

Harwich Conservation Area Character Appraisal and Management Plan



Client:
Tendring District Council

Date:
November 2023





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1. Introduction

1.1 Summary

This Appraisal and Management Plan will provide an overview of the Harwich Conservation Area, outlining its designation history, alterations to the boundary, and highlighting its special interest. The appraisal will also consider those buildings, spaces, and features which contribute to its character.

Conservation Area designation gives broader protection than the listing of individual buildings, as it recognises all features within the area which form part of its character and ensures that planning decisions take the enhancement and preservation of the quality of the area into consideration.

Harwich Conservation Area was first designated in 1969. Its significance is predominantly derived from its medieval street pattern, which is still discernible today, its historic port and maritime influences, and the quality of historic buildings and features.

1.2 Conserving Tendring's Heritage

Tendring Council has appointed Place Services to prepare a Conservation Area Appraisal for Harwich. The document is provided as baseline information for applicants to consider, in conjunction with the Conservation Area Appraisal and Management document, when designing or planning new development in Harwich.

This report provides an assessment of the historic development and character of Harwich and outlines its special interest. The appraisal will also consider the significance of heritage assets and the contribution that these, along with their setting, make to the character of the area. The understanding of significance will be used to assess the susceptibility of the Character Areas to new development, highlighting key assets of importance.

This assessment will consider how different Character Areas within Harwich came to be developed, their building styles, forms, materials, scale, density, roads, footpaths, alleys, streetscapes, open spaces,

views, landscape, landmarks, and topography. These qualities can be used to assess the key characteristics of each area, highlighting potential impacts future developments may have upon the significance of heritage assets and the character of Harwich. This assessment is based on information derived from documentary research and analysis of the individual Character Areas.

The National Planning Policy Framework (NPPF) highlights good design as one of twelve core principals of sustainable development. Sustainable development relies on sympathetic design, achieved through an understanding of context, the immediate and larger character of the area in which new development is sited.

This assessment follows best practice guidance, including Historic England's revised Historic England Advice Note 1 for *Conservation Area Appraisal, Designation and Management* (2019) and *The Setting of Heritage Assets* (2017).



1.3 Purpose of Appraisal

A character appraisal defines the special interest of a conservation area that merits its designation and describes and evaluates the contribution made by the different features of its character and appearance.

This document should be used as a baseline to inform future development and design with regard to the sensitivities of the Historic Environment and its unique character.

It is expected that applications for planning permission will also consult and follow the best practice guidance outlined in the bibliography.

Applications that demonstrate a genuine understanding of the character of a Conservation Area are more likely to produce good design and good outcomes for agents and their clients. This Appraisal will strengthen understanding of Harwich and its development, informing future design.

1.4 Planning Policy Context

The legislative framework for the conservation and enhancement of Conservation Areas and Listed Buildings is set out in the Planning (Listed Buildings and Conservation Areas) Act 1990 (HMSO 1990). In particular section 69 of this act requires Local Planning Authorities to designate areas which they consider to be of architectural and historic interest as Conservation Areas, and section 72 requires that special attention should be paid to ensuring that the character and appearance of these areas is preserved or enhanced. Section 71 also requires the Local Planning Authority to formulate and publish proposal for the preservation and enhancement of these areas.

National planning policy in relation to the conservation and enhancement of heritage assets is outlined in chapter 16 of the Government's National Planning Policy Framework (2021).

The Harwich Conservation Area is located within Tendring District. Local planning policy is set out in the Tendring District Local Plan 2013 - 2033 and Beyond (2022). Policies which are relevant to heritage assets include:

Policy SPL 3 - Sustainable Design
Policy PP 8 - Tourism
Policy PPL 3 - The Rural Landscape
Policy PPL 7 - Archaeology
Policy PPL 8 - Conservation Areas
Policy PPL 9 - Listed Buildings
Policy PPL 10 - Renewable energy generation and energy efficiency

The Harwich Conservation Area has undergone the following alterations:

First designated - 19.06.1969
First boundary extension - 08.02.1982
Second boundary extension - 14.07.1986
Third boundary extension - 25.09.1995

1.5 Public Consultation

Tendring District Council held a six week public consultation on the draft Harwich Conservation Area Appraisal and Management Plan running from Monday 3rd October to Monday 14th November 2022. An exhibition event was also held in the Harwich Masonic Hall, on the 13th October from 3-7pm. Comments received during this period have been reviewed and incorporated into the document.



Figure 1 Harwich Mayflower Mural

2. Harwich Conservation Area

2.1 Context and General Character

Harwich is located to the north east of Tendring District and the County of Essex. It is situated on the coast overlooking the Rivers Stour and Orwell. It was founded in the early thirteenth century by the Earls of Norfolk as a commercial venture, and quickly became one of the major east coast ports with both local and continental trading links. Harwich was for a time the main urban centre in Tendring, where trade, fishing and shipbuilding contributed to the local economy.

The Conservation Area comprises the historic extent of the medieval 'plantation' town which was established from the twelfth and thirteenth centuries, and the post-medieval expansion of the naval dockyard and Harwich Green area. There is a high concentration of built heritage, including a significant number of timber framed buildings of late medieval and post medieval date, but has a largely Georgian character due to a predominance of eighteenth century facades.



Figure 2 Context and location of Harwich Conservation Area ©Aerial Map ECC

2.2 Origin and Evolution

The following section provides an overview of the history of Harwich and the surrounding settlement. The street plan of the settlement within the Conservation Area is medieval in origin.

Palaeolithic to Roman (c.10, 000 BC to c AD 450)

Harwich's location on high ground at the mouth of the River Stour would have provided an ideal place for occupation with easy access to the intertidal zone for early settlers. Evidence of human occupation has been found at nearby Dovercourt from early prehistory. There is limited evidence for Iron Age or Roman occupation in or around Harwich Conservation Area.

Medieval

The first evidence of substantial activity within the Conservation Area dates to the early thirteenth century when the port was founded at Harwich to support military campaigns and trade. Excavations at Mayflower House have identified twelfth century medieval features including structural remains and three phases of thirteenth century buildings.

A cobbled surface of medieval date has also been identified at Kings Head Street. The former church (Figure 3), constructed in the thirteenth century, was demolished in 1821 but other medieval buildings remain, including 40 West Street which is the earliest building still extant in Harwich, dating to the late fourteenth century.

Many surviving features of the late medieval settlement remain including the market, the fourteenth century quay and the sixteenth century town walls. Harwich



Figure 3 Print of 'L'heureux des embarquement de la Reyne au port de Harwich', 1639 (ERO X172-19 Imp 170-1-21)



Figure 4 'A Prospect of the Towne & Harbour of Harwich', 1712-1714 (ERO X172-19 Imp 170-1-3)



Figure 5 Enlarged view of 'A Prospect of the Towne & Harbour of Harwich', 1712-1714 (ERO X172-19 Imp 170-1-3)

also formerly contained a castle as part of its defences which was located to the north east of the settlement and remained in use until 1547; the area later became the shipyard but the building survived until the seventeenth century. The importance of the port's standing is evident in the arrival of the Queen of France at Harwich in 1639.

The port encouraged settlement and by the 1660s it was an important naval base and dockyard. Harwich was fortified by a turf bank (Figure 5) to defend the settlement during the Anglo-Dutch Wars. The naval crane, built in 1667, is located to the south east of the Conservation Area having been moved from the old Navy Yard to its current location in 1930. Standing buildings also demonstrate the extent of the medieval settlement; Harwich Conservation Area contains 27 listed buildings dating to the fifteenth and sixteenth centuries.

Post Medieval

The Navy Yard closed in 1713, although shipbuilding continued on the site under private ownership until 1827. The port continued to be used for trade, fishing and ferry crossings.

The 1777 Map of Essex by Chapman and André (Figure 6) shows the large settlement of Harwich with its dock, north of the lighthouse. This wooden lighthouse (Figure 7) was replaced by the two brick High and Low Lighthouses in 1818. They remained in use until 1863 and are both now protected as Listed Buildings and Scheduled Monuments.

The beginning of the Napoleonic Wars in 1803 led to further defences within Harwich. In 1811, gun batteries were erected on Bathside Bay and Angel Gate and a large circular Redoubt was located on high ground to the south, beyond the Conservation

Area boundary. The batteries and Redoubt are protected as Scheduled Monuments.

Harwich grew in the nineteenth and twentieth century partially due to the increased popularity of seaside resorts, with the growth of inns and hotels reflecting this expansion. Due to the enclosed nature of the settlement, infill developments resulted in tight house plots with small backyards.

Commercial activity flourished around the port throughout the nineteenth and twentieth centuries with various quays, a landing stage and a dry dock. The perimeter road was lined with warehouses. Several piers have served Harwich historically, including the Continental Pier and Trinity Pier, which was used for the train ferry. The Ha'penny Pier served as a ferry pier for foot passengers and was rebuilt in 1900 in a similar architectural style.

The opening of the Harwich branch of the Eastern Union Railway in 1854 also resulted in the expansion of the settlement (Figure 10). The Conservation Area includes the town's original railway station along George Street, to the west of the Main Road.

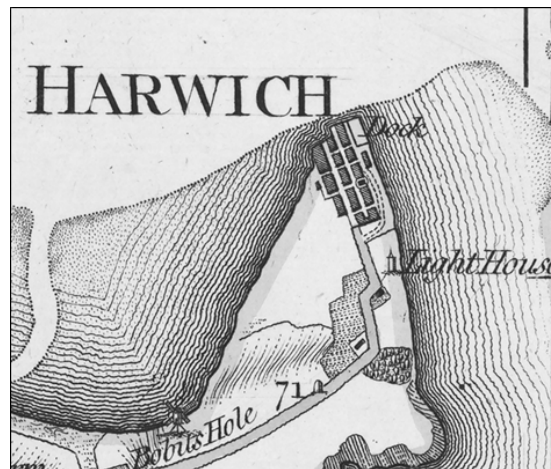


Figure 6 Chapman and Andre Map of 1777



Figure 7 A view in Harwich, 1808, prior to the building of the low and high lighthouses in 1818 (ERO X172-19 Imp 170-1-27)

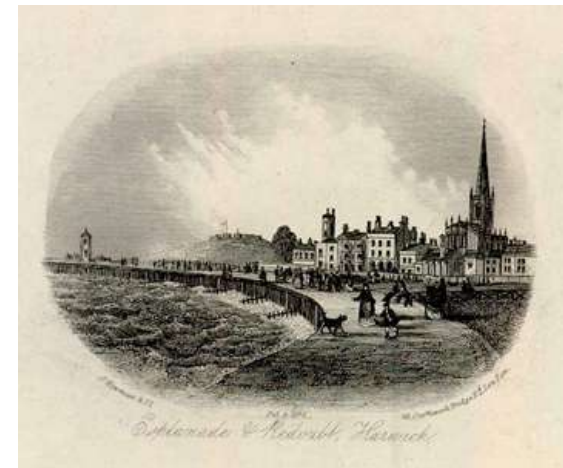


Figure 8 Esplanade and Redoubt, Harwich 1876 (ERO X172-19 Imp 120-1-3)



Figure 9 Photo of West Street, Harwich 1897 (ERO X172-19 Imp 120-1-3)



Figure 10 Extract from 3rd edition OS map, 1920s

Modern

The town played an important role as a defensive harbour in both the First and Second World Wars. Harwich was declared a “Class A” fortress with the arrival of the First World War and provided vital deep-water anchorage for the Harwich Force in the First World War and for allied shipping in the Second World War. During the Second World War, access to the Quays was controlled by a checkpoint and historic buildings within the Conservation Area were commandeered as part of the wartime naval base. Defensive features including Beacon Hill Fort and the Redoubt, located south of the Conservation Area, were adapted as Second World War defences and, along with new anti-aircraft guns, served to protect the port and the settlement.

A train ferry from Trinity Pier was opened in 1924, but the use of the historic port declined during the twentieth century. Slum clearance was undertaken in the town in the mid-twentieth century, resulting in the loss of buildings dating back to the seventeenth century, and the Naval Base closed. However, Harwich’s medieval street plan and abundance of historic buildings make it an attractive town of special architectural and historic interest.



