

Harwich

Port Heritage Summary



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Abbreviations

BR	British Rail
c	circa
GER	Great Eastern Railway
HHA	Harwich Haven Authority
HE	Historic England
HER	Historic Environment Record (Essex County Council)
HIP	Harwich International Port
LB	Listed Building
LNER	London and North East Railway
NGR	National Grid Reference
NRHE	National Record for the Historic Environment
NTL	Normal Tidal Limit
OS	Ordnance Survey
Ro-Ro	Roll on – Roll off
PDZ	Policy Development Zone (a management area included in an SMP2)
SM	Scheduled Monument
SMP2	Shoreline Management Plan 2
SSSI	Site of Special Scientific Interest

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Cover illustration

Looking from Ha'penny Pier to Trinity House Pier and the gantry of the Train Ferry Terminal.

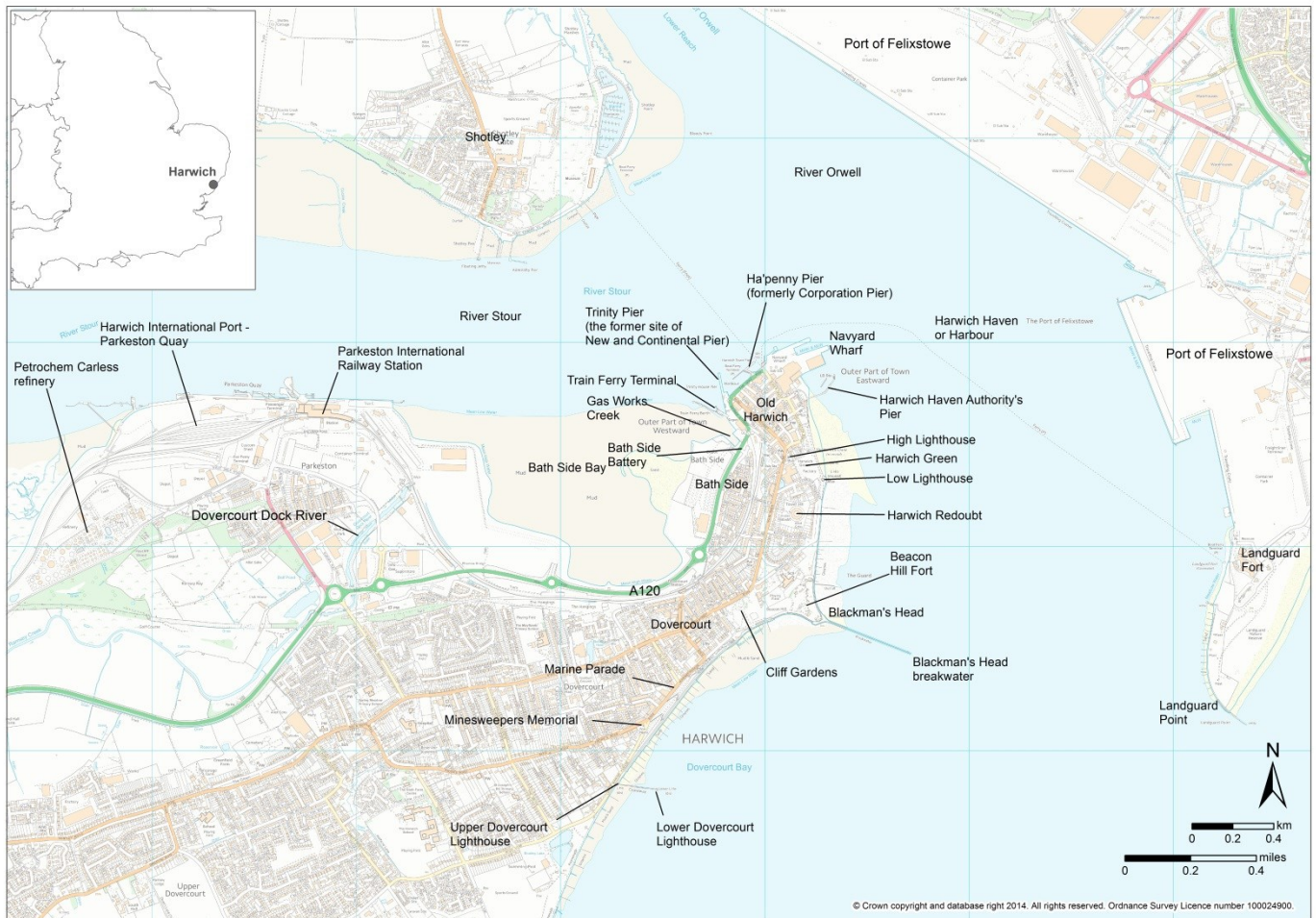


Fig 1 Location, topography, place-names and features.

Introduction

The *England's North Sea Ports* project aims to improve the understanding of the heritage values, significance, vulnerability and adaptability to change of port-related heritage in nineteen major ports along England's North Sea coast, from Berwick upon Tweed, Northumberland, to Harwich, Essex. The project focuses on the historical development of each port, its present character and its port-related heritage, the values attached to that heritage and the issues and opportunities it presents for future development.

The review for each port is presented as an illustrated 'Port Heritage Summary', designed to be succinct and readable, raising awareness and understanding amongst all parties interested in that port's future development and so contributing towards the sustainable management of its port-related heritage.

This Port Heritage Summary relates to Harwich in Essex where thirteen individual areas of port-related character have been identified. The Summary explains how port heritage within those areas contributes to Harwich's distinctiveness today, to the interpretation of Harwich's historical development, and that of East Anglia and the North Sea. This includes the cultural associations and feelings of local people and communities to the maritime past and how it is viewed and valued by them today.

A range of management options to build on the present values and roles of its heritage are summarised, enabling them to serve as a positive asset in Harwich's future, retaining its rich cultural distinctiveness while meeting its changing economic needs.

Location

Harwich is located on the coast of Essex on the western edge of Harwich Haven, a deep water harbour formed by the estuary mouths of the Rivers Orwell and Stour. Historically it was the only safe natural harbour of any size between the Rivers Thames and Humber. The River Orwell is navigable as far as Ipswich and the River Stour as far as Manningtree.

The town is located on a promontory of land, fronting onto the southern edge of the River Stour, and the western edge of the harbour as it enters the North Sea. The southern edge of the town fronts onto Dovercourt Bay and the North Sea.

On the eastern side of the harbour is the container port of Felixstowe and towards the estuary mouth, Landguard Point.

In the 20th century Harwich grew to form a large urban conurbation which includes the former historically distinct settlements of Dovercourt and Parkeston.

The Port

Harwich has several portside operators at two main locations: at Harwich itself and two miles westwards on the River Stour at Harwich International Port (HIP), the largest port operation in the town.

Harwich International Port is based at Parkeston Quay. It is owned and operated as a subsidiary of Hutchison Whampoa Limited, who also own and operate the Port of Felixstowe and a further forty nine ports worldwide. The Port is formed by a kilometre long quay used as a multi-purpose freight and passenger facility. Until 2014 it also provided a passenger ferry service to Esbjerg, Denmark, but now the main user of the port is Stena Line with a daily passenger and freight ferry service to the Hook of Holland, near Rotterdam. The port is also used as an installation base for the offshore renewable energy industry (Harwich International Port website).

At Harwich itself, on the northern end of the promontory, are several portside operators.

Harwich Navyard Wharf is operated by the Harwich Dock Company. The Wharf is a small commercial port operation with a Roll on – Roll off (Ro-Ro) and conventional cargo terminal with connections to various ports in Finland, Sweden, Norway, Denmark and Belgium (Ports and Harbours of the UK website).

Trinity House has a depot at the port, Trinity House Pier, with its headquarters and offices on George Street.

The harbour of Harwich Haven comes under the jurisdiction of the Harwich Haven Authority (HHA). It is the conservancy and pilotage authority for over 150 square miles of water including the River Stour, the lower part of the River Orwell, Harwich Harbour and 12 nautical miles seaward from the Haven entrance. The Authority's headquarters is based at Navigation House, Harwich, with pilot services operating from Harbour Master's Pier (Harwich Haven Authority website).

The Harwich Harbour Foot Ferry provides a summer ferry service from Ha'penny or Half Penny Pier to Shotley and also to Felixstowe (to a jetty near Landguard Fort) on the Suffolk side of the Rivers Stour and Orwell respectively (Harwich Harbour Foot Ferry website).

Local Authorities and heritage organisations

Harwich comes under Essex 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 within the normal planning process.

At a local level, Harwich falls under the auspices of Tendring District Council. The Council manage the Conservation Areas that lie within Harwich and Dovercourt.

The Historic England (HE) South East of England office is in Guildford, Surrey. 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

Harwich's development as a port has been defined by its location as the most significant natural harbour between the Thames and the Humber. With easy access to London and Ipswich as well as the North Sea, Harwich has been a trading centre and of strategic military importance since the medieval period.

Consequently, the history of Harwich's port has been one of continual adaptation.

Historically, during periods of conflict Harwich has seen regular military investment and use. In peace time the port has been dependent on fishing, shipbuilding, trade and the bulk movement of commodities including wool and coal. From the late 17th century Harwich has also been a place of transit for people and goods to and from the continent.

The arrival of the railway in the late 19th century brought about dramatic changes to the port and, consequently, greatly influenced the town's development as a holiday resort.

As a deep-water harbour surrounded by flat land, Harwich Haven has been a focus for port development in the 20th century and as one of the few harbours on England's North Sea coast capable of handling large modern commercial vessels it has considerable potential for future port development.

New town and port

Early settlement focused upon Dovercourt. In the Roman period septaria stone was quarried here and shipped around the region. Septaria stone is formed by hard, round nodules of calcite within a matrix of clay. The nodules are also known as 'cement stones' (GeoEssex 2009; Unlocking Essex's Past website).

Harwich's place-name has been interpreted to mean 'Army camp'. It is derived from the Old English *here*, 'an army' and *wic*, which can be interpreted variously as 'a dwelling, a farm, a dairy farm, a trading or industrial settlement, or a hamlet or village' (Key to English Place-Names website).

