

# Felixstowe

## Port Heritage Summary

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### Cover illustration

A view of the extension to the Landguard Container Terminal from Landguard Peninsula.

## Abbreviations

|       |   |
|-------|---|
| c     | circa   |
| FRPC  | Felixstowe Railway and Pier Company                             |
| GER   | Great Eastern Railway   |
| HE    | Historic England  |
| HER   | Historic Environment Record (Suffolk County Council)            |
| HHA   | Harwich Haven Authority   |
| LAT   | Lowest Astronomical Tide  |
| LB    | Listed Building   |
| MAEE  | Marine Aircraft Experimental Establishment                      |
| MP    | Member of Parliament  |
| MTB   | Motor Torpedo Boat  |
| NDLS  | National Dock Labour Scheme                                     |
| NGR   | National Grid Reference   |
| NRHE  | National Record for the Historic Environment                    |
| NTL   | Normal Tidal Limit  |
| OS    | Ordnance Survey   |
| RAF   | Royal Air Force   |
| RMLs  | Rifled Muzzle-Loading guns                                      |
| RNAS  | Royal Naval Air Service   |
| ROC   | Royal Observation Corps   |
| Ro-Ro | Roll on - Roll off  |
| PDZ   | Policy Development Zone (a management area included in an SMP2) |
| SM    | Scheduled Monument  |
| SME   | Submarine Mining Establishment                                  |
| SMP2  | Shoreline Management Plan 2                                     |
| SSSI  | Site of Special Scientific Interest                             |
| TEU   | Twenty foot Equivalent Unit                                     |





Ipswich is 12 miles upstream at the head of the River Orwell estuary.

## The Port

The port is operated by the Felixstowe Dock and Railway Company and is owned by Hutchison Whampoa Ltd. Hutchison also owns and operates Harwich International Port and London Thamesport as well as a further forty-nine ports worldwide.

Felixstowe has over 3.5km of quays, including the longest continuous quay in Europe. The portside facilities cover 324 hectares and include the Trinity and Landguard Container Terminals, the Dooley Ro-Ro Terminal and three rail terminals.

The port is nationally and internationally significant as it handles over 3.7 million containers (Twenty foot Equivalent Units or TEUs) with over 3000 ships a year using the port, many of which are Panamax (the maximum size that can fit through the Panama canal) in size or larger. Thirty shipping lines operate from the port redistributing containers and goods to over 400 ports worldwide (Port of Felixstowe website).

Navigation and access to the Port of Felixstowe is controlled by Harwich Haven Authority. The Authority's area of jurisdiction covers the River Stour, the lower River Orwell and 20km out to sea. The Authority also provides pilotage services and organises the provision of tugging operations for the ports of Harwich, Felixstowe and Ipswich (Harwich Haven Authority website).

## Local Authorities and heritage organisations

Felixstowe comes under Suffolk County Council, which oversees management of the Historic Environment Record (HER - database of historic buildings and archaeological sites and monuments) and provides heritage input and advice for archaeological mitigation on a county-wide basis.

The Historic England (HE) East of England office is in Cambridge. HE provides input and advice on heritage matters including the roles of the inherited cultural environment in the management of change and specific advice for Listed Buildings (LB) and Scheduled Monuments (SM), together with strategic overviews and support at local, regional and national levels.

## Historical development of the port and its North Sea roles and relationships

The Port of Felixstowe is one of the largest container ports in the world. It has developed rapidly since the 1960s, replacing and massively extending a much smaller port first developed in the later 19th century.

The successive military defences on Landguard Peninsula to safeguard Harwich Haven from the medieval period up to the mid-20th century are important to understanding the strategic importance of the harbour and ultimately, the development of the later port at Felixstowe.

This strategic importance and its deep-water harbour also meant that the port facilities of Felixstowe have been used as a military testing ground to pioneer new technology, most notably sea planes and flying boats.

## Early History

A Roman shore fort is known to have existed to the northeast of Felixstowe, its location indicative of the strategic importance of the Rivers Orwell and Deben (Sommers and Breen 2008; Alan Baxter 2014a).

In the 7th century AD the fort had become a monastic centre settled by *Filica*, later giving its name to Felixstowe, *stow*, being Old English for 'a place of assembly or a holy place'. At this time, Ipswich was a highly successful trading emporium and the main port in the area (Key to English Place-Names; Alan Baxter 2014a).

The Roman fort was refortified as Walton Castle in the medieval period (the site of the castle was lost to coastal erosion in the 18th century). The low-lying coast was sparsely settled with Landguard Peninsula an open and exposed spit of shingle and sand (Suffolk Coastal District Council 2009).

Ipswich continued to dominate port activity, however, from the early 13th century Harwich was developed as a port and town with the mouth of the estuary becoming known as Harwich Haven.

Harwich played an important role in the Hundred Years War as the Haven became an assembly point for the English Fleet, making the anchorage and Harwich an enemy target for raids (Alan Baxter 2014a).

## Fortification

Following the Reformation in the 1530s, King Henry VIII fortified many of England's major harbours against anticipated attacks from Spain and France. In 1543 Landguard was identified as strategically important in the defence of Harwich Haven and the first fort was built there soon after (*ibid*).

The Peninsula offered a panoramic vantage point and was adjacent to the deep water entrance channel to the harbour. It was also the best location to challenge attacking vessels before they were within range of Harwich.

The first fort was short-lived, being dismantled in 1552. But with a renewed threat of Spanish attack in the later 16th century, it was rebuilt as a hexagonal fort and garrisoned just in time for the arrival of the Spanish Armada off the south coast of England in 1588.

In 1625 the fort was rebuilt with bastions, a new angular fortification developed by the Dutch, and the defences named Landguard Fort for the first time (Alan Baxter 2014a).





