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Harwich Conservation Area

Name/Organisation	Comment	Action/response
Historic England	<p>Dear Sir/Madam</p> <p>Thank you for your consultation of 3 October 2022 requesting comments on the new Conservation Area Appraisals for Harwich Old Town, Frinton and Walton, Manningtree and Mistley, Brightlingsea, and Great Bentley.</p> <p>Historic England provides advice when our engagement can add most value. In this case we do not wish to offer advice. This should not be interpreted as comment on the merits of the application. We suggest that you seek the views of your specialist conservation and archaeological advisers. You may also find it helpful to refer to our published advice at https://historicengland.org.uk/advice/find/ It is not necessary to consult us on this application again, unless there are material changes to the proposals. However, if you would like advice from us, please contact us to explain your request.</p> <p>Yours sincerely, Sheila Stones Inspector of Historic Buildings and Areas</p>	NA
F Vincent	<p>Dear Sirs</p> <p>Thank you for the opportunity to forward some ideas on conservation and improvements to infrastructure, well-being, and financial benefit to the local area of Harwich.</p> <p>By way of introducing myself, I started dolphin sails some 50 years ago. Over the years We have bought about £15 million into the town through jobs and taxes. We have a longstanding international reputation and this year alone we have done work for one of the biggest sailing yachts in the world and made new sails for some of the foremost people in the world including</p>	Interesting feedback and detail on the local industry

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	<p>carbon sails for a yacht owned by one of the leading people in motor racing, amongst other ocean going yachts and exports to many European countries.</p> <ol style="list-style-type: none">1. Harwich Foreshore. From the stone pier to the low lighthouse the foreshore is seriously eroded losing some 10 feet in height since my young years. The integrity of the sea defence is at risk. The council years ago bulldozed the groynes when the promenade was rebuilt and the deepening of the channel for shipping has made this happen. The harbour board with the stewardship of the harbour and its surrounds continue with further dredging causing reverse flow of tide on the Harwich side with washed away sediment being replaced by mud. They are currently spending £120,000,000 on further dredging when a relatively small amount could be spent on groynes to create an attractive beach as at dovercourt2. A small airport could be created between Parkeston and Ramsey on largely unused flat land with prevailing winds westerly and a length of about a mile.3. The development of Beacon Hill Fort. A few years ago a councillor told me when I inquired about possible purchase of a small area that the owners wanted £3 million for it. It was sold recently for £55,000. Correctly developed it would be a valuable tourism attraction. Restaurant and hotel at the point near the base of the stone pier would be a huge attraction with views of the harbour through 180 degrees and the fortifications retained.4. A thousand yacht Marina in Bathside Bay behind dovercourt rail station with access by rail and road. Public houses, restaurants etcetera, would benefit. A marina in the area would be a big	<ol style="list-style-type: none">1. Outside of the Conservation Area, but will flag this to Tendring as a separate issue2. Outside the scope/capability of the CAAMP, but will flag to Tendring3. Covered within the Lower Dovercourt Conservation Area, where it is flagged within the management plan separately4. Again, outside the scope of the CAAMP but will raise to Tendring separately
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	<p>attraction to new boats and the existing 10,000 yachts in the area. This would also be attractive to European sailors.</p> <p>5. Last but not least the pollution of the river Stour and Harwich harbour. Using the water is dangerous for anyone. In my youth there were 65 different species of foreshore life. Now there are none. Evidence of the last of the oysters are on Harwich beach. In medieval times oysters from the Stour were the main protein source for local people.</p>	<p>5. Unable to address water quality through the CAAMP but an important point, and key part of Harwich's heritage – will raise to Tending</p>
<p>Harwich Society</p>	<p>The Harwich Society welcomes the publication of the Conservation Area Appraisal relating to the Harwich Old Town area.</p> <p>The appraisal report is attractively presented and provides a good overview of the history of Harwich, its development, key features and scope for improvement. As always, some of the narrative has been overtaken by events and both the Tread Wheel Crane and the Electric Palace Cinema have undergone substantial restoration since the report was drafted.</p> <p>We have no objection to the proposed revision of the Conservation Area boundary to accord with current national advice.</p> <p>One key site which ought to feature in the commentary about the setting of the CA is the Navy Yard being the largest potential waterfront redevelopment site in Harwich Old Town.</p> <p>We support the proposed management actions set out in the report including local listings, public realm enhancement, enforcement and ensuring new development compliments the historic character of Harwich.</p>	<p>Updated references to the crane and cinema p15</p> <p>Mention of the Navyard added to the setting</p>

