



**Extension of the Walberswick Conservation Area
Supplement to the 2013 Conservation Area Appraisal
January 2024**



Figure 1 Aerial image of Walberswick Quay, supplied by John Fielding (2018)

The Southwold Harbour Conservation Area was designated in 1996, Walberswick Quay Conservation Area in 1991 and the Article 4(2) Direction, covering both Conservation Areas, was confirmed in 1997.

In 2023, the Council commissioned this document to include the review and re-appraisal of the Walberswick Quay area, in order to incorporate it into the adjacent Walberswick Conservation Area. This aims to support the management of Walberswick Conservation Area as a whole.

Public consultation

Public consultation took place between October 16th 2023 and November 27th 2023. This included writing to the parish council and all residents and property owners within the Walberswick Quay area with a link to the consultation document on the Council's website.

Copyright

All maps in this document are based upon Ordnance Survey's Maps with the permission of Her Majesty's Stationery Office © Crown Copyright (unless otherwise acknowledged). Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings.

East Suffolk Council Licence no. 100019684, 2019.

Introduction

The following area has been identified for inclusion as an extension to the Walberswick Conservation Area:

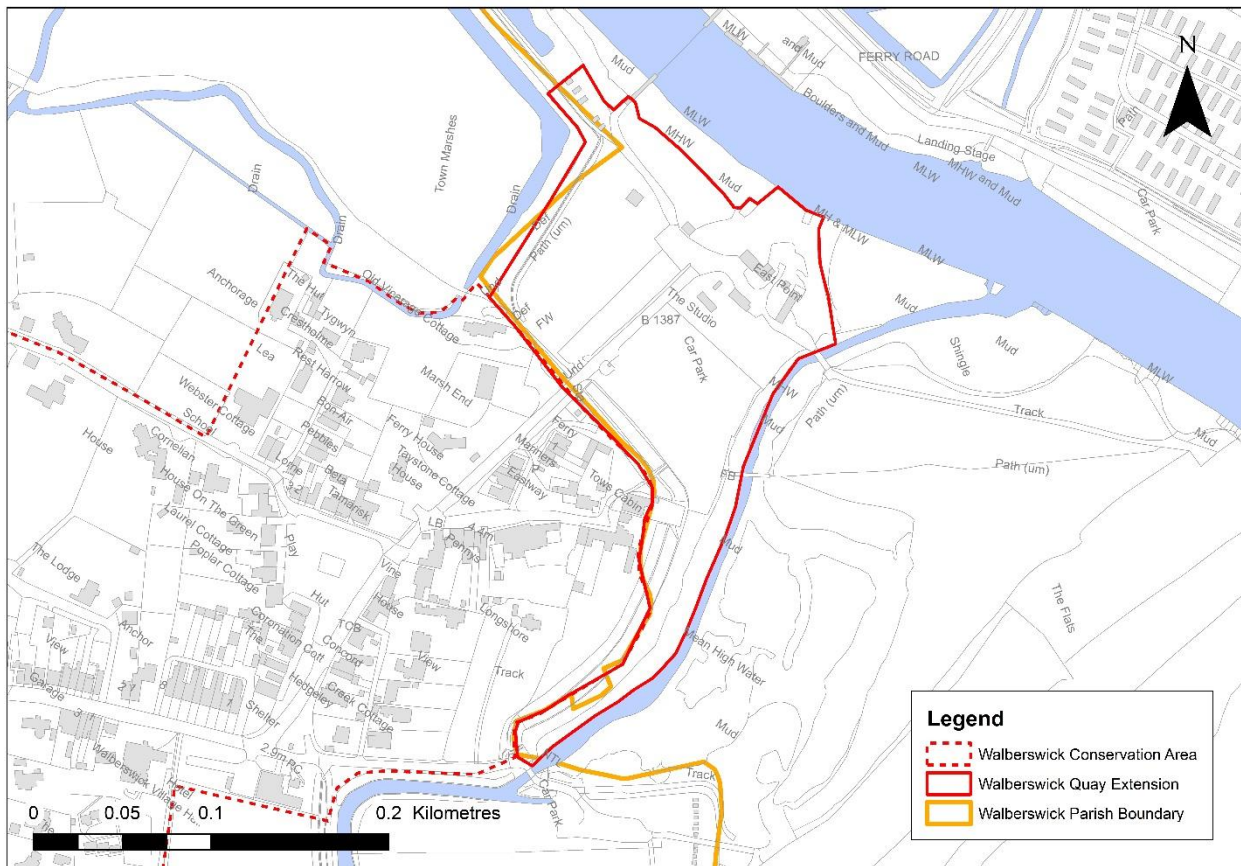
Walberswick Quay

This area comprises the historic quayside to the Northeast of the settlement of Walberswick.