It is believed that the estuary has long been a gathering place for war hosts. Documentary references to the Saxon-Viking wars of the 9th and 10th centuries suggest the harbour may have been the site of several conflicts (Unlocking Essex's Past website).

Harwich as a port and town was first developed as a commercial venture by the Bigod family, Earls of Norfolk, in the late 12th and early 13th centuries when the town received a charter and a weekly market to encourage trade.



Fig 2 The Treadwheel Crane on Harwich Green.

The development of Harwich concerned Ipswich which had, until this time, a monopoly of trade on the River Orwell. Wrangling over the control of the estuary continued down the centuries until 1863 when the Harwich Harbour Conservancy Board was formed (which later became the Harwich Haven Authority).

During Edward III's reign (AD 1327-1377) Harwich had become an important harbour for the victualling and collecting of war fleet, a role for which it continued for several hundred years because of its broad and deep-water harbour.

In AD 1338 Edward III had made a grant of murage (a toll for building and repairing town walls) on goods being traded through Harwich to pay for the building of a town wall. The levy infringed on the right of Ipswich to collect tolls on the whole of the Orwell estuary. Despite Ipswich's protests, Harwich's town walls were completed by the late 14th century (Weaver 1975; Unlocking Essex's Past website).

The eastern side of the town wall was built of stone with a castle tower built at the north east corner, near the landward edge of the current Navyard Wharf complex. On its northern side the wall was formed by a wooden palisade which fronted onto the town's quays.

The medieval town was arranged as a grid system around three main roads: King's Head Street, Church Street and West Street. At this time it is likely that the shoreline with the North Sea broadly corresponded with Wellington Road and the western edge of King's Quay Street (Harwich Society website).

Archaeological excavation undertaken in 1972 with the development of Quay Pavilion revealed a succession of medieval quay fronts. The earliest quay was formed by walls of septaria stone next to a watergate (a fortified gate leading from a town wall to a quay) with a further timber quay built in front of it before the 15th century.

Imported goods included wine, wheat, beans, peas and cloth, with wool a major export during the medieval period. Fish was regularly landed and it is likely that fish traps were being used in the estuary.

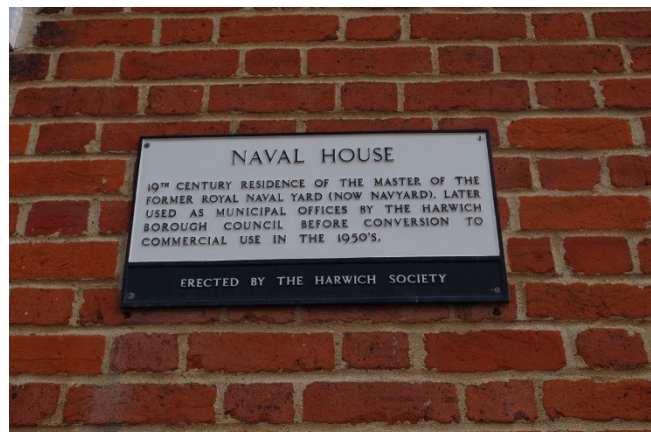


Fig 3 Plaque erected on Naval House by the Harwich Society.

Records also suggest that shipbuilding was an important part of the port by the 15th century (Weaver 1975; Hegarty and Newsome 2005 Unlocking Essex's Past website).

The Navy, fishing and boat building

Harwich's military importance grew in the 16th Century. As a harbour large enough to accommodate a war host Harwich Haven was strategically important and defended as such.

Under threat from the Catholic countries of France and Spain (following the English Reformation in the 1530s) Henry VIII ordered the upgrade of the towns defences and improvements to the harbour. To form a defensive line to protect the Haven a fort was built at Landguard Point, on the opposite side of the estuary. Its location was a natural vantage point and, being next to the deep-water entrance channel to the Haven, the best site to defend Harwich and the estuary against enemy warships.

By 1547 the town had three principal fortifications: the castle tower (and town walls), a new fort built on Beacon Hill and positioned between the two, and an earthwork called the Middle House (Unlocking Essex's Past website).

A few decades later, with Spain threatening to invade England, the port's defences were again significantly upgraded. The Queens Mount (also known as the Dunn Bulwark), a tower and bulwark, was added to the south east corner of the town wall. The town walls were repaired again, with the construction of a wooden palisade to defend the quays. A map dated to the 1580s shows a small quay and a protecting bulwark, together enclosing a small dock below the castle tower (near the later naval yard). It is believed that the dock was used as a shipyard when Queen Elizabeth visited the port in 1561 (Harwich Society website).

Accounts dating to the 16th century record tolls on wheat, rye and coal landed at Harwich, and on 'groundage' fees for vessels taking on ballast or berthing in Harwich Harbour. Fishing was also an important part of the local economy. Tolls were levied on both herring and salt, with herrings landed from other south eastern ports and from continental ports including Calais (northern France) and Ostend (Belgium) (Weaver 1975; Unlocking Essex's Past website).

At this time Ipswich was still a nationally important port dominating much of the trade in the region but Harwich continued to play an important role. It had become its own customs port with seven private quays and a common quay with at least 32 ships listed at the port (ranging from 10 to 140 tons). The cod fishery off Iceland was also being actively exploited by boats mainly from ports in Norfolk and Suffolk, but also from Harwich (Weaver 1975; Jones 2000).

The growth and importance of the town meant that in a new charter of 1604 Dovercourt was merged with Harwich. The town's wealth as a port is reflected in the merchants' houses and buildings dating to this time, for example Old Swann House, on King's Head Street. On this street the most prominent merchants and ship-masters lived (Harwich Society website; Unlocking Essex's Past website).

A famous merchant born in Harwich was Christopher Jones, who lived in 21 King's Head Street (where his house still survives). The son of a Harwich merchant he became a successful merchant himself, as well as captain of his own ship, the *Mayflower*. Records suggest that the *Mayflower* was built in Harwich. Having relocated to Rotherhithe in London, Jones captained the *Mayflower* when the Pilgrim Fathers chartered the boat to take them to America in 1620 (Christopher Jones – Mayflower Captain – Wikipedia entry; Harwich Mayflower Project website).

In 1625 there was a significant restoration of the town's defences including the building of Kings Quay fort. This new half-moon battery was built on the outer edge of the town walls (on the site of the former Angel Inn, now part of the Pier Hotel). Beacon Hill Battery was also rearmed.

The increased involvement of the navy at the northern end of Harwich adjacent to the town's quays marked a major change. In 1650, Harwich had become a main centre for victualling or supplying naval warships but seven years later the navy established a shipyard, building storehouses, a dwelling house, sheds, pitch and tallow houses and two windlass cranes.

The naval commitment to the port seems to have faltered temporarily, for in 1661 the premises were assessed for resale. However, by 1664 it had resumed its shipbuilding operations and in 1667 a crane was built in the yard. By 1672 the yard had expanded over the area of King's Quay fort.

It has been speculated that this crane is the Harwich Treadwheel Crane which now stands on Harwich Green. However, a recent study of its timbers using tree-ring analysis suggests an 18th century date for the present structure. The crane is worked by two treadwheels, operated by manpower. A bell, dated to 1666, once housed in a tower in the naval yard and used to summon people to work, has also been relocated with the crane (Unlocking Essex's Past website).

In 1667 the medieval town walls were replaced by a turf bank that also enclosed the naval shipyard (Essex County Council 1999).

Due to the natural shift of the shingle peninsula of Landguard Point and the shoals at the mouth of the estuary the approach to Harwich Haven estuary could sometimes be difficult.

A line of navigation had been fixed between the medieval tower of St Nicholas' church and a light kept within a room over the Tower Gate (near the later High lighthouse). In 1665, Samuel Pepys, freeman and Member of Parliament for Harwich (1679-1689), chronicled the improvements made to Harwich's leading lights.

The light over the gate was enlarged and a new lower light built on the seaward edge of Harwich Green. This wooden-built candle-lit lighthouse was funded by Sir William Batten, a local landowner, who was allowed to charge dues for vessels using the port. The church tower continued to serve as a seamark until it was demolished in the early 19th century (Weaver 1975).

Port activity at this time was changing dramatically. In 1661 a packet boat service to transport passengers and post from Holland to Harwich had started and in 1674 a further packet was established.

The packet service attracted many visitors to the town and led to a substantial increase in the hostels and inns providing passengers with accommodation. Many of these survive as public houses today or have been reused as residential properties.

In the late 17th century the English navy was embroiled in considerable action and Harwich Haven continued to serve as a strategic harbour assembling warships. In 1667 the Dutch attempted to attack Landguard Fort which defended the deep-water channel leading to the Haven but they were repelled.

The increasing use of the port by the navy, the packet service and the rise in commercial merchant shipping all benefitted Harwich's merchants and ship builders.

Also in the 17th century Ipswich had become known as a leading port in the production and ownership of colliers plying the coal trade between Newcastle and London. Many of the colliers would also have been built in yards at Harwich. With the growth of the coal trade the town's corporation began to receive a substantial amount of port dues from colliers involved in the trade.

In the naval yard a second building slip had been commissioned and the breakwaters protecting it extended. In 1702 a victualling quay was added but in 1713 the whole complex was closed and sold to a private shipbuilding firm. From the 18th century a succession of shipbuilding firms operated out of the yard (Unlocking Essex's Past website).

The herring fishery working out of Harwich experienced a considerable economic dip in the 17th century. The causes of this dip were complex but partly due to the success of Dutch fishing activity, which had also affected other ports on England's North Sea coast.



Fig 4 Looking across Harwich Green to the Low lighthouse from the High Lighthouse with Landguard Point in the distance.

The Dutch had become considerable competitors in the herring trade with as many as 2000 'busses'. These sturdy, adaptable ships were capable of staying at sea for longer periods than the English boats, with more men aboard to salt and barrel the fish at sea. Smaller boats, called *ventjagers*, were used to remove the packed barrels and also bring supplies to the busses so they could stay at sea for an even longer period. The Dutch achieved superior quality fish in salting and landing their catch quickly. There was not this degree of organisation or advances in boat technology within the English fleet (Butcher 2000).

