

Harwich Train Ferry Gantry Heritage Statement Prepared for HPUK December 2021



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Contents

Executive Summary	1
1.0 Introduction	3
2.0 Understanding Harwich Train Ferry Gantry	7
3.0 Assessment of significance.....	17
4.0 Heritage impact assessment.....	22
5.0 Supporting Information.....	25

Executive Summary

Introduction

This report has been prepared by Alan Baxter Ltd for Hutchison Ports UK (HPUK) in support of a listed building consent application for the partial removal of the long berthing arm of the Train Ferry Gantry in Harwich, Essex. It should be read in conjunction with Alan Baxter's Design and Access Statement (2021). A Maintenance Schedule (2021) is also being produced for agreement with Tendring District Council. The Train Ferry Gantry is situated within Harwich harbour, within the River Stour and has been disused since 1987. The structure is listed at Grade II and situated within the Harwich Conservation Area. Harwich has been identified as one of Tendring District Council's 'historic towns'.

In 2006 HPUK obtained planning consents for the development of Bathside Bay (03/00600/FUL); a Small Boat Harbour (03/00601/FUL) and the partial demolition of the long berthing arm attached to the Train Ferry Gantry and any associated remedial works (03/00602/LBC). In 2010 these consents lapsed and HPUK obtained replacement planning consents subject to a new time limit (which will expire 29 March 2022): (10/00202/FUL; 10/00203/FUL and 10/00204/LBC respectively). The existing consents for the Bathside Bay and the Small Boat Harbour will be implemented before March 2022. A new listed building consent application is required for the Train Ferry Gantry as it will not be possible to implement the current consent prior to March 2022.

History and Significance

Harwich has been port town since the twelfth century. At the height of its prosperity in the mid-seventeenth century, it was assigned a Royal Dockyard. From the mid-nineteenth century onwards, the railway played an important role in port infrastructure at Harwich, off-loading coal at the dockside. The connection of the continent to London via Harwich brought a resurgence to the town's economy.

A new dock opened at Harwich 1887 allowing passengers to transfer from the train to the waiting ferries and continue their journeys by rail. The possibilities of the train ferry system were revived during the Great War: with three train ferries commissioned. In the inter-war period, the London and North East Railway Company (LNER) operated the train ferries for civilian services before being returned to war service during the Second World War. Only one of the ferries survived the war and returned to commercial use at Harwich before changing travel preferences and options saw the decline of the crossing from Harwich with the service eventually closing in January 1987. In 2005, Trinity House constructed the Trinity Buoy Yard across the railway tracks leading to the Train Ferry Gantry. Access was thus terminated for any rail traffic and restricted for the public from this date.

The Train Ferry Gantry is formed of five composite pieces of varying dates: the concrete approach; linkspan; gantry and machine house; pedestrian walkway and two berthing arms. The Train Ferry Gantry is of some architectural and historical interest as the sole surviving example of a train ferry berth and as the last surviving part of the innovative ferry system used in the First World War. However, this interest has been compromised by the large amount of fabric renewal and decay; by the structure not being in its original First World War location and by it being only a remnant of a much larger structure and docking system. The Trinity development has obscured and compromised the relationship of the Gantry to the conservation area. As a result, the oldest (1917) components and the key parts of the system including the Gantry are of some moderate significance whilst the ancillary elements of 1923 are utilitarian and of lesser interest including the pedestrian walkway and berthing arms.

Impact Assessment

By removing the long berthing arm there would be some harm to the significance of the listed structure. However, as the long berthing arm is of little interest other than indicating the function of the gantry, this would be **less than substantial harm at the lower end of the scale** to the listed structure and the impact upon the character and appearance of the conservation area would be neutral. Remedial works (set out within the submitted Maintenance Schedule, 2021) will make good the structure, maintain the existing appearance and visual impact, and enhance the experience of the

significant components of the structure within the conservation area. This is a **heritage and public benefit**. Additionally, the impact on the archaeological interest of the 'historic town', would be neutral. As set out in the Planning Statement (2021), the wider proposals for the Small Boat Harbour and the Bathside Bay Container Terminal bring significant public benefits which are judged to outweigh the minor heritage harm in accordance with Paragraph 202 of the NPPF.