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	<p>We offer our support to Tendring District Council in advancing management measures where local assistance would be welcome. For example, we are already assisting Historic England on their Harwich and Dovercourt listed building review.</p>	
Lewis	<p>As the owner of a house in West Street since 1967 and a cottage in Newhaven Lane since 1978 I am extremely anxious about rising sea levels and the threat of flooding. The sea wall at the Sailing Club was barely high enough for the 2008 surge.</p> <p>I hope to be at the Masonic Hall on 11th October. Lady Lewis</p>	<p>A key issue within the area, which also came up at public consultation. Note about flooding added to the management plan, with reference to further guidance by HE p53</p>
Madelaine Wisdom	<p>Dear Planning Policy Team</p> <p>Harwich Old Town well deserves its Conservation Area status with its rich history and many graded buildings.</p> <p>I write under your question “What threats face these Conservation Areas?” I have experienced literally one of the most serious threats to an historic building. On 14th June last my house at 66 Church Street, Harwich, burned down when a fire broke out in the Hanover Inn next door. I bought the property at the end of 2007 and everything in the fifteenth century cottage together with the charm I had “created” over fifteen years was completely destroyed, apart from the eighteenth century front wall. The Inn itself and the house next door to mine, number 67, were also gutted and three other properties were damaged. Most fortunately I was not at home when the fire broke out.</p> <p>What the disaster highlighted was the extreme vulnerability of timber framed buildings, which in Harwich are often terraced as in this fire and where fire prevention has to be of the highest standard. (I had the basic prevention</p>	<p>Devastating to hear. A note has been added to page 52 in the management plan about ‘preservation and enhancement’ of these sites left damaged or destroyed, and fire damage is flagged in the opportunities section page</p>

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measures in place.). Even more concerning, even scandalous, was the fact that, although many fire engines came from all over the county, I am told by neighbours who witnessed the fire that it took around an hour before water could be located. I understand sea water had to be piped to the site because the nearest fire hydrants were closed. Had water been more accessible, more of my house might have been saved. It took four days before the fire was quenched. Now I am in a position in respect of the insurance settlement as to whether the house can be rebuilt and have had to rent an unfurnished property - it feels as if I'm in the position of fifteen years ago and having to create a home all over again.

In a letter to the Harwich Standard of 14th October last Trevor Armstrong, Ex Divisional Officer of Essex Fire Service, writes that the Church Street fire was affected by the fact that there are not enough full-time, fully qualified fire fighters based in Harwich to maintain even one appliance and not enough who are fully qualified in the wearing of breathing apparatus. He also disputes the rumour that the water supply was inadequate. He believes there was no water management plan and that too many appliances were connected to the same water main so that the water supply failed.

So it is clear, in view of the vulnerability of Harwich Old Town to fire, that the fire service needs to be adequately staffed who are fully trained in the use of all appliances and apparatus and practised in the management of serious fires. Local residents need to be "trained" and assisted in protecting their homes from fire as much as possible so conserving their historic character, and local business should, of course, be regularly inspected. It is worth mentioning too that electrical and gas improvements to homes and businesses should be of the highest standard and checked - although engineers can only practice if qualified, how often are corners cut?

The fire has wrecked one of the most often photographed and painted views down from the top of Church Street and the immediate road is only open to pedestrians. This part of the street could be an eyesore for years to come and

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	<p>yet it is one of the first views a visitor might see on arrival in the town. Harwich has been a small, maritime town dating back to the thirteenth century and on account of its location has played a part in the history of all those years.</p> <p>Madelaine Wisdom</p> <p>Sent from my iPad</p>	
MISS S MARSHAL	<p>I am grateful that I was notified about the Character Appraisal Management Plan for Harwich and attended the consultation event in Harwich. I live in Station Road and was the Minutes Secretary of the Harwich and Dovercourt Conservation Panel from 2004 to 2012. Does this Panel still exist? Station Road is mentioned on page 52. It says screening to the rear of this road and George Street would enhance the character of the station forecourt. It is not clear what type of screening they have in mind. One factor why I choose to live here was the views both front and back, for example, Cox's Pond to the front and the the train station and train ferry gantry at the back. (Unfortunately we are not entitled to a view but living in a conservation area helps to preserve it.) I was aware of the Conservation Area opposite my road but not aware of it reaching my back gate until a planning application was submitted for change of business use of the railway shed at the rear. I agree that both the railway shed and ex bus station buildings are in a poor state of repair and the owners should be asked to make them secure so that vandals, children and drug dealers cannot enter their premises.</p> <p>The report mentions signage and road markings. I would definitely like to see better signage at the station to the public toilets (despite limited opening hours due to vandalism) because visitors now use the rear of the railway shed and bus station as a toilet (mainly men) and they can be seen by Station Road residents. If more screening was erected this might encourage this usage more. The residents of this road have established a right of access through their rear gardens and this was needed recently when a fire occurred at the start of the road when a car was set on fire. I would hope screening would</p>	<p>Removed the mention of screening from the management plan</p> <p>Noted – signage is mentioned so in agreement</p>