By the 18th century Harwich's importance as a fishing port increased. This was due to its proximity to London and the North Sea fishing grounds, coupled with the expansion of the market and improvements in boat design.

Again, the Dutch had pioneered the technological advances with the introduction of fishing vessels with wooden-built water-filled wells where fish could be kept alive until they reached the ports.

By 1712 well vessels had been introduced to Harwich's fishing boats. These boats followed the seasonal fishing grounds, starting in the summer off Norfolk and Lincolnshire looking for haddock and small cod, before pursuing cod off the Dogger Bank (a large sand bank in the North Sea, off the coast of Lincolnshire and Yorkshire) and then returning to the coast to fish for lobsters before returning to port for refitting (Robinson 2000).

In 1740 Nathaniel Saunders of Harwich founded a co-operative to build similar vessels using smacks (fast, powerfully-rigged fishing vessels with low sides built for the easy use of nets) and by 1774 the number of smacks operating out of Harwich had significantly increased.

Thomas Cobbold, founder of Cobbold's Brewery, opened a brewery in Harwich in 1723, later relocating the brewery arm of the business to Ipswich. However, the family's interests in Harwich continued when in 1754 his son opened Brewer's Baths (at Dovercourt) which offered sea water treatments, representing an early attempt to develop the town as a tourist resort. A rival spa was developed at the same time to the south west of the



Fig 5 Harwich Redoubt.

town, hence the place-name Bath Side, but this was later taken over by Cobbold (Weaver 1975).

Navigation and Trinity House

As a result of the Napoleonic Wars with France in the early 19th century Harwich saw considerable military activity.

In Harwich, Government House, originally built in 1778 for the Earl of Abergavenny, became a garrison headquarters. Two barracks, a semaphore signalling station, an arsenal, and an ordnance depot were all constructed in the general area of the House.

The privately-owned shipbuilding businesses occupying the naval yard continued to make warships for the Navy. In 1801, *HMS Conqueror*, a third rate ship of the line, was built by the yard. The vessel is famous for taking the surrender of the French at the Battle of Trafalgar in 1805.

The circular Harwich Redoubt was built in 1808 on Tower Hill to complement the series of Martello Towers built at Felixstowe and Shotley and the existing Landguard Fort. Built as a low defence work, it was surrounded by a deep ditch and large earth banks. In 1811 a small battery on Blackman's Head was built, with a barracks at Beacon Hill and two new batteries constructed at Angelgate (to the south of the Navy Yard) and at Bath Side.

In the same year the Government's Board of Ordnance developed a factory processing the septaria nodules for the creation of 'Roman Cement' – a natural cement made by burning septaria. The factory, one of five in the Harwich area, was built adjacent to the former naval yard and processed septaria stone quarried at Beacon Cliff or dredged from Cobbold's Point, Felixstowe. Smacks from Harwich, as well as Ipswich, used heavy dredges to trawl for septaria (Smith and Freestone 2011; Harwich Society website).

By the end of the Napoleonic Wars Harwich's cod fishing industry had declined and by 1833 only ten smacks were recorded at Harwich (Weaver 1975).



Fig 6 The LV18 lightship from Ha'penny Pier.

In the 19th century Trinity House's vessels increasingly used Harwich as a supply and repair base because of its deep-water harbour and easy access to the North Sea. In the mid-19th century the Customs House on West Street was built, continuing in use into the early 20th century.

The High and Low Lighthouses were built in 1818 as new leading lights for the approaches to Harwich Haven, replacing the lights described by Pepys in the 17th century. The High Lighthouse was designed by Daniel Asher Alexander, surveyor to Trinity House, but it was constructed under the direction of the famous engineer, John Rennie Senior, who designed and built the lower lighthouse.

The new lighthouses were funded by General Rebow. He had leased the previous lights and received the dues from shipping using the port but in 1836 he sold the High and Low lighthouses to Trinity House (Daniel Asher Alexander Wikipedia entry).

Meanwhile, the extraction of septaria stone had resulted in the erosion of Cobbold's Point and Beacon Hill causing sedimentation at the mouth of the Haven and the shifting of the entrance channel. This became a significant threat to the viability of the harbour. To help manage the problem, and the action of the tides, a stone breakwater off Blackman's Head was built in the 1840s. The deep-water channel of the harbour entrance was also dredged and the dredging for septaria stone stopped (Smith and Freestone 2011; Harwich Society website).

Perhaps in part due to these problems the packet service left Harwich for Tilbury, causing much economic harm to the port and wealth of the town (Weaver 1975).

Despite these setbacks, however, the port continued to develop. Between 1845 and 1895 J H Vaux took over the Navy Yard and started building wooden sailing barges used for lightering goods to Ipswich and trading up the local estuaries, especially the Thames.

The first purpose built lifeboat to be stationed at Harwich was the *Braybrooke*, run by the Essex Lifeboat Association between 1821 and 1825.

A further enhancement in terms of maritime safety for the port was the building of coastguard cottages in 1858 on the site of the closed Government's



Fig 7 The Quay with the Great Eastern Hotel (far left), Haven House (mid-left), the former Trinity House headquarters and storage depot, and its new headquarters (far right).

septaria works, to the south of the Navy Yard, (Harwich Lifeboat Station website; Unlocking Essex's Past website).

Railways and ferries

In 1847 an Act of Parliament was granted to Eastern Counties Company to link Harwich with Manningtree by rail. This heralded a period of significant port development and the beginnings of the town as a tourist destination.

As part of the railway development the town corporation put forward a private Bill to improve the port's facilities. Peter Bruff, an engineer from Ipswich, was contracted to construct a continuous quay frontage (The Quay) and the building of a new jetty, Corporation Pier (now known as Ha'penny Pier) (Weaver 1975).

The first train arrived in 1854 and in 1863 the Great Eastern Railway (GER) began a passenger service to Rotterdam (Netherlands) and later Antwerp (Belgium) from Corporation Pier. A ticket office was built at its landward end and to accommodate visitors, the company built the Great Eastern Hotel on The Quay.

Due to the success of the ferry services a second Act of Parliament in the 1860s allowed the GER to build a replacement pier that could deal with the high volumes of trade. The New or Continental Pier was built, together with a programme of land reclamation at Bath Side to allow for the construction of a new railway station serving the port.

The military also continued to invest in the defence of the port and c 1860 the Beacon Hill Fort was built as a series of gun emplacements. This swamped the small gun battery built during the Napoleonic Wars on Blackman's Head.

In 1872 the GER assumed ownership of the Corporation Pier from which they also ran paddle steamers for pleasure excursions and local ferries to Ipswich, Felixstowe and Shotley.

Meanwhile, John Bagshaw, a former East India Company merchant, had, with the discovery of a chalybeate spring (waters rich in iron salts) on his land, started to develop Cliff House and its grounds as Dovercourt Spa, which opened in 1854. As part of

the tourist development he proposed a new town at Lower Dovercourt, built Orwell Terrace, several hotels and a promenade that stretched from the Spa to the Dovercourt lighthouses. Ultimately his plans were unsuccessful and he died bankrupt in 1861 (Weaver 1975; Harwich and Dovercourt, a time gone by website).

With a sudden change to the location of the channel approaching the Haven the High and Low Lighthouses near Harwich Green became obsolete. To replace them Trinity House built two screw-pile light houses, keepers' cottages and a semaphore station further down the coast at Dovercourt in 1863.

In the same year the Harwich Harbour Conservancy Board was established to safeguard the estuary and its navigation. The Board was a precursor to the Harwich Haven Authority (Harwich Haven Authority website).

The first edition 25 inch: 1 mile Ordnance Survey (OS) map records Harwich and its surrounding area in considerable detail.

The town is still predominantly confined to the promontory. On its northern side are its main quays and jetties. At the western end of The Quay is the New Pier or Continental Pier (now Trinity House Pier), built by the GER in 1866 as a goods terminal it contained a large transit shed with the railway line running up to it. At the eastern end of The Quay, adjacent to the Great Eastern Hotel, is Corporation Pier. The Pier was served by a railway line and at its seaward end split to form two landing jetties.

The railway line is shown approaching The Quay from the western side of the town, on land reclaimed from the inter-tidal mudflats of Bath Side. At the bottom of the New Pier are cattle pens are and to the south of these, the town's gas works (founded in 1854) and the terminus of Harwich station.

The beginnings of the terraced houses forming Bath Side are also recorded. These were built on land reclaimed from the mudflats to the west of the railway line which sweeps around the southern edge of Bath Side Bay eastwards to Lower Dovercourt and Phoenix Dock.

Phoenix Dock is formed by a small quay at the end of a channel cut through the mudflats to aid navigation to the works, known as Patrick's Cut. To the south of the Dock is an area of mills, sheds, kilns and extractive pits associated with the cement works. The Patrick works had started in the 1850s as a brickworks but subsequently was also a septaria cement factory, lime works and at its closure in 1906, a Portland cement works (Unlocking Essex's past website).

West of Lower Dovercourt, a sea-defence wall marks the edge of land reclaimed from the silted up mouth to Dovercourt Dock River and Ramsey Creek. The Creek is a narrow channel which cuts through a large area of saltings before meandering westwards to form the southern edge of a promontory of land called Ramsey Ray Island. Dovercourt Dock is shown as a small rectangular cut dock dug at the highest point to which tides flow.

The northern edge of Ramsey Ray Island is formed by Ray Creek, a meandering channel which leaves the Stour and returns to it further downstream. On the northern side of the meander the map records an area of saltings called Sunk Island.

Returning to Harwich, to the east of Corporation Pier, on the north eastern corner of the promontory, the OS map shows the former naval yard. Then a privately-run boat yard, it is shown as a U-shaped dock with slipways surrounded by warehouses, workshops, a coal depot and smithy.