This Conservation Area was first designated in 1991. It includes the historic quayside of Walberswick, located to the east of the village, accessed via Ferry Road (B1387).

The area is bounded by the Dunwich River to the south, River Blyth to the east, and sea bank to the west and north with the village of Walberswick and marshes beyond.

Map 1: Extension Area



Walberswick Quay



Figure 2 The Southwold-Walberswick Ferry Crossing

Archaeology and history

The name Walberswick likely derives from the Saxon *Waldbert* or *Walhbert* – and “*wyc*”, meaning the shelter, dwelling, village, hamlet, or farm of *Walhberht*, suggesting that there was a harbour here from the Saxon period. The quay has been in continuous use since then.

The rivers

Prior to the seventeenth century, the Dunwich River ran through the salt marshes following the edge of high ground on which Walberswick was built. Walberswick boats would likely have moored on the northern bank of the river. However, the channel was regularly silted up, causing movement and quays to flood, making it unreliable for navigation and trade. In 1489 a Royal Charter was granted to Southwold to transfer the Haven Port. In 1590, an artificial outlet to the sea from the River Blyth was cut, however this was also regularly blocked by sand deposits.¹ The course of the Dunwich River was diverted into the sea c.1600, and it appears to have changed little since its diversion. In 1757 the River Blyth Navigation Act was granted Royal Assent, which made this portion of the river navigable.

Trade

As focus shifted away from Dunwich’s harbour, Walberswick and Southwold became a key trading port from the thirteenth century onwards.² During the eighteenth-century, the quayside was used for exporting corn, butter, and cheese and

for importing coal, and nearby warehouses were used to store the goods before they were transported. Fishing was also an important trade of the area.

Ferry crossing

A crossing has been operating along the River Blyth since 1236.³ Records from the thirteenth century demonstrate that the ferry license holder had the right to charge one halfpenny for a man and horse to cross the River Blyth at this time.⁴ The ferry crossing would have been an important crossing point for workers, connecting them to the bustling port and town of Southwold across the Blyth. Throughout the majority of its operation, the journey has been made by rowing boat, although between 1885 and 1940 a chain ferry was used and could transport vehicles and livestock. This was ended following the loss of the pontoon ferry named *The Blythe*, following its dismantling during the War.⁵ The rowing boat service was re-introduced in the 1940s, by the same family that still run the ferry to this day and have done for six generations.



Figure 3 Bob Cross, ferryman from the 1970s to 1990s (source Dani Church)

¹ Ibid., page 6

² Details of the trade that occurred at the quay from 1451 can be found on the Suffolk County Council Walberswick Parish Heritage website <https://heritage.suffolk.gov.uk/media/pdfs/walberswick.pdf>, page 4

³ <http://www.walberswickferry.com/history.html>

⁴ Dani Church and Ann Gander, *The Story of the Southwold-Walberswick Ferry* (2009)

⁵ Ibid and https://www.walberswickww2.co.uk/assets/Uploads/Walberswick_Map/POI_pages/figure_19.html

Flooding

The Flood of 1953 greatly impacted the area of marsh beside the quayside and damaged many of the buildings here. Records from the time illustrate that 'the huts by the ferry had disappeared, "Wave Crest" a wooden tea room set on piles had completely gone, the clay wall that protected the Town Marshes had totally disappeared, but great lumps of mud lay strewn about the marshes, some as big as cars, at the "Old Vicarage" end of the wall there used to sit a WW II Blockhouse, the force of the water swirling past the Blockhouse had gouged out a hole in the marsh and neatly dropped the Blockhouse into it... only a small portion shows above the Marshes today.'⁶



Figure 4 The 'Craft Barn' after being taken by the floods from its original location beside the Yacht Yard (Source Walberswick Local History Group, 1953 Flood Part 1 Pictures and Memories, 2003)



Figure 5 The tearoom 'Wave Crest', a 1912 building that was lost in the 1953 floods. This was situated to the north west corner of the top car park (Source Walberswick Local History Group, 1953 Flood Part 1 Pictures and Memories, 2003)

To protect against future flooding along the bank of the Dunwich River a concrete wall was built, and this was later raised, and two flood gates were also fitted.

Military history

Walberswick is set within Britain's 'Coastal Crust', a stretch of World War II defences, evidence of which has been left as archaeological remains. The defences were established as the threat of invasion was at its greatest during 1940 and were scattered across the coastal landscape.⁷ Along the quayside, beach and marshes, defensive structures included anti-tank cubes, pill boxes and Dragons Teeth (metal spikes set in concrete). Many of these features have since been removed, however, the remains of a partly destroyed pill box are located to the east of the Walberswick Conservation Area boundary (although this was submerged by flooding in the mid-20th century).