Figure 11 Photo of West Street, Harwich 1937 (ERO X172-19 Imp 170-1-6)



2.3 Designation of the Conservation Area

The Harwich Conservation Area was first designated in 1969, and further extended in 1982, 1986 and 1995. Tendring District Council prepared Conservation Area Character Appraisals for each of its Conservation Areas in 2005 based on earlier, but unadopted, reports from 2001.

2.4 Revisions to the Boundary

As part of this review, the Conservation Area boundary has been revised to reflect changing methodologies of good practice and provide a clearer strategy which acknowledges the practicalities of Harwich's unique built environment.

Reductions

It is considered that reduction of the Conservation Area to the north and east to exclude areas of sea would conform with Historic England Advice Note 1 *Conservation Area Appraisal, Designation and Management*, where the contribution that the sea can make to the setting of a conservation area is highlighted in paragraph 59.

There is a strong visual and historic relationship between Harwich and the sea; it is surrounded by water to the west, north and east, and still functions today as a working dock. Due to this proximity and association, the sea forms an important part of the setting of the Conservation Area. It contributes to our understanding of the development of Harwich, its character, and positively influences how we experience the heritage asset. The contribution this land makes to the setting of the Conservation Area will not be diminished through its removal from the boundary.

A small length of road, which makes no contribution to the significance of the Conservation Area at the southern edge of the boundary is also proposed for removal in order to rationalise the boundary.

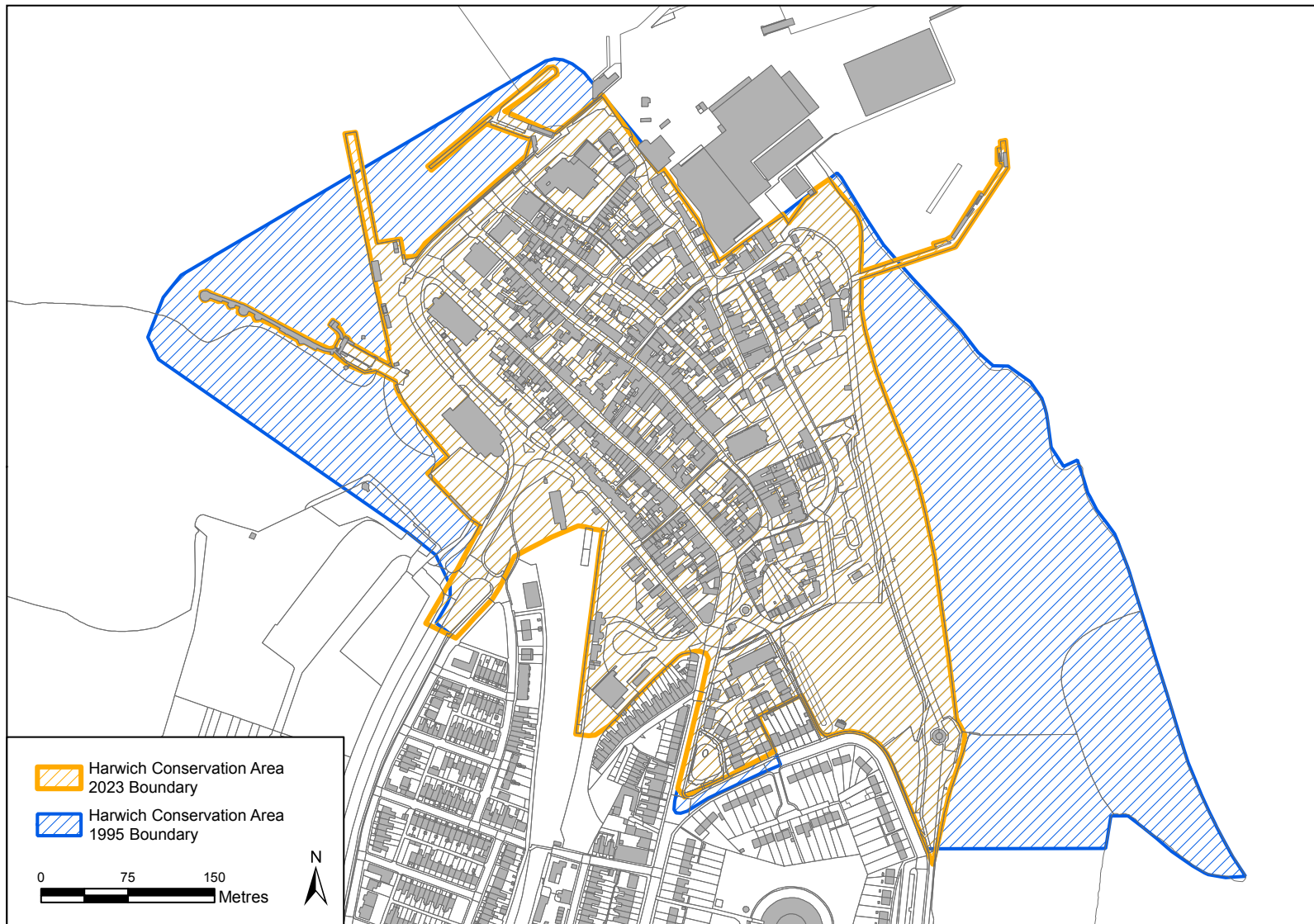


Figure 12 Map showing 2023 revisions to the Conservation Area boundary

2.5 Designated Heritage Assets

There are 154 designated heritage assets within the Conservation Area boundary, comprising 150 listed buildings and structures and four Scheduled Monuments. Of these list entries, 11 are designated at Grade II* or Grade I, and are noted below:

Scheduled Monuments

- The Harwich Treadwheel Crane (list entry no: 1017202)
- Harwich Low Lighthouse (list entry no: 1019326)
- Harwich High Lighthouse (list entry no: 1017201)
- A Napoleonic coastal battery at Bath Side, 400m north west of Tower Hill (list entry no: 1018957)

Grade II*

- High House (list entry no: 1204838)
- Church of St Nicholas (list entry no: 1281276)
- Number 26 and Frontage Wall to South East (list entry no: 1281089)
- 42 and 42a, Church Street (list entry no: 1298480)
- High Lighthouse (list entry no: 1280598)
- The Old Swan House (list entry no: 1281210)
- Electric Palace Cinema (list entry no: 1204934)
- 34 and 35, Church Street (list entry no: 1187884)
- Old Naval Yard Crane (list entry no: 1187899)
- 10, King's Quay Street (list entry no: 1187905)

Grade I

- Guildhall (list entry no: 1298482)

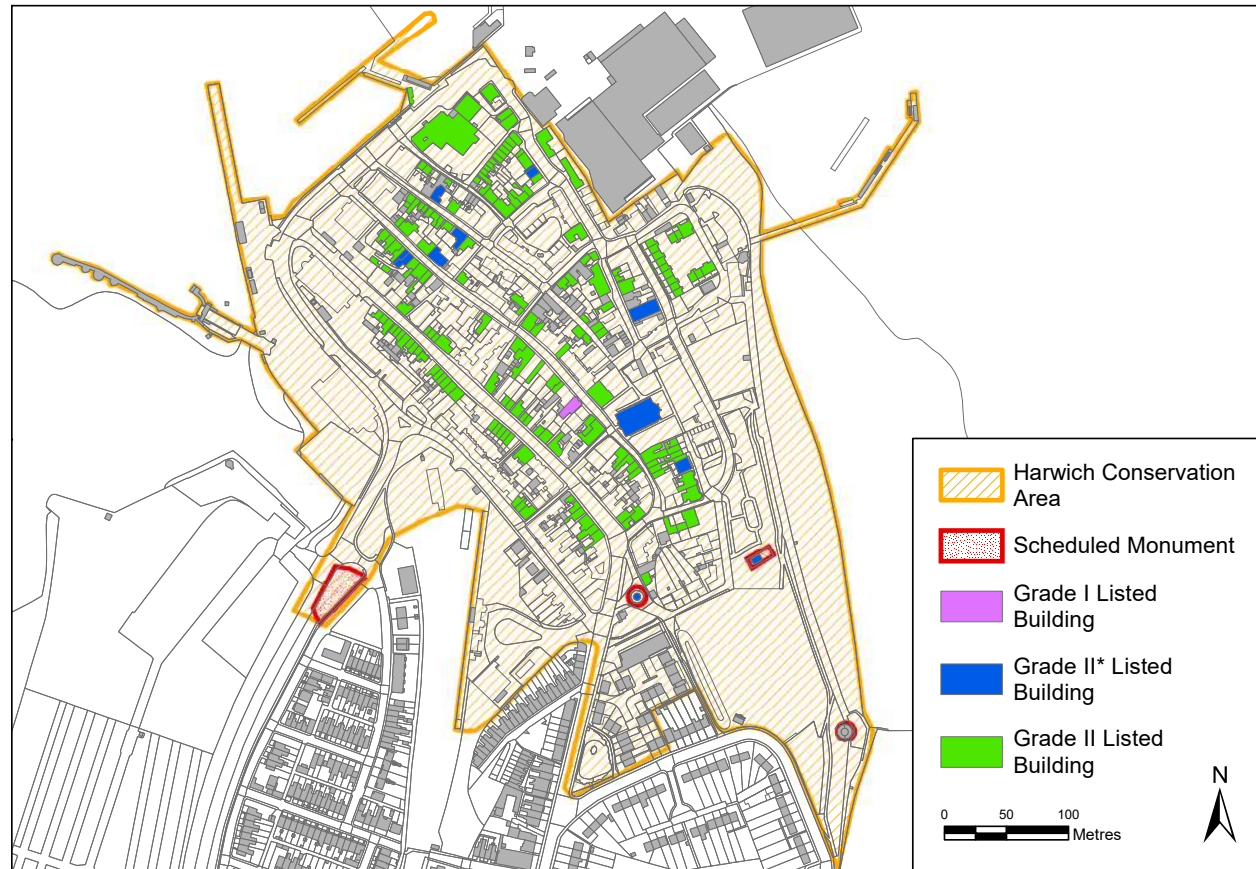


Figure 13 Map showing designated heritage assets within the Conservation Area



2.6 Non-Designated Heritage Assets

Buildings within the Conservation Area which should be considered for inclusion are identified below and are considered to be buildings of townscape merit which make a positive contribution to the significance of the Conservation Area. These buildings have been identified as they are either considered to be good examples of their type or architectural style, are prominent local landmarks, demonstrate use of local materials or design features, or are connected to local historical events, activities or people, and are all relatively complete in their survival.

Further information on their contribution to the Conservation Area can be found in Sections 3.6 and 3.7 and they are identified below:

- The Harwich Mural
- Harwich Station
- The Salvation Army Citadel
- Shakers Bar
- The Vicarage
- The former Fire Station
- Lifeboat Museum
- The New Bell Inn
- The Ha'Penny Pier
- Merchant Navy Memorial

2.7 Heritage at Risk

There were two structures within the Harwich Conservation Area which were included on the Historic England Heritage at Risk Register, however have since been restored:

- **The Harwich Treadwheel Crane**

Recent research revealed further significance of this crane, which is believed to be the earliest surviving example of this type of structure in England and is designated as a Scheduled Monument. A grant of more than £140,000 was awarded from Historic England as part of the Government's Cultural Recovery Fund scheme to fund the restoration, and Tendring Council (owners of the crane), funded a further £47,000.

- **The Electric Palace Cinema, King's Quay Street**

This building has recently undergone a two-year restoration project with funding provided through a National Lottery Heritage Fund grant and by Historic England. It had been on the Heritage at Risk Register since 2019.

As a non-designated heritage asset, the old School House is not included on the national Heritage at Risk Register, however, at the time of survey it appeared vacant and in a poor state of repair, at risk of neglect and further deterioration. Number 8 Church Street is also considered to be at risk, as it is a vacant property at risk of further deterioration and loss of historic fabric.



