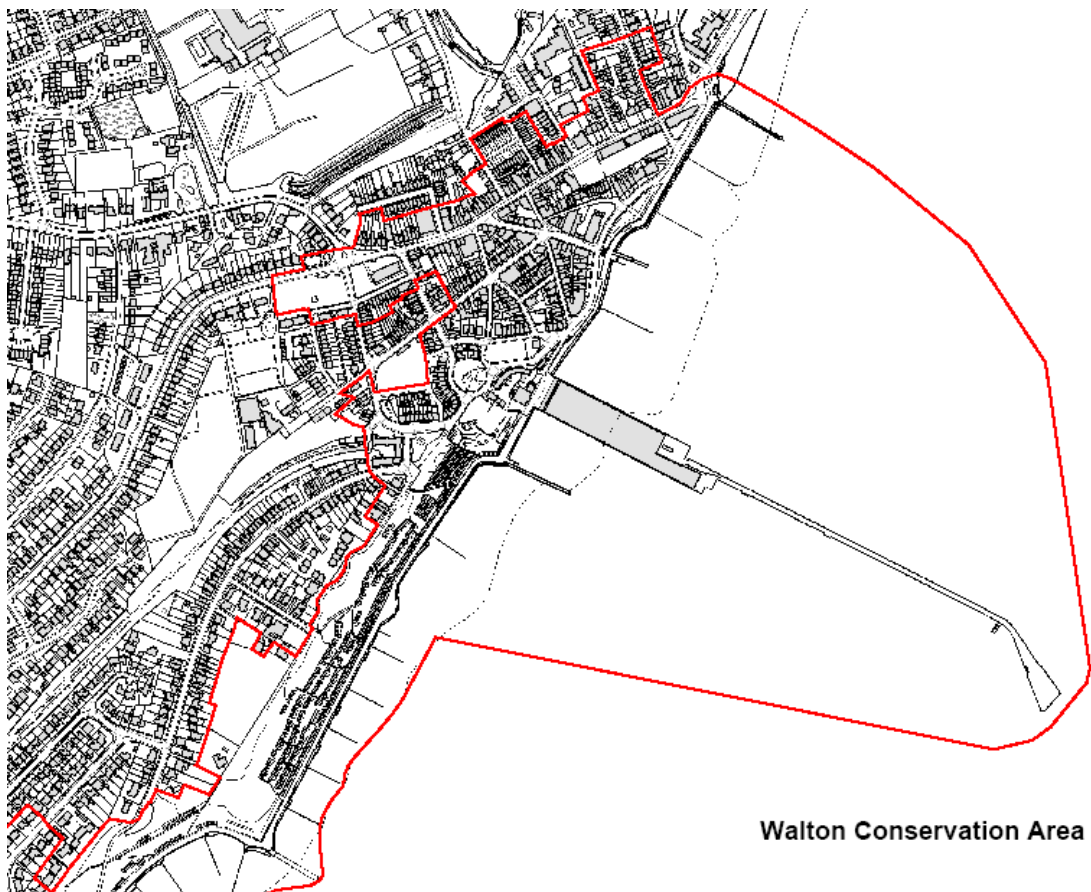


Figure 38 Walton Conservation Area

Whilst the present Conservation Area incorporates the majority of the historic built area of Walton it does not cover the areas of historic character to the north of Walton Gap at East Terrace, along Naze Park Road and at the Naze (HUCA 3). At present, apart from the seven listed buildings (see fig. 1) the built environment, and specifically those in the areas of HUCZ 3.1-3.3, have no statutory controls. An extension of the present Conservation Area north to cover these areas and particularly the Naze has strong local support and, in an historic context, some foundation, with clusters of locally important housing along, Green Lane, Hall Road, Naze Park Road and First Avenue. However any such extension would need to bridge the Walton Gap and incorporate large areas of indifferent housing and commercial activity which may undermine the special character and integrity of the Conservation Area. An area where the review of the existing boundary could be made is along Saville Street, where a simple small extension north would incorporate Nos. 23-27 Saville Street, a collection of early 19th century houses

built as holiday accommodation and as part of Penrice's initial development. Whilst this small group has suffered from some unsympathetic repairs and alterations they form an important part of the town's early plans as a 'well-heeled' seaside resort and share considerable group value with the contemporary 15-17 Saville Street, Blue Shutters and the later Richmond Villas 12-20 Saville Street.

The characterisation work and the analysis of Walton's development as a seaside resort has shown that Walton developed along a different strand to that of its Frinton neighbour. Whilst the initial intention was to provide seaside accommodation for a 'better class' of visitor, the failure of the resort to realise these early aspirations, and the arrival of the railway and steam packets saw Walton reassess its niche markets and cater for the masses, the 'day tripper' holiday maker, leaving the 'elite' to take the air in Frinton. Both resorts have their own distinct character and identities and it seems incongruous that Walton and Frinton should share a single Conservation Area. In recognition of their respective characters it is suggested that the existing Conservation Area is divided, one to cover Frinton and the Frinton Park Estate and the other to include historic Walton, comprising the existing area between the Burnt House Breakwater to the Albion Breakwater.

Potential Regeneration initiatives

Naze Tower and The Naze

Crag Walk will be an educational public access and viewing platform along the beach in front of the southern end of the Naze cliffs. The project is essential to preserve a section of the Naze public open space, the SSSI Naze cliffs and the grade 2* listed Naze Tower from coastal erosion. The Naze Protection Society have raised £212,000 towards Crag walk however further funding is needed to implement the project.