Fig 2 One of the stone-faced batteries and the Fire Command Post on the roof of Landguard Fort.

As the latter half of the 17th century descended into a series of wars with the Dutch, Harwich became a safe haven for English vessels and once again a target for attack. On 2nd July 1667 the Dutch landed 1500 men at Felixstowe to capture the fort but were repelled and forced to retreat.

Further conflict and military threats prompted the upgrading of Landguard Fort in several phases during the 18th century. In 1744 the Board of Ordnance rebuilt the fort incorporating the existing battery into a new pentagonal design. Beauclerk's Battery was added in 1753 with additional wing batteries, the North and South Redoubts and Rainham Redoubt begun in the later 18th century (*ibid*).

In the early 19th century the Napoleonic Wars prompted one of the biggest revisions of England's coastal defences. As part of a chain of defences, six Martello Towers were built in the vicinity of Harwich Haven, the group commanded by the new Circular Redoubt at Harwich. Two towers were built close to Shotley Point, one near Walton Ferry on the Felixstowe side of the Haven (known as Tower N), and three along the coast of the North Sea, east of Landguard Point (Towers O, P and Q).

These defences were never tested and quickly fell out of use. In the mid-1800s Tower O was washed away by the sea and in the 20th century Tower P was converted to a coastguard watch station (Sommers and Breen 2008).

To help ships navigate the entrance to the Haven, a light had been shown from Landguard Fort from 1848 but in 1861 this was replaced by Landguard Lighthouse, located to the south of the Fort. This was wooden-built with the light mounted on legs and a keeper's house to the rear (On Landguard Point website).

### Tomline's development of a port

Felixstowe as a port only came into being in the mid-19th century in tandem with the development of the town as a holiday resort. These developments were driven by the determination and wealth of Colonel George Tomline who bought Orwell Park, Suffolk, in 1848 (Sommers and Breen 2008; Suffolk Coastal District Council 2009).



Fig 3 The successful tourist resort of the late 19th and early 20th century at Felixstowe Cliff as viewed from the area of Tomline's resort.

In 1868 Tomline purchased the 6000 acre Walton estate from the Duke of Hamilton. The estate included land at Landguard Peninsula and Felixstowe where Tomline decided to build a tourist resort and ferry port.

Around 1873, he attempted to build a railway linking Felixstowe to Ipswich, however this failed because of a legal dispute. He proposed a second railway scheme from Westerfield to Felixstowe in 1874 with an Act of Parliament granting permission for the go ahead in 1875.

The railway was planned to link with a tourist resort on the north eastern edge of the Peninsula and a small ferry port located on the River Orwell. In order to manage the scheme the Felixstowe Railway and Pier Company (FRPC) was formed, the first incarnation of the eventual port operator.

The first edition 1:25 inch Ordnance Survey (OS) map shows the early port and surrounding area in considerable detail.

At the northern end of Landguard Marshes, an area of low-lying reclaimed farmland protected by a sea defence bank, was Walton Ferry and the Ferry Boat Inn, the probable location of a historic ferry to Harwich. To the west of the Ferry Inn, on the edge of the salt marshes beyond the protecting sea bank, was Martello Tower N and to the north of the tower, a series of square oyster ponds.

Felixstowe's new port facilities had been built to the south of Landguard Marshes, and consisted of a pier projecting out into the deeper water of the River Orwell. At the foot of the Pier was the ferry port's railway station and opposite, the Pier Hotel.

The railway leading to the Pier was built on an embankment leading out across an area of tidal inlets and saltmarshes. The line extended from Felixstowe Beach railway station where Tomline planned to build his new resort.

The railway opened in 1877. However, despite the construction of the Pier, the laying out of the resort's roads and the opening of the Manor Hotel 1879, the venture struggled. In 1887, under financial pressure, Tomline sold the FRPC to the Great Eastern Railway (GER).



*Fig 4 The red brick curtain wall of Landguard Fort. Note the later yellow brick entrance in the centre.*

The GER discouraged business on the Felixstowe Pier line to protect their existing ferry ports at Harwich and Tilbury, near London (Kreukels and Wever 1998; Suffolk Coastal District Council 1995; 2009).

In addition, the location of Tomline's new resort proved to be unpopular. Visitors preferred the north of the town on the cliffs with the new prestigious hotels flourishing. As a result, Tomline's scheme failed with development of his resort limited to the construction of the Manor Hotel and Manor Terrace (Suffolk Coastal District Council 1995).

The building of Felixstowe Pier had also brought Tomline into conflict with the military regarding its effect on Landguard Fort, which was undergoing a period of enlargement (Suffolk Coastal District Council 2009).

Works to improve Landguard Fort were approved in 1870. The basic plan of the Fort was retained but new concrete parapets and an elliptical keep were added, with the front curtain wall replaced with a curved casemated battery for Rifled Muzzle-Loading guns (RML) (Alan Baxter 2014a).

The Ravelin Block, to the northwest of the central fort, was purpose built in 1877 for the Submarine Mining Establishment. It included facilities for assembling, installing and electronically detonating floating mines and its own narrow-gauge tramway to a jetty on the west side of Landguard Point. Here specially adapted boats could be loaded with mines to be laid at the entrance to Harwich Haven. The importance of the Haven meant that the Establishment was one, if not the first, of its type anywhere in the British Empire (Sommers 2009; Alan Baxter 2014a).

In 1891 the Empress of Germany stayed in Felixstowe for a holiday whilst the Emperor carried out diplomatic duties in London. This, along with the continuing fashion for healthy seaside breaks and a new railway route direct to London, helped to elevate Felixstowe into a thriving and fashionable resort in the first half of the 20th century (Suffolk Coastal District Council 1995 and 2009).

