

HARWICH

HISTORIC TOWN ASSESSMENT REPORT

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HARWICH

TOWN ASSESSMENT REPORT

INTRODUCTION

This report is an archaeological and historical assessment of Harwich and forms part of the Essex Historic Towns Survey. This is an extensive urban survey as defined by English Heritage (1992a) of 31 historic settlements in Essex. This project, funded by English Heritage, forms part of a nationwide reassessment of the management of the urban archaeological resource. The project is being carried out by Essex County Council's Planning Department and takes as its basis a survey carried out by the County Council in the early 1980's. This was published as Historic Towns in Essex (Eddy and Petchey 1983) and adopted as Supplementary Planning Guidance by the County and District Councils.

This report has been compiled using a number of sources, including the Essex Sites and Monuments Record (ESMR), the List of Buildings of Architectural and Historical Interest, records held by the County Planning Department's Historic Buildings Section, and various cartographic and documentary records (following an assessment of such records by Dr Chris Thornton of the Victoria County History, Essex). The preparation of this report has involved the addition of information to the ESMR database and the digitising of spatial data onto a Geographic Information System (GIS).

For the purposes of this study the Roman period is the time-span between 43-410, the Saxon period is 410-1066, the medieval period is 1066-1536, the post-medieval period is 1536-1900 and the modern period is 1900 to the present day. This corresponds to the period divisions used by the ESMR.

LOCATION AND TOPOGRAPHY

Harwich is located in Tendring District, at the northern end of a north-facing peninsula which projects into the stretch of water known as Harwich Harbour. This is formed by the estuaries of the Stour and Orwell, and is protected from the east by the southward projection of Landguard Point, Suffolk, making it the finest natural harbour between the Thames and the Humber.

BRIEF HISTORY OF THE TOWN

There is evidence of prehistoric activity in the Harwich area, especially around Dovercourt from the Palaeolithic period onwards. In the Roman period septaria stone was mined at Dovercourt and shipped around the county, and chance Roman finds suggest a sizeable Roman settlement at Dovercourt itself. The place-name evidence suggests that there may have been a temporary army camp at Harwich itself, and there is evidence for an early Saxon burial ground at Dovercourt. Harwich Harbour is mentioned in the documentary references to the Saxon-Viking wars of the ninth and tenth centuries. However, the Domesday Book records Dovercourt, but not Harwich. It is probable that Harwich was not initially regarded as a suitable place for settlement because of its lack of a freshwater supply.

The foundation of Harwich was an economic venture by the Earls of Norfolk in the early thirteenth century, in direct competition with the established market-town and port of Ipswich, further inland on the Orwell river. There is known to have been a chapel at Harwich in 1177, and a town is mentioned in 1229 although a town charter was not granted until 1238. Harwich concentrated on the entrepôt trade, offering a deep-water

harbour open at all tides as an alternative to travelling up the tidal Orwell to Ipswich. The town received a second charter in 1318 and a grant of murage to build the town walls in 1338. However the grant was funded by tolls on shipping and infringed on Ipswich's right to levy tolls on the whole of the Orwell estuary, and was revoked in 1340. Subsequently Harwich received a second murage grant and the town walls were completed. Harwich became an important supply base for ships anchored in Harwich Harbour during the continental campaigns of the fourteenth, fifteenth and sixteenth centuries, and by the fifteenth century there was also a ship-building industry.

In the 1660s Harwich became an important naval base and dockyard. In 1667, because of the Dutch Wars, it was decided to replace the medieval town wall with a turf bank, enclosing both the town and the Navy Yard. The Navy Yard closed in 1713, although ship-building continued on the site under private ownership until 1827. The other industries, such as fishing and trade continued, there was a regular cross-channel service to the Low Counties and in the nineteenth century the septaria mines at Dovercourt were re-opened. The Napoleonic Wars brought further defensive measures to Harwich, including the Redoubt. In the 1890's the Beacon Hill fort was built and the town was to play an important role as a naval base in both the First and Second World Wars.

EVIDENCE

DOCUMENTARY

Summary assessment of the documentary and cartographic evidence

by Chris Thornton (Victoria County History)

The town of Harwich is not particularly well documented in the medieval period, relative to its size and importance, although there is a late medieval collection of court rolls, account rolls, and rentals from the old Borough archive in the Essex Record Office (ERO). From 1609 onwards the Borough papers are available and there is a very full survey for 1656. The relative lack of written sources is made up for by an exceptional collection of maps and plans in the ERO and Public Record Office (PRO) for the seventeenth, eighteenth and nineteenth centuries. The Public Record Office alone has 31 maps and plans of Harwich, dating from Elizabeth I - 1853. The earlier editions of the Ordnance Survey also contain much useful information. The following printed works also contain important representations: Hughes, B.C., 1939, *History of Harwich Harbour*, includes five early charts; the Chapman and André map, 1777, includes a large-scale plan of Harwich; Dale, 1730, *History and Antiquities of Harwich and Dovercourt*, includes a panoramic view.

Assessment of the place-name and documentary evidence

The place-name Harwich originated as *Herewic*, meaning 'army dwelling/camp' (Reaney, 1935, 339), but is not recorded until the thirteenth century. The Domesday Book (Rumble, 1983) does record the presence of a small settlement which belonged in 1066 to King Harold's brother and in 1086 to Aubrey de Vere, Earl of Oxford. Specific mention is made of sheep-pastures which would have been on the coastal marshes.

ARCHAEOLOGICAL

Above ground remains

The above ground remains at Harwich consist of the built environment, which largely dates to the post-medieval period, and the medieval street plan. The maritime history of the town is represented by the quays, lighthouses, crane and the train-ferry gantry. In addition

there are numerous remains of fortifications dating from the Tudor period to the Second World War.

Excavations

There have been a number of excavations and watching-briefs in Harwich. The most significant sites are the Quay Pavilion site, 14 St Austin's Lane, Ebenezer Chapel, Kings Head Garage, Methodist Chapel Site, Bathside Battery and the George Street excavations, although the first four of these are still unpublished. Important surveys have been undertaken of Beacon Hill Fort and the World War II defences.

ESMR	SITE	DATE	ARCHIVE LOCATION	PUBLICATION
3380	27. West St.	1972	Finds & archive: C. Cunningham	Bassett, S. "Interim report on the arch. investigations of 3 sites in Harwich" 1972, ESMR
3381-2	Ebenezer Chapel	1972	Finds & archive: C. Cunningham	Bassett, S. "Interim report on the arch. investigations of 3 sites in Harwich" 1972, ESMR
3384-5	Quay Pavilion	1972	Finds & archive: C. Cunningham	Bassett, S. "Interim report on the arch. investigations of 3 sites in Harwich" 1972, ESMR
3378-9	Kings Head Garage, Kings Head St.	1978	Finds & archive: Not known	Farrands, R. "Excavs. in Essex, 1978" <i>Essex Archaeol. Hist.</i> 11, 1979, 104
3388	White Hart Hotel, George St (HW1/WHH79)	1979	Finds: Montrose Rd; Archive: County Hall	Andrews, D.D. et al "Harwich: its archaeological potential" <i>Essex Archaeol. Hist.</i> 21, 1990, 57-91
-	14, St Austin's Lane	1982	Finds and archive: Not known	'14, St Austin's Lane, Harwich', Essex Archaeological Society Excavation
14785-6	George St (HW2)	1985	Finds: Montrose Rd; Archive: County Hall	Andrews et al. "Harwich: its archaeological potential as revealed in excavations at George St. and Church St." <i>Essex Archaeol. Hist.</i> 21, 1990, 57-91
14986	29 West St (HW2)	1985	Finds: None; Archive: County Hall	Andrews et al. "Harwich: its archaeological potential as revealed in excavations at George St. and Church St." <i>Essex Archaeol. Hist.</i> 21, 1990, 57-91
14987-8	Methodist Chapel Site, adj. Mayflower House, Church St (HW3)	1986-7	Finds: Montrose Rd; Archive: County Hall	Andrews et al. "Harwich: its archaeological potential as revealed in excavations at George St. and Church St." <i>Essex Archaeol. Hist.</i> 21, 1990, 57-91
14989	50, Church St (HW4)	1987	Finds: None; Archive: ESMR	Andrews et al. "Harwich: its archaeological potential as revealed in excavations at George St. and Church St." <i>Essex Archaeol. Hist.</i> 1990
12001	Corner of Kings Head St/Market St (HW5)	1989	Finds: Montrose Rd; Archive: ESMR	Andrews et al. "Harwich: its archaeological potential as revealed in excavations at George St. and Church St." <i>Essex Archaeol. Hist.</i> 21, 1990, 57-91
9863	Bathside Battery (43: 1990 and 76:1991)	1990-1	Finds: Montrose Rd; Archive: Bocking Place	Godbold, S. "A Napoleonic coastal gun battery: excavations at Bathside Bay,

				Harwich" <i>Essex Archaeol. Hist.</i> 1994
16149	Salvation Army Citadel	1992	Finds: None; Archive: ESMR	Wallis, S. "Salvation Army Citadel: W/B" ECC Int. Rep., ESMR
14838-9	4, Church St (HW6)	1994	Finds: Montrose Rd: Archive: ESMR	Wallis, S. "Rear of 4 Church St., Harwich: W/B" ECC Int. Rep., ESMR
54-5	Beacon Hill Fort Survey	1997	Archive: RCHME (Cambridge)	Brown, M. and Pattison, P. <i>Beacon Hill Fort, Harwich, Essex</i> RCHME Archaeological Field Survey Rep. 1997
-	World War II survey	Forthcoming	Archive: ESMR	Nash, F. <i>World War II Archaeological Survey</i> , forthcoming

Table 1: Fieldwork, archive location and publication record

Finds

Saxon finds by Sue Tyler (Essex County Council Archaeological Advisory Group)

To date, there is only one find, a 9th to 10th century ring, from the town (ESMR 3373, it is in the British Museum, published in BM Catalogue 'Viking Antiquities' Vol. 4 p.30). At Dovercourt a find of an Early Saxon spearhead suggests the presence of inhumations of that date, there is also a possible mid to late Saxon cemetery (no grave goods) at Clarke Road.