1.0 Introduction

1.1 Purpose

This report has been prepared by Alan Baxter Ltd for Hutchison Ports UK (HPUK) in support of a listed building consent application for the Grade II listed Train Ferry Berth at Harwich. It should be read in conjunction with the Alan Baxter Design and Access Statement (2021). For wider context please refer to the initial Planning Statement (2003). The Alan Baxter Maintenance Schedule (2021) is being produced for agreement with the planning authority. It is assumed that the agreed schedule will form a condition of the listed building consent

1.2 Site and scope

The Train Ferry Gantry is located off George Street in Harwich, adjacent to Trinity Pier within the River Stour (Figure 1). Whilst referred to as a structure, the gantry is formed of several composite pieces including: the linkspan, the gantry and machine house, the pedestrian walkway, and two berthing arms (See Figure 2). The Train Ferry Gantry has been disused since 1987 and inaccessible since 2012.

In discussion and reports from the last decade, the term 'gantry' has been used interchangeably with 'berth' to refer to whole structure although the term gantry technically relates only to the steel tower that straddles the linkspan.

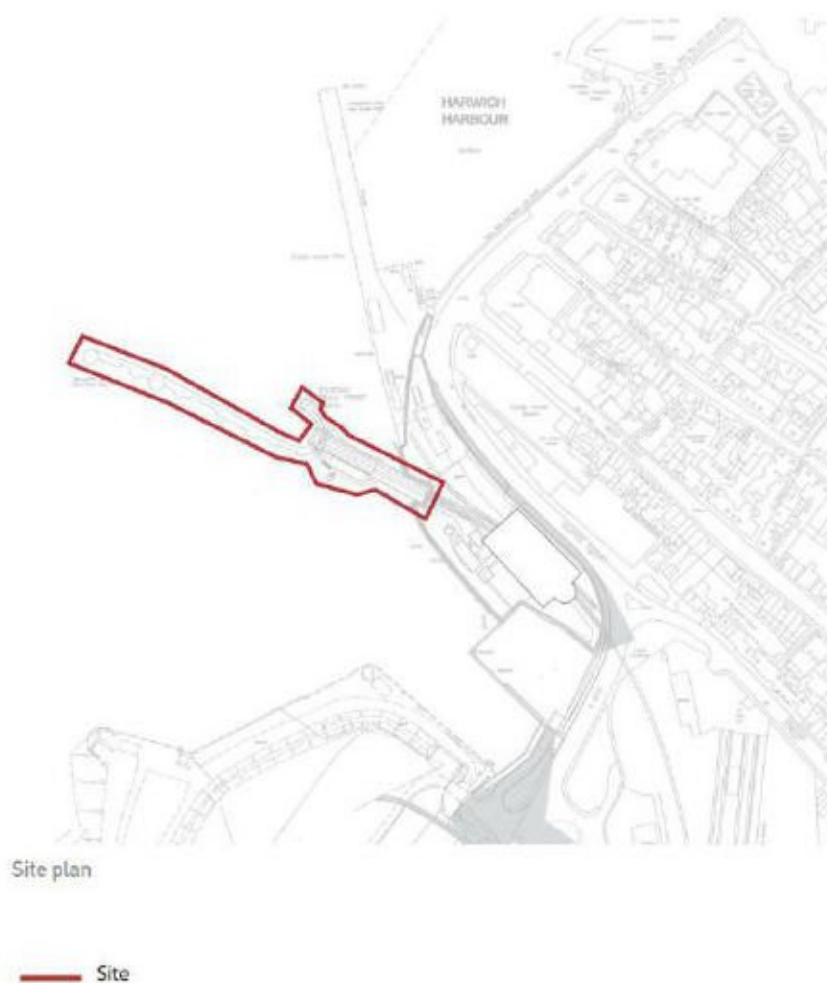
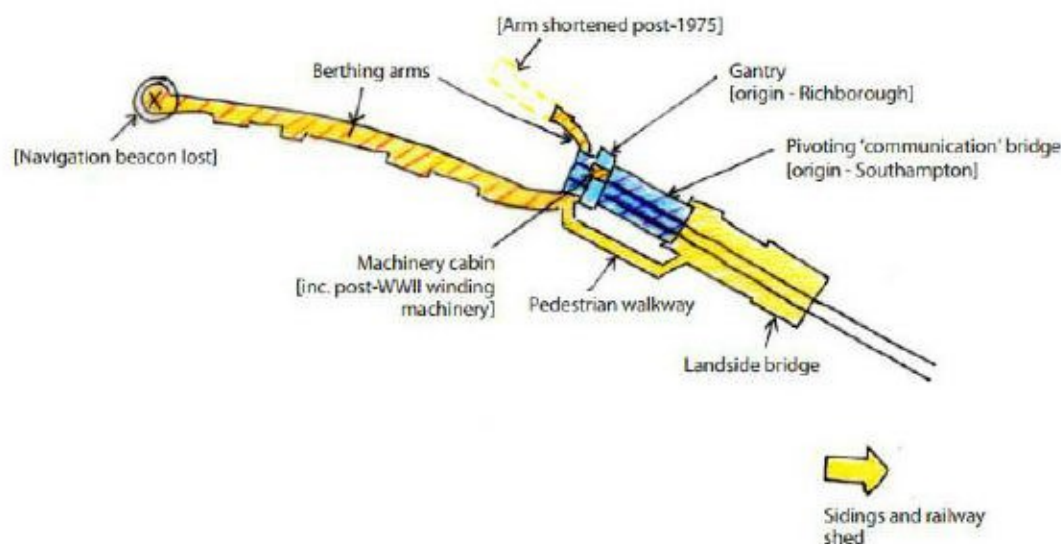