2.8 Archaeological Potential

A number of small scale excavations have been undertaken within the Harwich Conservation Area largely revealing medieval and postmedieval remains relating to the development of the port and historic town. The area has deep stratigraphy and the potential for waterlogged deposits.

The archaeology of the Conservation Area is likely to comprise mainly medieval to post medieval features, structures and finds. Excavations at Mayflower House have identified twelfth century medieval features including structural remains and three phases of thirteenth century building.¹ A cobbled surface with medieval dating has also been identified at Kings Head Street.² The Quay Pavilion site revealed a masonry walled quay structure, watergate and water-stairs dating to at least the fourteenth century.³ In the fifteenth century a series of timber quay fronts were erected in front of the masonry quay face. These investigations indicate the potential for well-preserved archaeological remains, in some areas up to 2m deep, relating to the historic town and early port.

The western side of the town from the Kings Quay Street seawards is all made ground, dating from the early post-medieval period onwards. Waterlogged remains are most likely to be encountered in the area of the Kings Quay and Navy Yard and probably survive in deeper features such as wells and cess-pits. The excavation evidence has demonstrated the survival of bone and shell, as well as ceramics, metal objects and building materials.

The survival of the medieval street plan, and the extensive listed buildings, is an important, well preserved resource.

1 Milton, B, 1986, Excavations at Church St, Harwich 1986

2 Priddy, DA, 1989, Watching brief at corner of Market St & Kings Head St.

3 Bassett, SR, 1972, Interim report on the archaeological investigation of three sites in Harwich

3. Assessment of Significance

3.1 Summary

The special interest of the Conservation Area is derived from its development as a medieval planned port town with its street plan still evident today, its high quality historic buildings and features, and its seaside character. Harwich is identified as one of three Historic Towns within the Tendring District by Essex County Council.

3.2 Land Usage

The Conservation Area contains commercial, residential and recreational areas. The north of the Conservation Area includes dockside infrastructure and larger scale commercial buildings and sites. These dockside buildings continue to the east, where a beach and recreational areas can be found, including Harwich Green. The majority of the Conservation Area to the south comprises a mixture of small scale residential and commercial buildings, many medieval in origin.

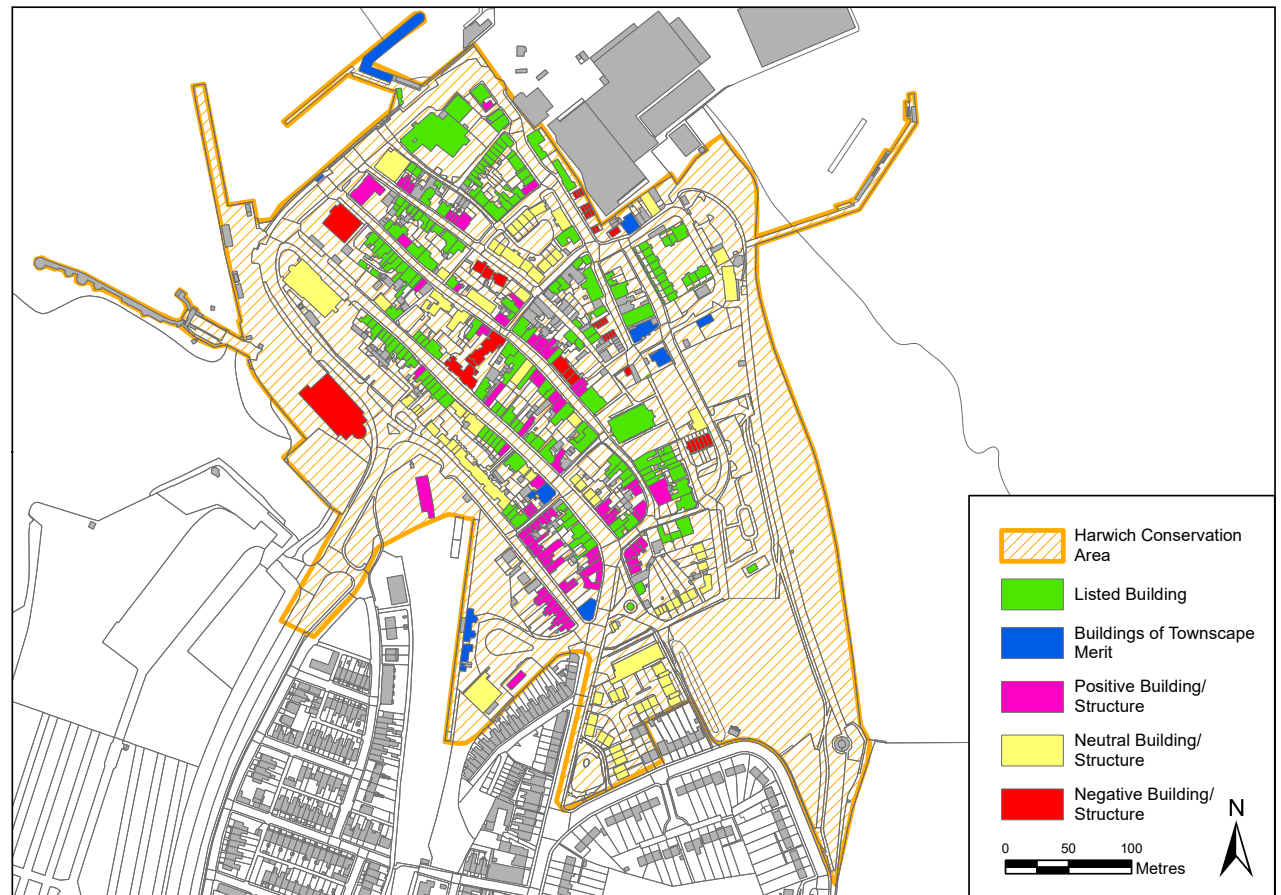


Figure 14 Map showing significance of buildings within the Conservation Area

3.3 Views

Key views are identified on Figure 15. Note the views included are a selection of key views; this list is not exhaustive and there may be other views of significance. Any proposals for development within the conservation area, or its environs, should consider the views below and any others which may be relevant or highlighted as part of a bespoke assessment of that proposal.

Many of the key views take in long vistas along the medieval streets of the town lined by two and three storey historic buildings. The Church of St Nicholas is a landmark, particularly in views from Church Street, and its tall tower and spire features in several key views. The density of historic buildings within the core of the town, including along Kings Head Street, Church Street and Eastgate Street, limit views outwards but from the north west end of these streets are views of The Quay and the sea beyond. The High Lighthouse is prominent in views in the southern part of the Conservation Area, with the open space of Harwich Green permitting a key view of the full height of the High Lighthouse from the eastern coast. Views of the Low Lighthouse are also important along the eastern coast of the Conservation Area where the relationship between the two lighthouses and the town itself can be appreciated. Views from The Quay and Ha'penny Pier permit an appreciation of the coastal setting of the town and the strength of the maritime influences on it.

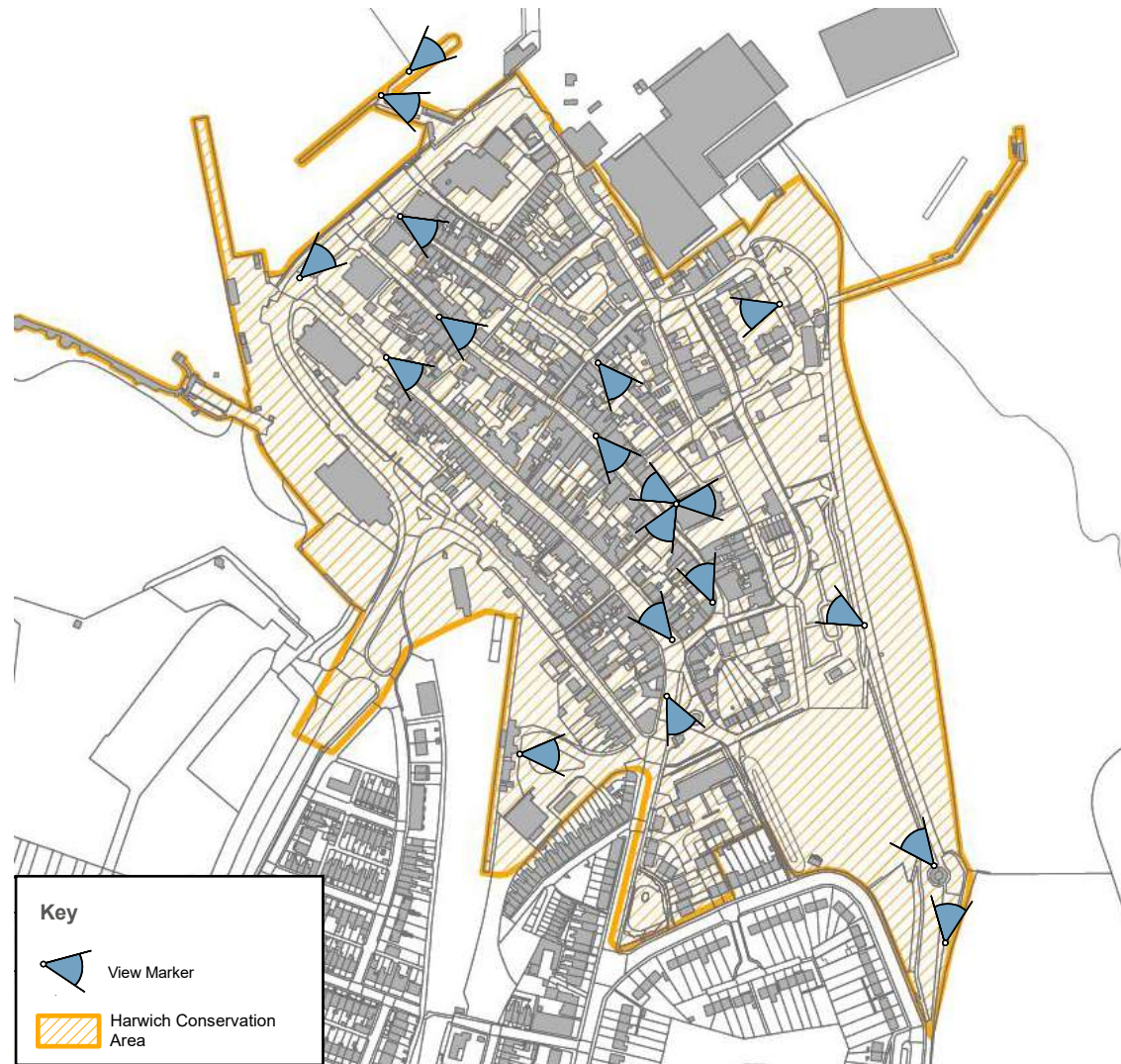


Figure 15 Map showing key views within the Conservation Area

3.4 Local Building Materials and Details

Harwich has a high number of medieval and post-medieval timber framed buildings, and while some have retained their exterior appearance, the majority have been refronted. This provides a varied townscape with properties in close proximity displaying a variety of building materials and decorative detailing. Typically properties within the historic core have been remodelled in the Georgian period with sash windows and decorative front door treatments set in red brick facades concealing earlier timber frames. Red brick predominates within Harwich; however, some properties are painted, often in bright pastel colours typical of seaside settlements, and others are decorated with stone and gault brick dressings to distinguish them. There are some examples of gault brick buildings, notably Quayside Court (Grade II Listed), and of glazed brickwork and tiles, predominantly on commercial properties including the former Wellington Inn (Grade II Listed).

Many buildings are also part-clad in timber weatherboarding, often to the flank elevations or the upper halves of front elevations above painted rendering. Weatherboarding is predominantly painted either in black or white.

The historic core of Harwich includes detailing typical of the Georgian period, including fan lights, doric porches, panelled doors and ornate door casing, sash windows, keystone detailing, rendered plinths, and stringcourses.

Rooflines are characteristically varied, due mainly to the variety of building height ranging from two to three storeys, with a mixture of parapets and gable, hipped and mansard roofs many with dormer windows. Roof tiles are typically pantile or slate. There are some examples of stepped and shaped gables, reflective of Dutch connections and influences in Harwich.