Medieval and post-medieval pottery by Helen Walker (Essex County Council Field Archaeology Group)

The published evidence for medieval and post-medieval pottery suggests that imported wares were fairly common, largely derived from France and the Low Countries in the medieval period. In the post-medieval period the range expanded to include Germany and the Mediterranean. However, further evidence of coastal trade and continental trade should be looked for, along with any influence of the imported wares on the local pottery forms. The pottery from Farrands' and Bassett's excavations should be located, assessed and published.

Medieval pottery summaries

George Street and Church Street (Walker 1990) This is the most important group, with a good, stratified sequence. Evidence of coastal trade is indicated by the presence of London-type ware and Scarborough ware. Hedingham fine ware is common at all medieval levels and there is evidence that these potteries also produced Scarborough ware imitations. Green-glazed Saintonge ware is the only medieval import. Other local medieval wares include sandy orange ware, Colchester ware, and small amounts of Mill Green ware and Surrey white ware.

The White Hart Hotel (Eddy 1984/5) A very small amount of pottery was found including medieval coarse ware similar to that from the Mile End kilns near Colchester, and one sherd of unidentified French pottery which may date to the latter half of the thirteenth century.

Rear of Garage at Kings Head Street Mentioned in roundups (*Farrands 1979, 104*) but otherwise unpublished, this excavation produced a large collection of French and Low countries wares including a complete ?Ardennes ware vessel. A Scarborough ware aquamanile and knight jug were also found and have been published separately (*Cunningham and Farmer 1983, 54-67*); this paper also mentions other find spots of Scarborough ware in Harwich.

Kings Head Street (Priddy 1990, 122) A pottery report has not been published as only nine sherds were excavated. These include a London-type ware jug rim, a Saintonge ware jug rim, and fragments from a medieval coarse ware bowl and jug rim which may be Hedingham products.

Post-medieval pottery summaries

George Street and Church Street (Walker 1990) In the late medieval and post-medieval period, trade increased and pottery was now imported from the Low Countries and the Mediterranean. A large late-fifteenth to mid-sixteenth century group produced about 30% imported wares, including Langerwehe and Raeren stonewares, a Martincamp flask, an Iberian green-glazed ware bowl, and part of an Isabella polychrome dish. Local wares comprised mainly slip-painted Colchester ware and post-medieval red earthenware. Smaller amounts of 'Tudor Green' ware were also present. A slightly later group from the George Street site included a Ligurian tin-glazed earthenware bowl, an Anglo/Netherlands tin-glazed earthenware dish, a Spanish olive jar fragment, and Frechen stonewares, as well as local wares comprising mainly post-medieval red earthenware.

Bathside Bay (Walker 1994) Some of the wares are the same as those from the George Street and Church Street sites, but in addition to these were finds of late-sixteenth to early-seventeenth century Werra and Wesser ware slipwares from Germany, a ?North Holland slipware loop-handle bowl rim, sixteenth century Italian Montelupo tin-glazed earthenware, and seventeenth-century North Italian marbled slipware. Contemporary local wares include a relatively large amount of Surrey-Hampshire white ware, along with post-medieval red earthenware, black-glazed ware and Metropolitan slipware. The eighteenth-century pottery is very similar to that found on inland sites except that there are very large amounts of eighteenth-century type Westerwald stonewares.

Rear of 4 Church Street (Wallis 1995, 222) A small amount of post-medieval pottery was excavated from three contexts including late medieval sandy orange ware, Raeren and Frechen stoneware, Low Countries red ware and post-medieval red earthenware.

LISTED BUILDINGS

in consultation with Dave Balcombe and Dave Stenning (Listed Buildings)

The schedule of listed buildings provided in this report is derived from the List of Buildings of Special Architectural and Historical Interest. This List has been compiled over many years through the work of many inspectors and, as a result, the reliability of the List varies from District to District. Time was extremely limited and very few interiors were looked at, or even the rear wings of buildings. Where further research has been carried out on individual buildings, this has often shown the limitations of the List descriptions. The List for Harwich was compiled in 1994 and can be considered to be of good reliability. It has been possible to supplement the information provided in the List through the knowledge and records of the County Historic Buildings and Design Section.

There are 201 Listed Buildings in Harwich, of which one, the Guildhall, is Grade I, eleven Grade II* and the remainder Grade II. They range in date from the fourteenth to the twentieth century, although the majority date to the post-medieval period.

CENTURY	NUMBER
Medieval	1
14	1
15	3
16	30
17	23
18	32
19	100
20	5
Undated	6

Table 2: The Listed Buildings grouped by century of origin

The dense nature of the settlement at Harwich, confined by the sea on three sides, has led to the development of very tight house plans and small yards. The staircases particularly reflect this in that they are very narrow and designed to take up a tiny floor area (this is true of all periods). Staircase-towers of seventeenth century type seem to survive in Harwich into the nineteenth century, probably as a response to lack of space. There are a large number of examples of 'Chinese Chippendale' style hand-rails, which were obviously a local preference, although there are also a few in Maldon (the next port along the coast).

Because of the high saline water-table many houses had underground cisterns in their back-yards for the collection of rain-water, some of which survive.

There are a number of good seventeenth century plaster ceilings of the standard pattern, with shield-boss, Tudor roses, fleur-de-lys and simple rib patterning (the Globe Public House has examples).

There are fragments of rubble stone walls scattered throughout the town, probably medieval in origin, and it would be a worthwhile exercise to plot their locations.

The timber-framing is unremarkable, although unsurprisingly there is an apparent Ipswich influence. There are a number of sixteenth century, two-bay, long-wall jetty houses. These 'condensed' houses have been noted in other urban situations outside Essex, of which 31 Church Street is the best example. There is also a remarkably interesting collection of late sixteenth to mid seventeenth century buildings notable for windows with numerous mullions. Harwich has probably the best collection of eighteenth/early nineteenth century brick fronts in Essex, many in front of earlier buildings. Sadly, many now front twentieth century council flats with the rest swept away.

A number of buildings merit special mention (individual monuments are described in the period syntheses):-

- 4 Church Street has a series of fitted 'pilot' bunks in the attic, with peep-viewing windows towards the High Lighthouse, it is nineteenth century in date.
- 42 and 42A Church Street has a remarkable eighteenth century interior with a splendid fireplace. It is contemporary with 32 Church Street.
- The Guildhall, Church Street, probably incorporates remains of the Bear Inn. The 1769 front is of exceptional quality and interest.
- 34, 35 Church Street is a house of many parts, with a late medieval timber frame, an early seventeenth century stone fireplace on the first floor a seventeenth century kitchen at the rear and a high quality Georgian brick front.

- The Three Cups Public House, Church Street is called a 'mansion' in the seventeenth century. It was used as an interim council chamber. It is a late medieval house of some quality with seventeenth and eighteenth century improvement.
- 14 Kings Head Street, The Old Swan House, is late medieval in date with a late fifteenth century wall-painting depicting a figure.
- 29/30, The High House, Kings Quay Street is an elegant c. 1820's house, interesting in that it is in fact two units of unequal size and this fact is heavily disguised.
- 21 Market Street is an exceptional late sixteenth century building to the rear of the frontage with large jamb figures of King and Queen (one now moved), all dated to 1588 on a cartouche over the door.
- 12A St Austin's Lane is a cross-wing of sixteenth century or earlier date. 14 St Austin's Lane is also a cross-wing, of probably earlier date.
- The Great Eastern Hotel is the towns most conspicuous inhabited building, an over-ambitious railway speculation by Thomas Allorn in 1864.

The Naval House, Kings Quay Street; 57 Church Street; Old Custom House, West Street; Government House, Wellington Road; 13 Kings Head Street and the Train Ferry Gantry are also of considerable interest and add to the overall history of the development of the town.

SYNTHESIS

PRE-URBAN SYNTHESIS

Prehistoric

The evidence for prehistoric activity in the Harwich area is concentrated around Dovercourt. In 1908 a large collection of Palaeolithic flint tools was found at Gant's Pit, Upper Dovercourt as were the faunal remains of elephant, rhinoceros, deer, ox and mammoth. Mesolithic tools have been recovered from Dovercourt beach, and the remnants of a Neolithic settlement site is located between the tidal lines at Mill Bay, Dovercourt. There are barrow cemeteries, visible as crop-marks, at Little Oakley and Wrabness and a hoard of fifteen Late Bronze Age axeheads was found in 1911 in Upper Dovercourt. To date there is no evidence for Iron Age activity in either Harwich or Dovercourt. Iron Age ditches have been excavated at Little Oakley suggesting there was activity in the area during that period.

Roman

Dovercourt is one of the few places in Essex where a usable building stone, septaria, can be quarried. The stone was quarried from the cliffs or dredged from the sea-bed and was used extensively throughout the county both as a building-stone and as a constituent of cement. The remnants of a Roman masonry building have been found during building alterations at All Saints Church, Dovercourt, and Roman finds have been found throughout the Dovercourt area, suggesting a sizeable community. There were villas at Dovercourt Vicarage Farm and at Little Oakley.