To the south of the yard is the area of the Angelgate Battery and coastguard cottages, and from here to the breakwater at Beacon Hill, crossing the Green, is a promenade protected by groynes and a sea wall which extend southwards below the Phoenix Hotel and the Upper Dovercourt lighthouse.

Shortly after the completion of the OS map in 1876 Harwich's first purpose-built lifeboat station was opened at the northern edge of Harwich Green.

With the increasing space required for port infrastructure and with limited opportunities for expansion at Harwich old town, GER built a new quay and railway terminal on land at Ray Island in 1883. The area of the development was large. It extended out to the deeper water channel and the quay area was built on land reclaimed from the saltings and inter-tidal area around it (including the former creeks).

The new quay was named Parkeston Quay after GER's then chairman Charles H Parkes. As a result of its success and the employment opportunities it created a new town was built next to it, named Parkeston.

Parkeston Quay was served by extensive railway sidings, as a loop from the earlier line serving Harwich from Manningtree. The line cut across the inter-tidal mudflats from Parkeston to Dovercourt with its embankment closing off Dovercourt Dock Creek. The new portside facilities included a railway station, warehouses and transit sheds, a Customs House, and as a continental ferry port, a hotel named the Great Eastern Hotel.

20th century

With better railway and ferry links too and from the port Harwich continued to develop in the early 20th century as a tourist resort.

The Town Corporation purchased the cliff slopes and sea wall and extended the promenade as far as the Upper Dovercourt Lighthouse. In 1910, the Corporation also purchased Cliff House grounds and redeveloped them as a pleasure garden.

The construction of beach huts set along the promenade further enhanced its appeal to day trippers flocking in both by rail and the now regular GER paddle steamer service between Harwich, Felixstowe and Ipswich. A daily stop on the London to Yarmouth route boosted the influx of visitors. Corporation Pier was busy with regular arrivals and departures of paddle steamers. And tourists mixed with the naval trainees serving on the *HMS Ganges* training vessel moored at Harwich since its arrival in

1899, and which later formed part of the naval training base at Shotley (The Harwich Society 2014).

Trade in the port was still active. Documents record many barges carrying 'coal...oil-cake...grain, cement, bricks, slate and hay and straw'. Other vessels operating out of the Harbour included a small number of cod smacks and bawleys (a small sailing boat used for fishing with a boomless cutter rig and a boiler for cooking shrimps). Cod fishing from Harwich came to an end in 1913 when *Gypsy*, the sole remaining fishing smack working between the Dogger Bank and Harwich, made its final voyage (Weaver 1975).

A fire in 1910 caused significant damage to the Continental Pier but it was rebuilt in concrete five years later.

As tensions rose across Europe in the build-up to the First World War several gunboats and *HMS Audacious*, alongside the Torpedo Flotilla, made Harwich their home and initialised a School for Instruction for Torpedo work. Across the mouth of the estuary Felixstowe Dock was used as a seaplane base with Harwich designated a Class 'A' fortress. Both Harwich and Parkeston became the base for 'The Harwich Force' (a fleet of light naval boats) and two flotillas of submarines. The boats undertook minesweeping and reconnaissance work in the channel ensuring shipping lanes remained clear (Weaver 1975).

The first Great Eastern Hotel was requisitioned by the military as a hospital.

During the War merchant vessels continued to operate out of Harwich for the Netherlands, which remained neutral. However, whilst in British waters they were a target for German U-boats. In 1916 the *SS Brussels* captained by Captain Charles Fryatt and bound for the Hook of Holland was captured. Previously, Fryatt had been celebrated by the British Government for earlier skirmishes where he had rammed or outran German U-boats. However, this time he was taken by the Germans and later executed (Charles Fryatt Wikipedia entry).

At the end of the War the German U-boat fleet surrendered at Parkeston Quay and in 1919, the Dovercourt Minesweepers Memorial was opened on the junction of Fronks Road and Marine Parade (Harwich and Dovercourt, a time gone by website).

After the First World War the London and North East Railway (LNER) established a cross-channel ferry terminal from the foot of New Pier. The ferry was a freight service in the form of an early 'containerised' system, in that goods were carried in railway carriages and wagons run on and off the ferry to Zeebrugge, Belgium. To enable loading, a terminal and gantry (originally built during the First World War in separate sections at Southampton and Richborough) were relocated to Harwich in the early 1920s by the company (Stammers 2007).

With economic activity now concentrated at Parkeston the focus of the port and town shifted away from Harwich's historic core. As a result, the first Great Eastern Hotel closed in 1923.

The Town Corporation aimed to bolster the town's status as a resort: the promenade towards Lower Wick was extended and when the Naval Yard closed in 1932, the Treadwheel Crane was moved to its current position on Harwich Green.

The same year Harwich became an official Trinity House depot and in 1938 their first diesel-fuelled tender, *Patricia*, was stationed at the depot (Harwich and Dovercourt, a time gone by website).

With the outbreak of the Second World War in 1939 Harwich again became a Naval Base (*HMS Badger*) and by the end of the war was one of the largest bases for small craft in the UK.

The Grand Eastern Hotel in Harwich old town was taken over by the Admiralty. In June 1940, small craft from Harwich were engaged in the evacuation of military forces from the Dunkirk beaches. New gun emplacements and search lights were constructed at Beacon Hill Fort and in 1941, Harwich Radar station was built nearby. The radar station was one of the first of its type. Both the radar station and the Battery were designed to help safeguard the estuary which had become a fully militarised zone. A line of anti-tank blocks, anti-tank ditches, pillboxes and gun emplacements called 'the Stanier Line' was established to defend the port (Unlocking Essex's Past website).

Barrage balloons were added to prevent aircraft seeding the harbour with mines and a large defensive boom extended from Harwich to Landguard Point, Felixstowe, to guard the entrance to the Haven (Hegarty and Newsome 2005).

Being a strategic target the area was targeted by German bombing raids which caused considerable damage and several deaths. During one raid a bomb destroyed Bernard's Naval uniform factory although a new factory was hastily rebuilt on the site. Founded in Harwich by Charles Bernard in 1896, the company's original premises was at 69 Church Street. It had moved to the site off Main Road in 1930, at first reusing a warehouse owned by the Ordnance Board, replaced with a purpose built factory in 1939 – the one destroyed two years later (Weaver 1975; Harwich and Dovercourt, a time gone by website).

Post War period

After the War the beach defences and pillboxes remained in place until the 1950s when the slow process of removal started and the redevelopment of damaged sites began. Harwich Town Sailing Club Starting Station incorporates a Second World War Pillbox (The Harwich Society 2014).

In 1946, the Admiralty returned Parkeston Quay to the LNER but in 1948 ownership transferred to British Rail (BR) when the railways were nationalised.

Trinity House took over Continental Pier, using it for buoy storage and a new, smaller pier was constructed. A new buoy depot and servicing workshop was built in 1950 between Church Street and West Street.



Fig 8 Lower Dovercourt Lighthouse and the causeway leading to it.

Its operational headquarters (now Miranda House) for all of England and Wales was built on the Quay in 1952.

A major event in the post War period occurred on January 31st 1953 when a combination of tides, strong winds and low pressure caused a tidal inundation. This also affected other areas of England and Scotland along the North Sea coast. In Harwich, the tidal surge caused the flooding of over 700 low-lying properties, killing eight people (Weaver 1975).

Following the 1953 surge Harwich's sea defences were updated and a new sea wall built to guard against a similar event. At Dovercourt, the promenade was raised and a series of groynes built to secure the coast from inundation and erosion.

The late 1950s saw Trinity House redevelop the New or Continental Pier in concrete and in 1962 they expanded their depot there. The naval yard reopened as Navyard Wharf and Ro-Ro freight and passenger services were soon established to Hamburg and Bremerhaven, Germany.

Carless Capel and Leonard Ltd opened The Harwich Solvents Refinery on land to the west of Parkeston Quay in 1964. A direct pipeline linked the refinery to a new tanker berth at Parkeston Quay. The refinery continues to operate today as Petrochem Carless. From 1968 onwards Parkeston Quay continued to expand into a large scale car, passenger, container and ferry terminal.

Meanwhile, in the old town of Harwich, the restoration programme which began after the 1953 flooding continued. By the 1970s the population of 'Old Harwich' was again starting to increase as people were again attracted to the historic part of the town.

In 1970, The HHA built their offices, Harbour House, on The Quay, on the site of the Quay Pavilion, a wooden-built dining room annexe to the Great Eastern Hotel. Four years later at Angelgate, Navigation House was built as the HAA's Harbour Master's Office and a Pilot station was opened. This was later enhanced by the opening in 1982 of Harbour Masters Pier, providing berthing for the Pilot cutters.



Fig 9 Parkeston Quay, Harwich International Port.

In 1981 the beach between the HHA Pilot Pier and the Low Lighthouse was the focus of a coastal rejuvenation project. Sand dunes were restored in front of the promenade. This soft-engineered sea defence is now a Site of Special Scientific Interest (SSSI).

Following the privatisation of BR's ferry services Parkeston Quay had been operated by Sealink British Ferries. In 1984 Sealink was sold to Sea Containers, who then sold it to Stena Line in 1989. The Train Ferry Terminal had ceased being used in 1987 and continental ferry services became solely concentrated at Parkeston Quay.

In the early 1990s the A120 Dovercourt by-pass was built and, during construction, the Bath Gate Battery was partially excavated by a team of archaeologists. It is considered to be the only single phase Napoleonic battery to be excavated in Britain. Afterwards brickwork was laid to follow the line of the fortification (Unlocking Essex's Past website).

Hutchison Ports (UK) Ltd bought Parkeston Quay in 1997. Ferry services were operated to Esbjerg, Denmark, Hamburg and then Cuxhaven, both in Germany, and Gothenburg, Sweden. The services to Germany and Sweden ceased in 2005 and the route to Denmark closed in 2014.

Since 2010 Parkeston Quay has become the installation and support base for offshore wind farms (Harwich International Port Wikipedia entry).