However, port facilities at Felixstowe remained in their infancy. A dock basin had been developed to the north of the Pier and had been used by commercial vessels since 1886. In 1904 malthouses were built on the south side of the basin and the East



*Fig 5 Landguard Groyne was built in the late 19th century to stabilise the southern, seaward end of Landguard Point.*

Anglia Flour Mills added to the north side (Port of Felixstowe website).

At the southern end of the Point Landguard Groyne was built c 1867 by the Harwich Conservancy Board to stabilise and maintain the deep water channel leading to the Haven. The groyne was updated in 1900 with a wood and concrete base with materials transported to the site via a tramway leading from a quay built to the south west of Landguard Fort (Royal Haskoning 2010; Mander 2011).

### Further military use

The Fort was again updated at the turn of the 20th century as rapid technological advances meant the 1870s works were inadequate. New gun emplacements were erected to the north and east (the Left and Right Batteries) between 1889 and 1902. Darell's Battery, named after the Captain who repelled the 1667 Dutch invasion, was built on the Haven side of the Peninsula and replaced Beauclerk's Battery (Alan Baxter 2014a).

During the First World War Harwich Haven was designated a War Anchorage for the Royal Navy and a Class A Fortress. On Landguard Peninsula trenches, earthwork redoubts and blockhouses were constructed and barbed wire beach defences laid. Long range guns were positioned to the south of Felixstowe and the Fire Command Post on Landguard Fort was incorporated as a Port War Signal Station. It housed Navy personnel controlling the entry and exit of Naval Vessels to the Haven, which was predominantly used by minesweepers and destroyers. Felixstowe Dock was adapted by the Navy with small railway sidings installed for their use (Kreukels and Wever 1998; Port of Felixstowe website).

Following the foundation of the Royal Flying Corps in 1912 Felixstowe Air Station was established next to the Dock where the Trinity Container Terminal now stands. The station pioneered the use of seaplanes and flying boats. In 1913, the station was subsumed into the Navy and from July 1914 commissioned as Royal Naval Air Station, Felixstowe (RNAS) (356 – Felixstowe - Squadron ATC website). At the outbreak of the First World War the RNAS assumed responsibility for the air defence of Britain. The experimentation work continued, most notably in 1916 when the launching and carriage of seaplanes





Fig 6 The view south across Harwich Haven towards Harwich.

from submarines was trialled in the Haven using submarines based at Parkeston Quay, Harwich (Seaplane Experimental Station Wikipedia page).

RNAS Felixstowe was transferred to the newly-founded Royal Air Force in April 1918 and was renamed Seaplane Experimental Station, Felixstowe. After the war it was disbanded but in 1924 was reopened as the Marine Aircraft Experimental Establishment (MAEE) with additional infrastructure built, including aircraft hangers and oil tanks. A 50 ton Titan Crane was constructed adjacent to the Dock in 1932-33 to lift the seaplanes in and out of the water (East Anglian Daily Times website).

In 1925, Landguard Lighthouse burnt down but was replaced by navigation buoys marking the channel.

At the outbreak of the Second World War, the MAEE was moved to a safer location on the west coast of Scotland and the Royal Navy once again took command of the station at Felixstowe. Renaming it *HMS Beehive* it now served not as an air base but as a Motor Torpedo Boat (MTB) base. MTBs provided a fast and manoeuvrable attack force for targeting enemy vessels with torpedoes. The 1st MTB Flotilla at *HMS Beehive* undertook its first significant attack in September 1940, torpedoing ammunition ships in Ostend Harbour, Belgium (Kreukels and Wever 1998; Coastal Forces Heritage Trust website).

Harwich Haven was once again of national naval importance and to adequately defend it, Landguard Fort was modified. New concrete gun houses were built in the Right and Darell's Batteries and near to the fort, two control and position towers and three new searchlight shelters constructed. Around the Peninsula pill boxes, tank traps, infantry trenches, barbed wire and scaffolding barriers were erected to repel a beach landing and invasion. A temporary embarkation point was also set up on the Haven side of the Point for troops, tanks, landing craft and ships taking part in the D-Day operations (Alan Baxter 2014a).

In 1945, following the end of hostilities in Europe, *HMS Beehive* was disbanded and the MAEE moved back to Felixstowe until 1958. However, RAF Felixstowe continued operating as an Air-Sea Rescue base until 1961 with the base completely disbanded a year later (356 – Felixstowe - Squadron ATC website).



Fig 7 The Second World War Darell's Battery concrete control towers within Landguard Fort. Note they are facing south towards the entrance to Harwich Haven.

## A Container Port

In the meantime, Felixstowe Dock had been sold to Gordon Parker, an agricultural merchant. Parker had traded grain through ports in Norfolk but decided to buy his own port in 1951. The venture proved to be successful and the Dock was further developed: new warehouses for copra, wheat, maize and sugar were built, and the Royal Navy oil tanks were leased for the storage of linseed, ground nut and palm oils (Neild 2008; Fairhall 2013).

As a result of the damage caused by the 1953 storm surge, the sea defences protecting the Dock were rebuilt. A decade later more bulk grain and liquid tanks had been built, and work on a new East Quay had commenced, with two million cubic feet of warehousing and a cold store had been added (Kreukels and Wever 1998).

The Titan Crane, left over from the seaplane experiments in the 1930s, was used for loading commercial shipping from 1959 until 1966, after which the Dock was developed as a container port (East Anglian Daily Times website).

To enable this change new port infrastructure was built and dredging undertaken. New development included an oil jetty, Number 1 Roll on - Roll off (Ro-Ro) berth for all states of the tide, the Landguard Container Terminal, Number 2 Ro-Ro berth and the reclamation of thirteen acres of land. Some of the land required for the expansion was owned by Trinity College, Cambridge University. They had bought the adjacent Trimley Estate in the 1930s as an investment and saw an opportunity to capitalise on it by leasing their riverside land for port operations. This land eventually became the Trinity Container Terminal (Neild 2008).