⁶

<http://walberswick.onesuffolk.net/assets/WLH>

[G/1953-FLOOD-PART-1-WALBERSWICK-PICTURES-MEMORIES.pdf](http://walberswick.onesuffolk.net/assets/WLH)

⁷ <https://heritage.suffolk.gov.uk/walberswick>



Figure 6 Location of WW2 structures (Source Walberswickww2.co.uk)

Historic maps

The Tithe Map and Apportionment of 1840 indicates the area was used as the Town Salts and Quay. Plot 552 (located roughly under the modern car park) was the Town Salts, a name possibly associated with the production of salt and curing of fish and owned by the Trustees for the Walberswick Town Land and occupied by James Wigg and others. The Quay (plot 473) was owned by Sir Charles Blois Baronet, occupied by Sarah Lawrence, and comprised a small group of buildings including a long terrace and smaller outbuildings surrounding it. These are likely some of the buildings seen in the background of Figure 11 and Figure 12. The Ferry crossing is also labelled on the Tithe Map, landing opposite the cluster of buildings on the quayside.

The Ordnance Survey maps, dating from 1884 – 1928, show that there was little change in the area throughout the early twentieth century, besides the addition of further huts and quayside buildings.

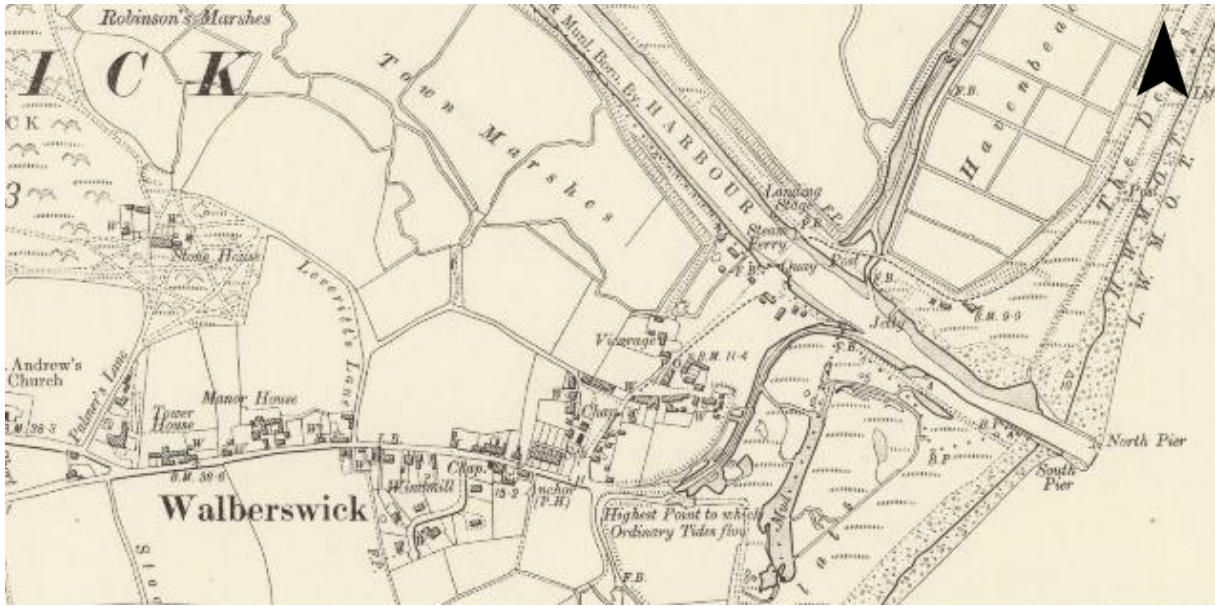


Figure 9 Walberswick Quay, depicted on the OS Map 1905



Figure 10 Walberswick Quay, depicted on the OS Map 1928



©2023 Heritage Photographs Revisited Limited/Heritage in The Francis Frith Collection. All rights reserved. This photograph is supplied to you on the strict condition that it may not be reproduced or otherwise copied in any form without the prior written permission of The Francis Frith Collection.

Figure 11 Walberswick, River Bank 1892 (Courtesy of Francis Frith, Ref: 29933)



©2023 Heritage Photographs Revisited Limited/Heritage in The Francis Frith Collection. All rights reserved. This photograph is supplied to you on the strict condition that it may not be reproduced or otherwise copied in any form without the prior written permission of The Francis Frith Collection.

Figure 12 Walberswick, The Beach 1896, taken from Southwold Harbour (Courtesy of Francis Frith, Ref: 29933)

Walberswick today

Walberswick quayside is a popular destination for day trips and the quay area now contains a large car park to accommodate visitors. The majority of former quay buildings have been converted into residential use.