Pier and Promenade

The pier is in need of remedial work to its structure, particularly at the seaward end of the pier where it is in poor condition. This area is not publicly accessible and has effectively been left to rot. The front façade is gaudy and cheap. Using the pier at the

Suffolk resort of Southwold as a model, the pier could be renovated back to a turn of the century style with traditional pier attractions.



Figure 39 Fenced-off seaward end of Walton Pier

The promenade would also benefit from some landscaping with more attractive lighting and benches and the creation of green space and planting to counteract the overbearing concrete sea defence promenade (as has been done at Lowestoft and Great Yarmouth, Suffolk).

Walton Mere

The Mere could be reinstated as a boating lake (this is supported in local plans) with improved access from the High street.

Appendix 1: Gazetteer of Significant Structures and Buildings

The following Gazetteer lists structures and buildings which contribute to the seaside heritage of Walton-on-the-Naze and which are considered to be of local / national significance.

PRINCES ESPLANADE

The Kino Cinema, Kino Road/Princes Esplanade.

Former Kino Cinema built by the 1920s, latterly re-used as Hipkins cafeteria and now in use as an amusements arcade. The original Kino was built in an extravagant 'faux Egyptian' Art Deco style with a rusticated ground floor, entrance porch with columns and an impressive ashlar rendered 'fake stone' monolithic façade and parapet. The present embodiment of the Kino retains the grand structure of the façade, but all the architectural detailing is obscured below a covering of painted roughcast render, while the porched entrance has been removed and replaced with a modern glazed frontage and canopy.



Figure 40 The Kino building in 2009

Princes Esplanade Public Toilets

Public lavatories located at the northern end of the Marine Parade. Built using a concrete frame with brick panels, a hipped pan tile roof with a central ventilation cupola come clock tower with weather vane. Partially basemented and later extended to rear.

HIGH STREET

The Royal Albion Hotel, High Street

Accommodation was established on the Albion Hotel site as early as the 1830s although the present Albion Hotel was not built until shortly after the arrival of the railway in 1867. It occupies a corner plot at the junction of the High Street and the Parade and as such presents facades to both thoroughfares with a canted end at the junction. Early photographs show the Hotel with a fine ashlar render as a faux stone, with full height strip pilasters at bay intervals crowned by capitals. Remarkable features include the use of stucco lions heads on each window lintel and the stained glass of the first floor 'excursion' rooms. A taller central stair tower (seen from the parade) and differences in fenestration type and pattern suggest the hotel was divided in two halves, the eastern end as function rooms open to the public and the western end as hotel accommodation. The hotel has inevitably seen some alterations, particularly its use as a public house has seen the insertion of bay type windows at ground floor and a number of unsightly modern accretions to the bar areas (rear).



Figure 41 The Royal Albion Hotel in 2009

103-109 High Street (formerly Navarino Place)

Terrace of four cottages built around 1827-29. Unusual residential survival along and set back from the High Street frontage. The four comprise two pairs of plastered cottages with slate covered roofs. They lie within the conservation area and still appear to retain their early 19th century six over six or similar sash windows.

Post Office, High Street

Small brick-built flat roofed post office Post Office built during the later 1930s and typical of many Post Offices built by the Office of Works between 1919-1940. These adopted a vernacular style (as opposed to the earlier Classicism) using sash windows, rubbed and gauged brickwork and fanlights over door cases. The Walton Post Office accordingly adopts a faux stone door surround and has tall sash 12 over 12 windows with brick voussoirs and stone keys.

Walton Public Library, High Street

The present library occupies the building of the former National School built in a Gothic style in 1853 with additions by Horace Darken in 1871-2 and later in the 19th century. The library has a church-like appearance and is brick built with stone quoins, clasping angle buttresses, gable parapets and plate tracery in its northern end wall.

The Portobello Hotel, High Street

The former Portobello Hotel was rebuilt in the early 19th century from its origins as a former inn by John Penrice as part of his original scheme. Brick built and rendered, the hotel is three and two storied with a flat roofed forward set single bay to the front. This incorporates a central full height forward set entrance bay crowned by a parapet and ball finials with an ornate ashlar stone door surround opening onto Old Pier Street. Original 6 over 6 and smaller 3 over 3 sashes remain in the upper floors although the ground floor fenestration has been enlarged for display windows. The hotel is currently in retail use with apartments over.

Town Hall, High Street

The former Town Hall financed by the Walton Public Buildings Co. Ltd, and built to the plans of Alphonzo Migotti in 1900 at a cost of £8000. A large red brick building with Bath stone dressings and decorative window details and a cantilevered stone balcony at first floor. It originally contained a large hall which could seat up to 700 people and a smaller hall for meetings. The upper floors were reserved for council offices and the ground floor divided between the post office, Barclays Bank and various commercial outlets.

All Saints Church, High Street , Listed Grade II (EHER 34773)



Figure 42 All Saints Church, High Street

Following the abandonment of its predecessor to coastal erosion in 1798, All Saints Church was rebuilt on its present site in 1804. All Saints was subsequently enlarged in 1832, 1835 and 1873-1882 (latterly by Henry Stone) to accommodate the rising numbers of resort visitors (VCH). It is mainly built of randomly coursed stone but with stone dressings to the west tower. Stone dressings are used to windows, doors, quoins, buttresses and parapet verges while red plain tiles with fish-scale striations are used in the nave roof. The church comprises a chancel, nave, lean-to south east vestry and south aisle, west tower with C20 lean-to vestry to south face, and has buttresses to each angle. It incorporates a wall plaque to Peter Schuyler Bruff, Civil Engineer, Ipswich 1900, the architect of the Pier Hotel and other notable Walton and Clacton seaside buildings. The church was designated as a grade II listed building on the 04/07/1986.