Saxon

The name Harwich means 'army-camp'. Harwich Harbour or Stourmouth is mentioned in the documentary references to the Saxon-Viking wars of the ninth and tenth centuries as a site of sea-battles and raiding parties up the Stour to Ipswich, and it is possible that there

was a temporary encampment on the peninsula overlooking the Harbour. The only evidence for this period is the find of a ninth to tenth century Viking ring from the town.

There is evidence for an early Saxon cemetery at Dovercourt, as an iron spearhead was found to the south of the church in 1963 and a complete pot and brooch from the Dovercourt area was found in the last century. The Domesday Book records the presence of Dovercourt but not Harwich, suggesting that the area of Harwich was subsumed within the manor of Dovercourt.

In 1768 Morant described an earthwork half a mile long and 12ft high which ran from near the present High Lighthouse to Beacon Hill where there was another earthwork with a 12ft high rampart and a wide, 6ft deep, ditch (Weaver, 1975), and it is possible that this earthwork gave its name to the peninsula. The date of the earthwork is unknown; Morant interpreted it as a Roman camp but presented no dating evidence, alternatively it could have been the site of the 'army-camp', or part of the late medieval/early post-medieval defences. The majority of the presumed enclosure had fallen into the sea by 1768, and the remainder has disappeared in the last two hundred years.

URBAN SYNTHESIS

Medieval synthesis and components

Harwich does not appear to have existed as a separate entity at the time of the Domesday Survey in 1086. The earliest mention of Harwich dates to 1177 when a chapel at Harwich was willed to Earls Colne Priory by the Earl of Norfolk. It is not known whether there was a small settlement on the site by that date. The town itself was planned and built by Roger, Earl of Norfolk in the early thirteenth century as a commercial venture. In 1253 he granted a weekly market to his new foundation and he was active in encouraging trade, to the extent that Ipswich, which was losing trade to the new town, complained that the Earl was waylaying merchant vessels and forcing them to sell their goods at Harwich. In 1319 King Edward II confirmed a charter making Harwich a Free-Borough. By the fourteenth century Harwich had become an assembly point for the ships summoned by the King in times of war. The war-supplies requisitioned from the Essex Hundreds were brought to Maldon and Manningtree, from where they were shipped to Harwich and stored.

Built-up area (TM 620 326)

It is possible that there was a small settlement on the Harwich peninsula by 1177, when there was a chapel on the site. However, the origins of the planned town date to the early thirteenth century. The present street plan is still largely that of the medieval town. There were three main north-south streets, King's Head Street (formerly High Street or East Street), Church Street (formerly Middle Street) and West Street. These were sub-divided into rectangular blocks by a series of east-west lanes. The largest properties were sited at the northern end of the town, with the most prominent building being the Earl of Norfolk's townhouse. The area on the western side of West Street was largely open space, used for the grazing of the townsfolk's livestock. They also had the right of 'cowgoing', which allowed them to graze their cattle on the town marsh.

The earliest excavated evidence from the town comes from the Methodist Chapel site, Church Street (ESMR 14987) where features of a structural nature dating from the late twelfth to early thirteenth century were found. Overlying these were at least three phases of thirteenth century buildings. In 1978 excavations at the Kings Head garage, Kings Head Street (ESMR 3378) recovered thirteenth century occupation. Excavations in Church

Street found the remains of thirteenth and fourteenth century buildings with brickearth floors and septaria and clay footings for timber walls. Excavations adjacent to the Ebenezer Chapel (ESMR 3381) revealed masonry cellars. These had been back-filled in the early fourteenth century. Above the cellars was a large merchants house, with a central courtyard and three masonry wings, fronting Kings Head Street, St Austin's Lane and Eastgate Street. In 1972 the Essex Archaeological Society excavated a substantial medieval building at 14 St Austin's Lane. This was a two or three storey masonry structure with a central courtyard, probably a wealthy merchant's house. Excavation in 1985 on George Street found a line of post-holes dating to the fourteenth century, suggesting the presence of a fence or barn. However, excavations at White Hart Lane, George Street (ESMR 3388) did reveal evidence of thirteenth century occupation of the site, indicating that there was at least some areas of occupation on the town's common land.

Harwich was also subject to considerable coastal erosion and flooding, as a consequence of which some areas have been lost to the sea, particularly in the vicinity of Beacon Hill, and other areas have been reclaimed, especially along the eastern side of the town. The Church Street excavations show that the thirteenth and fourteenth century buildings were demolished and a thick layer of beach sand dumped on top in the later fourteenth century, raising the ground level by about half a metre.

Market (TM 2605 3270)

A weekly market was granted in 1253, and both local produce from the surrounding villages and imported goods were on sale. The location of the original market-place is unclear although Weaver (1975) has suggested that it was held in Market Street as happened in the post-medieval period. He argued that the street was originally wider than it is now as the front half of the buildings on the northern side of the street are more recent than the back half.

Town walls (TM 2611 3243)

In 1338 Edward III made a grant of murage on goods coming by land or water to Harwich or the port of Orwell to pay for the building of a town wall. Ipswich protested and the grant was revoked. A second grant was made in 1377-99, but again Ipswich protested. The walls were however built at some point in the second half of the fourteenth century. The early post-medieval maps depict its approximate line. On the east and south-east side they appear to have been built of stone, probably septaria, with occasional wall turrets and a castle tower (see below) on the north-eastern corner. On the northern side, there was a palisade, which linked the large stone buildings fronting on to the quays, forming a barrier. To the west and south-west there was an earthen bank and ditch, cutting across marshy wasteland. The defences were pierced by a number of gates: the main Towngate was located on the south side on the main road to Colchester; then there was Castlegate at the north-east corner; St Austin's Gate at the end of St Austin's Lane; Barton's gate at the end of Market Street; and Eastgate on Eastgate Street which opened on to the quays. There were also large banks and ditches along the main road out of Harwich, although these may have been a later addition. It is possible that the road-side defences are those identified in the eighteenth century by Morant as the remnants of a Roman Camp.

Castle (TM 2599 3287)

The murage tolls granted by Richard II (1377-99) were intended both for wall-building and the erection of a castle at the north-east corner of the town. Following a protest by Ipswich the murage grant was revoked, but the castle seems to have been built anyway, for Henry V (1399-1413) granted permission to the town to levy tolls for its repair. The sixteenth and

seventeenth century maps depict the castle as a tower on the north-eastern corner of the town wall.

Chapel

In 1177 Hugh Bigod, Earl of Norfolk, willed the tithes of the chapel at Harwich to Earls Colne Priory. This was probably the predecessor of the Parish Church of St Nicholas.

Parish Church of St Nicholas (TM 2612 3258)

Little is known about the medieval parish church of St Nicholas, as it was demolished to make way for the current nineteenth century structure. However the town map of 1603 (ERO T/M 281) depicts it as having a nave and chancel and a tall tower with a spire, located on the junction of the nave and chancel. The tower served as a navigation aid and a light was stationed in it.

Guild of St George

The Guild of St George was a religious guild, which owned property in the town. It is unclear where these were located.

The Earl of Norfolk's townhouse (TM 2604 3273)

The Earl of Norfolk's townhouse occupied the entire block south of St Austin's Lane (ESMR 3383) and was still recognisable as such until the eighteenth century. It is known to have been cellared.

Quays (TM 2588 3277)

The quays were located at the northern end of the town. Excavations at the Quay Pavilion site revealed a masonry walled quay structure, watergate and water-stairs dating to at least the fourteenth century. In the fifteenth century a series of timber quay fronts were erected in front of the masonry quay face. The Kings Custom House was erected above the original quay line. There was also some evidence for a pair of pivoting timber cranes on the water's edge.

Ship-building yard and docks

By the fifteenth century Harwich had a ship-building industry (Weaver, 1975) that presumably required a dock and a yard area,. The location of this is uncertain, but it was probably sited at the northern end of the town, beside the quays, as the later ship-yards were.

Post-medieval and modern synthesis and components

(the industrial components have been compiled by Shane Gould, Essex County Council Archaeological Advisory Group)

The town remained in the Duke of Norfolk's hands until 1574 when the Duke was executed for treason. His rights to Harwich then passed to the Crown. In 1597 these were transferred to Sir Edward Coke, Elizabeth's Attorney General, who granted a charter to the town naming eight (later twelve) leading burgesses, a steward and bailiffs to deputise for him. In 1604 the village of Dovercourt and the Borough of Harwich were merged to form one corporate body with a mayor and council.

The churchwardens' accounts of 1550-1600 record that a regular source of income for the town's public bodies came from the tolls on herrings, wheat, rye salt and coal landed at Harwich, and on 'groundage' fees for vessels taking on ballast or berthing in Harwich Harbour. Fishing was an important part of the local economy (Weaver, 1975). An enquiry into the defense of the town in 1585 noted that the vast majority of able-bodied men were

away between February and June, fishing off Iceland and the Shetlands, and in October they fished for herring off the East Anglian coast.

In the sixteenth and seventeenth centuries coastal defence played a prominent role in the life of Harwich, due to successive wars with France, Spain and Holland. The town walls and defences were repaired and extended on several occasions and war-ships were mustered in the harbour. There were also constant skirmishes between Harwich boats and French privateers, known as Dunkirkers. In 1650 Harwich was appointed the victualling station for the navy, although this was subsequently transferred to Ipswich. Then in 1657 the government decided to build a naval dockyard at Harwich, but this was closed in 1713.