While 100 years ago there were many more timber sheds on the quay and by the ferry, map and photographic evidence suggests that few if any have survived on their original sites, perhaps washed away by the 1953 flood. Only 'The Old Yacht Yard

(The Boat House),' a brick, weatherboard, and pantile building in the northeast corner of the Conservation Area is of notable age and may have been a barn, although it has been since altered.

There are mooring points on the Walberswick bank of the Blyth that are in use by recreational sailors and the historic ferry boat continues to carry pedestrians and their dogs between Walberswick Quay and Southwold Harbour.



Figure 13 View south east towards the scattered buildings in the area



Figure 14 View along the Dunwich River into the Conservation Area



Figure 15 View south east along the sea bank footpath into the Conservation Area

General character summary

The village of Walberswick is 2.5 miles east of the A12, between Southwold and Dunwich, within the Suffolk and Essex Coast and Heaths National Landscape and the Suffolk Heritage Coast. Although adjacent to the Village settlement of Walberswick, the quayside is remote in character, containing very few buildings, set within a long stretch of marshland to the north and bounded by the confluence of the River Blyth and Dunwich to the east and south.

The overriding character of the area is dominated by its openness. The sparsity of buildings, which are clustered close to the quayside itself, and the topography of the land afford wide views across the area and out into the wider landscape. These views make a strong contribution to the character of this area.

A large car park dominates the west of the area, with the east comprising small clusters of weatherboarded buildings and sheds set on grassed verges. A small area of grassland is located to the north east of the area, providing a place for seating and recreational use, where views across the River Blyth towards Southwold can be best appreciated.

The area is accessed via Ferry Road (B1387), an unmade road which leads east out of the village, terminating at the quayside.

A footpath also traverses the area, following the sea bank and flanking the eastern side of the car park, to cross at the bridge to the south of the area before continuing to the dunes.



Figure 16 View north towards the cluster of buildings, with the marshes beyond and the Southwold water tower on the horizon



Figure 17 View north across the car park from the sea bank



Figure 18 View towards the Conservation Area from the dunes

Spatial analysis

Spatially, the stretch of quayside to the north east of the area plays an important role. This contributes to the character of the area visually, but also through the atmosphere and sounds of the water and boats it generates, and by providing a key use for the area and a connection to the historic development of Walberswick.

Set back from the quayside are clusters of buildings, comprising small weatherboarded huts to the north of the area, overlooking the river, with larger barns and storage buildings to the south. These buildings have since been converted into residential and commercial use; however, the majority retain their utilitarian appearance and character.

A large portion of the area is devoted to car parking, which flanks either side of Ferry Road to its north and south. These are large open plots, with unmade surfaces and are prone to flooding particularly to the south. The northern section of the car park comprises a strip of informal, unmade surface, with grassland to the north, which also functions as car parking during the peak of tourism season. The southern section is a larger expanse of unmade hardstanding, split in the middle by a grass verge. The sea bank surrounds the car parks to their north and west, before curving round to the south west to follow the meandering Dunwich River. Hard surfacing continues along the river's edge, although bollards prevent cars from parking here as the strip of land narrows.

The main route within the area runs from the settlement of Walberswick, east towards the quayside. It is prone to flooding, which despite causing damage to the road does contribute to its quayside character. The road connects to the two car parks, situated on each side.

An informal path joins the end of Ferry Road and continues north, following the river's edge and connecting to a footpath on the sea bank. This provides access to mooring along the river, as well as the bridge crossing to Southwold. The footpath also connects the sea bank to the car parks at its southern end, before leading to the dunes and beach.

Due to the open nature of the area, and the expanses of unmade hardstanding and paths, there are a number of informal routes that provide access across it.

Buildings are dispersed throughout the area and informally clustered close to the quayside. The larger buildings to the south are each orientated differently, which adds to an eclectic character. The huts to the north, however, are more typical in that they are in a line facing the quayside, mirroring the fisherman's huts on the Southwold side of the harbour.

The area shares a strong relationship to the River Blyth (alongside which the quay runs) and the more meandering Dunwich River, which, although outside the Conservation Area boundary, make an important contribution to its character and appearance, sharing a historic and visual connection.



Figure 19 Slipway along the quayside



Figure 21 View towards the area from the footpath to the south, leading to the dunes



Figure 20 View across the River Blyth

Landscape and open spaces

Around the Conservation Area to the north and east across the river are the wide-open spaces of the coastal marshes; this sense of openness is also reflected in the area itself. Due to the historic land use of the area, and its proximity to the two rivers here, it has remained largely undeveloped, which makes a strong positive contribution to the way the area is experienced and allows for wide reaching landscape views. The buildings that do exist hark back to the historic buildings of the area: small huts and storage barns and warehouses.