Figure 16 Example of Georgian facade



Figure 17 Red brick within the Conservation Area



Figure 18 Example of varied roof scape



Figure 19 Historic Doorway

Historic shopfronts are often decorated more elaborately, with large display windows, recessed doors with tiled entrances, stall-risers and pilasters often painted or picked out in glazed brick and tile, below projecting cornicing with decorated consoles, and well-detailed fascia boards.

Surface treatment varies throughout the Conservation Area and often makes a positive contribution to the area's character and appearance. For example, Market Street contains a section of herringbone concrete paving, there are areas of granite kerbing throughout. Golden Lion Lane is paved entirely in scoria bricks, and many streets within the core of the town are also bordered by or decorated with scoria bricks, adding character and detail to the area.



3.5 Landscaping, Open Spaces and Public Realm

Areas of notable public realm can be found to the east and north of the Conservation Area. The largest areas of open space within the Conservation Area include Harwich Green and the coastal walks which flank the beach to the east and docks to the north. The Green and these promenades are lined with benches and provide key public space for residents and visitors permitting an appreciation of its character and seaside setting.

Harwich Green

Harwich Green stretches from Wellington Road at its northern edge to Harbour Crescent at the south. Within it is located the Harwich Treadwheel Crane, a Scheduled Monument, which was re-erected on Harwich Green when the old shipyard was dismantled in 1928. A small area of formal planting is located to the north of the crane, with flower beds and public benches, and, to the south, an open green area contains a café, children's play area, scattered planting and public benches.

Cox's Pond

Where Harbour Crescent meets Main Road at the entrance to the Old Town, Cox's Pond sits on a triangular portion of land. This pond was formed of an early fragment of the ditch and creeks that historically surrounded Harwich, offering protection for the town and providing also a watering place for horses.⁴ A wooden house for ducks was constructed on the pond's island around 1903, and a fountain and benches were added in the early twentieth century. The pond is now surrounded by iron fencing and hedging but is visible from the street.

4 [Harwichanddovertcourt.com/coxs-pond.html]



Figure 20 High Lighthouse Green



Figure 21 Harwich Station



Figure 22 Wellington Road Memorial

High Lighthouse

The area surrounding the High Lighthouse on St Helen's Green and West Street forms a triangular island which is grassed and planted with established trees and hedges. This area provides public benches, a town notice board, public restrooms with a map of Harwich, a telephone box and a decorative buoy signposted 'Old Harwich'.

Station

Outside of Harwich Town Railway Station, a large grassed area forms the centre to the circular driveway which leads from Main Road to the station entrance. In the centre of this green space is a nineteenth century grade II listed drinking fountain. The fountain is octagonal and topped with a decorative finial, surrounded by planted flower beds. This area is maintained by the Harwich Society and provides a pleasant setting for the station, affording views towards the High Lighthouse and Harwich Green.

North end of George Street

To the north of George Street, a paved triangle is planted with established Holly Oak trees and contains a row of benches. It is also where the Mayflower Mural is now located, just north of the Harwich History Heritage Centre. The old railway tracks and gates to the station yard have been retained where they cross the street, contributing to the historic character of the area.

Wellington Road Memorial

The Wellington Road Memorial includes a grassed parcel of land, with a bench, decorative buoy to mark the Lifeboat Museum, and the 1953 Floods Memorial sculpture. The bench and sculpture were installed to provide a peaceful place of remembrance for those who lost their lives in the floods.



Figure 23 Green Spaces throughout the Conservation Area



Churchyard

The Churchyard of St Nicholas' Church is large and stretches from Church Street to Wellington Road. It is bounded by a low red brick wall on the north, east and south sides and by an iron railing to the west. The Churchyard contains tree lined pathways and public benches.

Church Street

To the south of Church Street, the entrance to the street is marked by a small paved public square. The square is bounded by a low red brick wall and a mixed species hedge, with three established trees and a public bench.

Wellington Road and Outpart Eastward

A sliver of green space located at the junction between Wellington Road and Outpart Eastward is grassed and planted with shrubs and young trees, with two public benches. One of these benches overlooks the Harwich Mural, its plaque reading 'From the people of Harwich for the people of Harwich'.

Courtyard Gardens

Elements of the Conservation Area are characterised by their paved, courtyard gardens, which are private gardens but sometimes visible from alleys and occasionally spill into the public pavements.

3.6 Public Art

There are a number of public art installations across the Conservation Area, which make a positive contribution to our understanding and appreciation of the history of Harwich while also enhancing communal and aesthetic value of the area. Notable pieces of public art include:

The Harwich Mural

The Harwich mural stretches across a wall on Wellington Road and was originally commissioned by the Harwich Society in 1982. It originally depicted buildings in a time sequence from ancient to modern. After repairs damaged the original design, the wall was repainted with new imagery in 1995 to show a collage of local buildings and ships. It was painted in part by students of Harwich School, and overseen by the Harwich Society.

Mayflower Murals

The murals, on display in George Street along the walls of the former railway goods yard, were painted in 2015 by volunteers as part of the Harwich Mayflower Project. They highlight the history of the Mayflower, following its journey from Harwich to America.

1953 Flood Memorial

This monument commemorates the eight residents of Harwich who lost their lives in the Great Flood of 1953. Their names are etched into the central ring of a metal sphere set on a brick plinth.

Harwich Mosaic

The mosaic shows Esturiana, the goddess of Harwich, creativity and the estuaries, and was created by artist Ann Schwegmann-Fielding for the Harwich Festival 2018. It was commissioned by the Harwich Festival, in partnership with old Bank Studios, with funding from Arts Council England.

The old boat is decorated with items donated by the local community, including broken plates, sea glass and glass tiles. The plaque reads 'You are just a drop in the ocean but the ocean is made of thousands of drops'.

Window Competitions

The Harwich Festival run Window Competitions for all residents in Old Harwich with ground floor windows facing the street. The competitions are an opportunity for the community to create art installations within their homes, which are mapped and judged as part of the Harwich Festival. There are also often windows decorated throughout the year for public holidays, and 'window art' is clearly loved by the community and engages both residents and visitors.

Journeyer

Journeyer was a project undertaken by Essex County Council, Place Services, and Glassball in 2014 as part of the Seaconomics Programme. It delivered a series of public arts project across Harwich to explore visitor experience and local inhabitants' connections with place. The installations include a public bench, hoarding and dock walls inscribed with memories and words relating to Harwich's history and sense of place, as well as temporary light, digital and planted installations.



Figure 24 Decorated Window in Harwich





3.7 Contribution by Key Un-Listed Buildings

Although not recognised by listing designations, there are several key buildings of interest located throughout the Conservation Area:

Harwich Station

The station building forms a gateway into the Conservation Area and part of the building also serves as Harwich Railway and Shipping Museum. The building makes a positive contribution within the open station forecourt. It is a single storey building, constructed in gault bricks with striking architectural detailing including brick banding, brackets, and projected quoining at its corners. It has a mix of arched and straight brick lintels, with stone window sills. Its slate tile roof is punctuated by seven prominent chimney stacks. The building is of historic, architectural and communal value.

The Salvation Army Citadel

This red brick building is situated on a prominent corner plot on George Street and West Street, its height and ornamental crenelated parapet and towers make it a dominant feature of the street scape. The building was opened in June 1880 by William Booth, and still serves as the Salvation Army's building. There are two modern extensions to the east and west of the building. It is of

historic, architectural and communal value, making a positive contribution to the Conservation Area.

Shakers Bar

This pub was purpose built by Tollemache & Company around 1905, replacing the original building which traded as a pub and alehouse in the mid-nineteenth century. The building is red brick, with timber sash windows and dominant shaped gables facing West Street and Golden Lion Lane. It is currently known as Shakers Bar and has retained its original external appearance, contributing to the streetscene.

The Vicarage

The Vicarage is a fine Victorian building located on a corner plot with Wellington Road and Cow Lane, constructed in red brick monochrome brickwork detailing around fenestration. The historic core of the building has retained its timber windows, however a large-scale extension to the north of the building has introduced modern building materials and uPVC windows. While the extension does impact the historic character of the building, it is still a good example of a Victorian Vicarage, which retains architectural brick and tile detailing, decorative barge boarding, and its historic boundary treatment. It shares a strong connection with the Church of St Nicholas, both visually



Figure 25 Harwich Station



Figure 27 Shakers Bar



Figure 26 Salvation Army



Figure 28 The Vicarage

and historically, its garden overlooking the churchyard across a low wall, making a positive contribution both to the Church's setting and to the Conservation Area.



The former Fire Station

This site on Kings Quay Street operated as the fire station for Harwich from 1912 to 1966, and its former use is still legible in the architecture of the building. The double height arched openings are finished with stone arches and keystones and blue brick quoining and dominate the main façade of the building. The plaque commemorating the opening of the station in 1912 sits centrally between the archways, above which is a small oculus window. The building now serves as a recreational centre and hostel and is of value due to its former use and unique associated architectural detailing.



Figure 29 Former firestation

Lifeboat Museum

The Lifeboat Museum is a small, single storey building with a timber tower to the east. Its simple architectural detailing includes gault brick banding, arched lintels, and stone window sills, all of which make a positive contribution to the building and the streetscape. It is of historic value as a former lifeboat house, and communal value as a museum.



Figure 30 Lifeboat Museum

The New Bell Inn

The New Bell Inn has origins as a public house in the early eighteenth century, functioning as a blacksmith from 1620 through to 1743 before its conversion.⁵ It is simple but attractive in architectural style, rendered with simple pargeting panels to the first and ground floors. There is potential for earlier fabric to have been retained within the building. It makes a positive contribution to the character of the area.

The Ha'Penny Pier

The Pier was opened in July 1853 and functioned as a popular departure point for paddle steamers until after the First World War. The pier is of group value along with listed ticket office and waiting room, and forms an important component of their setting. Mr. Peter Schuyler Bruff, an outstanding civil engineer of Ipswich, was engaged to construct the pier and quay. The Halfpenny Pier was owned by Trinity House up to 1988 and is now in the ownership of the Harwich Haven Authority. It is of high historic and communal value, and a key element of the Harwich Conservation Area.



Figure 31 The New Bell Inn

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<http://www.harwichanddovertcourt.co.uk/public-houses-hotels/>



Figure 32 The Ha'Penny Pier

Merchant Navy Memorial

This memorial is situated along the promenade to the north of the Conservation Area, overlooking the estuary. It was erected in 2006 to commemorate the Merchant Navy and the men lost in the First and Second World Wars. It is a tapering stone pillar set on a plinth with sloping shoulders and two steps. It is enclosed by low chains hung from posts at each corner. On the pillar is the badge of the Merchant Navy Association. The monument contributes to our appreciation of the relationship between the community of Harwich and the sea. Its inscription reads:

MN./ THEIR NAMES ARE NOT INSCRIBED
ABOVE/ A BED OF COMMON CLAY/ BUT IN
THE SCROLLS OF ROLLING WAVES AND/
WREATHS OF SWIRLING SPRAY./ THEIR
EPITAPHS ARE WRITTEN IN THE/ LANGUAGE
OF THE SEA./ ON ALL THE OCEANS WHITE
CAPS FLOW/ YOU DO NOT SEE CROSSES
ROW ON ROW/ BUT THOSE WHO SLEEP
BENEATH THE SEA/ REST IN PEACE FOR
YOUR COUNTRY IS FREE./ DEDICATED TO
THE MERCHANT NAVY BY THE/ MERCHANT
NAVY ASSOCIATION HARWICH/ 3rd
SEPTEMBER 2006.