Figure 1 Site plan







Key	
	1917
	1923
	Likely rebuilt at later date
	Likely significant amount of replacement material

Figure 2 Train Ferry Gantry, fabric drawing

1.3 Planning context

Following a public Inquiry, HPUK obtained the following planning consents in 2006:

- 03/00600/FUL - Reclamation and development of Bathside Bay
- 03/00601/FUL - Development of Small Boat Harbour
- 03/00602/LBC - Partial demolition of the long berthing arm attached to the Train Ferry Gantry and any associated remedial works

In 2010 these consents lapsed and under section 73 (and with an additional year added after a legal challenge), HPUK obtained replacement planning consents in 2013 subject to a new time limit (29th March 2022):

- 10/00202/FUL - Reclamation and development of Bathside Bay
- 10/00203/FUL - Development of Small Boat Harbour
- 10/00204/LBC - Partial demolition of the long berthing arm attached to the Train Ferry Gantry and any associated remedial works

In 2019 there was a third-party request to upgrade the listing of the Harwich Train Ferry Gantry from its existing grading at Grade II to Grade II* or Grade I. Historic England updated the listing entry but did not change the grading.

The existing consents for the Bathside Bay container terminal and the Small Boat Harbour will be implemented before March 2022, with works programmed to start in early 2022.

A new listed building consent application is required for the Train Ferry Gantry as it will not be possible to implement the current consent prior to March 2022.

1.4 Methodology, sources and limitations

This report has been informed by the relevant Historic England advice including *Advice Note 12: Statements of Historic Significance: Analysing Significance in Heritage Assets* (Historic England Advice Note 12, 2019); *Advice Note 16: Listed Building Consent (2021)* and *Good Practice Advice in Planning: The Setting of Heritage Assets* (GPA3, 2017).

A site visit was undertaken in November 2021. Sources and secondary literature consulted are listed in Chapter 5.

This report has additionally been informed by four previous Alan Baxter assessments:

- *Harwich Train Ferry Berth: Historic Structure Appraisal and Assessment* (March 2003)
- *Harwich Train Ferry Berth: Structural Engineering Appraisal with comments on the scope of remedial structural works* (May 2012)
- *Harwich Train Ferry Gantry: Potential Demolition: Initial Assessment and Recommendations* (December 2012)
- *Harwich Train Ferry Gantry: Response to Listing Consultation* (November 2019)

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1.5 Historic Environment Record

The Essex Historic Environment Record has been consulted. The search map and relevant results are reproduced in section 5.3.

1.6 Limitations

It is the nature of existing buildings that details of their construction and development may be hidden or may not be apparent from a visual inspection. The conclusions and any advice contained in our reports — particularly relating to the dating and nature of the fabric — are based on our research, and on observations and interpretations of what was visible at the time of our site visits. Further research, investigations or opening up works may reveal new information which may require such conclusions and advice to be revised.

1.7 Designations

Harwich Train Ferry Gantry was listed at Grade II in 1987 (NHLE list entry number: 1187897). In 2021 the listing description was updated but the designation remained at Grade II. The structure is situated within the Harwich Conservation Area (designated in 1969 and extended in 1982, 1986 and 1995). As the Train Ferry Gantry stands alone in the buoy yard, and it has no functional relationship with the setting of other nearby heritage assets, no other heritage assets are affected by the proposals. The structure is however on the periphery of the area recognised by Tendring District Council as the 'historic town'- a non-designated heritage asset.



Figure 3 Conservation Area Map, detail. Based on the Conservation Area Appraisal map

2.0 Understanding Harwich Train Ferry Gantry

2.1 Historical Context

Historic Harwich is situated where the rivers Stour and Orwell meet to form a natural harbour. The name originates from the Saxon 'Here-wic' meaning 'army settlement', possibly after the Danish fleets that camped there at the time of the Viking invasions.