OLD PIER STREET

Morton Terrace, 12-22b Old Pier Street

Terrace of early C19 stuccoed two storey (with basements) cottages designed by John Penrice and fronting onto the northern side of Old Pier Street near to the six relet. Where original they retain large arched headed windows at ground floor and smaller flat headed windows at first floor. Alterations to the eastern cottages in the later 19th century saw the replacement of the original first floor sashes and architraves and the addition of shop fronts. Presently they are in either residential or retail use.

1-4 Marine Buildings, Old Pier Street

A three storey early C19 range fronting onto Old Pier Street and now the only surviving remnant of Penrice's demolished Marine Hotel. This range originally formed part of the Marine Hotel stables providing livery and horse and carriage hire, and the Marine vaults, rooms above the stables and to the rear of the main hotel complex fronting Marine Parade. Whilst today the ground floors have all been converted to retail use with the inevitable insertion of glazed shop frontages the original pattern of fenestration remains at first and second floors. The roof is slated and hipped at the western end.

SUSSEX STREET

7-33 Sussex Street

A row of small multi-period but mainly 19th century vernacular two-storey cottages built from as early as 1829 and part of the earliest resort provision for lodgers/tourists. Individually these cottages, although not overly altered, do not have great architectural significance, but are notable for their group value

MARINE PARADE

40-44 Marine Parade, Listed Grade II, (EHER 34789)



Figure 43 Marine Parade

Grade II listed terrace of 5 dwellings built circa 1830 as part of John Penrice's initial development. Brick built and stuccoed, the terrace follows the line of the road and curves to the left return (No. 40). It is 3 storeys with a parapet, and moulded cornice. Pilasters with moulded capitals are set between and bands below all first and second floor windows. Banded rustication is used across the ground floor and 5 round headed doorways with fanlights, some with radiating glazing bars remain. A 3:1:9 window range (including left return and curve) of small paned vertically sliding sashes, smaller to

second floor. The first floor has stuccoed vase baluster balconies on scroll supports, while the ground floor incorporates round headed sash windows with glazed margins. Blind window to second floor at south-western return. Six stuccoed chimney stacks visible.

At present there is a distinct imbalance in the appearance and condition of this listed terrace. Nos. 40, 41 and 44 are in good order and have obviously been recently refurbished while Nos. 42 and 43, and particularly No. 42 are in a shoddy decorative condition suffering from some broken glazing, an overgrown frontage and unsightly accumulation of rubbish.

No.45 Gunfleet, Listed Grade II, (EHER 34790)

Later addition/enlargement of 40-44 Marine Parade, No. 45 Gunfleet is a brick built and stuccoed house of circa 1860, built over three storeys (plus basement) but is slightly lower and subordinate to the adjoining Regency terrace. The eaves line is decorated using frequent and heavy brackets with a band below. There are six (three pairs) narrow round headed windows to the second floor. These sit above two, two storey (plus basement) canted left and right light bays each with three round headed windows with moulded cornices, brackets supporting projecting sills, twisted iron sill railings at ground and first floor. The windows of the light bays have simple decorations to the spandrels and moulded surrounds to windows. The larger round headed windows are two over two vertical sashes with large glazing panels. Two tall narrow round headed windows, similar to those of the second floor are set centrally between the light bays at first floor and above a central door with six panelled door, round headed fanlight, moulded surround, pargetted spandrels, frieze and moulded flat canopy. The doorway is reached via a step approach with stucco panels to low side walls.

STANDLEY ROAD



Figure 44 Walton on the Naze Foundation Primary School

Primary School, built along the northern fringe of the main resort area and along Standley Road in 1909 by local agents Tomkins, Homer & Ley. The site comprises two separate and distinct school buildings (infants and juniors) both brick built with plain tile roofs and decorative shaped 'Dutch style' gables to the end elevations and facades. Both incorporate large assembly halls to the rear each with a central ridgeline decorative cupola. The replacement of original fenestration appears to be minimal across both buildings and particularly within the roadside facades. The schools front onto Standley Road and are bounded by hard standing/playgrounds with sports fields to the rear. Remarkably intact school site that has been little compromised and deserves local list status

NORTH STREET

St Dominics, North Street, Listed Grade II, (EHER 34779)

An early/mid 19th century timber framed and weatherboarded house with a grey slate roof and central red brick chimney stack. St Dominics is an unusual polygonal building,

the front, hidden by a tall hedge, facing east into the garden, with a later brick built single storey extension to North Street. It is two storeys with two tall two light small paned casements each light with Gothic double pointed heads and pentice boards over to first floor. Left and right bays to ground floor with slanting heads and panelled soffits, small paned vertically sliding sashes with similar heads to first floor. Central moulded Tudor arched doorway with bargeboards to shallow gabled porch. Moulded vertically panelled door of tall and short side panels and tall centre panel. Central quatrefoil, left and right dagger lights above moulded lintel. To the first floor rear are two, two light small paned casements and a single light window to right return angle. St Dominics falls within the Walton and Frinton Conservation and was listed grade II in 1986

SAVILLE STREET

Nos. 12-20 Saville Street (Richmond Villas)

A large mid Victorian part-basemented four storey brick built terrace formerly known as Richmond Villas. Built in red brick with decorative yellow brick bands to the façade at window head level and a shallow slate covered roof with hipped ends. Comprising five individual units each includes a symmetrical three storey canted window bay to the front with stone sills, decorative lintels and parapets. Decorative stone lintels are used across the entire front apart from the upper storey and where original windows remain they are sashes with marginal glazing. The southern unit has been rendered and painted white while the symmetry of the terrace and its roof profile has been disturbed by the addition of an entire bay to the north.