A key open space is formed by the sprawling car park. The three main parking areas are laid with sandy gravel, the material appearing bright and reflecting the sandy dunes and beach to the south. The gravel is interspersed with small islands and verges of grass, creating some sense of separation, and adding greenery to the area, contributing to its informal character. The car parks are bounded by low timber posts, which add character and are in keeping with the material palette found within the area. Although the parked cars detract from the appearance of the Conservation Area, the retention of this open space through its use as a car park is positive and allows for continued appreciation of wide vistas towards the dunes and marshes, particularly during quieter seasons, as well as providing car parking for the many visitors to the area.

Greenery within the area can be found in the grassed verges, banks, and recreational space alongside the river's edge. Two areas of the grassland, one beside the Craft Room and Studio and the other surrounding the northernmost hut along the quayside, are Coastal Marsh Priority Habitats; the grass type found here reflects this character, with a rugged coastal feel.

The open space to the east of the area is interspersed with buildings and structures relating to the continued use of the quayside. Boats, winches, launching trolleys and other materials are scattered across the open grassland. These make an important contribution to the character and appearance of the area, giving a sense of it being a working quayside. Further north is an area which has been left clearer of materials, within which are benches and a heritage interpretation board. This provides a point where the open landscape can be appreciated, with views back towards Walberswick village, along the River Blyth, and towards the coastal marshes, with Southwold visible on the horizon.

To the north of the car park is another stretch of open grassland, crossed by an informal path. This is sometimes used for overspill parking, but when left clear, it provides a pleasant green space which visually blends into the coastal grazing marsh setting of the area to the north of the sea bank.



Figure 23 Grassed verges flanking the car park with the Coastal Marsh Priority Habitat in the foreground



Figure 22 Historic winch on the quayside

Land uses

The predominant land uses within the area are related to its function as a quayside, and proximity to the two rivers. It is a working quayside, and the historic ferry boat continues to carry pedestrians between Walberswick Quay and Southwold Harbour.

Tourism also plays an important role within this area. A large swathe of the land is devoted to parking, used by visitors and tourists. This falls within the plot of land that was once the Town Salts, so although the use has changed, the historic boundary of the field can still be appreciated by this open land use.

The area is also used recreationally by both locals and visitors. The footpath through the area attracts a regular footfall of walkers, as well as those accessing the moorings along the Blyth.

The river edges also provide vantage points for crabbing, a popular Walberswick

activity, which during peak season can generate huge numbers of visitors to the area.

There are some commercial buildings within the area, including a small shop and the ferry hut; the latter in particular makes a positive contribution to the area through its use, as a crossing has existed here for centuries. The remaining buildings are residential, and many are used as holiday lets.



Figure 25 Crabbing sign along the river's edge



Figure 24 Jetty from which the Ferry Crossing operates

Building styles and materials

Buildings within the area vary in date, however, all are vernacular in character. The majority are timber framed with single span plans of one or two storeys, with simple pitched roofs uncluttered by dormers, and raised above the ground on stilts. Walls are of black timber shiplap and featheredge weatherboard or red brick, the roofs of corrugated steel, mineral felt or red pantiles. The building stock evokes a strong image of the historic quay buildings and the industry that once thrived here.

Public realm features are typically constructed from timber, such as the posts used to demark car parking, and the benches found across the area.

The ferry crossing jetty is constructed in hardwood, reflecting the historic jetties found along the Blyth.

Historic quayside fittings and fixtures can also be found, which contribute to the historic character and appearance of the area and help to appreciate its historic and continued use as a quay.



Figure 28 Larger brick and weatherboarded storage buildings, converted to residential and commercial use



Figure 28 Timber posts found throughout the area to demark parking and Ferry Road



Figure 28 Metal quayside fixture

Buildings and features contributing positively to the character and appearance of the Conservation Area

This inventory should not be considered to be an exhaustive list of positive contributors within the area. It is intended solely to showcase historic buildings within the area and provide an overview of the architectural quality of the area. It should be read alongside Map 2, which indicates which unlisted buildings make a positive contribution.



Figure 29 The Old Yacht Yard (Boat House)

The Old Yacht Yard (The Boat House), is a brick, timber weatherboarded, and pantile former storage building in the northeast corner of the Conservation Area. It may have originally been used a barn, although has since been converted to residential use and has undergone alterations and extensions.



Figure 30 The Old Yacht Yard (Boat House) from the east, showing modern alterations

Records show that in 1907 it was built of red brick with a steep pitched pantile roof in two parts; to the west it was 2 storeys and to east, 1 ½ storeys.



Figure 31 'The Craft Room' in its new location

The Craft Room was built c. 1920 by H Block as his builder's shed. Later, it was used by a Mr Snow to exhibit his paintings, pottery, and hand loom weaving.