Trade and coastal defence continued to be of considerable importance during the eighteenth, nineteenth and twentieth centuries, and these activities influenced the later development and morphology of the town. Commercial activity was concentrated around the harbour with moorings beside the quay or along the Ha'penny Pier. Ships were initially guided into the harbour by two lights; a fire situated in a room above the town gate and a wooden lighthouse above the beach to the southeast. These were replaced in 1818 by the brick High and Low Lighthouses which continued to operate until 1863.

With the arrival of the railways in the 1860s lines and sidings were laid alongside New Quay. The six-inch Ordnance Survey map of 1878 (sheet 21) shows a large rectangular transit shed on New Pier with warehouses, timber yards and cattle pens between the harbour and railway station.

Passenger transport became increasingly popular from the mid-nineteenth century onwards and cross channel ships and paddle steamers frequently provided services from the Ha'penny Pier. The hotels beside the harbour provided ample accommodation and travel tickets were obtained from a weather-boarded booth.

The ever present threat of invasion during wartime led to the construction of several gun emplacements within the town. In 1811 gun batteries were erected on Bathside Bay and at Angel Gate. A large circular Redoubt was located on high ground to the south of the town overlooking both installations and a small battery was built on Beacon Hill, although the latter construction collapsed into the sea due to coastal erosion in 1822. Barrack blocks were built for the personnel manning the Harwich defences at this period. During the First World War Harwich was declared a Class A fortress because of its strategic position and the harbour sheltered the destroyers of the Harwich Force. Again, in the Second World War Harwich offered a vital deep-water anchorage for Allied Shipping, and additional defences, including a new emplacement on Beacon Hill Fort and the construction of the Stanier Line of pill-boxes and anti-tank obstructions, were erected to guard against air, sea and land attack. All the defences from the Napoleonic period onwards formed part of a larger chain of defense around Harwich Harbour, which included Landguard Fort and Shotley in Suffolk and in the Second World War HMF Rough Sands some seven miles out to sea guarding the entrance to the harbour.

The post-war period saw a number of important changes to the town, most notably the lack of a military presence in the town and the removal of the ferries and docks to Parkeston Quay.

The post-medieval and modern components are:-

The built-up area (TM 620 326)

At the end of the sixteenth century there were about 140 houses in the town according to the churchwardens' accounts (Weaver, 1975). At that time the most prominent citizens and ships-masters all lived in Kings Head Street (East/High Street). The 1603 map of the

town (ERO T/M 281) depicts West Street as being built-up along both sides and also shows the line of George Street. Much of the waste-land on the eastern side of the town was leased for building after 1680. Severe flooding of the town in 1685 and 1690 led to attempts to raise the ground level of the waste-ground (now the Green) by the spreading of refuse from the town. The eighteenth century was a period of prosperity in Harwich, as reflected by the number of new buildings erected in the town, particularly on Church Street and West Street and the new facades added to the older buildings. By 1750 (ERO D/Du 557/1) Kings Quay Street was in existence, built along the line of the old town walls.

The Parish Church of St Nicholas (TM 2612 3258)

The years immediately following the Reformation were one of change and counter-change in the parish church, as recorded by the Churchwardens' account book (Weaver, 1975). The church plate was sold by 1547, rapidly followed by the sale of the other church movables. The reign of Mary (1553-1558) saw the repair and replacement of items damaged or sold during the reign of Edward VI. Under Elizabeth the new rood screen, loft, altar were all removed and the images which stood in the chancel, vestry and windows were defaced. In 1712 it was reported that the south aisle was in danger of collapse, and special rates were raised to pay for the repair bill. In 1822 the church was considered to be in a state of collapse and it was demolished and the current church erected in its place. It is in the Perpendicular Style with cast iron columns and is notable as an example of a nineteenth century 'Church Commissioners' church'.

The Market (TM 2605 3270)

In the early post-medieval period the market was located along the length of Market Street. However in the Victorian period a covered market was built at the eastern end of Market Street and the stalls moved inside. This building was demolished in the mid-twentieth century.

Meeting House (TM 2595 3261)

A Quaker Meeting House was built soon after the Toleration Act of 1689 on the site of the present 33-4 West Street, it has been demolished.

The Quays (TM 2588 3277)

A new town quay was built in about 1550 (Weaver, 1975) and by 1577 there were seven private quays and the town quay. The water was reached by means of stairs, but in 1605 the stairs at the northern end of the High Street (now Kings Head Street), known as the Lambard Stairs, were in a state of disrepair. The excavations at the Quay Pavilion site (ESMR 3385) show that by 1625 the medieval quay front at that point had been much modified and extended out into the harbour. The timber cranes outside the Customs house were replaced by projecting wings; these were later rebuilt in brick and a brick warehouse built over them.

Old Guildhall/Town Hall (TM 2603 3273)

The town council meetings were held in the Guildhall on St Austin's Lane until 1673; it and the 1630 gaol are thought to have been located on the site of the Earl of Norfolk's townhouse.

New Town Hall/Guildhall (TM 2605 3258)

In 1673 the Bear Inn on Church Street was purchased by the town council and a new Town Hall with cells and Bridewell (gaol) to the rear was built on the site.

Gaol and pillory

In 1604 a gaol was established, and in 1633 the town council was reprimanded for not repairing the pillory (Weaver, 1975). The location of neither of these is certain although the former may have been located in the Castle. Money for a new gaol was levied in 1630 and this building seems to have been erected next to the town hall on St Austin's Lane. In 1673 the gaol was at the Half Moon.

Archery butts

The town had a set of archery butts, probably sited on the common land outside the town walls. In 1609 the council was ordered to repair them (Weaver, 1975).

Town midden

In the 1550s the town dunghill was located outside the gate and the churchwardens made regular payments to make it clean (Weaver, 1975).

Plague burials

There were several outbreaks of the plague in Harwich in the sixteenth and seventeenth centuries. In 1603 it was decided that all the victims should be buried 'deeply in the outer ground within the South gate' (Weaver, 1975).

Trinity Pier and Gantry Tower for Train Ferry

A new pier (TM 2580 3266) was constructed in wood in 1866 at the western end of the quays. It was known as the Continental Pier, and originally contained a large transit shed served by rail sidings. In the late 1950's the Continental Pier was rebuilt in concrete by Trinity House and is now called Trinity Pier. In 1923 the London and North Eastern Railway Co. relocated the gantry tower and trainferry berth from Richborough to a site adjacent to Trinity Pier. The gantry is of steel girder construction clad with sheet steel with a covered-in machinery platform and cabin spanning two steel towers. A girder platform of two rail tracks' width, hinged at its landward end, is suspended from the gantry and this was adjusted according to the tide. Operations ceased in 1987 when traffic was switched to Dover.

Ha'penny Pier and ticket office

The western arm of this wooden structure (TM 2593 3285) was destroyed by fire at the turn of the twentieth century. Between 1851 and 1854 a weather-boarded two-storey ticket office was erected at the entrance to the pier for passengers using cross channel ships and local steamers. The structure was re-built as a single-storey structure in c.1900 to a similar architectural style.

Navy Yard

The naval dockyard was first established in 1657, on part of the common. It had an uncertain beginning, since a survey was undertaken in 1661 for purposes of re-sale. This records storehouses, a ten-room dwelling house (Naval House), sheds, pitch and tallow houses and two windlasses (Weaver, 1975). The Navy resumed possession in 1664 and in 1667 a 'house crane' (probably the Harwich Crane) was built. In 1672 the naval dockyard was expanded over the area of the King's Quay fort.

The admiralty closed the navy yard (TM 2603 2387) in 1713, but private ship building continued until 1827. Commercial activity was sustained throughout the nineteenth century with various quays, a landing stage and a dry dock; the roadside perimeter being ringed by warehouses (Ordnance Survey Second Edition map extract 1898, sheet 21.11). Much of the area is currently used for storage and there is a strong possibility that below ground archaeological remains survive. To the south stands the former dockyard owners house,

Naval House, which was erected in the early nineteenth century and is brick-built with three storeys.

Harwich Treadwheel Crane

The crane (TM 2622 3247 [ESMR No. 0052]) was built in 1667 and was moved to its present position from the former Navy Yard in 1930. It is timber-framed with a clay pantile hipped roof and a semi-circular curved felt roof over the projecting boom. The structure contains a centrally mounted axle for a pair of five metre diameter treadwheels.

Low Lighthouse

The Low Lighthouse, The Esplanade (TM 2628 3233 [ESMR No. 0058]) was built by the eminent engineer John Rennie the Elder in 1818. The stock brick tower has a ten sided tapering shaft with a black painted stone 'tent' roof. The three adjoining faces to the southeast for the light opening have been faced with painted timber panels. Modern additions include a timber balcony and a low pitched felt roof around the base.

High Lighthouse

The High Lighthouse, West St. (TM 2612 3243 [ESMR No. 3390]) was designed by Daniel Asher Alexander and erected by John Rennie the Elder in 1818. It is stock brick-built with stone dressings and a tall nine sided tapering shaft. The light opening is on the southeast facade with irregularly placed windows around the tower.

Lifeboat House

The Lifeboat House (TM 2617 3266) is a single storey brick-built structure with stock brick fenestration. There is a wooden door in four sections on the seaward facade with a projecting weather-boarded look-out tower above. It was built in 1876, and is an example of an early RLNI lifeboat house provided in response to public pressure after the wreck of the 'Deutschland'.