Meanwhile, the Navyard Wharf continues to operate as the Harwich Dock Co Ltd transporting Ro-Ro cargo to the continent. On the corner of West and George Streets Trinity House have recently built a new headquarters and built a new depot at Trinity House Pier.

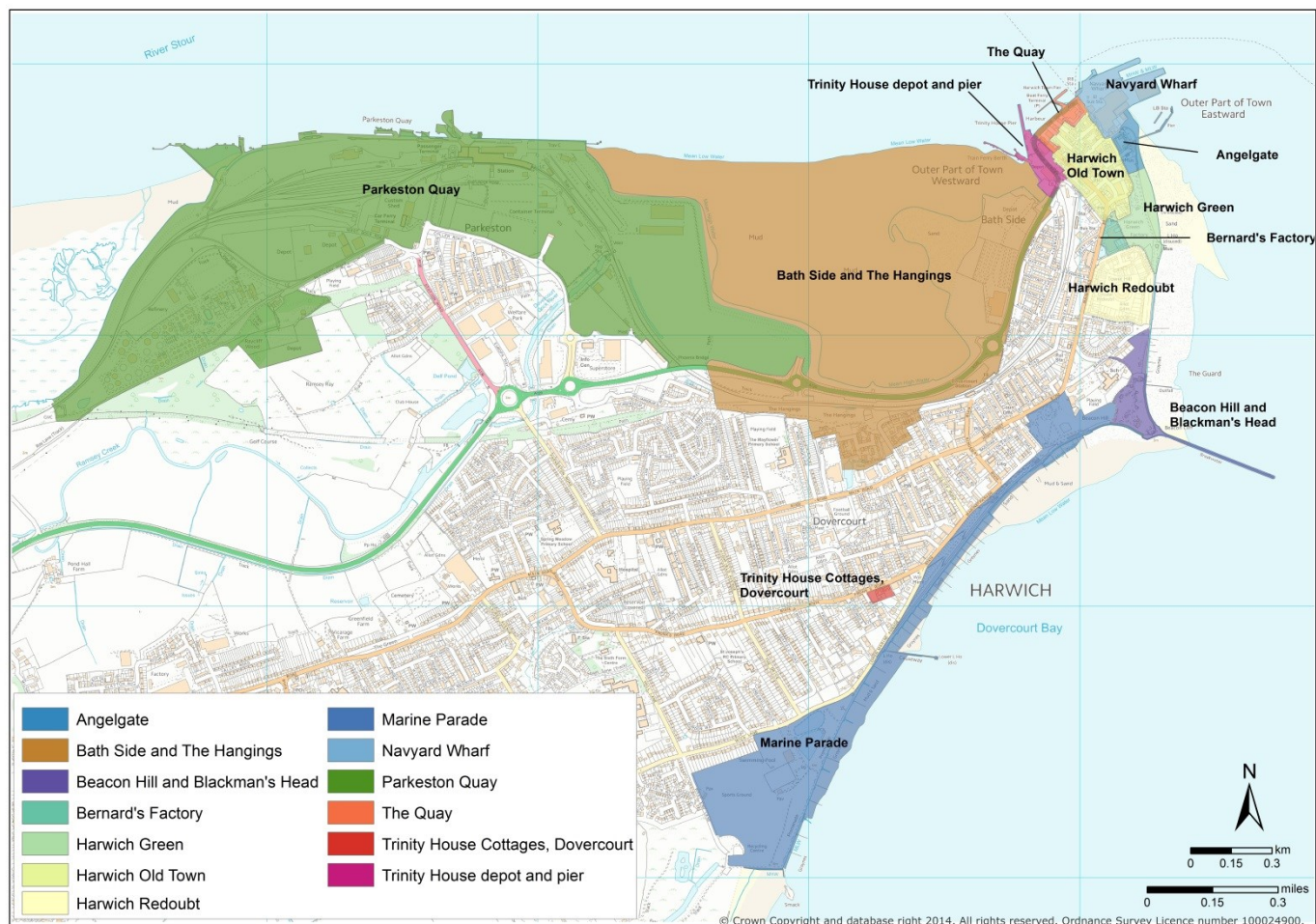


Fig 10 Character Areas.

Port-related heritage assets and contributions to present character

Harwich's overall port-related area has been divided into thirteen distinctive Character Areas (Fig 10).

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 Harwich'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 Harwich 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 Harwich.

Character Area Summary

1. Harwich Old Town

The historic core of Harwich dates from the late 12th century. The Area occupies the promontory overlooking the Haven and corresponds, more or less, with the original boundary of the town walls. As the focus of the town's early development and port's activities it has seen successive phases of change. However, it has retained a high concentration of historic buildings dating from the 15th century onwards.

It is a planted town established with a road plan arranged around three main roads: King's Head Street, Church Street and West Street. The orientation of these roads not only reflects the natural topography of the promontory but also the focus of the early port. They all lead to the northern edge of the town where the early, and present, town quays are found.

King's Head Street is where Harwich's merchants and ship-masters built their houses and offices. Some of these still survive, including the 17th century house of Harwich's most famous merchant, Christopher Jones. On West Street is the 19th century Customs House, now two dwellings.

Wellington Street and King's Quay Street broadly correspond with the medieval shoreline of the town

Character Area Summary

as does George Street with the shoreline with the River Stour.

Today the Area is a mix of residential and commercial use, busy with locals and visitors to the town. The concentration of historic buildings and the time-depth they give make the Area a popular tourist destination. This is a continuation of Harwich's late 19th century role as a ferry port and earlier function as a packet station. This is reflected in the high number of historic public houses within the Area. Although many are now reused as residential properties, they once offered lodgings to people passing through the port.

At the southern end of the Area is the brick-built Government House. Dating to the late 18th century the House was used as the centre for the Admiralty's operations at Harwich in the Napoleonic Wars.

The tight network of streets and clustering of buildings mean that views within the Area are often intimate but occasionally glimpses can be had of the Haven and the North Sea, as well as across the Orwell to the massive gantry cranes and stacks of containers at the Port of Felixstowe.

2. The Quay

The focus of Harwich's early port activity, the Area has seen a succession of quay developments from the medieval period onwards. Its present plan and extent dates to the mid-19th century with the development of the Area into a ferry port, firstly by the town's Corporation and later, the Great Eastern Railway.

Once busy with port activity and the railway lines that served the Ha'penny Pier, it is now much quieter. However, its port-related role continues with activity on the Pier for local ferry services and the headquarters of the Harwich Haven Authority.

Dominating the Area is the former Great Eastern Hotel. Built in 1864 this grand-looking building was built by the Great Eastern Company as part of their plan to make Harwich a tourist destination and a ferry port. Next door, the Pier Hotel dates to a similar period and has a similar grand design. It was built to compete for the same trade in visitors using the port. The change of the Great Eastern Hotel to a series of privately owned apartments reflects the difficult times the old town faced when passenger services transferred to Parkeston Quay in the 1880s.

Bordering the river's edge is the modern sea defence wall built after the 1953 flood to defend Harwich from North Sea tidal surges. Crossing through a gap in the wall, positioned mid-way along the Area, is the Ha'penny Pier ticket office. Dating to a late 19th century rebuild this distinctively-designed wooden-built office was formerly the premises of The Orwell and Harwich Navigation Office.

Originally named Corporation Pier and first built in 1868, the Pier is wooden with iron railings and seating. The Pier was part of the original ferry port development. No longer used for continental ferries it is busy with day-trippers recently disembarked from the Shotley and Felixstowe foot ferries. Adjoining the

Character Area Summary

Pier is a modern concrete and steel-built jetty used to moor yachts and small craft.

A recently built monument celebrating the role of the area's merchant seaman stands proudly midway along the Quay. Built of granite it draws people to it.

The western end of the Area is more utilitarian in character. Next door to the Great Eastern Hotel is the late 20th century brick-built headquarters of the Harwich Haven Authority. To the west, the brick-built office building and warehouse dating to the 1950s are the earliest office buildings associated with Trinity House's depot at Harwich. They continue in use as offices used by a range of small companies.

A modern car park now occupies the far seaward end of the Area. From here people sit to watch the comings and goings of the Haven, the LV18 lightship and small fishing boats anchored in the small harbour (formed by the Pier and Trinity House Pier), and across the rivers to Shotley and the huge expanse of the modern container port at Felixstowe.

3. Trinity House depot and pier

Now Trinity House's main depot, the Area was reclaimed from the foreshore to expand the port's quayside facilities. Most of this expansion was undertaken in the mid-19th century as part of the town corporation's development of the Quay.

Trinity House's modern office buildings stand on land reclaimed from the foreshore from the medieval period onwards. This was the former site of their 19th century stores. The modern offices are a bold statement of the importance of the depot to the workings of the Trinity House.

Trinity House Pier, formerly the New Pier, was originally developed by the Great Eastern Railway Company in the 1860s. Once used as a ferry terminal for goods it is now used by Trinity House as its main pier against which its service vessels berth. The Pier is a modern concrete and steel rebuild of the earlier structure, to provide safe mooring for the large modern vessels using it.

The depot is a large concrete storage area used to keep buoys and chains with a large modern-built warehouse and workshop at its southern end. To the rear of the warehouse the traces of a railway line can be followed across George Street. This is the last remaining line of several which once served the town's quays, marking the efforts of the GER and LNER to use the port as a ferry terminal.

Adjoining the depot and projecting out into the harbour is the Train Ferry terminal Pier, built in the 1920s as part of the LNER expansion of ferry services to the continent. The 180m long wooden jetty is crowned by the metal-built gantry which served the terminal until its closure in 1987.

Public access in the Area is limited to George Road, although from here good views can be had of the Trinity House depot and Pier.

Character Area Summary

4. The Navyard Wharf

The Navyard was originally developed in the late 17th century as a small naval yard on the outer north western edge of Harwich's town walls, incorporating the early 17th century Kings Quay Fort. The Area's extent and its built character are modern in date, associated with the development of the wharf as a busy Ro-Ro terminal from the early 1960s.