Figure 33 Memorial

3.8 Character Analysis

There are four distinct areas within the Harwich Conservation Area which form separate character areas, as shown on Figure 34. These are:

- Character Area 1 - The Quay
- Character Area 2 - Historic Core
- Character Area 3 - Eastern Coast
- Character Area 4 - Gateway

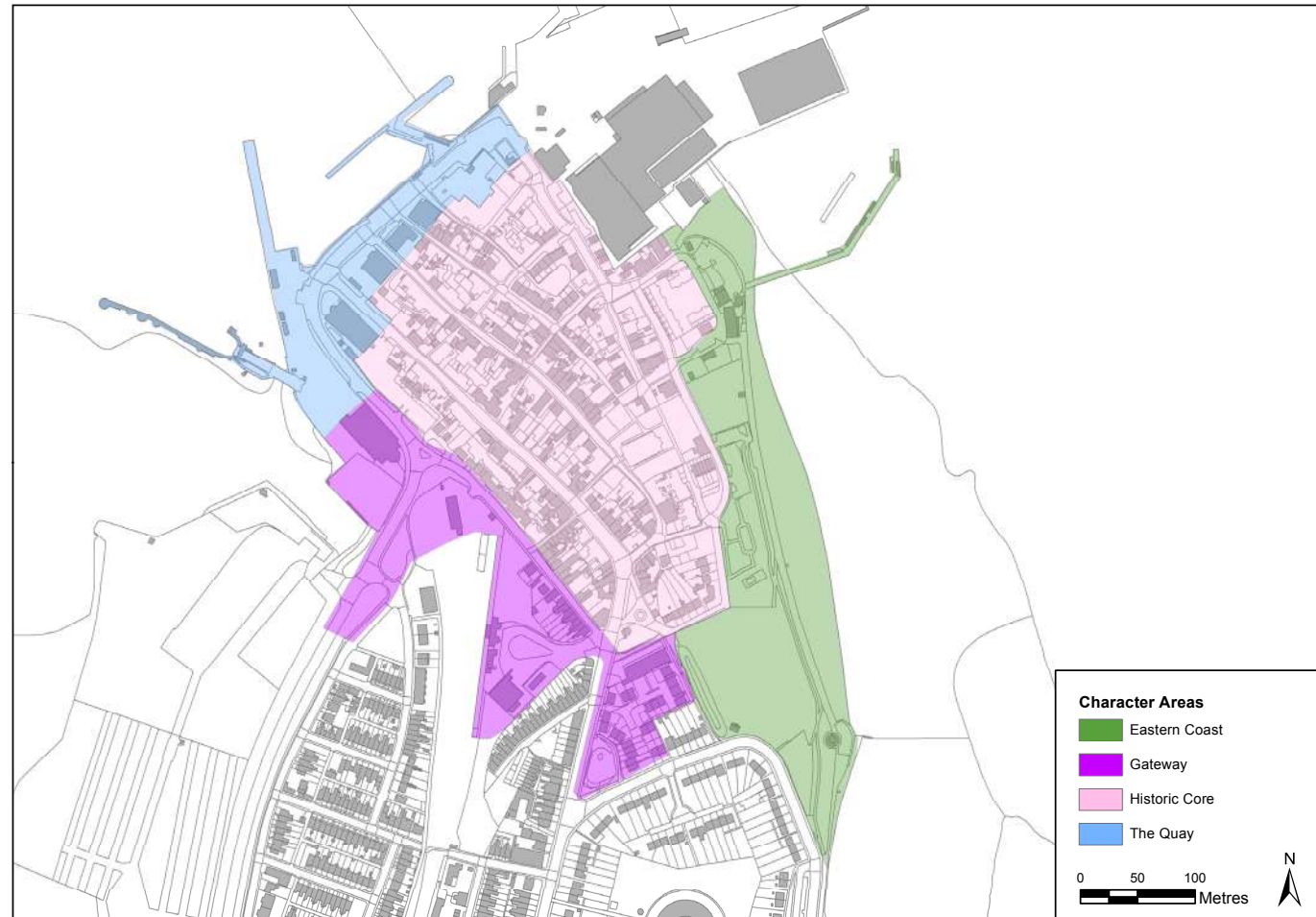


Figure 34 Map showing Character Areas identified in the Conservation Area

Area 1 – The Quay





Figure 35 Pier Hotel

The Quay forms the northernmost Character Area within the Conservation Area and focuses on the promenade and Ha’Penny Pier. It is characterised by its continued use as a dock, along with its open aspect to the north, with wide pavements and views stretching towards the estuaries, and the large, dominant, industrial buildings to the south west.

The Promenade

The promenade is characterised by its strong relationship with the working dockyard and is a well-conceived public space with a low wall and well-spaced and consistent public benches, bins, and lamp posts with hanging baskets lining the walk. The uncluttered streetscape allows views north over the estuary to be fully appreciated. Benches overlook the estuary and docks, with cranes, marine traffic and shipping containers creating a colourful, noisy and kinetic setting. There are a few built features along the promenade but those present make a positive contribution to the character of the area, including the former ticket office and waiting room (the Grade II listed Premises of Orwell And Harwich Navigation Company), the Ha’Penny Pier, and the Merchant Navy Memorial. Off-road parking does somewhat detract from the open character between the Memorial and the Pier.

South of the Quay

To the south of the Character Area a row of large-scale buildings set within large plots line the street. To the east, The Pier (Grade II listed former Angel Public House) is unusual as a smaller scale development which is common within the historic core but not along the Quay. It is early nineteenth century, and contains a mixture of styles, with a prominent gable clad in weatherboarding with decorative bargeboards and a large oriel window above a central doorway flanked by oculus windows.

Further west, the mid-nineteenth century Pier Hotel and restaurant (Grade II listed) is three storeys in height with a central octagonal belvedere. The building is highly detailed with round arch headed sash windows to the ground floor, stringcourse detail, modillioned cornice, and a balcony at first floor with iron railings. The building is rendered and painted in cream, showcasing the ironwork of the balcony.

Between The Pier and Quayside Court is a one storey public restroom with elaborate round arches surrounding clam shell motifs above the three doorways. This forms part of the largest building on The Quay which rises to four storeys, the former Great Eastern Hotel, now Quayside Court (grade II listed). It was constructed in 1864 and designed

by Thomas Allom in yellow gault brick with render and stone dressings under a slate roof. It is a grand building, finely decorated, and makes a positive contribution to the character area.

Further west, the buildings are modern in design; they are each stepped back slightly from the Quay moving west, so that all are visible when viewed from the west of the promenade looking east. While these buildings do not contribute to the historic character of Harwich, some of them are good examples of its continued maritime connection. The Harwich Haven Authority building is an angular post-war building, with striking angled wrap around windows at ground and first floor level giving it a particular horizontal emphasis. The roof terminates in a large glazed lantern, reminiscent of a ship's bridge.

Crossing Kings Head Street, the next building, Miranda House, makes a positive contribution to the area. It is utilitarian in appearance but is a well-proportioned two-storey office building constructed in red brick with stone dressings. Further west is another two-storey office building is set behind a high brick wall. This building is dominant in the streetscape, partly due to its boundary wall and partly due to the prominence of its undecorated, wide brick frontage rising to a parapet behind which is a slack pitched roof..

Over West Street are the offices of Trinity House, opened in 2005. It is a three and a half storey, flat roofed building with a circular central viewing tower overlooking the water on its north elevation. It is red brick to the rear, its main façade clad in a stark grey stone. A large flagpole is located in the building's forecourt, designed to mimic a ship's sail.

George Street

George Street is characterised by its metal fencing and the depot for Trinity House beyond. The depot contains a variety of structures and equipment associated with the shipping industry. While not particularly aesthetic, this forms an important part of the working dockyard, and contributes to our understanding of the continued history and importance of Harwich as a shipping base. The art installation on the wall here encourages passers-by to appreciate the industrial character of this area.



Figure 36 Buildings south of the Quay

Area 2 –Historic Core





Figure 37 Building detail on George Street

The historic core of Harwich is largely characterised by tight grain, historic development within small plots, formed due to the historic topographical limits of the medieval town. The density of historic building stock underpins key characteristics of this Character Area including its high quality historical architectural detailing, its network of narrow alleys with glimpsed views across rear gardens, staggered rooflines, and its lively and varied streetscape.

George Street

The north east of George Street is marked by the modern development of St Nicholas' Court, which makes a neutral contribution to the character of the area. Further south, buildings are early nineteenth century in origin and have retained their historic features and character, including the Grade II listed, three storey, red brick properties and Grade II listed former public house (now Treo Bar Café). Golden Lion Lane creates a gap in the building line, and is paved with scoria bricks, a particular type of glazed pavers with a cloudy light blue finish. The detail of the paved surfacing on these lanes and alleys make a positive contribution to the area. To the south of Golden Lion Lane, the painted brick building is simple in architectural style with interest added by the corbelled corner, and makes a positive contribution to the area. Further south are a variety of buildings including two storey

cottages, a yellow brick industrial shed with a date stone marking its construction at 1874, and other wider spaced buildings affording views to the rears of buildings on West Street. The variety of styles and materials, ranging from red and gault brick, to weatherboarding and painted render, contribute to a varied and characterful streetscene. The south entrance to George Street is marked by the Salvation Army Citadel, a prominent corner plot building in red brick with faux towers and battlements. The west side of George Street sits within the 'Gateway' Character Area; however the buildings here do contribute to the character of the street, particularly to the south west where a row of well-preserved, three storey Victorian dwellings make a positive contribution to the street scape.

West Street

The north end of West Street is characterised by its brick and close board fenced walls, which are low enough to afford views of planting within garden plots and the buildings on Little Church Street (Harbour Cottage and 2 Little Church Street, both Grade II listed). Further south, the building line is largely continuous and extends to the pavement edge, creating an enclosed and tight grained character. Most properties on West Street have eighteenth century frontages, with sash windows, elegant doorcases and fine brick details set in well-proportioned facades. Buildings are

typically of two and a half storeys, the top storey in the roof being sometimes visible with small dormers, sometimes hidden behind generally plain parapets. Building materials are typically clay-tiled roofs over elevations of red brick, painted brick or render: paint colours are principally pastels and often cream and pink. The majority of buildings to the north of the street make a positive contribution to the historic built character of the area.

There are some sites on West Street which are considered to make a neutral or negative contribution to the character of the area. The Samuel Pepys Car Park detracts from the continuous building line and, whilst it has the benefit of reducing on-street parking, its unfinished paved surfacing, low boundary walls, and contrast to the established building line makes a neutral contribution to the character of the area. Areas of post war development are also notable for the impact they make on the historic character of the area. Numbers 52 – 55 are considered to make a negative contribution to the area, as they introduce new massing, grain and building materials to the street scape which do not draw from the surrounding buildings, making it an incongruous addition. Opposite, numbers 27 - 29 and Whiteheart Court are considered to be more sympathetic to their surroundings and make a neutral contribution.

To the south of Chapel Lane, West Street curves towards the west and opens out to a wider street. There is also a greater variety of buildings here. Numbers 17, 16 and 15, and 71 are examples of neutral post-war infill, but the remainder of buildings have retained historic character and make a positive contribution. A notable building includes the red brick late Victorian Shakers Bar, with attractive shaped gables prominent in the street scape.

Church Lane, to the east of West Street, affords views towards the church and includes established trees which make a positive contribution. Opposite is Golden Lion Lane, and the detail to paved surfacing on these lanes and alleys make a positive contribution to the area.

Further south, views of the High Lighthouse open out and the West Street continues to curve to the west. The building line continues to follow the curve of the street, with a range of three storey buildings leading the eye around the corner. Opposite these is Fountain Court, a Victorian red brick building with yellow brick details. Despite modern uPVC windows, this is an attractive group helping to form the setting of the High Lighthouse in its triangular plaza, pleasantly planted and providing public seating and amenities.



Figure 38 View along Church Lane



Figure 39 View along Church Street

Church Street

The south of Church Street is accessed from Wellington Road, and marked by a curved, two storey rendered dwelling on the west and an area of public space to the east. The small paved space is planted with three established trees and a mixed species hedge and bounded by a low brick wall with a public bench. Northwards, the road is narrow and curved, edged with scoria bricks. The building line curves with the road, leading the eye to the spire of St. Nicholas Church, which is framed by the buildings to either side. These buildings have retained their historic character with elevations in red brick or painted render displaying simple architectural detailing and making a positive contribution to the Georgian character of the area. A notable building here is the Grade II listed Forresters, a former sixteenth century public house, with an attractive jettied front.