In the 1970s development of the container facilities continued along with road infrastructure to support it. Passenger ferry services to Zeebrugge and Gothenburg were started in 1974 with a purpose-built terminal.

By 1980 Felixstowe was the largest container port in the UK, handling over 252,000 TEU a year but with a capacity for half a million units. Major expansion in the 1980s included a second Railfreight Terminal and the Trinity Container Terminal, which became operational in 1986 and was doubled in size before



*Fig 8 The Port of Felixstowe as it appears from Harwich with the Trinity Terminal (left) and the Dooley Ro-Ro Terminal (right).*

the end of the decade . Felixstowe was the first UK port to use computerised Customs clearance and further dredging allowed it to receive the largest ships in the world.

Similar expansions continued throughout the 1990s and the port was bought by Hutchison Whampoa Group who owned 100% of the port by 1994. By this point the port handled more than two million TEU in one year.

Few components of the earlier port infrastructure survive: in 1997 the original port office was destroyed by fire and following approval in 2006, Felixstowe Dock was infilled. The Dock was replaced by a new quay projecting further out into the deep water channel with seven ship-to-shore cranes and a new rail terminal.

Further extension and refurbishment of the existing container terminals has extended capacity to 5.56 million containers per annum. The port is able to accommodate all of the world's largest ships currently in operation as well as all those in the planning and construction stages (Port of Felixstowe website).



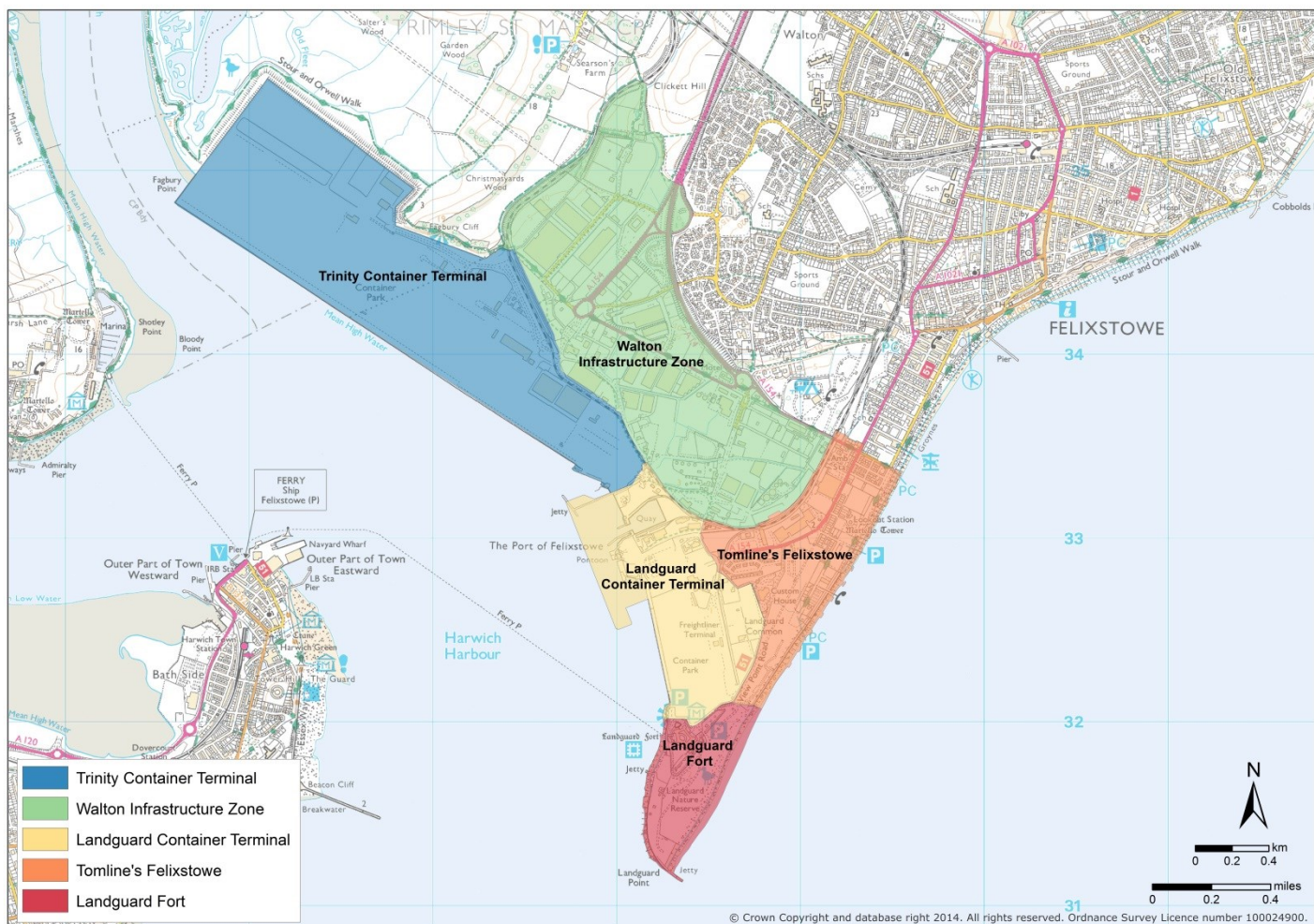


Fig 9 Character Areas.

## Port-related heritage assets and contributions to present character

Felixstowe's overall port-related area has been divided into five distinctive Character Areas (Fig 9).