This shed originally stood just south of the brick warehouse known as the yacht yard, between it and the big black studio. However, during the flooding the Craft Room building floated up Ferry Road as far as the Old Vicarage boundary wall. The Charity Trust allowed it to be re-sited to the south of the black studio, on the then grassy net drying area.



Figure 32 'East Point'

East Point is a timber weatherboarded and pantile building, raised on stilts, partially two storeys with a one storey studio extending to the rear. It was, historically, one of the few residential buildings to be built amongst the fish warehouses. In the later twentieth century, it was in use as a pottery studio.



Figure 33 'The Studio' with the 'Little Wooden Hut' beside

The Studio is a two storey barn, weatherboarded with a pantile roof, typical of the building stock within this area.



Figure 34 The Savoy

The Savoy is a small, single storey timber weatherboarded barn with a pantile roof. It is set on the edge of the marshland and is now fairly isolated, which provides an evocative image.



Figure 35 Fisherman's huts

The group of **sheds** near the quayside resemble fishermen's net houses or fishermen's huts. Although individually, each building is not of significant historic interest, and they are likely of modern construction following the mid-twentieth century flooding, as a group they contribute to the character of the area and reflect the style and materials found along the Walberswick Quayside and Southwold Harbour opposite. The southernmost hut is also the base for the Ferry crossing, which provides key access between Walberswick Quay and Southwold Harbour and is an important asset to the local community and visitors of the area, as well as being of unique heritage interest.



Figure 36 View from the edge of the Conservation Area across the River Blyth, towards Southwold Harbour, with Southwold Water Tower in the distance

Views

The openness of this area lends itself to wide reaching and dynamic views, which contribute to its character. There are, however, some key static views within the area also and a number of locations where these wider view types can be best appreciated, which are highlighted on Map 2, found at the end of this document.

Static views



Figure 37 View along Ferry Road to the north east

Ferry Road to the north east: this view takes in the entrance/gateway to the area, where the viewer can appreciate the openness of the landscape and terminating quayside, with the River Blyth and Southwold Harbour beyond. Within the distance, the view stretches towards the marshes and Southwold can also be seen on the horizon.



Figure 38 View along Ferry Road south west

Ferry Road south west towards Walberswick: this provides a point to appreciate the edge of the built village, which is fairly concealed by the sea bank, building edge, and mature trees, in stark contrast with the open character of the quayside and marshes.



Figure 39 View north west along the River Blyth

Quayside north west along the River Blyth: areas of recreational space, with interpretation and benches, provide a point where views towards the River and wider marsh setting can be appreciated. The historic moorings are also visible from this point, which make an important contribution to the area.



Figure 40 View east towards Southwold

Quayside north east towards Southwold: there are good views from the quay across the river to Southwold, and views of the jetties and their moored craft on the harbour north bank. The long vistas reinforce the perception of remoteness here, and informal grass areas; the sand and gravel parking areas and roadways; the muddy streams; and the vernacular timber buildings enhance the sense of escape from the town.



Figure 41 View south east along the River Blyth

Quayside looking south east along the River Blyth: views from the quayside extend along the river to take in more of the working quayside and the river's mouth, providing a visual connection with the dunes, beyond which lies the sea.



Figure 42 View from the Ferry Crossing (Southwold side)

Ferry Crossing: this is a historic point to appreciate the crossing from and towards Walberswick, providing a view from a point which has been used throughout history by those crossing the Blyth.

Dynamic views



Figure 43 Views south east along the sea bank footpath towards Walberswick

Along the sea bank and footpath: the sea bank falls partly within the Conservation Area boundary crossing at its south eastern edge, before doglegging and continuing to follow the River Blyth north. It provides wide, pleasant views along its length towards the Walberswick Conservation Area, giving an appreciation of the Village and quayside within its setting that unfolds along the route.



Figure 44 View towards Walberswick Quayside from Southwold Harbour

Southwold Harbour: the footpath provides views back towards Walberswick Quay and Village, with the River Blyth in the foreground, contributing to our appreciation of the historic use and character of the area here, and the difference between the open landscape and the more enclosed nature of the Village.

Setting

The NPPF describes the setting of a heritage asset as:

“The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.”

Historic England Good Practice Advice Note on the Setting of Heritage Assets (2017) indicates that the setting of a heritage asset is the surroundings in which the asset is experienced. It goes on to note *‘Where that experience is capable of being affected by a proposed development (in any way) then the proposed development*

can be said to affect the setting of that asset’.

Historic England’s advice note on setting includes a:

“(non-exhaustive) check-list of potential attributes of a setting that may help to elucidate its contribution to significance’. As the advice note states, *‘only a limited selection of the attributes listed will be of a particular relevance to an asset’*. This checklist has been used to inform this assessment.