Further north, the area surrounding St. Nicholas Church is fairly open in character, the iron railings of the churchyard allowing for views into the green space. A small green (the former graveyard) opposite the church is bounded by a Grade II listed low brick wall with iron railings. This creates a pleasant green character to the street and enhances the setting of the church. The buildings opposite and adjacent to the church also make a positive contribution to the area. The Grade II listed early nineteenth century Trinity House forming an elegant corner to Church Lane and Church Street, and the Grade II listed, former sixteenth and eighteenth century Three Cups Pub's with its red brick and painted render façade and sash windows providing a characterful addition to Harwich's historic core. Grade II listed number 8 is currently in a poor condition, and while it has potential to make a positive contribution within the area it is in need of repairs to prevent it from further deterioration.

The street widens from the church to the north. The streetscape to the north is varied, with notable buildings including: the Guild Hall (Grade I listed), with its

projecting bays in brick framing rubbed-brick blind aedicules surmounting a distinctive timber door-case with gothic details, and a two storey dwelling painted in deep blue, an example of unusual colour sparingly, punctuating the street scene. Numbers 58 – 61, a three storey post war development of shops and flats, makes a negative contribution to the area and is prominent within the street scape. It is unsympathetic in massing, fenestration design and building materials. Next door on Church Street is the prominent gable of number 57, a sixteenth century timber-framed house with an early shopfront. Its gable is mirrored by what is now the Stingray Public House.

Further north a mixture of historic properties and post war infill result in a disparate streetscene. Numbers 23 and 24 make a negative contribution, as they are unsympathetic in their scale and materials, with dark hung tiles and white plastic cladding to the unsympathetically prominent projecting bays. To the east, numbers 46 – 48 are a two storey post-war block, uncharacteristic of the area. Opposite is Mayflower House, a Council development with a pronounced Dutch stepped gable, adding interest to the roofscape; materials are yellow brick and weatherboarding with a rendered gable over the vehicular entry to the rear. Continuing north, buildings are typically red brick to the west and painted render to the east, Georgian in

character with a strong regular rhythm to fenestration, and attractive architectural detailing.

Kings Head Street

The north of Kings Head Street is characterised by its narrow linear street pattern and continuous building line comprising of historic properties and public houses which are typically three storeys in height and painted in a light colour palette, many of which are listed. The surface of the street is lined with blue glazed scoria bricks, a characteristic surface treatment found throughout the area. Number 21-21A, the home of Captain Christopher Jones of the Mayflower, forms the entrance to the north west end of the street and adjacent to this are a row of historic properties clad in render and timber boarding. Opposite this the late eighteenth century Alma Inn makes a positive contribution to the area, particularly with its prominent and detailed bar frontage. Number 26 is a notable grade II* listed sixteenth century house with unusual timber clerestory glazing detail in its southern gable. This contrasts with a flint wall painted black and very attractively decorated with hanging baskets, bringing green to the streetscape. Further south, a pair of attractive, red brick buildings sit opposite each other, both with fine examples of Georgian frontages typical of Harwich's historic core.



Figure 40 View along Kings Head Street

To the south west is The Old Swan House, a fifteenth century grade II* listed building. The carved bressumer beam to the centre indicates the position of an under-built jettied first floor. Opposite is a former chapel building with tall blank pointed arched windows, with modern window inserts. Beyond this is a parking area with paving setts, bollards and established whitebeam trees. Number 13, on the corner with Hopkins Lane, dates from the seventeenth century and is extremely prominent with its double-jettied façade.

The brick pavers lining the street finish at this point with a line of glazed bricks. The central section of Kings Head Street has been entirely redeveloped in the twentieth century. The building on the eastern side of the road makes a neutral contribution to the area, and the western side makes a negative contribution, as its form and building materials are incongruous with the streetscene.

The narrow part of Kings Head Street resumes at the junction with Market Street and becomes a narrow lane leading towards the back of the church. At the crossing of these streets, Number 41, Corner House, is a modern building with sympathetic detailing including jetties. Opposite this is a vacant plot, where a building has been demolished. The hoarding here is decorated with memories of Harwich.

On Market Street, the buildings have retained their former commercial character, with shop frontages and large ground floor windows. A notable building here is the grade II listed Old Harbour Antiques, late sixteenth and early nineteenth century, with an etched glass door, decorative pictorial tilework, and the name “Smith” in mosaic tiling in the shop entrance.



Figure 41 Tiling on Market Street

The southern section of Kings Head Street is attractively surfaced in red concrete pavers with a central gutter of scoria glazed brick. There is a strong sense of enclosure from historic properties in brick and render lining the street interspersed with some sympathetic modern developments. The rear of the Stingray public house interrupts the densely built street scape, introducing iron railings and views over the small

paved garden with plant pots. Towards the church, the rears of the properties on Church Street make a negative contribution to the historic character of the area, including the large expanse of pebble dashed wall to the side of The Three Cups and the large parking area.

Cow Lane

The Vicarage at the northern corner of the churchyard is Victorian gothic in style, of red brick with blue and yellow brick details. And a decorative boundary wall with cornice details and brick piers.

Wellington Road, Outpart Eastward and Angelgate

To the south of Wellington Road is the former Infants’ School of 1875, now the Church Hall; the building is of historic interest, however is currently in poor condition. Further north, Wellington Road is dominated by areas of open green space and the Harwich Mural, which extends along the rear walls of the grade II listed Angelgate Cottages and makes a positive contribution to the area, enhancing our understanding of its history and providing a landmark created by the local community. The rear gardens of properties on King’s Quay Street are bounded by high red brick walls, with planting behind contributing to the green character of this street scape. At the junction of Wellington Road

and Outpart Eastward is an area of paving with a small modular, flat-roofed garage building, which is surrounded by high metal fencing. This area currently makes a negative contribution to the area and is prominent in views north along Wellington Road. To its west are the New Bell Inn and Bell Cottage, both with rendered frontages and well-proportioned windows, making a positive contribution to the street. Further east, the Angelgate Cottages are Victorian former coastguard cottages, of two storeys in red brick with gault brick and diaper brickwork detailing. They are surrounded by a very high wall except to the east where access to the Cottages is through an attractive courtyard, with the properties arranged in a U-shape around it.

Kings Quay Street

Kings Quay Street is separated into two halves by the churchyard of St Nicholas Church. The south west side is dominated by a row of elegant grade II listed buildings, including one listed at grade II*; these are predominantly early nineteenth century with eighteenth century timber framed cottages marking the entrance to the churchyard. These buildings make a strong contribution to the historic character of the area, and their grand architectural details and large scale, at three storeys with attics, are reflective of their position overlooking the green and esplanade.

To the north, Kings Quay Street is surfaced in brick pavers, with the characteristic scoria glazed brick gutters. There are a number of garages in a very prominent position opposite the Electric Cinema. Whilst their form and materials do not enhance the setting of this heritage asset, their low heights permit views across to the attractive backs of properties on Kings Head Street. The Electric Cinema is currently undergoing major repairs. Further north, the grade II former school house and schoolmasters house sits opposite to the ornate grade II listed former bank building, in late gothic style. The building now houses Old Bank Studios and provides art and craft courses.

Further north, beyond the junction with Market Street, Kings Quay Street is continuously built to the west, and buildings are predominantly three storey in height in red brick or rendering painted white and cream. There is some modern infill which has a neutral impact on the street scape, but several buildings make a positive contribution, including the Wellington, a former public house with distinguishing green glazed bricks, gault brick detailing and central 'Wellington' sign. To the east, the grade II listed number 57 is notable for its varied architectural forms and grain; the nineteenth century house is timber framed with white featheredged weatherboarding and is built in two distinct parts including a three-storey tower with slate



Figure 42 The Wellington



Figure 43 Castlegate Street

pyramid roof and a long two-storey block with steep clay tiled roofs. Further north is the early nineteenth century red brick Naval House and former dockyard owners house, which is an elegant example of the Georgian architecture predominant in the historic core. Opposite this, a group of grade II listed buildings make a positive contribution to the historic character of the area.

Castlegate Street

Castlegate Street is lined by a well-preserved row of predominately red brick terraced cottages to the south, listed at grade II. Simple architectural detailing, such as sash windows and stringcourses make a positive contribution to the historic and aesthetic value of these houses. Further west, a row of rendered early nineteenth century properties are painted in bright pastels and make a positive contribution to the street scape. These properties front onto a narrow paved street with scoria brick central gutter, and a car park opposite. The car park is bounded by a low red brick wall and planted with a line of mature trees, which add aesthetic value to the street and screen views into the car park.

Eastgate Street

Buildings on Eastgate street are more dispersed than typical of the historic core, the view along the street broken up by areas of paved garden space, car parks and crossings with other narrow streets creating a dynamic street scape. The buildings on Eastgate Street have retained a strong historic character with red brick and rendered elevations and are well maintained. The rear of the Alma Inn is visible from Eastgate Street and has a characterful painted north gable end.

St Helen's Green

The houses overlooking the Green from the town centre are average interwar houses, though their front boundary walls are evidence of the former garrison quarters in this location.

Area 3 –Eastern Coast



The Eastern Coast Character Area stretches from Outpart Eastward to Harbour Crescent. It is predominantly characterised by the open landscape of Harwich Green, which affords wide views towards the sea on the east and towards the historic core to the west. It is coastal in character, drawing on its seaside surroundings and beach to the east. As well as the open space of Harwich Green, the area also includes the landmark buildings and structures of Harwich Low Lighthouse and Harwich's historic treadwheel crane.

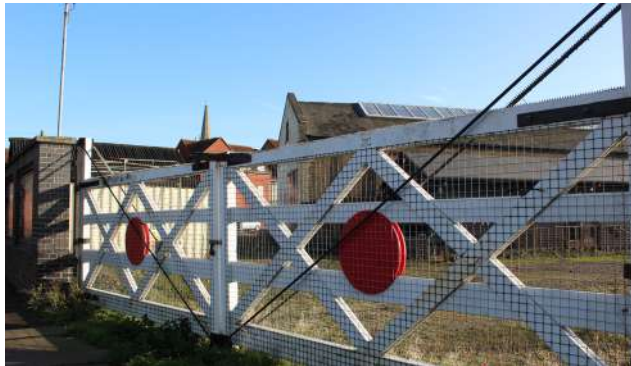
The north of the area contains larger buildings, with the five storey Harwich Port Authority tower set within a large paved area used for parking with some planting and central anchor decoration. This building is modern in character but adds some interest to the skyline. To the seaward side of the Harwich Harbour Board office is the Harbourmasters Pier with its collection of fast pilot launches, survey vessels, buoy tenders and fishing vessels. To the south, Harwich Town Sailing Club is a single storey building with a timber clad and red brick exterior. The building sits opposite the Harwich Lifeboat Museum, a small red brick building with gault brick detailing and a timber tower to its east. This building makes a positive contribution to the area's historic character, and is set within a grassed area with planting, a small red brick outbuilding with boarded painted windows, and a decorative buoy creating a pleasant setting.

Further south a fenced area provides storage for boats with space for car parking beyond. The boat masts are prominent against an open sky backdrop and contribute to the maritime character of the area. The Harwich Green beyond comprises large, open grassed space with some planting, a play area, and public benches. The bank to the east leads up to the esplanade, which is also lined with benches, and overlooks the small sliver of Harwich's beach. Harwich Low Lighthouse to the south is a landmark feature and makes a positive contribution to the maritime character of the area, along with the beach huts which surround it.



Figure 44 Harwich Low Lighthouse

Area 4 – Gateway





The Gateway Character Area of Harwich comprises three disparate areas which mark the entrance to the historic town. These include access to the Quay from the A120 arterial road, access via rail to the station, and access by road from the modern settlement of Harwich and Dovercourt via the B1352. The north eastern extents of each of these routes form the gateway to the Old Town, providing first impressions of the Conservation Area.