Town Railway Station

The railway came to Harwich in 1854. The Town Railway Station, Main Rd. (TM 2599 3240) is a stock-brick single storey building with Welsh slate roof. Three bays break forwards on the east elevation, but the original platform canopy has been lost. The station had extensive sidings and to the north is a single-storey brick-built goods shed. A nineteenth-century cast iron pump stands on the grassed area in front of the station. There was an earlier station, situated on George Street

The Roman Cement Works

In 1812 a new and profitable industry developed in Harwich based on the manufacture of Roman cement from the septaria deposits at Beacon Cliff and Cobbold's Point, Felixstowe (Weaver, 1975). The septaria was gathered, broken up and burned in kilns to form a fine cement powder. By 1835 there were five factories in the town. The result of the mining of Beacon Cliff was the rapid erosion of the Beacon Hill headland and the silting-up of the harbour (Hughes, 1939). The industry closed in the 1860s partially due to the rise of the Portland Cement industry on the Thames and the Medway and partly because a public enquiry into the silting up of the harbour ordered the dredging for Roman cement to stop.

Windmill

A windmill stood on a mound situated near the seaward end of Mayflower Avenue. It was present in the Tudor period, but was blown down in 1606. A new windmill was erected on the same site.

Electric Palace Cinema

The Electric Palace Cinema, Kings Quay Street (TM 2613 3266) was erected in 1911, and is brick-built with a slate roof. There is a recessed opening at ground level with a long horizontal panel above carrying the inscription 'Electric Palace'. A five sided timber kiosk stands inside the entrance and the interior is decorated with plaster framed panels.

Angelgate Cottages

The Angelgate Cottages, Wellington Rd. (TM 2615 3271) are 16 houses constructed in 1858 as Coastguard cottages. The two-storey buildings have a 'U' shaped plan around a central green. They were subsequently used as married quarters by the military.

Town walls

The town walls were strengthened and the ditches re-dug between 1553 and 1558, first in response to the threatened revolt of the Duke of Northumberland and then because of continuing war with France. A big tower and bulwark called the Queen's Mount was erected at the south-eastern corner of the town. The Armada threat of 1588 led to the repair of the walls, construction of a palisade to defend the quays and a stone bulwark to defend the port, as well as the scouring of the harbour. By 1625 the defences were in a state of decay and abandonment (Weaver, 1975), and it was decided to repair and update the defences. The castle at the north-east corner was replaced by a new fort on the site of the King's Quay (see below) and the Queen's Mount (then known as Dunn Bulwark) was strengthened and new guns added.

The castle (TM 2599 3287)

The castle at the north-east corner of the town was still in use in 1547, by the 1580's a small harbour had been constructed on its eastern side, on the site of the future shipyard (Weaver, 1975). This harbour was known as the King's Quay. In the first quarter of the seventeenth century the castle may have housed the town gaol (see above). In 1625 the castle was said to be abandoned and decayed and it was decided to refurbish the towns defences. A new half moon fort (Kings Quay fort), with platforms for fifteen guns was erected on the King's Quay, now the site of the Angel Inn.

The Middle House

A document of 1547 lists three fortifications within Harwich (Weaver, 1975), the castle tower, the new Beacon Hill fort and a structure known as Middle House located between the two. Middle House was apparently an earthwork revetted with gabions.

Beacon Hill Fort

Military activity at Beacon Hill (TM 2620 3170 [ESMR Nos. 0054, 0055]) is first recorded in the sixteenth century. A map of 1534 shows the proposed fortifications on the site, and the construction of these were underway by 1539 (Weaver, 1975). Further developments and improvements took place throughout the following centuries of warfare with the Continent. In 1811 a five gun battery was erected. By 1845 the site also included military barracks and a hospital with an exercise ground to the southwest. A new gun battery was created in 1888, and gun sheds and shelters were added over the next two decades until the armaments were up-dated with search lights and position finding equipment before the onset of World War I. In addition to the six main gun emplacements the site retains pill boxes, officers' accommodation, guard hut, magazine and engine room. In the Second World War the gun emplacements were strengthened with casemates, and a two slab-sided towers, one for radar and one as an observation post. The fort was closed by the military in 1956. Many of the twentieth century buildings survive and retain important military information on the architecture of gun installations, ammunition storage, communications, observation and radar posts. Buried foundations/footings of the nineteenth century barrack blocks may remain beneath the modern playing fields, and

there are extensive underground tunnels and workshops. The RCHME produced a survey report of the site in 1997 (Brown and Pattison, 1997).

Harwich Redoubt Fort

The Harwich Redoubt Fort (TM 2616 3217 [ESMR No. 0053]) was constructed between 1808 and 1810. Circular in plan, it is surrounded by a moat with an internal courtyard and brick vaulted chambers. Designed as a bomb-proof fortification with effective artillery power to withstand a lengthy siege, the structure was remodelled in 1861 to the same basic plan. The upper level contains batteries, originally for ten 24-pounder cannon. During the Second World War anti-aircraft guns were mounted in the Redoubt.

Bathside Bay Battery

Bathside Bay Battery (TM 2587 3244 [ESMR No. 9863]) was a Napoleonic gun battery of 1811 comprising three gun platforms. It was abandoned in 1817. An excavation was undertaken in 1990/1 in advance of the Dovercourt By-pass (Godbold, 1994). The outline of the battery is marked by red bricks in a small grassed area in front of the Anchor Hotel.

Angel Gate Battery

The Angel Gate Battery (TM 2618 3275) was probably similar to that at Bathside Bay. The southern part of the battery has been destroyed by the erection of 'Navigation House', but buried deposits may survive to the north.

Napoleonic barracks and other military buildings

Barracks were built on Beacon Field in 1795, but were demolished in 1819. Government House, which overlooks the Green at the end of King's Quay Street was the headquarters of the Garrison Commander. To the rear of this were the men's married quarters, now Fountain Flats. The arsenal and ordnance depot stood on the site of Bernard's Factory, but these were destroyed by a bomb in the Second World War.

Second World War defences

Harwich was an important naval port in World War Two, as indeed it had been in the First World War, and was hence heavily defended (Trollope and Rutter, 1995). The main concentration of fire-power was at Beacon Hill Fort (see above), but there were also anti-aircraft guns at the Redoubt and on the sports field behind Wick Lane. There were barrage balloon sites at Cliff Park, Dovercourt Market, The Drive and Parkeston Road. A barbed-wire barrier and checkpoint at the end of West Street controlled access to the Quays. There was another checkpoint at Cliff Park with holes in the road for insertion of anti-tank railway lines and a row of dragon's teeth, and a third checkpoint in the form of a barbed wire barrier outside All Saint's Church, Dovercourt controlling access to Parkeston Quay. In 1940 the Stanier Line was constructed across the neck of the peninsula consisting of pill-boxes, anti-tank obstacles and machine-gun positions. The harbour was defended by a boom protected by two quick-firing gun batteries with searchlights, one of these gun batteries and one searchlight emplacement survive.

SUMMARY OF GENERAL IMPORTANCE OF THE TOWN

HISTORICAL AND ARCHAEOLOGICAL SUMMARY

Harwich is of major archaeological and historical importance, it combined the functions of a medium-sized market town, a seaport and a dockyard town. In addition it has also played a considerable role as a naval and garrison town. It is of importance as an example of a medieval town, planted as a commercial venture in order to make use of an

outstanding natural harbour. Its subsequent history, particularly its maritime and defensive history, is a reflection of Britain's relations with the Continent.

There is evidence of prehistoric activity in the Harwich area, especially around Dovercourt, from the Palaeolithic period onwards. In the Roman period septaria stone was mined at Dovercourt and shipped around the county, and chance Roman finds suggest a sizeable Roman settlement at Dovercourt itself. The place-name evidence suggests that there may have been a temporary Saxon army camp at Harwich itself, and there is evidence for an early Saxon burial ground at Dovercourt. Harwich Harbour is mentioned in the documentary references to the Saxon-Viking wars of the ninth and tenth centuries. However, the Domesday Book records Dovercourt, but not Harwich and it is probable that Harwich was not initially regarded as a suitable place for long-term settlement because of its lack of a freshwater supply.

The foundation of Harwich was an economic venture by the Earls of Norfolk in the early thirteenth century, in direct competition with the established market-town and port of Ipswich, which was sited further inland on the Orwell river. There is known to have been a chapel at Harwich in 1177, and a town is mentioned in 1229 but the town charter was not granted until 1238. Harwich concentrated on the entrepôt trade, offering a deep-water harbour open at all tides as an alternative to travelling up the tidal Orwell to Ipswich. The town received a second charter in 1318 and a grant of murage to build the town walls in 1338. However the grant was funded by tolls on shipping and infringed on Ipswich's right to levy tolls on the whole of the Orwell estuary, and was revoked in 1340. Subsequently Harwich received a second murage grant and the town walls were completed. Harwich became an important supply base for ships anchored in Harwich Harbour during the continental campaigns of the fourteenth, fifteenth and sixteenth centuries, and by the fifteenth century there was also a ship-building industry.

In the 1660s Harwich became an important naval base and in 1667, because of the Dutch Wars, it was decided to replace the medieval town wall with more modern defensive earthworks, enclosing both the town and the Navy Yard. The Navy Yard closed in 1713, although ship-building continued on the site under private ownership until 1827. The other industries, such as fishing and trade continued, there was a regular cross-channel service to the Low Counties and in the nineteenth century the septaria mines at Dovercourt were re-opened. The Napoleonic Wars brought further defence measures to Harwich, including the Redoubt Fort. In the 1890's the Beacon Hill fort was built and the town was to play an important role as a defensive harbour in both the First and Second World Wars.

All three urban area types are well represented in the visual aspect of Harwich, and it is clearly recognisable as a 'historic town' to the casual visitor, although most of the built environment is post-medieval in date. The post-medieval and modern town centre and street-pattern is based on the medieval built-up area and street-pattern. The successive phases of defensive structures are also of great interest. Parking and access is good.