The Conservation Area draws its significance from key features outside of its boundary, notably from the rivers, surrounding settlements, marshes, and sea. Due to the topography of the area, there are wide views from the area and towards it, particularly its intervisibility with the surrounding marshes, dunes, river Blyth and Southwold, which make a strong contribution to the way the area is experienced.

The Conservation Area is also located within the Suffolk and Essex Coast and Heaths National Landscape and Suffolk Heritage Coast, which indicate that the area is part of a much wider area of national landscape significance.

Marshland forms an integral part of the setting of the area; within the village envelope has largely been drained, however a large area of low-lying fresh water grazing marshes, the ‘Town Marshes’, lies to the north. This is protected from the sea by a raised bank and is a protected habitat.

The historic sea bank (SWD 034) is part of a wide stretch of historic coastal sea

defence. It is 1km in length and would have formed part of the flood defences of the area. It may also have its origins in the post-medieval period, like the bank on the other side of the River Blyth (SWD 033).

The pill box, terminating the sea bank (WLB 040), is also part of a wider network and landscape of World War II defences along the beachfront and navigable River.

The historic timber moorings to the north west of the area form a key part of its setting, as they continue the quayside character, generate sounds of the quay such as clanking sails, share a visual connection to the area and reflect the materials and character of both the

Walberswick quay Conservation Area and Southwold Harbour area opposite.

To the south east of the area are the concrete pier and sea defences, with the dunes and beach beyond. These are further coastal features which together create the strong sense of place here and make a positive contribution. The dunes in particular add to the coastal character but also shield the area from the sea, resulting in a degree of separation.

The bridge crossings and footpaths create a sense of the wider coastal network and serve to connect pedestrians with the wider landscape. The bridges are also used recreationally for crabbing in peak season.



Figure 45 Views from Southwold Harbour give an appreciation of Walberswick Quayside, along with its concrete pier and the building's edges and dense trees of the Village beyond



Figure 46 Historic moorings along the River Blyth contribute to the setting of the Conservation Area



Figure 47 Views from the north east towards the Quay show its wider marshland setting



Figure 48 Historic moorings within the setting of the Conservation Area

Extension Area Management Plan

Alterations to existing buildings

Loss of original features

There are some changes which have occurred throughout the extension areas which have negatively impacted their character. A key threat is the incremental loss of original materials and traditional windows and doors, which where it has occurred, has served to detract from historic and architectural interest of the buildings. Unsympathetic alterations and extensions have also impacted the historic character of some of the buildings within the area.

New works and repairs to the buildings and structures in the Conservation Area should be carried out using the range of prevalent and traditional materials illustrated in the appraisal.

Condition of buildings

Vacant buildings

Routine maintenance can help to preserve the historic materials of buildings and help continue to ensure that they make a positive contribution to the Conservation Area. Some minor maintenance is required to buildings within the area.



Figure 49 Vacant building (May 2023)

Key spaces and routes

Car parking

A large section of the area is used as car parking. The open, undeveloped character of the car park, unmade roads, grass verges and timber posts contribute to the spatial quality and sense of remoteness of the area, and this area should be maintained as an open space.

Flooding

This part of the Conservation Area is regularly prone to flooding. Rising sea levels and the impacts of climate change pose a future threat to the area. Actions should be taken to fully understand the impact of flood risk to the historic buildings and landscape within the area, particularly with reference to Historic England's Guidance *Flooding and Historic Buildings* 2015. Any work to sea defences should be undertaken while also seeking to preserve and enhance the character of the area.



Figure 50 Signs of flooding at the time of survey (May 2023)

Public Realm

Signage

Signage is predominantly of good quality throughout the area and is used sparingly. Signage relating to the car park, although modern, appears to be kept to a minimum and should also continue to be in the future.



Figure 51 Modern signage within the car park is kept to a minimum

Furniture

Public realm materials and features are currently of a good quality, including benches, heritage interpretation boards, and posts. These should continue to be maintained in materials which are sympathetic to the area (predominantly timber).



Figure 53 Example of the style of timber bench found within the area



Figure 52 Further signage and waste facilities are tucked away along the edge of the car park

The Walberswick Ferry signage along the jetty is hand painted, reflecting the historic signs for the crossing, and adds to the character of the area; this should continue to be maintained.