To the north, the area is characterised by its wide road and open green space, with a variety of heritage interpretation boards, panels, paintings and plaques enhancing appreciation of Harwich's maritime history. This area is accessed via a busy road which is flanked to the east by a green, where the Napoleonic coastal battery at Bath Side (a Scheduled Monument) is located. The outline of the battery is marked by paving and an information board; this interpretation adds interest to the area and enhances our understanding of the history of Harwich. Looking north, wide views into the historic core create a visually dynamic roofscape, the spire of St Nichols Church providing a waymark to the settlement and enhancing the approach from here. At the junction of George Street with the A120, a paved triangle with holly oak planting and public benches is decorated with murals depicting Harwich's association with the Mayflower. These murals make a positive contribution to the gateway area, again demonstrating the history of Harwich and its significance on a national and international level. To the west of the A120, Trinity House and its yard make a neutral contribution to the area; their scale and material are not in keeping with the historic character, however they are reflective of the continued use of Harwich as a working dock and mark the entrance to the Quay.

Moving south, the Harwich History Heritage Centre is located within a former railway goods shed and has retained its railway character and setting. The former railway tracks have been retained to the west, notably where they cross the A120, to reflect the former use of this line. This building makes a positive contribution to the character of the area.

The Harwich Town Station forms a key area of the Gateway Character Area. It is set within a large station forecourt, which comprises a triangular area of grass with a Grade II listed cast-iron drinking fountain in the middle. The station building itself is a single storey building constructed in guilt brick with a slate-roof, and it makes a positive contribution to the area. The northern end of the station building houses the Harwich Railway and Shipping Museum. The station forecourt is rather unkempt, with views to the north and south over the rear gardens of buildings, with varied boundary treatments and planting, which create an incohesive character and do not relate to the station. Within the forecourt is a small brick railway shed which, despite its poor condition, contributes to the historic character of the area. The bus depot, a large, boxy, modern building, makes a negative contribution to the area. The station forecourt is an important open space and a gateway to the Area, but there are some elements which do not enhance its visual quality or create a sense of place.

To the south, the entrance to the Old Town is marked by Cox's Pond. This pond provides a pleasant, peaceful space with a duck house at its centre and surrounded by planting and public benches. To its south, a sign marks the entrance to Historic Harwich. A new housing development surrounds the pond to the north and east and, although sensitively designed, makes a neutral contribution to the character of the area.

3.9 Beyond the Conservation Area Boundary

Setting is described in the glossary of the National Planning Policy Framework as being “the surroundings in which a heritage asset is experienced... Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral”. In paragraph 013 of the Planning Practice Guidance, it is stated that all heritage assets have a setting. The extent and importance of setting is often expressed by reference to visual considerations. Although views of or from an asset will play an important part, the way in which we experience an asset in its setting is also influenced by other environmental factors such as sensory experiences and our understanding of the historic relationship between places. For example, sites that are in close proximity but are not visible from each other may have a historic or aesthetic connection that amplifies the experience of the significance of each.

This section discusses attributes of setting to Harwich Conservation Area, and how setting contributes to the significance of the Conservation Area as a heritage asset.

The sea shares a strong visual and historic and functional relationship with the Conservation Area and is the reason why the historic settlement developed here. Its coastal location provided an ideal vantage point for the defences. The Conservation Area also draws its significance from key features outside of its boundary, most notably from the sea itself to the east, west and north, the Navyard Wharf, and high ground to the south on which modern residential buildings and the Harwich Redoubt is located.

These features, such as the Redoubt and Beacon Hill Fort to the south, enhance our understanding of the special character of the Conservation Area, contributing to its maritime and naval history. The high ground of the Redoubt also affords wide reaching views of the Conservation Area.



Figure 45 View from the Harwich Redoubt



Figure 46 View of Harwich from the Sea



4. Opportunities for Enhancement

4.1 Heritage at Risk

There are a number of other historic buildings which are considered to be at risk from further deterioration, due to their current condition or lack of use. These are:

- Number 8 Church Street (Grade II listed)
- Former Infants' School of 1875, now the Church Hall
- Small brick railway shed within the station forecourt
- Church Street Post Office

The poor condition and lack of use of these buildings is having a detrimental impact on the appearance of the Conservation Area and the state of the buildings means that they are increasingly vulnerable to further deterioration. The loss of the derelict buildings within the Conservation Area would result in harm to its significance.

Historically, and more recently in 2022, fires have caused damage to historic buildings within the Conservation Area. It is important that gaps and fire breaks are preserved, and where buildings are damaged or destroyed by fire, remedial works are approached sympathetically to ensure the preservation and enhancement of the Conservation Area.

4.2 Shop Frontages

Harwich contains a number of historic shop frontages which make a positive contribution to the area, predominantly located within the Historic Core Character Area. While many have retained their historic character, some are in need of small maintenance repairs, and of those some are vacant and are therefore at risk of deterioration or loss of the architectural details which give them their character.

4.3 Vacant Premises

There are some vacant properties within the Conservation Area. Finding a new use for these buildings and ensuring their future maintenance is an opportunity to enhance the Area. These include:

- Former Infants' School of 1875, now the Church Hall
- Small brick station shed within the station forecourt
- Church Street Post Office
- 21 Market Street
- Most north easterly building on West Street

The plot on the corner of Market Street and Kings Head Street also provides an opportunity site for sympathetic development and is currently behind hoarding after the building was recently demolished.

4.4 Access and Integration

The Historic Core, Quay and Eastern Coast Character Areas are all well connected through wayfinding and historic trails; these routes should continue to be maintained, with additional elements created within the Gateway Character Area, to encourage access and integration throughout the town.

There is scope for enhancements to generate greater connectivity and accessibility between the station and Harwich Old Town. Currently, the station and station forecourt feel detached from the Conservation Area, and there is no cohesive wayfinding or design elements which create a sense of place within the forecourt. There is a lack of signposted pedestrian routes between the station and character areas within the Conservation Area and there is an opportunity to promote the key features within the Historic Old Town.



Figure 47 Hoarding on Market Street plot

4.5 Inappropriate Modern Development

There are areas of post-war infill which adversely impact the historic character of Harwich. Some are unsympathetic to their surroundings and do not pick up on traditional detailing and forms, fenestration, palettes of materials or design. This has a particularly negative impact on the Georgian character of the historic core, where the continuous and well-proportioned facades are interrupted by buildings with large massing and uncharacteristic material palettes. Examples of inappropriate modern development include:

- Numbers 58 – 61 Church Street is a three storey post-war development of shops and flats, which makes a negative contribution to the area and is prominent within the street scape. It is unsympathetic in terms of its mass, fenestration, and building materials.

- Numbers 24 and 23 Church Street are unsympathetic in their grain and materials, with dark tile hanging and white plastic cladding to the projecting bays which are prominent in views along Church Street.
- Numbers 46 – 48 Church Street are a two storey post-war block, uncharacteristic of the area due to their grain, building material and fenestration design.
- Number 70 West Street is a two storey, post-war semi-detached pair of dwellings, uncharacteristic of the area due to their distinct lack of detailing and their fenestration design.
- Esplanade Court is a prominent development to the south of Kings Quay Street, which overlooks an area of planting and Harwich Green. It is uncharacteristic in its massing, form and roofscape. Its large modular design is incongruous adjacent to the nineteenth century Grade II* listed High House and it is prominent in views north from the green.

4.6 Neutral Contributors

There are a number of buildings and plots which make a neutral contribution to the character and appearance of the conservation area. The dilution of positive buildings amongst those which are neutral leads to an underwhelming and indistinctive overall character. Notable areas which make a neutral contribution are:

- The garages opposite the Electric Cinema and Willington Inn.
- Areas of car parking on the Quay, West Street, George Street, Wellington Road, Kings Head Street, Eastgate Street and Outpart Eastward.
- Post-war development on the Quay, George Street, West Street, Main Road, St Helen's Green, Angelgate and Church Street.
- Some historic buildings which are currently in a poor condition fall into this category but still contribute to the area's character and appearance, and their contribution should not be underestimated. These buildings include: Number 8 Church Street (Grade II listed), and the former Infants' School of 1875, now the Church Hall.



4.7 Public Realm

There is a great deal of public realm within Harwich Conservation Area, the majority of which is well maintained and makes a positive contribution to the Area. However, there is an inconsistent approach to the style and repair of street furniture with a varied mix of styles, ages, and upkeep. The Conservation Area contains some street furniture of high significance, including those features which are Grade II listed including the railings to the churchyard of St Nicholas, brick piers and arch, bollards on the North East and South East corner of the Church Of St Nicholas, Gate Piers on the South East corner of the Church Of St Nicholas, and a Bollard on Church Street.

Street Furniture

Signage across the Conservation Area is typically of a traditional appearance in cast iron along with modern maps and information boards. There is no Conservation Area wide coherent approach to public realm features such as benches, however each Character Area is fairly distinctive in its public benches. There is scope to introduce consistency in quality across the whole area, which may enhance the sense of place. A good example of this is along the Quay.

Bollards can be found throughout the Conservation Area; there is scope to assess whether further traffic measures, such as bollards, can be used to protect buildings along narrow streets.

Hard Landscaping

The hard landscaping across the Conservation Area is typically of high quality, with designed elements such as scoria brick pavers and neat brick and concrete pavers throughout. There is scope for enhancement by ensuring the same high-quality approach is reflected throughout the Conservation Area, as there are currently some streets which are better maintained than others. Notably, the station forecourt is an untidy mix of different surfaces and lacks cohesion.

Open Spaces

There are a number of open spaces across the Conservation Area, as highlighted in Section 3.5. These currently make a positive contribution to the Conservation Area and should continue to be maintained.

Trees and Planting

Trees and planting are used effectively throughout the Conservation Area and should continue to be maintained, ensuring plans for replanting where any trees are nearing maturity.



5. Management Proposals

As outlined in the previous chapter, there are a wide range of issues facing the Harwich Conservation Area, many of which share common themes. This Chapter seeks to recommend management proposals which address these issues in both the short and long term.

5.1 Positive Management: Short Term

The first set of proposals relate to Positive Management and focus on good practice and improved ways of working within the local planning authority. These are generally low cost and can be implemented within a short time-frame, typically within one or two years.

Local Heritage List

Tendring District would benefit from adopting and maintaining a comprehensive Local List in order to preserve its historic environment from further deterioration. A Local List identifies buildings and structures of local architectural and/or historic interest, and these are considered to be 'non-designated heritage assets' under the provisions of the NPPF.

There are a number of buildings and features within Harwich which make a positive contribution to the special interest of the area, which indicates that a Local List may be beneficial to ensure the upkeep of

buildings which are significant to Harwich's history and character. The exercise would also facilitate a greater understanding of the area and could be utilised as a public engagement strategy to improve awareness and understanding.

There are a number of buildings within the Conservation Area which are of sufficient quality to be considered for local list status, as highlighted in Section 2.6.

Shop Frontages

There are a high number of historic shopfronts within the Historic Core of the Conservation Area. There is potential to raise awareness of the importance of these shopfronts and the contribution they make to the special interest of Harwich Conservation Area through the production of information leaflets or web pages which provide guidance for shop owners on upkeep and maintenance of historic frontages. Article 4 Directions could also be used to prevent loss of historic fabric to shop frontages.

Enforcement

Where the necessary permission has not been sought for alterations, such as advertising signage and building

alterations which are not contained within the General Permitted Development Order, the Local Planning Authority's powers of enforcement should be considered. This could assist in reinstating any lost character or architectural features whose loss may have a negative cumulative effect on the conservation area, as well as avoiding a precedence being set for similar, uncharacteristic works.

Twentieth Century Premises

There are a number of twentieth century developments which make a neutral or negative impact on the character of the Conservation Area. There is scope to enhance these sites and buildings through a considered design approach across Harwich's Conservation Area which can guide future improvements. Should opportunities for redevelopment arise in the future, high quality design should be pursued and encouraged through design guidance.