The distinctive feel of these Character Areas is shaped by their historical development and influenced in the present by patterns and sometimes direct survivals from their inherited past. That heritage can be many and various – place-names, street layouts, patterns of open space, whether public or private, a sense of enclosure by closely spaced or large buildings, or the presence of readily recognisable historic buildings and features – they all provide links in the present to Felixstowe's past, even if the original structures which influenced and defined present aspects of the townscape and streetscape may have long gone and been replaced by modern features. These distinctive aspects of place add interest, texture and unique character to the port. The way in which surviving historic aspects within the port's fine-grained landscape, often called heritage assets, interact with that present character serves as a tangible reminder of the cultural origins of the port's distinctiveness. Whether or not people who live in or use Felixstowe have interest in its heritage as such, its historical development has shaped the place which is familiar to them, with which they have cultural associations and where they undertake their recreational, industrial and commercial lives.

This section seeks to examine how the surviving port-related heritage contributes to the present character of Felixstowe.

### Character Area Summary

#### 1. Landguard Fort

The Landguard Peninsula forms the backdrop to nearly five hundred years of fortifications built to protect the nationally important harbour of Harwich Haven.

The defensive role of the Area is most easily demonstrated by the surviving bulk of Landguard Fort which dates largely to the rebuilds of the 18th and 19th centuries, but has been the site of a fortification since the 16th century. Although designed to be low to the ground, the solid granite and red and yellow brick walls form an imposing building visible from all sides of the Peninsula, Harwich Haven and its approaches. Its multiple phases of construction reflect the national importance of Harwich Harbour from the post medieval period onwards and have influenced the controlled use and appearance of the Peninsula until recent times. The Fort is in the guardianship of English Heritage and is a museum, making it a popular place to visit.

The Landguard Groyne, built by the Harwich Conservancy Board in the mid-late 19th century to help stabilise the Peninsula and ensure the continuation of the military base, still defends the coast at the very southern end of the Point. Although much of the wooden and concrete structure has decayed as a result of its exposure to the North Sea, it still consolidates the

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shingle, helping to protect the entrance channel. It is also an ideal location from which to watch the vessels using the Haven and from which to view Harwich.

On the northwest side of Landguard Fort, the Ravelin Block, built in 1877 to accommodate the Submarine Mining Establishment, is now used by the Felixstowe Museum. It is one of the least visible historic assets on the Point and the remains of its jetty on the beach to the west are only visible at low tide.

The Second World War concrete watch and control towers of Darell's Battery are dramatic, contrasting with the flat but colourful shingle beach-scape. They draw attention to the more recent defensive character of the Area and the need to monitor the North Sea and Haven as part of the defence of the port during the Second World War. They now form part of the Landguard Fort Museum.

Scattered across the southern edge of the Peninsula are multiple Second World War concrete structures including pillboxes, anti-tank and anti-landing blocks. These reinforce the dominant defensive historical character of the Area. They are accessible, though many of the doorways have been blocked to prevent vandalism. The features are located in an area with wide-ranging views of the container port, fort and town.

Juxtaposed with the wartime installations, modern navigation equipment, including radar and communications towers are located along the Haven side of the Area. These aids are either painted white or are built of steel, making them distinctive landscape features. They are visible from the Harwich side of the Haven and are a continuation of the navigation aids first developed on the Peninsula in the 19th century with the use of the fort as a navigation light, and the later lighthouse located near to it.

The low-lying shingle beach and coastal rough ground of the Peninsula is important ecologically. The nature reserve protects rare species that have thrived in a harsh maritime landscape that has remained undeveloped and protected, partly as a result of the long history of military activity.

Due to its historical and ecological interest it is a popular place for people to visit and explore.

### 2. Landguard Container Park

The Landguard Container Park was the first area of the Felixstowe Port expansion from the 1950s specifically undertaken to accommodate containerised freight. Its present layout was completed in 2011, as part of the first phase of the current extension programme, with the infilling of Felixstowe Dock and the extension for its quayside facilities.

The Area includes the location of the original jetty and Dock, the railway station, which equipped the port with rail transport from the outset, and later warehousing and flour mills that formed the port from the 1880s until the 1950s. Although much of its infrastructure remained until recently it is now covered completely by the new extension for Berths 8 and 9.

Despite being a restricted area for security purposes it is highly visible from its dedicated public Viewing Area

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where the quays can be seen with backdrop of the town behind. The constant movement of the tall blue cranes dominate the skyline, with the colourful stacks of containers forming significantly large structures.

Capable of handling the world's largest ships this new quayside for Berths 8 and 9 has been reclaimed from the sea. The second phase of expansion is imminent and will stretch the operational area along the west edge of Landguard Peninsula into Harwich Haven using iron piling and reinforced concrete.

### 3. Tomline's Felixstowe

The Area is where George Tomline in the later 19th century attempted to develop Felixstowe as a seaside resort linked to the use of the railway and Felixstowe jetty as a ferry port. The ultimate failure of Tomline's scheme has meant that this Area was mostly developed in the 20th century as residential development.

On Walton Road the platform is all that survives of the Felixstowe Beach railway station. As part of Tomline's scheme to develop a resort linked to the railway the red brick-built platform stands adjacent to the railway line that was developed by him to serve Felixstowe. The western side of the Area follows the railway line built to serve the Dock. The line now serves the modern container port but the platform is currently unused and overgrown.

The site of the former railway station is surrounded by a grid of streets planned by Tomline. However, most of the built development is 20th century in date. Only Manor Terrace is lined with Victorian terraced housing built for the original Tomline tourist resort.

Near to the North Sea coast, Martello Tower P is a legacy from the defence of Harwich Haven and England's south and east coasts during the Napoleonic Wars. Tomline intended to incorporate the tower as a focal point for the residential areas of his resort.

Until recently it was still surrounded by a large area of rough grassland but a new residential development now crowds around it. However, a green space has been retained to maintain the Tower's historic setting. Display boards next to the Tower explain its history and the story of the others found in the area.