Nos. 15-17 Saville Street, Listed Grade II, (EHER 34786)

A pair of early C19 late Georgian plastered houses with grey slate roofs. They are three storeys with basements with a pair of shallow full height bow windows to the front. A 1:2:1 window range of small paned vertically sliding sashes with smaller windows to second floor. The bow windows have pilaster surrounds with moulded capitals and bases, moulded top rails and those of ground and first floor of 3 lights with pilasters between. Cast iron balconies with rosette and anthemion motifs are present on first floor bow bays and sit adjacent to a pair of central rectangular porches approached by steps, with 2 moulded round headed arches and sidelights. To the rear are 2 round headed first floor windows. The house was listed grade II in 1989.

No.13 Saville Street, Listed Grade II (EHER 34785)

An early C19 house built along with no.15-17 as part of Penrice's original development. Built with plastered brick walls and a grey slate roof with moderately wide eaves. The house is double fronted, three storeys with a basement. It has a three window range of small paned eight over eight vertically sliding hornless sashes, all with simple blue painted panelled shutters comprising four vertical planks. A central square timber portico supported by two square Doric columns with moulded bases and capitals and similar pilasters to the rear shelters a two panelled door with top-light. The house respects the building line and is set slightly back from the road with a small 'garden' (now aggregate) to the front bounded by a low rendered brick wall.

Gothic House, Saville Street, Grade II, (EHER 34784)

Early/mid C19 two storey painted brick house with a concrete tiled roof and corner pilasters. It has a two window range of three light casements with double transoms and

Gothic heads at first floor with similar but larger 4 lights with 3 transoms at ground floor. Each window aperture to the front has sunk chamfered brick surrounds and Tudor style moulded labels above. Central name plaque to the façade at ground floor window head level. The left return has three similar window openings to first floor, those to right and left blocked as are the two ground floor openings and a doorway with similar moulding and label central to the gable elevation. It has a nailed plank and muntin door with 3 glazed graduated lancets between. A low brick boundary encloses a front 'garden' of hard standing

Nos. 23, 25 & 27 Saville Street

Another early/mid 19th century three storey brick built terrace built as part of the early 19th century provision for tourist accommodation in the area of North and Saville Streets. The terrace is painted in cream or white and retains many of its original sash windows. No. 27 appears to post-date Nos.23 and 25, and differs by its use of stucco plasterwork including a decorative eaves details and banding below window sills. Of the three No.27 has suffered the most from unsympathetic alterations, with the insertion of modern windows and the addition of porch to the front.

Canada Gardens, 75 – 103 Saville Street

Two terraces, one of 10 and the other of five, of industrial workers cottages built by Robert Warner of Warners Iron foundry (later Harmers) around 1870. They are brick and render cottages under slate roofs.

KIRBY ROAD

Martello Tower K (Listed Grade II, EHER No. 15, Scheduled Monument No. 29434), Martello Caravan Park

Martello Tower K was the last of a series of eleven towers, lettered A to K which were, built along the Tendring peninsular between 1810-12. The towers were built east to west with tower A erected at St Osyth's stone near Brightlingsea and tower K overlooking the marshes and inlets behind Walton-on-the-Naze. All the towers apart from H were equipped with auxiliary batteries armed with 24 pounder cannon. Following the end of the Napoleonic wars some of the towers were used by the Custom and Excise, but those which had not been demolished or lost to the sea remained fully armed and in reasonable repair until the middle of the 19th century. The site of Tower K was eventually sold to the London County Council who used it as a holiday caravan park, which it remains today.

The Martello Tower K survives as one of the largest of the eleven towers built and is of brick construction with stone dressings used for the windows, doors and as a coping. First floor doorway with rusticated jambs, segmental head with keystone and stone chute below cill level. There is a modern boarded door approached by an equally modern external stairway. The four windows at door height also have rusticated jambs and segmental heads, keystones and two mullions within centre transoms. Modern double doors to ground floor.

EAST TERRACE

East Terrace, East Cliff, Listed Grade II, (EHER 34774)



Figure 45 East Terrace

A separate unsuccessful attempt to establish Walton as a smart resort was carried out by the bell founder John Warner who built East Terrace in the area of East Cliff to the north-east of the main resort and Walton Gap in 1835-6. John Warner had in 1832 established an iron foundry at the north end of Hall Lane, together with housing and facilities for his employees. Work on what became known as Warner's New Town (Pevsner 1954) began in 1834-35 and whilst there remains some confusion who actually designed and built the various elements of East Terrace, consistency in construction and detailing strongly suggest a single hand, most probably that of John Penrice using local building contractor William Lay (Upson, 1998). The southernmost house of the terrace was built as Warner's own residence, with a reading room (White Lodge, demolished), stables and coach houses were built nearby. A short time after the completion of the East Terrace Warner appears to have had reservations about his investments at East Cliff and having sold off Nos. 3 & 4, by 1839 he instructed agents Kimber & Gross to dispose of the remainder. They were however not sold and Warner proceeded to rent the terrace as six fully furnished holiday apartments 'to higher classes of visitors' who visited 'this delightful and economical sea bathing place'.