SURVIVAL

Archaeologically Harwich has high potential, with known areas of deep stratigraphy and waterlogging, and the many phases of development and change are known to be well represented in the archaeological record. The excavation evidence demonstrates that there are sub-surface archaeological deposits, in some areas up to 2m deep, and features dating to the beginning of the urban settlement throughout the medieval urban area. There is also evidence that the town, in particular in the Church Street area, was deliberately built-up in the later medieval period, sealing earlier medieval deposits. The northern quay area has several phases of post-medieval and medieval date behind the present quay

frontage. The western side of the town from the Kings Quay Street seawards is all made ground, dating from the early post-medieval period onwards. There is however localised disturbance from later building works, in particular the cellar survey has identified considerable blocks of cellaring along the main street frontages, accounting for approximately 40% of the street frontage surveyed. Survival of the medieval street plan and post-medieval built environment is good and the present stock of buildings represents an important and well-preserved archaeological resource.

Waterlogged deposits have been found along the quay area and can also be anticipated in the area of the Kings Quay and Navy Yard. The general water table for the town is high, and waterlogged deposits can also be anticipated in the deeper features within the urban area. The soil type is sand. The excavation evidence has demonstrated the survival of bone and shell, as well as ceramics, metal objects and building materials.

Although there have been a number of significant excavations within Harwich, the most important of these (the Quay Pavilion site, 14 St Austin's Lane, Ebenezer Chapel and the Kings Head Garage) have not been published. The town of Harwich is not particularly well documented in the medieval period, relative to its size and importance, however the post-medieval period is well documented. There is an exceptional collection of post-medieval maps and plans of the town and harbour. There are a number of useful works of synthesis on the history of the town.

CURRENT PLANNING CONSTRAINTS

There are four Scheduled Ancient Monuments within the urban area; The Harwich Crane (SAM 72), the Harwich Redoubt (SAM 145), the Beacon Hill Fort (SAM 182) and the Harwich Low lighthouse (SAM 186). There are 201 Buildings Listed as being of Special Architectural or Historical Interest, of which one is Grade I, eleven Grade II* and the remainder Grade II. The Conservation Area includes most of the medieval and post-medieval historic town, the exceptions are the area of the Napoleonic barracks and the Redoubt fort and the site of the Castle and naval dockyard. The eastern foreshore between Beacon Cliff and The Guard sand-bank is a Site of Special Scientific Interest. The Beacon Hill Draft Action and Management Plan prepared by Tendring District Council has been adopted as Supplementary planning Guidance, 1998. An enhancement scheme has been prepared by the District and County Councils, and certain enhancement sites are referred to in the Local Plan.

RESEARCH PRIORITIES

Medieval and post-medieval research priorities

The understanding of the development and function of the medieval and post-medieval market town and the testing of theories on social action, economy, politics etc. have been highlighted as an important area of study at the national level (English Heritage, 1997). The work undertaken within Harwich could be used to address questions of demography, economy, social organisation and culture (Ayres in Brown and Glazebrook, forthcoming).

The research priorities for the medieval and post-medieval/modern period are:-

- The records of the remaining unpublished sites should be examined to assess their potential to further our understanding of the development of this important town. Emphasis should be placed on the possibility of collating and synthesising the work that has already been undertaken in order to address the wider issues of population, economy and social organisation and so that comparisons can be made with other towns.

- Although the medieval town plan is broadly understood, there are numerous details relating to the plan that require clarification, these include the phasing of development within the town and the role of the open spaces within the enclosed area, and the development of the quays and dockyard area.
- The relationship between the town and its immediate hinterland requires further study, as the market town for north-eastern Tendring.
- Evidence of coastal trade and continental trade should be looked for in the artefactual assemblage, along with any influence of imports on local trade, (i.e. copying of imports by local potters). Certainly the published ceramic evidence suggests that imports were fairly common and further excavation and publication of outstanding reports may confirm this.
- The relationship between the town and its North Sea basin and the relationship between Harwich and Ipswich would benefit from further examination. Themes should include the effects of these relations on Harwich's economy, defences, social organisation and culture.
- Harwich's role as a defensive town is well known, particularly for the Napoleonic and World Wars. However the medieval and early post-medieval period would benefit from similar in-depth study, in particular the area of the Naval dockyard, castle and town walls.

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APPENDICES

APPENDIX 1: Documentary sources

Archive	Classmark	Number	Date	Description
P.R.O.	SC6	844/6	1-3 Edw. I	Accounts of Harwich Port (Herewyth).
E.R.O.	D/B4	38/1-13	1297, 1351-1570	Court rolls, estreat rolls, rentals for Harwich.
E.R.O.	D/B 4	/38/1-13	1297-1570	Broken series of court rolls for Harwich and Dovercourt.
B.L.	Eg.	2788, f. 54	14th cent.	Royal charter.
E.R.O.	T/A	160	1444-1796	Collection of deeds and other documents of Harwich.
E.R.O.	D/B	4/38/14	1465	Rental of manor of Harwich.
E.R.O.	D/B 4	/38/14	c. 1465	Rental.
B.L.	Add. Ch.	26598	1477	Assignment of the manor in dower.
P.R.O.	SC 11	183	Hen. VIII	Valor.
E.R.O.	T/A	105	1550-1619	Churchwardens' accounts, harwich.
P.R.O.	MPF	25	Eliz. I (?)	'A trick of Harwich'. Plan of streets, church, and battlements in perspective. Ink with pencil additions.
P.R.O.			Eliz. I - 1853	A total of 31 maps and plans of Harwich listed in the P.R.O. catalogue of Maps and Plans (1967).
E.R.O.	T/M	146	c. 1580	Sketch plan of whole town area showing streets, harbour, defence works. No names of buildings. Church drawn in perspective.No scale.
P.R.O.	SP12	159/20	1583	Plan of the town, harbour and fortifications.
E.R.O.	T/M	281	post 1603	Estate map of Harwich and Dovercourt showing whole town of Harwich. All buildings in town, including St. Nicholas's church and post-mill drawn in perspective view. Defensive walls etc.Scale: 16 in. to 1m.
E.R.O.	D/B4	136/1-7	1609-1843	Harwich Borough records and bye-laws.
E.R.O.	D/B 4		1609-1843	Papers of the Borough of Harwich.
B.L.	Add. Ch.	25779	1612-16	Court rolls of Harwich.
P.R.O.	SP16	8/94	1625	Chart of the coast near Harwich and Landguard (fort).
B.L.	Eg.	2647, f.160	1643	State of the defences of Harwich.
E.R.O.	D/DLy	M6	1656	Survey of manor of Harwich.
E.R.O.	D/DLy	M6	1656	Detailed manorial survey of Harwich and Dovercourt showing freeholds in harwich, all houses arranged street by street.
P.R.O.	SP29	52/22	1662	Survey of the King's house, storehouses and new yard.
B.L.	Add. MS.	33767, B, f. 82	1669	View of Harwich.
P.R.O.	MPH	337	1709	An exact survey of the harbour with proposed fortifications. Two inset sections.Scale: 670 ft. to an inch.
P.R.O.	MPH	345-46	1709	Surveys of lands, tenements, and hereditaments to be purchased for the fortifications. P.R.O. MPH 342 - a later copy.Scale: 8 perches to an inch.
E.R.O.	T/M	179-180	1709	Map of lands to be purchased for fortifications.Scale: 32 in. to 1m.
B.L.	Add. MS.	34788, ff. 10-34	1711	Diary of stay at Harwich with sketches, by Sir John Thornhill.
E.R.O.	T/A	124	1713-1809	Customs and Excise records.
P.R.O.	LR1	355-64	2 Geo. I	Survey of lands taken for defensive works.
B.L.	Eg. Ch.	7428	1717	Licence to Sir I. Rebow for maintaining light-houses near Harwich.
P.R.O.	MPD	169	1729	Map of town and neighbourhood, showing quays, breakwaters, lighthouses etc.Scale: 200 ft to an inch.
P.R.O.	MR	304	1745	Lands in and about Harwich bought by Act of Parliament for fortifying the town. Acreages and