General Maintenance: Public Realm and Highways

Through the agreement of a standard good practice within the conservation area between relevant Local Authority teams and other landowners, long term goals can be set to promote good design within the public realm, such as avoiding excessive road markings or signage and agreeing a standard street furniture within



character areas to ensure consistency over time as elements are introduced or replaced. This will have a long-term positive impact on the Conservation Area and ensure high quality approach to public realm and the retention of the characteristic features of Harwich such as the signage, street furniture, scoria brick detailing and brick pavers. Information boards throughout Harwich Conservation Area make a positive contribution to our understanding of its history and heritage assets; many of these, however, would benefit from regular maintenance to ensure their upkeep.

Heritage Statements

In accordance with the NPPF (Para.194), applicants must describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance.

All applications within the Conservation Area and immediate setting require an appropriately detailed Heritage Statement. Any application without a Heritage Statement should not be validated.

The key views analysed within this document are in no way exhaustive. The impact of any addition, alteration or removal of buildings, structures, trees or

highways on key views should be considered to aid decision making. This includes development outside the conservation area. Where appropriate, views must be considered within Design and Access or Heritage Statements. This should be in accordance with Historic England's Good Practice Advice in Planning Note 3: *The Setting of Heritage Assets* (2017). Applications which fail to have assessed any impact upon views and setting should not be validated.

Tree Management

In line with Tendring District Council's policy, all trees in Conservation Areas which have a trunk diameter of more than 75mm, at a height of 1.5m from the ground, may not be felled or lopped unless six weeks written notice has been given to the Council.

It is also considered that any prominent trees, street trees, and trees with amenity value on private land throughout the Conservation Area should be monitored and maintained appropriately. This will ensure the symmetry along tree lined streets and visual rhythm, as well as maintain the green character of the area. Any tree that makes a positive contribution to the area should be retained, maintained and, if felled (only if dead, dying or dangerous) replaced with an appropriate new tree.

New Development

There are opportunities within Harwich and its setting for new development which makes a positive contribution to the Conservation Area. To date there has been a lack of high-quality modern architecture which respects the local character. To be successful, any future development needs to be mindful of the local character of the Conservation Area, while at the same time addressing contemporary issues such as sustainability.

Successful new development will:

- Relate to the geography and history of the place and the lie of the land;
- Sit happily in the pattern of existing development and routes through and around it (including public footpaths);
- Respect important views;
- Respect the scale of neighbouring buildings;
- Use materials and building methods which are as high in quality as those used in existing buildings; and
- Create new views and juxtapositions which add to the variety and texture of their setting.



Tendring District Council should guide development in a positive manner by:

- Engaging with developers at an early stage through the Pre-Application Process to ensure modern development is high quality in design, detail and materials.
- Ensuring medium-large scale development schemes are referred to a CABI Design Review (or similar) to ensure that new buildings, additions and alterations are designed to be in sympathy with the established character of the area. The choice of materials and the detailed design of building features are important in making sure it's appropriate to a conservation area.
- Seeking opportunities for developers to make a positive contribution to the wider historic environment through Section 106 Agreements.

Neutral Elements

The dilution of positive buildings amongst those which are neutral leads to an underwhelming and indistinctive overall character. Neutral elements within Harwich are discussed in section 4.6.

The quality of design within the area must not be 'averaged down' by the neutral and negative elements of the built environment and, wherever possible, neutral buildings should be enhanced through the reinstatement of lost architectural details or alterations which better respect their context.

Public Facing Resources: Improved Understanding and Awareness

The preservation and enhancement of private properties can be improved through the publishing of resources aimed to inform property owners and members of the public. An introductory summary of the Conservation Area Appraisal in the form of a leaflet or factsheet(s) is a simple way to communicate the significance of the area and ensure members of the public are aware of the implications of owning a property within a conservation area. In addition, a maintenance guide would assist property owners in caring for their property in an appropriate manner. A single Good Practice Design Guide on standard alterations such

as signage, shop-fronts, windows, doors, rainwater goods, boundaries and roof extensions will ensure inappropriate development does not continue to be the accepted norm. Tendring District Council have produced similar pamphlets in the past, so updating these would be beneficial.

Poor maintenance leads to the deterioration of the fabric of the built environment and results in a loss of architectural details. Improved awareness of simple maintenance and repair would be conducive with the preservation of Harwich's built heritage.

At present there is a range of interpretation (information boards, signage, webpages) within the Conservation Area relating to the historic settlement and aimed at improving understanding and awareness. These must continue to be maintained and updated where appropriate to ensure awareness and establish the identity of Harwich as a place of architectural and historic significance.



5.2 Positive Management: Longer Term

The second set of proposals are also focused around positive management but either take longer to implement or are better suited to a longer time frame.

Character Appraisal and Management Plan and Boundary

The Conservation Area boundary has been revised within this appraisal in accordance with the NPPF (2021) and Historic England Advice Note 1: Conservation Area Appraisal, Designation and Management (2019). The boundary now excludes areas of sea which form the setting of the Conservation Area and contribute to an appreciation and understanding of its significance, and include areas of historic significance, which improve our understanding of the original purpose and growth of the settlement.

The Conservation Area Appraisal and Management Plan should be reviewed every five years to monitor change and inform management proposals. The boundary should be assessed as part of this review to ensure it is robust and adequately protects the significance of the area.

Interpretation

There is a strong sense of place within Harwich, currently celebrated through heritage interpretation and public art throughout the Conservation Area. At the time of assessment (2019) the Mayflower anniversary and interpretation is considered to be particularly significant to Harwich's Conservation Area, with a variety of events, installations, research, the development of heritage centre, and the opening of Christopher Jones' home on Kings Head Street, creating a large scale programme of interpretation. The continued support and advertisement of interpretation and events, such as those relating to the Mayflower, and the continued maintenance and upkeep of existing interpretative schemes, is considered to be beneficial to the long-term interpretation and understanding of Harwich.

Opportunity Sites

As discussed above in Section 4, there are a variety of opportunity sites across the Conservation Area. Key areas which provide opportunity for enhancements schemes are considered to be:

- **The Station forecourt**
Improved surfacing, pedestrian access, wayfinding, and signage to the rear of properties on George Street and Station

Road, for example, would enhance the character of this gateway area. The modern bus depot and vacant railway shed could also be enhanced and utilised within the forecourt to enhance the area.

- **Vacant sites**
Section 4.3 provides details of the vacant sites within the Conservation Area, which provide an opportunity for enhancement through small scale maintenance and improvements to wider scale high quality development.
- **Inappropriate Modern Development**
There are a number of twentieth century developments which make a negative or neutral contribution to the Conservation Area, discussed in section 4.5. These developments provide opportunity for future improvements to be made, for example through resurfacing façade treatments or through potential redevelopment in the future.
- **Fire damage**
Historic and recent fires within Harwich have left buildings damaged and destroyed; these should be preserved or enhanced.



Shop Frontages

There is scope for improved maintenance to shop frontages to enhance the character and appearance of the historic streetscape. In addition to tightening controls, information leaflets and guidance as well as small grant funding schemes would provide an incentive to encourage private property owners to carry out works to enhance their property and thereby the wider Conservation Area.

Vacant shop units can be enhanced creatively at a low cost and should be considered a 'blank canvas' for improvement. This could include public art or information on the area.

The Council should consider utilising existing powers to intervene where any unit has been vacant for over three months so that it does not detract from the areas character and appearance.

Access and Integration

Enhancements should be considered to create a stronger relationship between the station and Harwich Old Town. Currently, the station and its forecourt feel detached from the wider Conservation Area, and there is no cohesive wayfinding or design elements which create a sense of place within the forecourt. For example, signposted pedestrian routes between the

station and character areas within the Conservation Area, or interpretation schemes which promote key features within the Conservation Area could improve connectivity and access.

Collaboration

There are a number of interest groups within Harwich, Tendring and Essex who are currently contributing to our understanding of Harwich's history. Collaboration between these groups and Tendring District Council is considered to be beneficial in understanding and promoting the historic and communal value of features within the Conservation Area.

Flooding

Flooding is one of the most significant risks to historic buildings from climate change, and Harwich is particularly at risk due to its location. Any flood defences will need to be carefully considered, and be in line with Historic England's Guidance *Flooding and Historic Buildings* (2015). Historic buildings will require more careful attention after flooding, as they are often built with more permeable materials which will absorb water and need to be able to dry slowly. Any repair works as a result of flooding would need to consider how the individual building is constructed and the materials used.



5.3 Funding Opportunities

There are three main funding opportunities which would assist in the execution of these plans:

National Lottery Heritage Fund

The National Lottery Heritage Fund is the single largest dedicated funder of heritage in the UK and therefore is the most obvious potential source of funding. Funding is often targeted at schemes which preserve, enhance and better reveal the special interest of the area whilst also improving public awareness and understanding. Grant opportunities and requirements change overtime, for up-to-date information on NLHF schemes Tendring Council should consult their appointed Heritage Specialist.

Partnership Schemes in Conservation Areas (Historic England)

Partnership Schemes in Conservation Areas is a programme run by Historic England to target funding for the preservation and enhancement of conservation areas. As the name suggests, the scheme forms partnerships with local authorities (along with any additional funding partners) to facilitate the regeneration of an area through the conservation of its built heritage. The scheme makes funds available to individuals to enable them to carry out repairs or improvement works to their property to enhance the area. This would be suitable to preserve and enhance either the shop frontages or the architectural detailing.

Section 106 Agreements

Planning obligations, also known as Section 106 agreements, can be used by the local authority to ensure any future development has a positive impact upon Harwich. These agreements could be used to fund public realm or site-specific improvements.



6. Appendices

6.1 Bibliography

Harwich Conservation Area, Tendring District Council (2006)

Harwich Quayside Design Statement, The Landscape Partnership (2007)

J. Bettley and N. Pevsner, Essex (Pevsner Architectural Guides: Buildings of England), (Yale University Press) 2007

Tendring District Historic Environment Characterisation Project, Essex County Council (2008)

Tendring Geodiversity Characterisation Report, Essex County Council (2009)

Webpages

'Harwich', in *An Inventory of the Historical Monuments in Essex, Volume 3, North East (London, 1922)*, pp. 134-136. *British History Online*

<http://www.harwichanddovercourt.co.uk/>

<https://www.mayflower400uk.org/visit/harwich-essex/>

Archives

Essex Record Office (ERO)

Historic Environment Record (Essex County Council)

6.2 Legislation, Policy and Guidance

LEGISLATION/POLICY/GUIDANCE	DOCUMENT	SECTION/POLICY
Primary Legislation	Planning (Listed Buildings and Conservation Areas) Act 1990	66: General duty as respects listed buildings in exercise of planning functions. 72: General duty as respects conservation areas in exercise of planning functions.
National Planning Policy	National Planning Policy Framework (2021) DLUGH	Section 16; Annex 2
National Guidance	National Planning Practice Guidance (2014) DLUGH	ID: 18a
National Guidance	Historic England (2017) Historic Environment Good Practice Advice in Planning Note 3 (Second Edition): The Setting of Heritage Assets	
National Guidance	English Heritage (2019) Conservation Principles, Policies and Guidance.	
National Guidance	Historic England Good Practice Advice in Planning Note 1 (2015) The Historic Environment in Local Plans	
National Guidance	Historic England Good Practice Planning Note 2 (2015) Managing the Significance in Decision-Taking in the Historic Environment	
National Guidance	Historic England Good Practice Advice in Planning Note 3 (2017) The Setting of Heritage Assets	
National Guidance	Historic England (2017) Traditional Windows	
Local Policy	Tendring District Local Plan 2013 - 2033 and Beyond (2022)	Section 2

6.3 Glossary (National Planning Policy Framework)

Term	Description
Archaeological interest	There will be archaeological interest in a heritage asset if it holds, or potentially may hold, evidence of past human activity worthy of expert investigation at some point. Heritage assets with archaeological interest are the primary source of evidence about the substance and evolution of places, and of the people and cultures that made them.
Conservation (for heritage policy)	The process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance.
Designated heritage asset	A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation.
Heritage asset	A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing).
Historic environment	All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.
Historic environment record	Information services that seek to provide access to comprehensive and dynamic resources relating to the historic environment of a defined geographic area for public benefit and use.
Setting of a heritage asset	The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.
Significance (for heritage policy)	The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting.

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