Reflecting its design as a good vantage point, the Tower is used as watch station, part of the National Coastwatch Institution, with volunteers monitoring the vessels leaving and entering Harwich Haven. To enable this, a modern lookout room has been built on top of the tower, which is open to the public when in operation.

Along the beach, defending the low-lying land behind it, is a modern sea wall, continuously repaired and maintained since the storm surge of 1953. This substantial concrete wall is continuous except for occasional iron flood gates that are generally kept closed. It is used as a promenade by people walking along the coast. Access to the beach is via temporary ramp or step structures over it. This indicates the severity of the storms and the vulnerability of parts of the Area to surges. Defending the beach is a series of modern rock-built groynes.



## Character Area Summary

Behind the wall, in amongst the modern caravan park, are the surviving remains of Manor House, originally built as a hotel by Tomline. It became his residence until his death, but is now the offices of the holiday park.

The west side of the Area, near Carr Road, is a mixture of modern housing and industrial units, the latter often associated with use of the port. Located near View Point Road is the modern Customs House, the scale and size of the building reflecting the size of the port operations and the huge amount of cargo passing through it.

### 4. Trinity Container Terminal

This Area represents the second major expansion of the port as a containerised freight terminal in the 1980s. It is a large area of modern development with a row of tall blue and black cranes, stacks of colourful containers and a continuous stream of lorries.

Much of the Terminal is built on man-made land, successively reclaimed from the mudflats of the River Orwell and the marshes of the Trimley Estate since the 1980s. As a massive development it has dramatically altered the character of the landscape, swallowing up the sites of Martello Tower N, the 19th century oyster beds and the former RAF and RNAS bases.

Its straight sided quay is constructed from iron piles and concrete. The flat expanse of the container park is punctuated by vertical stacks of containers which contrast with the backdrop of mixed woodland and rolling fields.

Access to the Terminal is restricted for security purposes, although viewpoints have been provided by the Port of Felixstowe at Fagbury Cliff and the Landguard Viewing Area. From Fagbury Cliff the rear of the Terminal, the lorry loading areas and the tracks to the North Railfreight Terminal show the redistribution and logistics infrastructure the port relies upon.

### 5. Walton Industrial Zone

Once the area of Landguard Marshes, the Area is now part of the support and redistribution hub associated with the use of the modern container port. Its use is reflected in its built environment which is dominated by large modern industrial units and offices, and the modern road infrastructure serving the port.

The A154 and A14 roads have both been upgraded to serve the port as the majority of their traffic is containerised freight. The roads and railway lines of this Area, although modern, are an extension of Tomline's port scheme.

A reminder of the Area's earlier port heritage is preserved in The Dooley public house, formerly the Ferry Inn, and the road leading to it, Ferry Lane. The pub building is 19th century in date and its location potentially marks a former ferry crossing to Harwich from Walton.

## Conservation values of the port heritage assets

In 2008, English Heritage published *Conservation Principles*, containing its framework and guidance for assessing the range of values pertaining to the historic environment (English Heritage 2008). *Conservation Principles* identifies four main types of values: Evidential, Historical, Aesthetic and Communal Values (*ibid*). The following subsection uses that framework to present a preliminary assessment of the values and significance attached to Felixstowe's present port-related heritage.

### Evidential

– ‘the potential of a place to yield evidence about past human activity’

Felixstowe's recent history of large scale change and redevelopment on the site of earlier port activity gives the surviving maritime features significant evidential value, contributing strongly to the historic character and time-depth of the port's present landscape setting.

The Dooley Inn and the road name, Ferry Lane, are good evidence for port-related activity prior to the port's initial development in the later 19th century.

The Landguard Fort Character Area has a wealth of surviving port-related heritage and character that provides significant evidence for the strategic use of Harwich Haven and its defence over the past 500 years.

The surviving components of Landguard Fort still command a defending presence over Harwich Haven and the additional Second World War defences survive to an impressive extent.

Adjacent to the Fort, the Ravelin Block and its associated jetty, tracks, turntable and other fixtures form substantial surviving evidence for the use of the Submarine Mining Establishment. Dating to 1877, the Establishment was one of the first (or the first) in the British Empire to pioneer the technology.

As part of the wider context of Harwich Haven and its defence, Martello Tower P in the Tomline's Felixstowe Character Area provides further strong evidence for time-depth and historic character. Much of its value is derived from the collective survival alongside the other Martello Towers as a chain of defences connected to Harwich Redoubt and Landguard Fort protecting the entrance to Harwich Haven and the potential landing sites around it. At a local level, the role of Tower P as a focal point in subsequent residential development is important in understanding the plan for Tomline's tourist resort.

Manor Terrace and the Manor House in the Tomline's Felixstowe Character Area are the surviving components of Tomline's vision of a tourist resort, forming valuable evidence for the early development of the town. Similarly, the survival of the platform of Felixstowe Beach railway station and the railway line in the Area are evidence for the early layout of the port and beach resort as Tomline envisaged it.

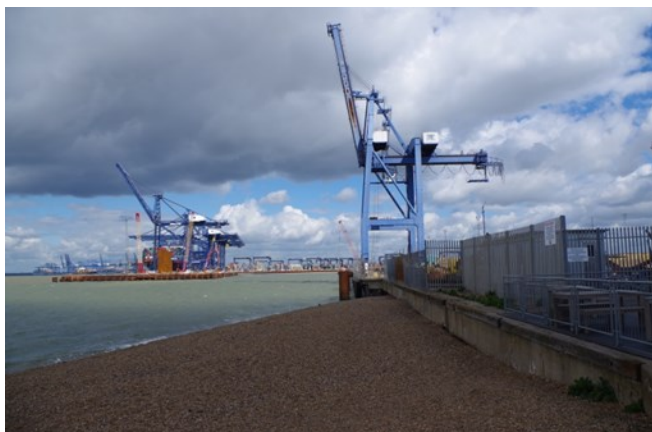


Fig 10 The new Berths 8 and 9 of Landguard Terminal still under construction with the old quayside next to the crane in the foreground and the former location of Tomline's dock in the background.