The Terminal is a busy place and as a commercial part of the port has no public access. Information boards at its entrance proudly explain the area's past role for shipbuilding.

At the south western corner of the terminal are the modern lifeboat station and its jetty, built in 2002 to support the inshore and offshore lifeboats which are based at Harwich.

On the southern edge of the Terminal, fronting onto King's Quay Street, is the brick-built Naval House, built in the early 19th century. Next door, further down the Street, is a pair of 19th century cottages that incorporate earlier elements, possibly dating to the 17th century. The western cottage of the pair has a tower incorporated into its roof structure. Local history records this being built for use by the foreman of the shipyard.

5. Angelgate

The Area has been built on land mainly reclaimed from the North Sea from the 18th century onwards, and as part of the early 19th century Angelgate Battery. Previously much of the Area lay outside the town walls.

Due to the Area's open views out to the North Sea and the approaches to Harwich Haven, it has a long history of defence and, later, navigational safety.

Angelgate Cottages were first built in 1858 as coastguard cottages on the disused site of the 1811 Government-built Cement Factory. They were later used by the military as married quarters for the Angelgate Battery. This later phase of use is evidenced by the defensive-looking wall which surrounds the Cottages.

The seaward edge of the Area is defined by a modern brick and concrete-built sea defence wall, which demonstrates the vulnerability of Harwich to coastal flooding. The half-moon plan of the sea wall here follows the early 19th century edge of the Angelgate Battery, built as part of the Napoleonic War defences of the port.

The modern brick-built tower of Harwich Haven Authority's Navigation House dominates the seaward end of the Area. The House is a multi-storey building with its glass observation floor and external balcony.

Leading from the House is the modern concrete and steel-built Harwich Haven Authority Pier. Here the Authority's pilot boats and support boats are berthed.

To the south of the Authority's look out is the modern brick-built clubhouse of the Harwich Town Sailing Club. A Second World War pillbox is used by the Club as a race mark. The Club's boat park is located to the

Character Area Summary

south of the late 19th century lifeboat house, now used as a Lifeboat Museum. On Wellington Road the entrance to the museum is marked by a red-painted former navigation buoy.

6. Harwich Green

Harwich Green is located on the north eastern side of the Harwich promontory. Facing Landguard Point and The North Sea it is often windswept and exposed to the elements. Its seaward edge has changed from the more distant past, especially in the 19th century, by the erosion caused as a result of dredging for septaria.

Now an area of low-lying open public space that faces the North Sea it has seen various uses including the provision of navigational safety, the seaward defence of the coastline and, from the 1930s, recreation and tourism.

The Area today is protected by the man-made extension to its foreshore with the dune reinstatement undertaken in 1981. This helps to protect the Esplanade. First built as a promenade in the late 19th century the walk itself has been adapted and enhanced to create a modern sea defence wall, the development in part a response to the 1953 flood.

The Green stretches from below the Harwich Town Sailing Club boat park as far south as the Low Lighthouse. Re-landscaped in the late 19th century it is a popular place for people to come and watch the North Sea and the boats approaching and leaving the Haven.

The Area's past role in the navigational safety of Harwich Haven is evidenced by the High and Low Lighthouses which once formed leading lights for the approach to the Haven. The High Lighthouse is a tall, brick-built octagonal tower built in the 1818. It has dominated West Street and the approaches to Harwich's old town since its construction. Below the Lighthouse is the contemporary Trinity Cottage. Originally built to serve the lighthouse, it is now a private residence. The Low Lighthouse is very different in character. Also built in 1818 it is brick-built decagonal tower with a cornice overhang.

The lighthouses became redundant in the 1860s due to the shift in the deep-water channel approach to Harwich Haven. The Low Lighthouse is central to the celebration of Harwich's maritime heritage, and is now a Maritime Museum.

A focal point in the northern part of Harwich Green is the Harwich Treadwheel Crane, relocated from the Navyard in the 1930s as part of the redevelopment of the promenade.

7. Bernard's Factory

Bernard's Factory supplied uniforms to the Navy from the late 19th century until recently. The functional-looking red brick-built factory dates to 1941 with later extensions made in the mid-1950s. In 2007 Bernard's closed and the factory now awaits redevelopment.

Character Area Summary

8. Harwich Redoubt

The Area is dominated by the circular fort, a key component of the Harwich Haven defences, built in 1808 to protect the harbour during the Napoleonic Wars.

The structure is built on the crest of Tower Hill. Its strategic location gives a commanding position over the approaches to the Haven and the harbour itself. It has a central yard enclosed by a perimeter wall, 60 metres in diameter, lying within an outer, perimeter wall defined by a circular moat and earth bank.

Until the mid-20th century the land surrounding the redoubt was open ground known as Barrack Field but is now built over with housing.

The redoubt is a heritage attraction maintained by The Harwich Society.

The seaward edge of the Area is formed by the late 19th century promenade which is now defended by a modern concrete-built sea defence wall.

9. Beacon Hill and Blackman's Head

Beacon Hill and Blackman's Head form the most easterly point of the Harwich promontory and offer commanding views out to the North Sea, across the mouth of Harwich Harbour and, Dovercourt Bay to the south.

As a natural vantage point the Area has been used for the defence of the port in successive, short-lived phases, from the 16th century onwards. Extensive redevelopment during the World Wars, in particular the Second World War, created a significant military position on the headland that incorporated The Beacon Hill Radar Station, as well as gun and searchlight emplacements. Now mostly an area of low scrubland, the surviving concrete-built buildings can be seen standing proud amidst the vegetation. Unused since 1956, most of the site is inaccessible to the public, being on private land. The Radar Station is opened on certain days during the summer by The Harwich Society.

Historically, the headland extended further out to sea, but the extraction of septaria stone at Beacon Cliff to supply the 'Roman Cement' trade during the 19th century led to the erosion of a substantial area of ground. To remedy this, and to save the mouth of Harwich Haven from silting up and the loss of the port, the Blackman's Head breakwater was completed in the 1840s. The breakwater is stone-built and extends just over 450 metres out to sea to alter the tidal flow in the area.

At the foot of the Hill is the promenade, first developed in the 19th century as part of John Bagshaw's vision to create Harwich as a spa resort. The promenade has been extended in width and re-enforced by a modern concrete-built sea defence wall to protect this vulnerable section of coast.

As a natural vantage point it offers fantastic views for people to watch the shipping movement in the Haven, south to Marine Parade and the Low and High Lighthouses at Dovercourt.

Character Area Summary

10. Marine Parade

A narrow strip of coastal land developed from the mid-19th century by John Bagshaw as part of his failed attempt to make Dovercourt a spa resort. Bagshaw's work included developing Cliff House and its grounds, Dovercourt Spa and Marine Parade Promenade. In the later 19th and early 20th centuries the Town Council made further enhancements to the promenade, extending it and developing further public gardens on its landward side.

The promenade has been built below the cliff slope of the low-lying coast land. It now also forms a significant sea defence wall, having been reinforced in the later 20th century. On the beach below the promenade is a series of regularly-spaced modern wooden-built groynes to aid coastal defence.

Located halfway along the promenade is the distinctive form of the former leading lights known as the Upper and Lower Dovercourt Lighthouses. Built in the 1860s to replace the High and Low Lighthouses on Harwich Green, the lighthouses owe their construction to the shifting of the deep water channel approaching Harwich Haven. Both lighthouses are iron-built and of screwpile construction, innovative technology at that time developed to ensure they could easily be moved if there was another shift in the channel. The Lower lighthouse stands at the end of a stone-built causeway which also acts as a sea defence. Both lights were disused by 1917 following further shifts in the channel.

Above the promenade, at the junction of Fronk's Road and Marine Parade, is the austere stone-built Dovercourt Minesweepers memorial which gives a more formal air to this area of public recreation.

Beyond the Lighthouses the cliff slope falls and the land becomes more low-lying. Once salt marshes, by the late 19th century the area had been enclosed and reclaimed by a series of sea defence walls, sections of which were lost to erosion in the early 20th century.

The lowermost strip of coastal land has been reclaimed in the later 20th century to create a sea defence embankment upon which the promenade sits. Behind the embankment is a boating lake and tennis courts, public amenities built between the World Wars to enhance the resort. Today the embankment is topped by the lines of colourfully-painted wooden beach huts.

11. Trinity House Cottages, Dovercourt

Built with the development of the Upper and Lower Dovercourt Lighthouses in the 1860s are the Grade II Listed Trinity House Cottages. The Cottages comprise a short terrace of stout houses with high chimneys built on Fronks Road, about 200m inland from the Upper Dovercourt Lighthouse.

Today, the Cottages retain their white, green and black Trinity House colours with the organisation's insignia picked out above the front porch to each cottage.

Character Area Summary

To the south west of the Cottages, on the edge of Beach Road, is a small white-painted outbuilding linked to the use of the Cottages.

12. Parkeston Quay

This main hub of Harwich's modern commercial port infrastructure, Harwich International Port. First developed in the 1880s by the Great Eastern Railway it quickly grew to become Harwich's main continental ferry terminal. The name of the Quay recalls that of Charles H Parkes, the Chair of the Great Eastern Railway Company that founded it.

Parkeston Quay stands on man-made ground reclaimed from the saltings and mudflats surrounding a former promontory of land called Ramsey Ray Island. In the later 20th century further land reclamation was carried out on its eastern and western sides. The curving Dovercourt Dock River has been retained as short section of watercourse but it is no longer tidal.

The Area is dominated by the infrastructure of the modern port, including large lorry trailer parks, car parks, terminal facilities, transit sheds and gantry cranes. Many of the railway sidings in the Area date to the late 19th century and relate to the original development of the terminal but these have been expanded as part of the modern working of the port.

Harwich International railway station, originally known as Parkeston Railway Station, built as part of the original late 19th century development, has been retained as part of the modern railway station. Similarly, the Great Eastern Hotel built at the same time has been retained but is now used as part of the port's offices.

To the west of the Terminal is the modern Petrochem Carless petrochemical refinery. Built in the 1960s, its location reflects the land available for development here and the capability of the River Stour and Harwich Haven, as a deep-water harbour, to handle large bulk carriers.