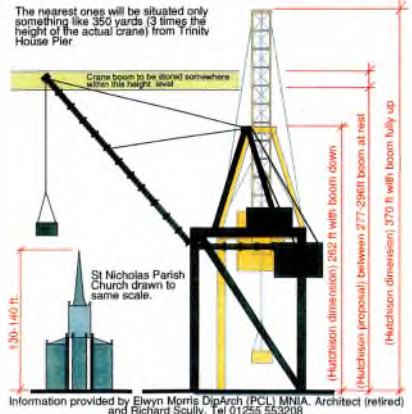
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	<p>not prevent this access. I would also like to see road marking to show where the buses stop in this area because when events are held this is often blocked and the busses cannot enter because of parked cars.</p> <p>Harwich is very short of public parking and many from Essex do not like to pay for parking. Anything that can be done to provide parking outside the conservation area would help.</p> <p>I agree with the report that the rules on conservation should be made available in leaflet form as it was in the past and I want to see more enforcement action on those that blatantly ignore the rules. Many TV aerials can be seen in the conservation area from the station. I was very disappointed when the station building was let to someone who removed the original fire guard and fire places and when the wooden cover over the platform was removed. They said health and safety reasons but this was due to lack of maintenance by the owners. There is also lack of maintenance in the pavement and road area around the station. It is made worse because of the new lighting that lights up the sky but not the pavement and it is safer for pedestrian to walk in the road than on the pavement.</p> <p>I am in favour of all trees and shrubs being preserved unless dead or dying. I want to see as much natural green as possible and prefer this to paving stones (as in Wellington Road.) I accept this is less maintenance for the council but it is a more relaxing environment. At Cox's Pond trees were removed because they were poor specimens.</p> <p>Overall I agree with most of the conclusions in the report.</p> <p>FROM MISS S MARSHALL.</p>	<p>Unable to comment on road markings, but will raise with Tendring</p> <p>Will raise with Tendring</p> <p>Noted and will raise to Tendring</p>
Richard Scully	<p><u>Harwich Old Town.</u></p> <p>Following attendance at your public exhibition in Harwich on 13th October, I would just like to make some extra observations.</p> <p>A lot of good work has already been done by the Council in publicising the historic past of the Old Town by means of maps/information panels and posts in the local streets, particularly in relation to the Mayflower. To take matters</p>	

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	<p>a stage further, it would be marvellous to have a full scale replica of the vessel built; if not possible, then a scaled down land based version placed at the entrance to the Town.</p> <p>Extra pontoons for visiting yachts at the quayside would also be useful since the Old Town has great potential in becoming a tourist hot spot.</p> <p>However, fundamental to its appeal and, in fact, to its identity, is its peninsular setting, with the sea being on three sides. My concern is that this will be completely lost with the building of the Bathside Bay Container Port, the latter being separated from the Town only by the small buffer zone of Gas House Creek. The huge scale of this port development will overshadow all surroundings; in effect, the Old Town will be transformed into being a rather odd 'add-on' at one end of it (for example, I attach an architect's drawing, produced at the time of the Public Inquiry, to indicate scale).</p> <p>In the unlikely event that Hutchison Ports should decide, going forward, against building their new port because of commercial head-winds etc, it would be nice to see the natural bathside bay retained, with the addition of a yacht marina and facility for Thames sailing barges and even visiting Tall Sailing Ships. In such a scenario, Harwich would indeed become a premier destination for visitors.</p> <p>My kind regards, Richard Scully</p>	<p>No actions required, outside scope/capability of the CAAMP to comment, but will raise with Tendring</p>
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	<p style="text-align: center;">Bathside Bay Port Development Facts for everyone</p> <p>There will be 11 cranes (each about 30ft higher than those at Felixstowe) capable of serving the latest generation of giant container ships.</p> <p>The cranes will have a major visual impact on housing, around the bay and particularly on the historic conservation area of Harwich.</p> <p>The nearest ones will be situated only something like 350 yards (3 times the height of the actual crane) from Trinity House Pier.</p>  <p>Information provided by Elwyn Morris DipArch (PCL) MNIA, Architect (retired) and Richard Scully. Tel 01255 553208</p>	
<p>S Dixon</p>	<p>Dear Sirs,</p> <p>Local information missed.</p> <p>P.37 Christopher Jones' House is 21-21A King's Head Street.</p> <p>Boundaries</p> <p>No comment</p> <p>Threats</p> <p>During the 14-15 years I have lived in Harwich, I have noticed significant numbers of UPVC windows and doors replace timber ones in the conservation area.</p>	<p>Amended</p> <p>Noted</p>