The vulnerability of the Point and the entrance channel to Harwich Haven to coastal erosion is highlighted by the Landguard Groyne in the Landguard Peninsula Character Area and the sea wall in the Tomline's Felixstowe Area to the north. The groyne is significant as the earliest surviving evidence to control the sea and its effect on the shifting shingle of the Point. The current modern concrete sea wall is evidence of the continued attempts to hold back, control or reclaim land from the North Sea.

## Historical

– *'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'*

Landguard Fort Character Area contains evidence for nearly five hundred years of military coastal defence. The heritage reflects the changing threats to England's coast, different aspects of military thinking and the development in armaments through time. The defences are also significant in understanding the port-related history of Harwich Haven, and the post medieval use of the ports at Ipswich and Harwich.

The rapid development of Felixstowe as a port, in particular the expansion of the Landguard and Trinity Container Terminals, is a result of the recent international shift in trade to containerised freight. Felixstowe's constant expansion and the modernisation of its container terminal and supporting infrastructure highlight the adaptability of Harwich Haven as a port and its continued importance as a deep water harbour.

Adaptability is a consistent theme of ports allowing them to keep pace with the future of its seaborne trade and, in the case of Felixstowe, to fulfil the potential never fully realised by Tomline's small dock in the 1870s. This failure but the eventual success of the port is an important component to Felixstowe's history.

As a result of the failure of Tomline's scheme he is largely forgotten, despite being a highly significant local figure in the early development of the port and town.



Fig 11 The view of the Trinity Container Terminal from the Fagbury Cliff Viewing Area, including the lorry loading area in the foreground.

The role of Gordon Parker in developing the small dock into a container port from the 1950s onwards is also under-recognised. Without his investment Felixstowe would not be the internationally renowned port that it is today.

The association of the port at Felixstowe with the Submarine Mining Establishment, the Seaplane Experimental Station and *HMS Beehive* is historically significant. These military bases helped to pioneer new technology in the late 19th and early 20th centuries which helped to defend the coastline from enemy attack.

## Aesthetic

– *'the ways in which people draw sensory and intellectual stimulation from a place'*

As a working port, Felixstowe's constantly changing activity generates interest for many, whether from the coming and going of visiting ships, the brightly coloured stacks of containers at the Landguard and Trinity Terminals, or from the buildings and structures associated with its use in the Walton Industrial Character Area behind the port itself. To some these activities may not always be seen as attractive but nonetheless many find them stimulating.

The scale of the port infrastructure and the ships using it visually dominate the landscape: the cranes are visible along the skyline from most parts of the town and the low-lying Trinity and Landguard Terminals mean that the stacks of containers can be glimpsed from between houses in the residential areas of Felixstowe or from Trimley Marshes to the northwest of the port.

The viewing areas at Landguard and Fagbury Cliff are attractive to interested local residents and tourists alike, providing information on the ships in port and differing perspectives of the terminals, estuary and Harwich. From these locations the competing sounds of the water, cranes and ships' engines and smells of the sea can be enjoyed.

Landguard Peninsula, its defences, shingle and sand contrast strongly with the scale and visual appearance of the modern port facilities at Felixstowe and Harwich. The panoramic view from





Fig 12 The shifting shingle of Landguard Peninsula, in contrast to the concrete pillboxes and the port activity in adjacent the deep water channel.

the Point across the Haven, the approaches to the harbour and to the ports of Felixstowe and Harwich is dramatic.

As the intended focal point of Tomline's tourist resort, Martello Tower P provides significant aesthetic value. Its squat circular design is distinctive. Its apparent robust solidity contrasts with the shingle and waves breaking on the adjacent beach, and the residential development surrounding it.

## Communal

– *'the meaning of a place for the people who relate to it, or for whom it figures in their collective experience or memory'*

The Port of Felixstowe provides an important economic focus for the local area. The Landguard Viewing Area includes some information, mainly aimed at children, about the operation of the port in addition to indoor and outdoor seating. Fagbury Cliff Viewing Area has benches positioned for good views of the Trinity Container Terminal.

The long-standing visual and functional relationship of Landguard Fort with the Port of Felixstowe generates much local interest. Furthermore, the public recreation space and ecological significance of the Landguard Peninsula drives interest in the port's landscape and setting, not just for the local community but also for specialists and enthusiasts from further afield.

Landguard Fort Museum is run by the Landguard Fort Trust by arrangement with English Heritage. As a charitable trust they aim to advance public education of the Fort and the Museum explains the history of the fort. It also promotes the archaeological, architectural and historic significance of the fort via its exhibitions and community events.

Felixstowe Museum is operated by the Felixstowe History and Museum Society, a registered charity. Housed in the Ravelin Block, adjacent to Landguard Fort, the Museum has exhibitions on local archaeology and social history as well as the story of the Submarine Mining Establishment and eleven other exhibition areas.



Fig 13 Trinity Terminal as viewed from the greenfield landscape of the Trimley Estate.

The Landguard Partnership consists of all the interested organisations that have a vested or stakeholder interest in the Peninsula. They aim to ensure the Peninsula is managed in a sustainable manner that contributes to the cultural heritage, environmental conservation, economic prosperity and the educational resources within the landscape. Stakeholders include the charities operating the Felixstowe and Landguard Fort Museums, the Port of Felixstowe, English Heritage, Natural England and the local councils.

In its role as a National Coastwatch station the Martello Tower forms an important focus for the local community. It provides an opportunity for volunteers to engage with the current maritime activity of this coastline. The display boards placed along the adjacent seaside walk also enable local residents to find out more about the history of the tower.