To the east of the ferry terminal facilities, a larger area of land has been reclaimed from Bath Side Bay. Enclosed by a sea defence embankment, the area is grassed over and is not currently used as part of the port's facilities.

As a commercial port and area of industry the Area has limited public access.

13. Bath Side Bay and The Hangings

Bath Side Bay is an area of shallow water where the drop of the tide reveals an extensive area of inter-tidal mudflats. The mudflats are littered with historic wrecks but most have been swallowed up by the mud. The extent of the tidal edge of the Bay has been greatly modified by land reclamation undertaken in the late 20th century and the construction of the A120. The edge of the land is softly engineered as a low bank sloping down to the inter-tidal area. Towards Bath Side itself, a modern factory and depot has been built on land reclaimed from the late 19th century onwards. Traces of a late 19th century sea defence embankment survive as an

Character Area Summary

earthwork. Nearer to Gas House Creek, the river's edge is hard engineered with a modern concrete-built quay wall which retains a small boat park.

The initial reclamation of the edge of the Bay was undertaken in the mid-19th century as part of the construction of the railway line to Harwich's old town.

To the south of the A120 and the railway line is The Hangings. Here, a modern housing estate has been built on the former site of the Phoenix cement works, and the location of the wharf that once served it.

Near the junction of the A120 with Albemarle Street the outline of Bath Side Battery is traced out in concrete and an information board outlines its history.

Inland of the new housing estate, to the north of Main Road is the modern brick-built Customs and Excise headquarters for Harwich Haven.

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 Harwich's present port-related heritage.

Evidential

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

Harwich contains a wealth of surviving port-related heritage contributing greatly to its character, the understanding of its development, its unique sense of place, a greater understanding of the history of the broader region, the history of Trinity House and its role as a strategic port central to England's maritime defence.

The Harwich Old Town and The Quay Character Areas contain the earliest surviving evidence relating to the development of the port.

In terms of the town's late medieval heritage there are several merchant houses that survive on King's Head Street and in the Harwich Old Town Character Area. These are of high evidential value to the early history of the port, and reflect the town's prosperity generated through its workings as a port.

Other evidence for the success that the port generated can be found in the Harwich Old Town Character Area and the 18th century houses that were used by the packet captains. Several of the pubs in the Area also date to this period and were used as lodgings for passengers on the packet service. Evidence of the past administration of the port is provided by the early 19th century Customs House on West Street.

The Quay Character Area is also of high value to the understanding of the 19th century development of the port and the great influence the railway had in its development as an early ferry terminal. The evidence includes the Great Eastern Hotel, the Pier Hotel, the Ha'penny Pier, the ticket office and the Quay itself.

Likewise, the Trinity House Character Area has strong evidence for the development of the ferry port and latterly Trinity House's influence on Harwich. First developed in the later 19th century by the Great Eastern Railway Company as a goods terminal (New Pier), these founded the basis for the 20th century developments that now dominate the Area, namely the Train Ferry Terminal dating to the 1920s and the Trinity House Depot which has been extensively redeveloped in the late 20th century.

As a rare survival of a train ferry terminal, the earliest gantry tower to be built in England and associated with the early development of 'containerised' freight, the Train Ferry Terminal is of high evidential value.

The role of Trinity House at Harwich is of high significance to this nationally important organisation. Its depot and offices in The Trinity House Character Area are modern in character but of high evidential value to the organisation's later history and the later history of the port. The LV18 lightship, now moored off the Quay and a tourist attraction, complements the character and adds considerable evidential value in the form of further context.

Of considerable evidence for the history of the navigation of Harwich Haven, the changing nature of its deep-water approach channel and the role of Trinity House, are the High and Low Lighthouses and the Upper and Lower Dovercourt Lighthouses. Similarly, the Trinity Cottages built to house the staff who operated and maintained these lights provide further good evidence.

The mid-19th century Blackman's Head breakwater is of high evidential value in the effort required to safeguard the mouth to Harwich Haven from being silted up and, therefore, to keep Harwich has an active port.

The arrival of the railway played a significant role in the development of Harwich as a tourist resort. It encouraged the development of Dovercourt by John Bagshaw, and the building of Marine Parade and the Promenade, which now also act as important sea defences. In relation to the local development of tourism and later sea defence, the 19th century promenade provides valuable evidence.

There is little surviving evidence of Harwich's past shipbuilding industry. Therefore, the continued use of the 'Navyard' name as part of the modern Ro-Ro terminal provides valuable evidence for its history. Likewise, the King's Quay Street place-name alludes to its local history. Naval House, an important building in its own right, is evidence for the reuse of the naval shipbuilding yard as a private enterprise in the 18th and 19th centuries.

Of high value to the history of shipbuilding in Harwich, especially when considered in the loss of the actual shipyards themselves, is the surviving

fishing smacks, bawleys and barges built in the port, especially those built by Messrs J & H Cann.

Many of the barges built and based at Harwich were used to lighter goods further up the Orwell and Stour estuaries and show that Harwich's port history cannot be properly understood in isolation.

The Treadwheel Crane and its dockyard bell are strong evidence for the early phases of the naval yard. Despite the likelihood that the crane building and its jib date to the 18th century, it is still an early and rare structure.

Harwich Redoubt and the defences of Beacon Hill are of high evidential value to the understanding of the defences required to protect nationally significant harbours such as Harwich Haven since the 16th century. This high value is reinforced when seen in the context of the other defences built in Felixstowe and Landguard Point to carry out the same function. The surviving pill box in the Angelgate Character Area also complements the evidence.

The late 19th century, First and Second World War defences and radar station at Beacon Hill Fort form a nationally significant military complex of surviving buildings. The radar station stands in good condition and is an early example of its type, built at a time when radar technology was being pioneered. The complex also demonstrates the continued need to defend Harwich and its Haven, as a nationally strategic port.

As the command centre of military operations during the First and Second World Wars, Government House in the Harwich Old Town Character Area is of high evidential value to the story of the defence of Harwich Haven.

The influence of the Navy on Harwich into the early 21st century is indicated by the Bernard's Factory. Despite being of modern design and build, the factory is interesting evidence for the local story of Harwich's later development.

The development of Parkeston Quay in the late 19th century had a highly significant impact on the port infrastructure of Harwich's old town, as well as the development of the broader urban area in the 20th century. As the only principal surviving components of the original development, the Great Eastern Hotel and the original station are of high evidential value.

It is possible that The Quay represents one of the earliest attempts by a railway company to develop deep-water ferry terminal facilities with an integrated rail terminal on a modern, industrial scale. If this is the case, it would make the surviving evidence of considerable value.

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'

Harwich's strategic location, deep water and broad harbour all contributed to its long and highly significant role in England's naval history. It has acted as an assembly point for naval flotillas and campaigns of war since at least the 13th century but



Fig 11 Beacon Hill Fort viewed from Blackman's Head breakwater.

as its place-name suggests, this function may have earlier origins, dating as far back as the early medieval period.

As a strategic, nationally important port, Harwich has been defended as such since the 14th century. In that time it has witnessed several defensive schemes and fortifications which are of high value to the understanding of the history of England's and Britain's conflicts and wars, its changing political stances and foreign policy.

Harwich's role as an early naval shipyard and supply centre is of high historical value to the understanding of The Royal Navy, especially in regards to its early development in the later 17th century.

Likewise, Harwich is of high value to the history of Trinity House which has had a long association with port. Before it opened a depot in Harwich in the early 20th century, Samuel Pepys was both Master of Trinity House and Minister of Parliament (MP) for Harwich in the late 1600s. In a further link to the history of the navy, Samuel Pepys was also Chief Secretary to the Admiralty and was responsible for the early professionalisation of the Royal Navy.

Christopher Jones, as the ship master and part-owner of the *Mayflower*, is also a notable historical figure from the port. He safely navigated the Pilgrim Fathers to colonise America and is an important person in the local story of Harwich's 17th century mercantile trade.

The *Mayflower* was built in Harwich and could be considered the most significant ship to have been made in the port, although the Royal Naval warship, HMS *Conqueror*, is also of great importance. These associations are of high value to the history of Harwich's shipbuilding industry.

A celebrated 20th century captain of a Great Eastern Company merchant vessel is Charles Fryatt. His bravery and tragic execution is a poignant story and of high value to understanding the dangers Britain's merchant fleet faced in the First World War.

Harwich's history as a fishing port is also of value to the wider history of the region, especially in the understanding of the industry from the 16th to 19th centuries, when it was a notable fishing port, in particular for cod and herring. Not only was its fishing fleet active throughout the North Sea and



Fig 12 Looking southwards down the Marine Parade Character Area with the Dovercourt Lighthouses in the distance.

beyond, but the town itself was an important centre for landing and processing catches.

As with many of the ports on England's North Sea coast, the railway companies were the principal drivers of port expansion and change in the late 19th and early 20th centuries. Harwich's success as a port during this time forms a highly valuable part of the broader history of the Great Eastern Railway and, later, the London and North Eastern Railway. Both companies played an important role regionally and nationally in the provision of railway infrastructure and, therefore, England and Britain's industry and economy.

The coming of the railway to Harwich was also integral to the port's development as a ferry port and as a tourist resort. In this latter respect the efforts made by John Bagshaw are of high value to the local history of Harwich and Dovercourt, and the later development of the town.

The further development of the Parkeston Quay Character Area through the 20th century, with the addition of Ro-Ro facilities and a jetty to feed a petrochemical works, is a similar story to many of the larger ports with deeper-water facilities found on England's North Sea coast. The location and scale of the developments characterise modern port development and, as such, the Area is of value in the understanding of national and international pattern of recent port development.

Through the 20th century Harwich Haven has developed into a nationally significant harbour for the trade in cargo. This has required the careful management of the harbour, and of Harwich's port infrastructure in terms of pilotage and navigation, by the HHA, whose role is a significant part of the later history of the port.