The exact date when Nos. 1-3 were incorporated to form the Eastcliffe Hotel is unclear but this most likely occurred during the interwar period. The Hotel was purchased by local holiday firm Parkavan in 1981, renamed the Naze Mariner and in the summer months the ground floor was used as a public house with adjoining family rooms and amusements. The remainder of the building was disused and gradually fell into disrepair, but by 1997 they were put on the market and sold for renovation back to residential use. The alterations and remodelling associated with the reuse of Nos.1-3 into apartments and latterly a hotel has had a significant impact on survival of internal fabric and detailing and as such they are unlisted but nevertheless have a considerable local importance. Only Nos. 4-7 have statutory protection through listing.

Three storey brick built with stucco finish. Parapet with moulded band under, with bands below first and second floor windows and impost band to ground floor. Bases and capitals to pilasters between ground floor. John Warner's original house to the left has a 5 window range, the centre bays recessed with porch to ground floor. To right of this the terrace continues with 16 windows to second floor, 17 to first floor and 14 to ground floor. The second floor with mainly small paned vertically sliding sashes, first floor has similar long windows and cast iron balconies supported by iron brackets, many windows to the left boarded at time of resurvey. Round heads with moulded arches to ground floor windows. Similar features to 3 bay left return, this with a 2 bay ground floor rear extension. Porch to original house with central step approach, moulded capitals to 2 square outer and 2 circular fluted inner columns, triglyphs and metopes to frieze, moulded soffit and cornice, glazed sides. Round headed doorways to 7th, 9th and 12th bays of right range and an arch with 2 doors under to 15th bay. Panelled doors with lights over.

Coastguard Cottages, East Terrace

A terrace of originally six brick rather utilitarian two storey cottages built in 1891 next to the old lifeboat station (now museum) for resident coastguards. Constructed of red brick in Flemish bond, grey slate in-line pitched roof with half hips and return gables with brick corbelling to rear. Brick first floor band, flat arched window apertures with rough brick heads and modern windows. The brick ridgeline stacks have dentil over-sailing courses capped with chimney pots.

The Old Lifeboat House, East Terrace

Now the Walton Maritime Museum, originally built presumably to the designs of RNLI architect C.H. Cooke, in 1884 and extended by 1899. The old lifeboat station is a brick built 1½ storey range with plain tiled roofs incorporating a small turret roof set over an oriel window incorporated into the east facing seaside gable. This elevation also includes a full height boat entrance which extends the full width of the building, decorated with tile hanging and floral terracotta panels. A pair of decorative date plaques bearing the date 1884 are set into the walls either side of the entrance.



Figure 46 Walton Maritime Museum

HALL LANE

Gothic Cottage, Hall Lane, Listed Grade II, (EHER 34776)

Built to the north-west of East Terrace and during much the same period, Gothic Cottage was built using a flamboyant Gothic treatment in the Cottage *orné* style. Whilst it is apparent that the cottage was built along with East Terrace by John Warner opinions differ whether it was Gothic Cottage or East Cliff Cottage that was specifically built for his mother. The cottage is two storey brick built with a stuccoed exterior, gable ended grey slate roofs with two gables east-west and a projecting gable to south. All have cut bargeboards and spiked finials. Chimney stack with 2 octagonal shafts to left of east face. The windows are C19 two or three light mullions with cross transoms which have chamfered surrounds and moulded labels.

Thatched Cottages, Listed Grade II, (EHER 34775)

A pair of C18-19 thatched cottages, possibly now converted into a single dwelling. They are timber framed with black painted feather-edge weatherboarding, 1½ storeys with thatched roofs and eyebrow dormers, grey slate to single storey connecting range. External painted brick chimneys to gable end and central ridge line chimney to larger range. Weatherboarded flat and pitched roofed accretions to rear, brick lower wall to right return. 3:1:1 of mainly small paned horizontal sliding sashes, with a small paned shop window to right smaller range.



Figure 47 Thatched Cottages

88-112 Hall Lane, Broomfield Cottages

The first houses built by Robert Warner for his iron foundry workers were a terrace of 13 cottages, Broomfield Cottages, now 88 – 112 Hall Lane (formerly Foundry Lane) erected in the 1870s. These are of rendered brick under modern clay tiled roofs, all with sash windows.

86 Hall Lane

At the southern end of Broomfield Cottages Robert Warner funded the construction of 'Crescent Hall' built in 1875 to the designs of T.A.Cressy. The Hall was later known as the 'Institute' and served as both a dining hall in the day and for adult education in the evenings. It is now a Baptist Church.

9-13, 19-35 & 26-38 First Avenue

Toward the end of the 19th century Robert Warner built workers' cottages on both sides of First Avenue. The odd numbered houses on the east side are of red brick with yellow dressings, while those on the west side (evens) are yellow brick with red dressings. All were originally roofed with slate but many now have new modern tiled roofs, while in many cases the original sash windows have been replaced and porches added.

GREEN LANE

East Cliff Cottages, Green Lane

Originally a single cottage arguably built by John Warner in the 1830s, now a range of five individual cottages most of which appear to be later developments following an existing of pre-existing Gothic treatment. All are brick built with a plastered exterior, grey slate roofs with spike finials and cut barge boards. Out of the range No.1 East Cliff Cottage is most likely to be the original building.

NAZE PARK ROAD

The Poplars



Figure 48 'The Poplars'

Built as the Poplars Hospital for Accidents Convalescents Home in 1909. The former convalescents home adopts an Arts and Craft styling with two forward set single storey pavilion-like sun wards/bays with full height glazing to the front set either side of a two storey central entrance bay with a tall and wide gable elevation with low eaves. A faux stone half round tetra-style portico with a modern enclosed sun balcony above, frames the main entrance, while a circular window with swag decoration is set centrally within the gable wall. The roofs are covered in plain tiles and have deep planes and low eaves interrupted by dormers of the first floor and four tall, wide rendered stacks placed just below the ridgeline. The flanking wings both have fully hipped ends.