The Felixstowe Society holds frequent heritage walks and talks in the town and surrounding landscape.

## Current levels of heritage protection

The Landguard Fort Scheduled Monument falls within the Landguard Peninsula Character Area (SM 1018969). It covers the majority of the Peninsula, the fort and earthworks relating to the fort. Landguard Fort is also a Grade I Listed Building (LB 1030415).

In the Tomline's Felixstowe Character Area the Martello Tower is a Scheduled Monument (SM 1006013) and Grade II Listed Building (LB 1284281).

In terms of non-heritage designations, the Landguard Common Site of Special Scientific Interest (SSSI) covers much of the coastal rough ground within the Landguard Peninsula Character Area and the south western end of the Tomline's Felixstowe Character Area. Change of use and ground disturbance within the SSSIs are strictly controlled and therefore offer archaeological features general protection from unlicensed disturbance.



Fig 14 Industrial units typical of those found on the west side of the Tomline's Felixstowe Character Area and throughout the Walton Infrastructure Character Area.

## Pressures for change

The main pressure upon the port arises from the economic need for it to remain commercially viable. The rapidly increasing size of vessels and major changes in port technology and provision nationally has meant that the port has had to regularly revise its business model. The Port of Felixstowe has successively modernised and expanded, and it is likely that this situation will continue in future. Such updates could require further development land and quay frontage.

Similarly the infrastructure zone behind the port, in the Walton Infrastructure Character Area, will likely expand alongside the port.

The landscape setting of the Grade 1 Listed Landguard Fort is under pressure from the growth of the Landguard Container Terminal to the north. It also faces the challenge of sea level rise and coastal erosion (Alan Baxter 2014a).

## Heritage risk assessment and opportunities

This Port Heritage Summary has highlighted the essential historic character and heritage assets that underpin Felixstowe's port-related character.

A recently completed Conservation Plan for the Fort suggests there is a number of competing conservation requirements for Landguard Fort. There is a risk for potential conflict between these requirements without a balanced and informed strategy (Alan Baxter 2014a).

A significant risk is the vulnerability of the Peninsula to sea level change and the potential effect on Landguard Fort and the Second World War defences. These are at moderate to high risk of change if sea levels continue to rise.

The seaward defences of the Point include the late 19th century Landguard Groyne. As a wooden structure it is likely that it will need routine upgrading in future and therefore also continues to be at high risk.



Fig 15 The plaque in the Landguard Viewing Area car park commemorating HMS Beehive.

The Conservation Plan also suggests that any ground disturbance needed to realign or re-enforce the sea defences in the area of Landguard Fort could reveal buried archaeological features. It suggests that in some areas archaeological excavation may be required to mitigate the risk to the buried heritage. The excavations may be an opportunity for community involvement, either directly with a 'community dig' or similar themed events. Interpretation could also be provided by the excavators for visitors on the progress of such investigations (Alan Baxter 2014a).

There is currently minimal information available about the Seaplane Experimental Station or the MTB base, with the exception of a small plaque in the car park of the Landguard Viewing Area which commemorates the men who served at *HMS Beehive*. The continuing review of the Landguard Museum exhibition spaces could provide an opportunity to celebrate this nationally important site and promote the port's early history.

Plans for the museum include opening up access to Darell's Battery in the Landguard Fort Character Area. This would allow for greater visitor appreciation of the historical significance of the Fort and the interaction with the modern port, as the individual heritage assets could be seen in the wider significance and context of Harwich Haven.

The provision of additional interpretation around the Peninsula is also under review and, if realised, would tie the heritage significance of the Peninsula with the wider regeneration of Felixstowe. Interpretation could also complement that already located at Martello Tower P (Alan Baxter 2014b)

It is difficult to find an authoritative guide which links the history of the town and port. A heritage trail could help achieve this. An aim of the trail would be to better link the story of Tomline's Felixstowe and Landguard Fort Character Areas and to celebrate the role of Tomline and Parker in the early history of the port. It is also an opportunity to highlight more of the under-celebrated military history of the early port. It could be an ideal opportunity to work with partner heritage organisations in Harwich and Ipswich to rightly celebrate the nationally important roles all the ports on Harwich Haven have played at various times throughout the past 1000 years.



Martello Tower P will continue to be under a moderate to high risk from the North Sea, its storm surges and erosive power. Its location in a residential area may allow for good opportunities to further engage the local community in the history of the Martello Towers and the active and current work of the Coastwatch station.

Perhaps less obviously, the surviving elements of Tomline's Felixstowe – the Beach railway station, Manor Terrace, the surviving elements of the Manor House and the Area's street plan – are under low to medium risk as they are under-celebrated. Likewise, the Dooley Inn and Ferry Lane, as the earliest surviving buildings and structures related of port activity in Felixstowe deserve highlighting.

The Shoreline Management Plan 2 (SMP2) provides a long-term risk assessment relating to future coastal evolution and presents a policy framework to address the risks to people and the developed, historic and natural environment in a sustainable manner.

Felixstowe continues to be at risk from North Sea storm surges and flooding. The SMP2 assessment has recommended a 'hold the line' approach for the majority of the coastline with reinforcement and maintenance of defences as and when required.

The report recognises the economic importance of the port and the historic significance of Landguard Fort and therefore the need to re-evaluate the scale and upgrading of the defences in the future. Along the coast of Landguard Common, between the Fort and Manor Terrace, there are minimal defences and most of the area is a nature reserve. A 'managed realignment' strategy is in place here. This is reliant on the natural deposition of shingle, the geography of the coastline, and the maintenance of the surrounding man-made sea defences including Landguard Groyne. Over the next decade, the area will be monitored for coastal erosion but it is hoped that no active intervention will be required in the longer-term (Royal Haskoning 2010).

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