Figure 54 Heritage interpretation panel overlooking the river

Bibliography

Walberswick Local History Group, 1953
Flood Part 1 Pictures and Memories, 2003
[http://walberswick.onesuffolk.net/assets/
WLHG/1953-FLOOD-PART-1-
WALBERSWICK-PICTURES-MEMORIES.pdf](http://walberswick.onesuffolk.net/assets/WLHG/1953-FLOOD-PART-1-WALBERSWICK-PICTURES-MEMORIES.pdf)

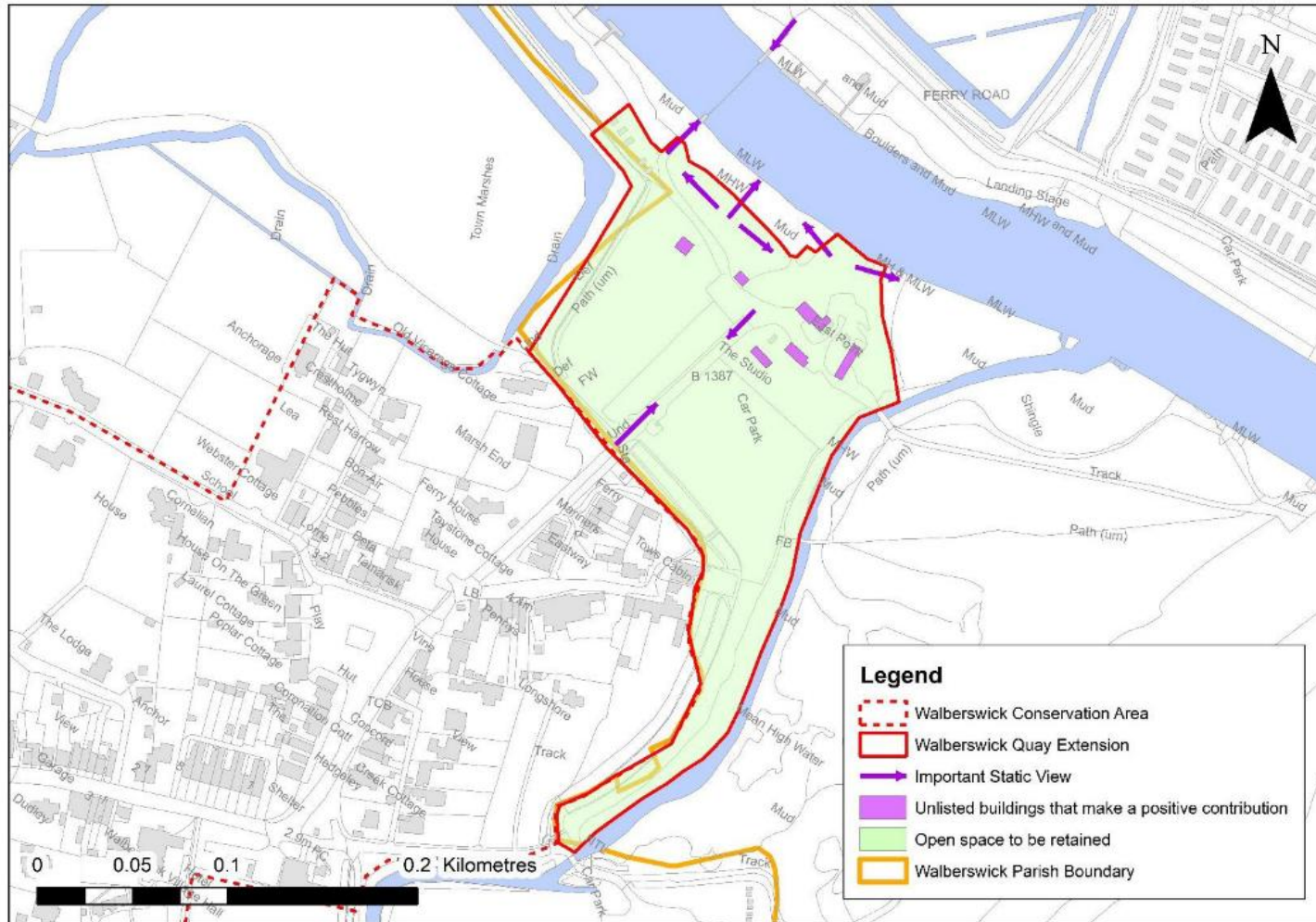
Walberswick Local History Group,
Newsletter No. 13 February 1998
[http://walberswick.onesuffolk.net/assets/
WLHG/WLHG-news-letters/WLHG-NEWS-
LETTERS-1-13.pdf](http://walberswick.onesuffolk.net/assets/WLHG/WLHG-news-letters/WLHG-NEWS-LETTERS-1-13.pdf)

Dani Church and Ann Gander, The Story of
the Southwold-Walberswick Ferry (2009)

R. Liddiard and D. Sims, 'A Piece of Coastal
Crust: The Origins of a Second World War
Defence Landscape at Walberswick,
Suffolk', History 97 (2012), 402-30.

Maps of the Walberswick Quay Conservation Area

Map 2: Extension Area showing summary of positive unlisted buildings, views, open space



Map 3: Boundary changes January 12th 2024