OLD HALL LANE

The Naze Tower, Listed Grade II*, (EHER 3576)



The Naze Tower was constructed in 1720 by William Ogbourne for the Corporation of Trinity House as a navigational aid or seamark. Trinity House's connection with seamarks dates to the Seamarks Act of 1566 which gave the organisation the powers to set up *"So many beacons, marks and signs for the sea...whereby the dangers may be avoided and escaped and ships the better come into their ports without peril"*. The Naze Tower was designed to be used as a navigation aid in conjunction with the High and Low light houses at Harwich and therefore forms part of a system of coastal navigation established along the coast of the Tendring peninsular. It was used in conjunction with Walton Hall Tower as a guide to vessels navigating the Goldmer Gap and still remains clearly visible from the High and Low Lighthouses in Harwich and the Leading Lights at Dovercourt. The tower was used in the Napoleonic War as a look out beacon and signalling station and by the early C20 used for signalling flags and semaphore instructing sea manoeuvres. It returned to use as a lookout and beacon during the First World War and as a radar tower during World War II.

An early 18th century Octagonal brick built navigation tower of three reducing stages with clasping buttresses to the angles.

The tower stands to a height of 86ft (26.2m) and incorporates 8 floors (presently used as an art gallery, exhibition and museum)

The upper stage was rebuilt in the later 19th/20th century and has two upper round-headed window openings, one now blocked and three windows above the second stage, two now blocked. Two round headed windows to second stage and a single window to first stage. A pair of modern double vertically boarded doors with a concrete lintel over are at ground floor. A lead plaque over doorway relates "Trinity House 1720". Internally the tower has eight storeys reached by an iron spiral staircase. The Tower was upgraded from a grade II to a Grade II* listed building in 1984.

Navigation Tower at Walton Hall, Listed Grade II, (EHER 34780)

Walton Hall is a former farmhouse, to which a three storey navigation tower was added in 1802. The navigation tower was formerly used in conjunction with the Naze Tower (EHER 3576) as a lead light to guide vessels through the Goldmer Gap. The navigation tower is a brick built, square plan three storey, two bay tower with a stuccoed exterior. It has a parapet to all four elevations, which obscures the roof, from which a central belvedere with a leaded pyramidal roof projects. It has 2:2:2 window range, with tall six over six sashes at ground and first floors and smaller three over three sashes on the second floor. Chimney stack to west wall and a plain plastered floor band at second floor level. The former, much renovated farmhouse projects to the north and in common with the tower has a plastered exterior and was re-modelled to the Georgian taste. A neo-classical porch with entablature and a pair of simple columns shelters the main entrance on the east side. The windows are sashes of similar appearance to those in the tower

and the roof is slate covered with a hipped end. At the time of the listing resurvey (mid 1980s) the buildings were already in a poor state of repair and accordingly were added to the Essex Historic Buildings at Risk Register. In 2003-5 they were fully restored and are now in residential use. The tower is Grade II listed



Figure 49 Navigation Tower at Walton Hall

Barn 40m NE of Walton Hall Listed Grade II, (EHER 34781)

A considerable 18th to 19th century timber framed and weatherboarded barn with a red pantiled roof. It is built over 11 bays and has a side purlin queen strut roof with ridge board and three gabled midstreys, a gabled extension to north east. and lean-to extensions between midstreys. The western elevation has five upper windows, two small lights and two doorways.

Barn 40m N of Walton Hall II (EHER 34782)

The second of a pair of 18th or 19th century listed barns at Walton Hall. It is timber framed and weatherboarded with a red plain tiled roof with later outshot to south. A raised internal floor suggests a previous use a granary.

PIER APPROACH

Clifton Hotel, Pier Approach



Figure 50 Clifton Hotel

The Clifton Hotel, formerly the Clifton Baths, The Clifton Music Hall and later the Pier Hotel was built in 1862 by the entrepreneur Peter Schuyler Bruff as a preparation for the imminent arrival of the railway in 1867 (VCH). The hotel was built to accommodate up to 350 visitors and provided a billiard room, reading rooms and a concert room.

Former hotel of three storeys comprising two parallel ranges of seven bays built using yellow stock bricks with red brick dressings, classical motif, shallow pitched roofs with a small central Italianate tower. Closed pediments to gable walls, over-sailing eaves cornice in red and yellow brick with dentil course and frieze band with simple ornament in red brick. To front is red brick impost band at second floor and above another frieze which is repeated below the second floor windows, but is mainly painted out. There is a central canted light bay to the seaside elevation with narrow window aperture, that unusually increase in height from ground to second floor (to capitalize on the seaside views available on the upper levels). The lower floors to the front have latterly been painted and so obscure much decorative brickwork, but where original the window apertures have gauged brick heads, some with pronounced keys or polychromatic brick portraying a sunburst motif. Those of the gable walls are more classical in style with half round heads and brick keys. Originally the windows had vertical sashes, some of which still remain. The hotel is currently undergoing a programme of renovation and enlargement.