Aesthetic

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

As part of the working commercial port, the Parkeston Quay, the Quay and the Navyard Wharf Character Areas are busy with constantly changing port-related activity. This generates a lot of interest, whether it be the loading and offloading of cargo or the impressive scale of the port-related buildings and structures. For some, these activities may not seem

attractive but many find them stimulating and they arise as a direct consequence of the port's historic industrial development and its continuing industrial use today.

With its concentration of historic buildings, narrow roads and distinctive street-plan, Harwich Old Town's character shows considerable time-depth and variety in its built environment. These components contribute significantly to its aesthetic appeal and unique sense of place, make it a popular tourist destination and a much-loved and celebrated place to live.

An appreciation of aesthetic values is not always easy due to the local topography of the port and the security requirements which limit public access to these areas. Its location also makes it difficult to view Parkeston Quay: the best views to it are probably from the River Stour or from Shotley.

The Port of Felixstowe, with its constant activity, impressive scale and dramatic skyline, often draws the eye from Harwich. The Quay Character Area offers a great vantage point to watch the comings and goings of the UK's largest container port.

The Ha'penny Pier within The Quay Character Area also offers an intimate view of the smaller scale Ro-Ro facility at Navyard Wharf which provides a contrast to the huge operations at Parkeston Quay and, across the water, at Felixstowe.

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 people of Harwich are proud of its strong port-related heritage, the history of the port and its close relationship with the town's development. This pride is reflected in a high level of local interest and care shown for its historical buildings and features. The town has a large number of information boards and plaques and a comprehensive heritage trail focused largely on the port's origins. The Heritage Trail and notice boards are compiled and promoted by the Harwich Society.

The Harwich Society has restored and conserved several buildings in the Harwich area since its foundation in 1969. Projects have included the restoration of Harwich Redoubt and the Dovercourt Lighthouses.

The Harwich Society also run the lifeboat museum and maintains the High and Low Harwich Lighthouses. The Low Lighthouse is open as a maritime museum during the summer months.

The Harwich Mayflower Project is a maritime regeneration project based at the Old Railyard on George Street. Using its small team of apprentice shipbuilders and willing volunteers the Project has renovated the Harwich Railshed and Harwich Town Train Station. Its aim is to construct a replica of the *Mayflower* and re-enact its significant transatlantic voyage in 2020, its 400th anniversary year.

At a county-wide level is the Essex Society for Archaeology and History and its sub-group the Essex

Industrial Archaeology Group. The Society offers a regular programme of excursions, lectures and seminars, and produces a newsletter and annual journal (Essex Society for Archaeology and History website).

Current levels of heritage protection

Within the Bath Side and The Hangings Character Area is the Scheduled area of the Bath Side Napoleonic Coastal Battery (SM 1018957). The battery and the north eastern edge of the Character Area fall within part of the Harwich Conservation Area.

The Harwich Conservation Area completely encompasses the Trinity House Depot and Pier, The Quay, Angelgate, Harwich Green, and the Harwich Old Town Character Areas. It also includes the western edge of the Navyard Wharf and the far eastern edge of the Bath Side and The Hangings Character Areas (Tendring Council 2006a).

The Trinity House depot and pier Character Area contains the Grade II listed Ferry Berth and Gantry (LB 1187897).

The Quay Character Area contains six port-related Grade II Listed Buildings: the former Great Eastern Hotel, now renamed Quayside Court (LB 1187934), the Pier Hotel (LB 1187933), the Angel Inn (LB 1187932) now an annexe of the Pier Hotel, the Ship Inn (LB 1298494), The Globe public house (LB 1187911) and the Premises of the Orwell and Harwich Navigation Company (the ticket booth at the foot of Ha'penny Pier; LB 1298465).

The western end of the Navyard Wharf Character Area against King's Quay Street is located within the Harwich Conservation Area and includes the Grade II Listed 57, King's Quay Street (LB 1204880) and Naval House (LB 1298493).

To the south, the Angelgate Character Area comprises the terraced Angelgate Cottages (LB 1187935).

Nearby, the Harwich Green Character Area includes the Grade II* Listed and Scheduled Monument Treadwheel Crane (LB 1187899; SM 1017202), the Grade II* Listed and Scheduled Monument Harwich High Lighthouse (LB 1280598; SM 1017201), the Grade II Listed Trinity Cottage (LB 1205697) and the Grade II Listed and Scheduled Monument the Harwich Low Lighthouse (LB 1298464; SM 1019326).

The Harwich Old Town Character Area contains 135 Listed Buildings, including several which can directly be related to the historic working of the port: the Grade II* Listed Old Swann House (LB 128210), the Grade II Listed Old Customs House (LB 1187936) and 21 King's Head Street, the former home of Christopher Jones (LB 1298487).

Harwich Redoubt in the Harwich Redoubt Character Area is both a Listed Building and Scheduled Monument (LB 1187916; SM 1017205).



Fig 13 The Listed Gantry Tower of the Train Ferry Terminal.

The Beacon Hill and Blackman's Head, and the Cliff Gardens part of the Marine Parade Character Area fall within the Dovercourt Conservation Area (Tendring Council 2006b).

Beacon Hill and Blackman's Head Character Area is dominated by Beacon Hill Fort, a Scheduled Monument (SM 1018958) that is also within the Marine Parade Character Area. Both of these Character Areas also fall within the Dovercourt Conservation Area.

The Marine Parade Character Area also contains the Dovercourt Lighthouses and Causeway (SM 1017200).

The Grade II Listed Trinity House Cottages (LB 1298485) and the associated Grade II Listed outbuilding (LB 1187893) are the principle components of the Trinity House Cottages Dovercourt Character Area.

The foreshore to the east of the Harwich Redoubt and the Beacon Hill and Blackmans Head (down to the breakwater) Character Areas is the Harwich Foreshore Site of Special Scientific Interest (SSSI).

The inter-tidal area of the Bath Side and The Hangings Character Area is located within the Stour Estuary SSSI.

Change of use and ground disturbance within the SSSIs are strictly controlled and therefore offer archaeological features general protection from unlicensed disturbance.

Pressures for change

The main pressure upon Harwich as a port is the economic need to remain commercially viable. The changing nature and focus of port-related industry, the increasing size of vessels, the pressure on road links to and from the port and major changes in port technology and provision nationally, mean that companies need to regularly revise their business models - a situation likely to continue into the future.

The need for increased capacity and space for expansion, the increasing size of shipping and need for deeper water facilities influenced the creation of Parkeston Quay. Due to economies in scale it is probable that the size of ships will continue to increase in future which could have a direct effect on the type of portside trade and industry able to use Harwich as a port.

A significant change to the port, if it goes ahead, is the proposed development of Harwich International Port with the expansion of the container terminal into Bath Side Bay. Despite the area's good connection to the rail network, the expansion of the port may increase pressure on the existing road network due to the volume of heavy goods vehicles using it (BBC News website; Harwich International Port website).

A management plan written in 1989 for Tendring District Council suggested that the Scheduled 'Beacon Hill Fort' within the Beacon Hill and Blackmans Head Character Area could be developed as a heritage attraction (Tendring District Council 1989).

Whilst the scheme has not been progressed further it is possible that there will be new proposals in future to help safeguard the long-term survival and upkeep of the extensive complex.

The Train Ferry Terminal Pier and its Grade II Listed gantry tower is currently unused and in need of upkeep. It is possible that this aging structure cannot be used as part of the modern port infrastructure.

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.

As a section of coastline vulnerable to erosion by the sea, the Upper and Lower Dovercourt Lighthouses and their connecting causeway may be at risk if future sea-level changes occur.

Currently the sea defences within the Marine Parade Character Area provide protection for this stretch of coastline. The SMP2 recommendations for Harwich focus on 'holding the line' of existing sea defences protecting the town, but this may require the need to upgrade them in the longer-term (Environment Agency 2010).

A strategy document outlining a proposed framework for regeneration projects within the historic core of Harwich was produced in 2005 for a group of local stakeholders. This document outlines the distinctive character of Harwich and recognises the diversity of activities undertaken within the town whilst highlighting the quality of its architecture and depth of its port history (The Fairhursts Design Group 2005).



Fig 14 Beacon Hill Fort Radar Tower.

Heritage risk assessment and opportunities

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

Regeneration planning which is informed and inspired by these elements can take a proactive approach to ensure that new developments enhance the distinctiveness and strong 'sense of place' which arise from Harwich's historic cultural development rather than developing it as if from a blank canvas. Such culturally-informed regeneration will ultimately be more sustainable for the local community.

The Dovercourt Conservation Area is listed on Historic England's *Heritage At Risk* Register. It is considered to be in a 'very bad' condition partly due to problems with the condition and vulnerability of the Beacon Hill Fort Scheduled Monument (Historic England's *Heritage At Risk* Register website).

As a remarkable complex, and building on the recommendations outlined in 1989 (see above), the Fort is an opportunity to further develop the extensive range of heritage attractions in Harwich. A sensitively-designed scheme developed with heritage as its core could not only help ensure the survival of the buildings and gun emplacement but also become a positive asset for the town.

As an unused part of the port, the Train Ferry Terminal Pier and its Grade II Listed Gantry tower is at high risk in the long-term, especially if opportunities for potential reuse are not identified in the next few years.

The Scheduled Dovercourt Lighthouses and Causeway are currently considered to be at low risk. However, the threat of potential sea level change may mean that in the future this risk needs to be reappraised.

The proposed development in the Bath Side and The Hangings Character Area has the potential to significantly change the Area's Character. This need not be a significant risk from a heritage perspective if the scheme is designed appropriately.



Fig 15 Looking across the reclaimed land and inter-tidal mudflats of the western side of Bath Side Bay to Old Harwich which is dwarfed by the scale of the Port of Felixstowe in the background.

Within the Bernard's Factory Character Area the former Bernard's Factory appears to be unused and, as such, is at moderate risk.

Areas of ground disturbance in certain parts of the Character Areas could potentially reveal buried archaeological deposits, although in certain areas that potential could be limited by previous substantial ground disturbance.

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