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	<p>Some streets are narrow and historical buildings face the threat of being hit by large vehicles, the jetty of 21 King's Head Street being one example. This could be mitigated by the use of bollards and traffic orders restricting access.</p> <p>There continues to be extensive use of cement rendering and pointing on brick walls, causing old soft bricks to decay. There needs to be training of or communication to local builders and owners to ensure lime is used instead. The brick wall at the Quay end of Eastgate Street is a good example.</p> <p>Synthetic paints are much in evidence on walls and plinths. This is known to cause damp. Again, there needs to be training in the use of limewashes.</p> <p>There has been a tendency for buildings to be erected without planning consent, e.g. the Miranda building. This situation should be regularised by retrospective consent with demolition an option.</p> <p>There are gaps or fire breaks between all terraced house in Harwich but many of these have been encroached on illegally as part of roaming possession, increasing fire risk. To date there have been multi premise fires in Market Street, Church Street and West Street. An example of loss of fire break and roaming possession can be seen between 20 and 21 King's Head Street, seen from inside No.21. See also 5 below.</p> <p>Illegal demolition and development, see 4 below.</p> <p>2.8 Archaeological Potential</p> <p>The area of land occupied by the buildings lining the south side of the Quay e.g. Miranda House, between King's Head Street and Church Street, is a mid-19th Century development and possibly conceals the medieval quay and steps. When the Miranda building is developed an archeological dig should be</p>	<p>A note added on bollards, page 48</p> <p>Information factsheets could support with this sharing of information on historic materials</p> <p>Enforcement is noted within the management plan and should be carried out wherever possible</p> <p>Fire damage noted on page 46 under the 'at risk' heading</p> <p>Spoken to the archaeology team who reassessed the HER and slightly tweaked the wording of this section. No notable changes made, but reference to dating of some of the remains with more detail</p>
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	<p>undertaken here. Interesting archaeological remains could be incorporated into a public garden, see 3.5 below.</p> <p>3.5 Open Spaces</p> <p>There are no open spaces in the area near the Quay end of Harwich, forcing visitors to gather on pavements. Gardens, shrubs, observation points and open areas would make the Quay safer and would open up new views of Harwich including Christopher Jones' House. The Miranda building once demolished would be an excellent location for such a garden especially if the medieval quay is exposed.</p> <p>3.6 Public Art.</p> <p>The document describes these murals as positive. However, their legal status isn't clear. Do they have Listed Building Consent or Conservation Area consent? Beacon Hill Fort also sports murals but these constitute criminal damage to a scheduled monument. Are the County Council and District Council encouraging criminal damage?</p> <p>4 Heritage at risk</p> <p>There appear to be unchallenged demolitions and developments without planning consent or listed building consent, e.g. the recent partial demolitions at the Alma pub and adjacent house in King's Head Street. I haven't received copies of applications or seen notices go up.</p> <p>5 Management proposals</p> <p>Could sprinkler systems be encouraged as part of a package of practical options to include the use of lime materials? There continue to be spates of fires ravaging groups of timber framed buildings. Since the document was written several further buildings including the Hanover PH in</p>	<p>Unable to comment on this within the CAAMP, is this up for redevelopment? Will flag this for future consideration to Tendring</p> <p>Noted, will raise to Tendring</p> <p>Enforcement is noted within the management plan, which should be encouraged if unconsented works take place</p>
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	<p>Church Street have been destroyed by fire. Previously, several buildings in Market Street and West Street were also destroyed by fire. Soon there won't be anything left in the conservation area.</p> <p>The fire damaged site in Market Street remains undeveloped and progress is hardly discernible at the site in Church Street.</p>	<p>Unable to comment specifically on appropriate preventative measures through the CAAMP at this stage, however the threat/risk of fire has been added which should support in future management</p>
Public Consultation	<p>Concerns/thoughts that were raised during the event:</p> <ul style="list-style-type: none">• Sea levels• Awareness of planning controls particularly to shopfronts• Changes/maintenance at the Station from the buildings overlooking it• Fire damaged building• Electric Palace updates	
Other changes	<p>Removed mention of Tendring not having a local list in section 2.6</p> <p>Funding opportunities updates p53 (removed HAZ)</p>	