SOUTH CLIFF

7-9 Southcliffe Parade (Former Pavilion Villas)

A terrace of three mid 19th century houses comprising a single double-fronted villa with a pair of adjoining houses both with Doric door cases. All are brick built and rendered now with concrete tile gable ended roofs (presumably replacing plain tile). Each unit has a canted two storey light bay to the front capped with a shallow hipped and leaded roof below the eaves and flat headed window apertures, now with replacement fenestration. A prominent floor band extends the length of the facade at first floor while the angles are dressed with rusticated (plaster) quoins. Through-ridge stacks with brick dressings in the gable wall and central to the terrace.

Barnard Lea, Southcliffe Parade (Former High Wickham)

A tall narrow four storey (including sub-basement) mid 19th century brick built and plastered villa with a plain gable ended roof and in-gable stack to the south-west. It has a full height canted light bay central to the front, with projecting sills supported on simple brackets below the windows on each floor. The window apertures of the ground and first floor have shouldered heads while those of the upper floor are flat headed. A flight of steps with a simple balustrade rises from roadside to the elevated ground floor storey. The angles to the front have plaster rusticated quoins while the whole building is braced laterally by the use of tie-bars as seen by tie bar bosses at first and second floor level.

CHURCH ROAD

1-5 Church Road Cottages

A row of three later 19th century (c.1880) cottages subsequently purchased by the Great Eastern Railway in 1883 for use as railwayman cottages. They are built in a vernacular style using timber framing clad by painted weatherboarding but overlain with a distinct gothic treatment. This takes the form of ridge bonnets to the roofs, spike finials with pendants to gable ends of the main roofs and original porches (two of the three), shaped and cut barge boards and where they survive (Nos. 3 & 5) flat headed sash windows with pointed heads formed from glazing bars in the upper lights. The sashes also have horns and sit below labels with stopped ends. The roofs are now partly slated partly re-roofed in modern concrete tiles (No. 5). Whilst Nos. 3 and 5 survive in a reasonably original state, most of the windows and the porch have been removed/replaced in No.1.

THE PARADE

1-7 The Parade

A terrace of six Regency style properties built as part of the 'Bruffville' development initiated by Peter Bruff from 1859 although the majority of the buildings were not started until 1867. It is a symmetrical brick built and plastered row of six, three storey houses with plain tiled and gabled roofs built perpendicular to the long elevation but hidden behind a plastered brick parapet with moulded cornice. There are four evenly spaced stacks, one at each end of the terrace and two at four bay intervals. Two of the six retain original stucco banding regularly spaced at window sill, head and impost levels and following the line of the party wall. The remainder of the terraces have been rendered to a smooth finish. The dominant feature is a cantilevered balcony with a wrought iron

balustrade with a repetitive X motif, which extends the full length of the façade at first floor. The balcony is accessed via paired glazed doors from the first floor rooms. The main entrance doors are all recessed with fanlights over and sit to the rear of openings with pilasters, moulded capitals and half rounded arches. Original windows have segmental heads and 2 over 2 horned sashes, although few remain as most are now modern replacements or in some instances the windows have re-profiled to a flat head or as in No. 5 a bay window inserted.

The terrace of 1-7 Parade appears to take influence from the established styling of the regency period with its symmetry and classical influences but also more directly from the existing buildings in Walton, namely the 40-44 Marine Parade and East Terrace, both influenced by John Penrice.

The Railway Station, The Parade

Walton railway station was established by Peter Bruff, owner of the Tendring Hundred Railway (THR) and operated on behalf of the THR, who had opened the line from the Hythe (Colchester) to Walton, by the Great Eastern Railway. Walton station along with all the stations of the THR was built to the designs of Ipswich based architect Frederick Barnes and was opened with the newly constructed Station Road (later Street) by 1867.

The main buildings of the 1867 station have since been converted into apartments. The principal façade faces east over-looking the sea-side front and Bruff's Walton pier. It is a two storey nine bay 3:3:3 window range, with return ranges at each end presenting gables, in the form of triangular pediments, to the front. The brick built walls are rough-cast rendered and the roofs slate covered. The windows of first floor are smaller than those at ground and have segmental heads, pronounced keys and quoining picked out in paint which contrasts with that of the white painted walls. Those of the ground floor are however taller and with rounded heads but share the same key/quoin treatment. The windows are modern replicas of sashes with marginal lights. The wider central doorway into the former booking hall has latterly been re-used for French windows, while all the fenestration to the front is set between a ground floor sill band and an eaves cornice.

The single storey east-west range adjoining to the north was partially demolished at its western end by a train in 1987, though this was partially rebuilt in c.2001. The two storey tower had its upper section removed in the 1960s and replaced by a pastiche upper storey in 2001. The canopy brackets along the southern side of the range and western side of the end block are original but the glazed canopy is not. The single storey white brick booking office dates to 1989 and the timber platform canopy/shelter to c.1930 (Kay 2007).

Walton Pier, The Parade



Figure 51 Walton Pier

Walton Pier was an intricate part of Bruff's initial vision for the development of Walton as a fashionable seaside resort. It succeeded the old pier, which subsequently fell into decline, and moved the focus of the town southwards towards Bruff's investments. The pier was initially built in 1869-71 following the arrival of the railway in 1867 to a length of 530ft, but due to shallow depth of water at the pier head and problems encountered with embarkation to the steam packets, the pier was extended to 2,610ft in 1897-8 by engineers Kinnipie and Jaffrey. During the extension work to the pier ownership was incorporated into the Coast Development Company Ltd, who were later to construct piers at Southwold, Lowestoft and Felixstowe. The extended pier incorporated three steamer berths able to accommodate the company's Belle paddle steamers. An electric tram provided transport to the embarkation point and a pavilion with entertainments at the pier head. Whilst the superstructure of the pier is post-war and rather utilitarian in construction. It is notable for being the 3rd longest seaside pier in the country. The pier can broadly be divided into two based on its character and use. The landward end has been extensively developed with the construction of modern colourful lightweight buildings to accommodate seaside amusements and the seaward end/pier head has remained open to the elements and is essentially an extension of the promenade (Bettley and Pevsner 2007).