				tenements.Scale: 2 chains to 1 inch.
E.R.O.	T/M	174	1745	Map of lands purchased by crown for fortifying Harwich, giving condition and repair of buildings purchased. Windmill drawn in perspective.Scale: 40 in. to 1m.
E.R.O.	D/DU	557/1-2	c. 1750, c. 1775	Very detailed estate maps and plans of whole town of Harwich.Scales: 53.2 in. to 1m.
P.R.O.	MR	1222	1752	A survey of the cliff and town showing the encroachments made by the sea since 1709.
B.L.	Add. MS.	32,735, ff.308,310	1754	State of the borough and corporation. See also: B.L. Add. MS. 32,857, f. 590 (1755); Add. MS. 32,919 f. 323 (1761).
E.R.O.	D/DU	457/14	1775-1800	Land tax and window duty assessmets.
B.L.	Ch.	Br. B. xix. 2.	1779	Brief for rebuilding St. Nicholas chapel.
E.R.O.	D/DBy	P12	1785	Plan of Languard Fort, showing new works.Scale: 200 ft. to 1m.
E.R.O.	T/M	336	1811	Plan of whole town and fortifications with tables of occupiers and rents.
P.R.O.	MR	155 (1) and (2)	1813,1815,1829	Plans showing ordnance buildings, with dwelling houses occupied by officers of the Department, and houses and lands let to individuals with their rents.Scale: 133ft 4in to 1 inch.
E.R.O.	T/M	265	1818	Estate map of Harwich and Dovercourt.Scale: 133ft. to 1 in.
E.R.O.	Q/RUm	1/26	1819	Block plan of town of Harwich showing proposed waterworks.Scale: 13.3 in. to 1m.
E.R.O.	D/DU	680/1-8	1824-1930	Court records of manor of Dovercourt with Harwich.
E.R.O.	Q/RUm	1/92	1843	Railway map with enlarged plan of Harwich and Dovercourt.Scale: 4 in. to 1m.
E.R.O.	D/CT	165	1843	Tithe map. Excludes streets and buildings in town but shows harbour and fortifications.Scale: 40 in to 1m.
E.R.O.	T/M	263	1843	Map of Crown estate in Harwich and Dovercourt, showing half of Harwich excluding the town but including the naval yards and fortifications.Scale: 40 in. to 1m.
E.R.O.	Q/RUm	2/75-6.	1850	Harwich Quays and Landing Place, showing streets near waterfront, naval stores, Custom House jetty, dockyard.Scale: 40 in. to 1m.
P.R.O.	MPE	703 and 694 (1-4)	1850, 1852	A series of plans and sections of improvemets to quays and piers.Various scales.
P.R.O.	MPA	56	1853	'Plan of ye Houses at Harwich'Scale: 60ft to an inch.
E.R.O.	Q/RUm	see printed map catalogues	1870	Deposited plans of Harwich Harbour Estate; Improvement; Gas; Railway; Water etc
E.R.O.	D/Z	71/1-3	c.1870-c.1875	Three sale plans of the United Land Company Ltd., of 311 plots of land in Harwich and Dovercourt. Shows streets, plots, buildings etc.Scale: 79 in. to 1 m.
E.R.O.	D/Z	71/4	1880	Sale plan showing plots, buildings etc. in Harwich.Scale: 27 in. to 1 m.
E.R.O.	Q/RUm		various	Large collection of Railway plans.
B.L.	Add. MS.	11,802		Charts and plans of the harbour and town by James Pulham.
B.L.	Add. MS.	15533		Plan of Harwich and Landguard Fort.
B.L.	Ct.	AUG. I. i. 56,61		Chart of the Harbour.
B.L.	Add. MS.	15534		Plan of encampment at Harwich.

APPENDIX 2: Listed buildings

Serial No.	Date	Street	No.	Name	Building Type	GV	Grade	Material
609-1/2/10	14	Church Street	14, 15 & 16		House	Y	II	Timber framed, plastered
609-1/2/13	15	Church Street	22, 22a		House	Y	II	Timber framed, plastered
609-1/1/51	15	King's Head Street	14	The Old Swan House	House	Y	II*	Timber framed, rendered
609-1/2/104	15	St Austin's Lane	14		House	Y	II	Timber framed, flemish bond brick
609-1/1/19	16	Church Street	36, 37		House	Y	II	Timber framed, flemish bond brick
609-1/1/21	16	Church Street	39a		House	Y	II	Timber framed, ashlar plaster
609-1/2/30	16	Church Street	67		House	Y	II	Timber framed, rendered
609-1/1/18	16	Church Street	34, 35		House	Y	II	Timber framed, flemish bond brick
609-1/2/29	16	Church Street	66		House	Y	II	Timber framed, flemish bond brick
609-1/2/38	16	Church Street		The Three Cups Public House	Public House	Y	II	Timber framed, rendered, brick
609-1/1/22	16	Church Street	40		House	Y	II	Timber framed, rendered, brick
609-1/1/14	16	Church Street	26		House	Y	II	Timber framed, rendered, brick
609-1/2/12	16	Church Street	20, 21		Office	Y	II	Timber framed, rendered
609-1/2/6	16	Church Street	5	Forresters	House	Y	II	Timber framed, rendered
609-1/1/15	16	Church Street	31		House	Y	II	Timber framed, flemish bond brick
609-1/2/28	16	Church Street	57		Shop	Y	II	Timber framed
609-1/1/59	16	King's Head Street	26		House	Y	II*	Timber framed, rendered
609-1/1/63	16	King's Head Street	25	Alma Inn [Part]	Public House	Y	II	Timber framed, pebbledashed
609-1/1/58	16	King's Head Street	21a		House	Y	II	Timber framed, plastered
609-1/1/57	16	King's Head Street	21		House	Y	II	Timber framed, plastered
609-1/2/70	16	King's Quay Street	11		House	Y	II	Timber framed, ashlar rendered
609-1/2/96	16	Market Street	5, 6		Shop	Y	II	Timber framed, rendered
609-1/2/100	16	Market Street	21	Old Harbour Antiques	Shop	N	II	Timber framed, brick, pebbledashed
609-1/2/97	16	Market Street	7	+ Ancient Wall At Rear	House	Y	II	Flemish bond brick
609-1/2/98	16	Market Street	9		House	Y	II	Timber framed, rendered
609-1/9/197	16	Oakley Road		Millbank	House	N	II	Timber framed, rendered
609-1/2/102	16	St Austin's Lane	12a		House	Y	II	Timber framed, brick, rendered
609-1/2/105	16	St Austin's Lane	15	Antique Shop	Shop	Y	II	Timber framed, brick
609-1/2/103	16	St Austin's Lane	13		House	Y	II	Timber framed, flemish bond brick
609-	16	West Street	40		House	Y	II	Timber framed, flemish bond brick

1/1/133								
609-1/2/119	16	West Street	9		House	Y	II	Timber framed, rendered
609-1/2/31	17	Church Street	68		House	Y	II	Timber framed, rendered
609-1/2/11	17	Church Street	18, 18a		Shop	Y	II	Timber framed, plastered
609-1/2/4	17	Church Street	2, 3		House	Y	II	Timber framed, ashlar rendered
609-1/2/35	17	Church Street		Guildhall	Town Hall	Y	II	Flemish bond brick
609-1/3/47	17	Harwich Green		Old Naval Yard Crane	Crane	N	II*	
609-1/2/48	17	King's Head Street	2		House	Y	II	Timber framed, rendered
609-1/2/49	17	King's Head Street	2a		House	Y	II	Timber framed, plastered, flemish bond brick
609-1/1/50	17	King's Head Street	13		House	Y	II	Timber framed, plastered, weatherboarded
609-1/2/91	17	King's Quay Street		Wall Enclosure	Wall	Y	II	Brick
609-1/2/88	17	King's Quay Street		The Globe Public House	Public House	Y	II	Timber framed, rendered
609-1/2/72	17	King's Quay Street	20		House	Y	II	Timber framed, rendered
609-1/2/101	17	Market Street	22		Public House	Y	II	Timber framed
609-1/2/121	17	West Street	21, 22	The Rows [22]	House	Y	II	Timber framed, rendered
609-1/1/125	17	West Street	31, 32		House	Y	II	Timber frame, rendered
609-1/1/130	17	West Street	38		House	Y	II	Timber framed, brick
609-1/1/132	17	West Street	39		House	Y	II	Timber framed, brick, rendered
609-1/3/115	17	West Street	4, 5		House	N	II	Timber framed, brick, rendered
609-1/1/3	18	Castlegate Street	17		House	Y	II	Timber framed, rendered
609-1/2/1	18	Castlegate Street	9, 10, 11, 11a, 12		Terraced House	Y	II	Flemish bond brick
609-1/2/5	18	Church Street	4		House	Y	II	Rendered, brick
609-1/2/37	18	Church Street		The Hanover Public House	Public House	Y	II	Brick, rendered
609-1/1/23	18	Church Street	41		House	Y	II	Rendered brick
609-1/2/9	18	Church Street	8		Shop	Y	II	Timber framed, plastered
609-1/1/17	18	Church Street	33		House	Y	II	
609-1/1/24	18	Church Street	42, 42a		House	Y	II*	Flemish bond brick
609-1/2/39	18	Eastgate Street	1		House	Y	II	Timber framed, rendered, brick
609-1/1/41	18	Eastgate Street	3		House	Y	II	Timber framed, rendered, weatherboarded
609-1/1/42	18	Eastgate Street	9	Alma Inn [Part]	House	Y	II	Timber framed, flemish bond brick

609-1/1/52	18	King's Head Street	15		House	Y	II	Timber framed, rendered
609-1/2/62	18	King's Head Street	47, 47a		House	Y	II	Rendered brick
609-1/1/60	18	King's Head Street	27		House	Y	II	Timber framed, flemish bond brick
609-1/1/56	18	King's Head Street	19, 20		House	Y	II	Timber framed
609-1/1/53	18	King's Head Street	16a, 16b		House	Y	II	Flemish bond brick
609-1/1/54	18	King's Head Street	17		House	Y	II	Timber framed, rendered
609-1/2/75	18	King's Quay Street	27		House	Y	II	Timber framed, flemish bond brick
609-1/3/64	18	King's Quay Street	1-7 [consec.]	Government House flats and boundary walls	House	Y	II	Flemish bond brick
609-1/2/74	18	King's Quay Street	26		House	Y	II	Timber framed, flemish bond brick
609-1/2/73	18	King's Quay Street	25	Esplanade Cottage	House	Y	II	Timber framed, pebbledashed
609-1/2/69	18	King's Quay Street	10		House	Y	II*	Flemish bond brick
609-1/2/67	18	King's Quay Street	8		House	Y	II	Timber framed, rendered brick
609-1/2/66	18	King's Quay Street	7		House	Y	II	Timber framed, rendered
609-1/2/90	18	King's Quay Street	18	The Wellington Inn	Public House	Y	II	Flemish bond brick
609-1/2/80	18	King's Quay Street	42, 44, 45	School House[45]	House	Y	II	Rendered brick
609-1/2/143	18	West Street	64, 64a		House	Y	II	Flemish bond brick
609-1/2/141	18	West Street	61, 62		House	Y	II	Flemish bond brick
609-1/1/151	18	West Street		The British Flag Public House	Public House	Y	II	Flemish bond brick
609-1/1/124	18	West Street	30		House	Y	II	Timber framed, rendered, pebbledashed
609-1/1/134	18	West Street	41, 42		House	Y	II	Flemish bond brick
609-1/2/140	18	West Street	60, 60a		House	Y	II	Flemish bond brick
609-1/1/2	19	Castlegate Street	12a, 13a		House	Y	II	Timber framed, plastered, weatherboarding
609-1/2/36	19	Church Street		Railings	Railings	Y	II	Wrought/cast iron
609-1/2/26	19	Church Street	51		Public House	Y	II	Rendered brick
609-1/2/27	19	Church Street	52		Shop	Y	II	Rendered brick
609-1/2/32	19	Church Street		Church of St. Nicholas	Church	Y	II*	Flemish bond gault brick, ashlar dressing
609-1/2/33	19	Church Street		Bollard	Bollard	Y	II	Cast iron
609-1/2/34	19	Church Street		Railings	Railings	Y	II	Cast and wrought iron
609-1/2/8	19	Church Street	7	Trinity House Offices	House	Y	II	Brick, roman cement
609-1/2/7	19	Church Street	6		House	Y	II	Timber framed, rendered brick