The Old Pier, The Parade

Walton's first pier built immediately adjacent to the Marine Hotel (now demolished), was pioneered by John Penrice. The original timber pier, measuring 330ft in length and with cast-iron railings, was commenced in 1830 and funded by subscription to the sum of £1000. At this point in time Walton pier was one of only four examples in the country, and it attracted during the bathing season daily steam packets from London and Ipswich. The pier was refurbished and extended by 1867 but following the opening of Bruff's new and considerably longer pier in 1869-71, and the shift toward larger steam packets requiring deeper berths, the old pier was seldom used after 1875 by packets and slipped into old age as a promenade or venue for regattas. In the shadow of Bruff's new pier, the old pier slowly fell into dis-repair and finally collapsed in 1881. Today a jetty providing access from the esplanade down to the beach occupies the location of former old pier.

CRESCENT ROAD

1-13 South Crescent, Crescent Road

A crescent of seven houses built between 1859-1863 as part of the 'Bruffville' development initiated in the area of the railway station and pier by Peter Bruff. The Crescent lies opposite to and was probably influenced in its plan form, to the site of a Martello Tower J (1809-35) demolished in c.1835 and subsequently turned into an ornamental garden (1859) and later developed as Winter Gardens (1899-1900). The crescent is a symmetrical three storey brick built rendered range with pitched roofs, all latterly re-covered in modern cement tiles. Each individual house has a two storey canted light bay to the front, surmounted by a low balustrade with vase balusters. Two of the terraces (Cliftonville and No. 13) still retain their original banded rustication at ground floor while only one (No.13) retains its original fenestration, the majority having succumbed to modern double glazed units. The front entrances, elevated from street level and reached via short flights of steps, are recessed back from the façade and sit to the rear of portals decorated with plastered half round arches and projecting keys. Plain floor bands are present at first and second floors, while simple brackets decorate the eaves. The tall narrow windows apertures are all flat-headed and decrease in height across the upper storey.

South Crescent along with 1-7 Parade appear to take influence from the established architectural trends and existing buildings terraces in Walton, namely 40-44 Marine Parade and East Terrace, both influenced by John Penrice

Site of Martello Tower J, Crescent Road (EHER No. 3577)

Martello Tower J (1809-35) at Walton Cliffs stood within its own moat, with an auxiliary battery to the east. Following the results of a ground survey published in March 1826, it was found that the sea had advanced 120 ft and that the battery was under threat. The battery materials were offered for sale and removed by the end of 1829. In 1835 tenders were invited for the sale of Tower J and adjoining land, with the intention of demolishing the tower by the end of that year. The site was built bought by William Raven, who subsequently became embroiled in a dispute with John Warner over land boundaries. The site of the demolished tower site was turned into an ornamental round garden in 1859 and later developed as Winter Gardens in 1899-1900.

PORTOBELLO ROAD

No.1 Portobello Road

A long, narrow two storey red brick range of former industrial use with gables to east-west and a slate covered roof. Wide double width entrance with boarded door to ground floor, positioned directly below a similar taking-in doorway on the floor above. A cantilevered timber hoist beam with block and tackle projects roadside from the segmental rough brick head of the taking-in door while flanking the taking-in door are a pair of gothic style windows with pointed two-centred heads and glazing bars. The use of gothic windows seems rather incongruous given the industrial context of the building, but may reflect the general underlying influence of the gothic in Walton towards the end of the 19th century.

STATION STREET

Emmanuel Church, Station Street, Listed Building Grade II, (EHER 34787)



Figure 52 Emmanuel Church

United Reform Church built in 1878 to designs by Charles Pertwee. Built of randomly coursed Kentish rag with Bath stone and brick dressings, red plain tiled roofs, weatherboarded belfry with shingle clad spire. The church occupies a corner site at the junction of Station Street and New Pier Street, the main entrance to the south west with side walls angled to north west and south east returns. Gabled 2 storey porch to west of north west return to east of which is an attached single storey church hall. Attached by an archway to south west wall are 2 in line gabled later and larger church halls of similar materials and matching style. The roof over main entrance is 3 angled with a pointed hip,

a central gable with bargeboards breaks through eaves level, stone panel with a moulded 2 centred arch and label following through over 3 stepped lancets with transoms. Band below follows through returns and over return windows. Central moulded 2 centre arched doorway, moulded bases and capitals to jamb shafts, label with foliate stops, gauged tile arch over. Double vertically boarded doors with ornate iron hinges. Moulded plinth follows through returns. One trefoiled 2 centre arched window to each angle and 4 to each return. Leaded stained glass to windows. The north west porch with small light to gable apex. Upper stage cinquefoil light in stone panel, stopped label over and small double trefoiled lights to ground floor. Double door to east wall with light over, pointed segmental head. Caernarvon head to doorway. The spire to south of ridge with splayed boarded base, 2 trefoiled headed sounding louvres to each face and broached spire. Ornate iron cross finial to pointed hip. Internally the Church is intact with organ and reading desk to east wall and panelled balcony supported by slender columns to west wall.

Primitive Methodist Chapel, Station Street.

A red brick Primitive Methodist Chapel built in 1875-76 toward the eastern end of Station Street.

Appendix 2: Tendring District: 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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