609-1/1/16	19	Church Street	32		House	Y	II	Flemish bond brick
609-1/1/25	19	Church Street	44		Shop	Y	II	Rendered, brick
609-1/1/20	19	Church Street	38, 39		House	Y	II	Brick, timber framed
609-1/1/40	19	Eastgate Street	2		House	Y	II	Flemish bond brick
609-1/1/43	19	Eastgate Street	10, 11		House	Y	II	Brick, ashlar rendered
609-1/2/45	19	George Street	17	The Smugglers Restaurant	Public House	Y	II	Flemish bond brick
609-1/2/44	19	George Street	15, 16		House	Y	II	Flemish bond brick
609-1/2/61	19	King's Head Street	45		House	Y	II	Timber framed, flemish bond brick
609-1/1/55	19	King's Head Street	18		House	Y	II	Timber framed, rendered
609-1/2/77	19	King's Quay Street	29, 30	High House	House	Y	II*	Brick
609-1/2/65	19	King's Quay Street	6		Shop	Y	II	Timber framed, ashlar plastered
609-1/2/89	19	King's Quay Street		The Ship Restaurant	Restaurant	Y	II	Timber framed, shiplap boarded, flemish bond brick
609-1/2/85	19	King's Quay Street		Gate Piers	Gate Pier	Y	II	Brick
609-1/2/76	19	King's Quay Street	28	Neptune Cottage	House	Y	II	Flemish bond stock brick
609-1/2/68	19	King's Quay Street	9		House	Y	II	Timber framed, rendered brick
609-1/2/78	19	King's Quay Street	31 & 32	Esplanade House and attached railings	House	Y	II	Gault bricks
609-1/2/79	19	King's Quay Street	33, 33b, 34, & 34b		House	Y	II	Ashlar, rendered, brick
609-1/2/81	19	King's Quay Street	46, 47		House	Y	II	Timber framed
609-1/2/82	19	King's Quay Street	57		House	Y	II	Timber framed, shiplap weatherboard
609-1/2/84	19	King's Quay Street		Bollards	Bollard	Y	II	Cast iron
609-1/2/83	19	King's Quay Street		Bollards	Bollard	Y	II	Cast iron
609-1/2/87	19	King's Quay Street		Naval House	Office	Y	II	Flemish bond brick
609-1/1/94	19	Little Church Street	3		House	Y	II	Flemish bond brick, rendered
609-1/1/92	19	Little Church Street	1	Harbour Cottage	House	Y	II	Timber framed
609-1/1/93	19	Little Church Street	2		House	N	II	Timber framed, shiplap weatherboarded
609-1/3/95	19	Main Street		Redoubt	Fort	Y	II*	Brick, granite
609-1/2/99	19	Market Street	10		House	Y	II	Timber framed, rendered
609-1/4/152	19	Pepsys Street, Bathside	2	Rose Cottage	House	N	II	Timber framed, weatherboarded
609-1/3/106	19	Station Forcourt		Drinking Fountain	Drinking Fountain	N	II	Cast iron
609-1/3/107	19	The Esplanade		Low Lighthouse	Lighthouse	Y	II	Brick, stone dressing
609-1/1/110	19	The Quay		Angel Public House	Public House	Y	II	Timber framed, brick
609-	19	The Quay		Premises of Orwell and	Railway Office	Y	II	Timber framed, shiplap boarded

1/1/111				Harwich Navigation Company				
609-1/1/109	19	The Quay		Quayside Court	Railway Hotel	Y	II	Gault brick, rendered
609-1/1/108	19	The Quay		Pier Hotel	Hotel	Y	II	Brick, roman cement
609-1/2/112	19	Wellington Road	1-16	Angelgate Cottages	Terraced House	Y	II	Flemish bond brick
609-1/2/113	19	Wellington Road	1	Wellington House	House	Y	II	Brick, ashlar rendered
609-1/1/131	19	West Street	38a		House	Y	II	Brick
609-1/3/146	19	West Street	78		House	Y	II	Brick, rendered
609-1/3/147	19	West Street	81	Trinity Cottage	House	Y	II	Brick, rendered
609-1/1/148	19	West Street		Former Harbour Cafe	House	Y	II	Brick
609-1/1/128	19	West Street	37		House	Y	II	Flemish bond brick, iron
609-1/2/142	19	West Street	63		House	Y	II	Gault brick
609-1/2/145	19	West Street	77		House	Y	II	Flemish bond brick
609-1/1/135	19	West Street	43		House	Y	II	Flemish bond brick
609-1/1/136	19	West Street	47, 48, 49		House	Y	II	Flemish bond brick
609-1/1/137	19	West Street	50, 50a, 51, 51a		House	N	II	Gault brick
609-1/2/138	19	West Street	58		House	Y	II	Flemish bond brick
609-1/2/139	19	West Street	59		House	Y	II	Flemish bond brick
609-1/3/149	19	West Street		High Lighthouse	Lighthouse	Y	II*	Brick
609-1/2/120	19	West Street	18, 18a, 19a, 20a		House	Y	II	Brick
609-1/2/116	19	West Street	6		House	Y	II	Timber framed, plastered
609-1/2/117	19	West Street	7		House	Y	II	Flemish bond brick

609-1/2/118	19	West Street	8	Barton Marine	Shop	Y	II	Brick
609-1/1/129	19	West Street	37a		House	Y	II	Brick
609-1/2/144	19	West Street	65	The Billy Public House	Public House	Y	II	Brick, rendered
609-1/1/114	19	West Street	1 & 2	Old Customs House	Custom House	Y	II	Flemish bond brick
609-1/2/122	19	West Street	23, 24		House	Y	II	Flemish bond brick
609-1/2/123	19	West Street	25, 26		House	Y	II	Flemish bond brick
609-1/1/126	19	West Street	33, 34		House	Y	II	Flemish bond brick, rendered
609-1/1/127	19	West Street	35 & 36	Trinity House Offices	House	Y	II	Flemish bond brick
609-1/1/46	20	George Street		Train Ferry Berth		Y	II	Steel
609-1/2/86	20	King's Quay Street		Electric Palace Cinema	Cinema	Y	II	Brick
609-1/2/71	20	King's Quay Street	19		Bank (Financial)	Y	II	Flemish bond brick
1/140		Castlegate Street	14, 15			Y	D	
1/145		Church Street		Methodist Church		Y	D	
1/12		Church Street	25			Y	D	
1/156		George Street		Labour Club premises		N	II	

APPENDIX 3: Urban components list

ID	DESCRIPTION
MEDIEVAL	
729	BUILT-UP AREA
730	MARKET
731	TOWN WALLS
732	CASTLE
733	CHAPEL
734	PARISH CHURCH OF ST NICHOLAS
735	GIULD OF ST GEORGE
736	THE EARL OF NORFOLK'S TOWNHOUSE
737	QUAYS
738	SHIP-BUILDING YARD AND DOCKS
POST-MEDIEVAL	
739	BUILT-UP AREA
740	PARISH CHURCH OF ST NICHOLAS
741	THE MARKET
742	MEETING HOUSE
743	THE QUAYS
744	OLD GUILDHALL/TOWN HALL
745	NEW GUILDHALL/TOWN HALL
746	GAOL AND PILLORY
747	ARCHERY BUTTS
748	TOWN MIDDEN
749	PLAGUE BURIALS
750	NEW PIER AND GANTRY TOWER FOR TRAIN FERRY
751	HA'PENNY PIER AND TICKET OFFICE
752	NAVY YARD
753	HARWICH CRANE
754	LOW LIGHTHOUSE
755	HIGH LIGHTHOUSE
756	LIFEBOATHOUSE
757	RAILWAY AND STATION
758	ROMAN CEMENT WORKS
759	WINDMILL
760	ELECTRIC PALACE CINEMA
761	ANGELGATE COTTAGES
762	TOWN WALLS
763	CASTLE
764	MIDDLE HOUSE
765	BEACON HILL FORT
766	HARWICH REDOUBT
767	BATHSIDE BAY BATTERY
768	ANGEL GATE BATTERY
769	NAPOLEONIC BARRACKS AND OTHER BUILDINGS
770	SECOND WORLD WAR DEFENCES