In the twelfth century, the Earl of Norfolk laid out a planned medieval town with four main streets running down to the quayside and a port on three sides of the new town. In 1318 Harwich was granted a charter, as a prosperous market town and port. The port was responsible for the growing wool trade exported to the continent and importing wine in return. In 1326 Edward II established a dockyard at Harwich in possibly the only safe deep harbour between the Thames and the Humber.

During the sixteenth century, the town was fortified and the dockyard later expanded under Elizabeth I making the town a centre for shipbuilding. In 1652, Harwich became a Royal Navy Dockyard, well positioned to equip and protect Royal Navy ships fighting in the Anglo-Dutch wars. However, by the eighteenth century, the importance and necessity of the dockyard waned and it ceased to be a Royal Naval Dockyard from 1713 (the Royal Navy did, however, retain a presence in the town until the twentieth century). As a result of this waning importance, a remarkable number of medieval and Georgian buildings survive with new building concentrated away from the Old Town.

In 1854 the railway was built up to the docks to enable cargo, in particular coal, to be off-loaded at the dockside. This was an example of the close involvement of British rail companies investing rail infrastructure into British ports and lasted until 1987 - transporting both goods and people. The building of railways and quays meant the connection of the continent to London via Harwich brought a resurgence to the town's economy.



Figure 4 1875 OS Map, detail of Harwich including the railway

In 1887, the Great Eastern Railway opened an ambitious new dock to support sea crossings to Holland, naming it Parkeston Quay after the chairman Sir Charles Parkes. Rail connections were built into this new quay allowing passengers to transfer from the train to the waiting ferries and continue their journeys from Holland by corresponding rail networks. The Parkeston Quay shifted development southwards of the town along the River Stour.

The town's fortunes again fluctuated as the economic depression of the early twentieth century was replaced with a thriving ferry and freight industry, including the train ferry from 1924.

The demand for ferry services declined with the advent of affordable air travel and the construction of the cross-channel tunnels. During this time, the development of deep-water harbour was concentrated on the north banks of the estuary at Felixstowe.

2.2 Train Ferries

The first train ferry is recorded as operating across the River Nile in Egypt in 1857. Although Britain had some commercial train ferries, there were few large expanses of water and as rail and bridge technology improved most were replaced with permanent rail bridges. For example, a train ferry between the Isle of Wight and the mainland train ferry lasted just three years between 1885-88 before being scrapped as a financial loss. As a technology, the system relied on specially sized boats and trains of a particular size in terms of rail gauge and design – something that was not standardised across the fiercely competitive rail operators of the late nineteenth century and restricted the growth of both the trains and the corresponding vessels.

2.2.1 The Great War

Regarded as something of an obsolete technology, the possibilities of the train ferry system were revived during the Great War when the logistics of supplying food and ammunition to the continent were under significant strain. They were often held up in overly congested French ports dealing with huge numbers of troops, supplies and the evacuation of the wounded.

Although originally considered costly, the creation of a train ferry system was eventually approved by the Cabinet in January 1917, when the logistical pressures on French ports were recognised as detrimental to the war effort. A route was created between the base of the Inland Water Transport and Docks (IWTD) section of the Royal Engineers at Richborough and the ports of Dieppe and Dunkirk with an additional route created between Southampton and Dieppe in case the first were compromised.

Three train ferry boats were commissioned: Train Ferry Nos. 1, 2 and 3. As there were no existing train ferries operating, the IWTD designed bespoke berths and twin-screw steamer ferries, all designed to accommodate fifty-four, 10-tonne railway wagons. One ferry was also equipped to take road vehicles driven directly onto the deck.

The gantries were built to the same designs but had linkspans (the connecting bridges) of differing spans to allow for the different tidal ranges in the different ports. Southampton and Dieppe were built with 120 foot (36.58m) spans, Richborough and Calais with 100 foot spans (30.48m) and Dunkirk with an 80 foot (24.38m) linkspan. Operating from March 1918, the two British train ferry berths dispatched approximately 300,000 tonnes of cargo including artillery and the precast concrete pillboxes manufactured in the Richborough.

2.2.2 Harwich to Zeebrugge

Records show the future of the train ferries was discussed prior to the end of the Great War, but it was not until 1922 that the Dunkirk train ferry berth was relocated to Zeebrugge in collaboration with the Belgian State Rail and the Great Eastern Railways (GER) sought to relocate one of the berths to its extensive operations site at Parkeston Quay in Harwich. The GER bought the three ferries but, during the negotiations, was amalgamated into one of the newly nationalised Big Four railways under the new name of the London and North East Railway Company (LNER). It was the LNER who would eventually

operate the train ferry.

The scheme nearly failed before it started as disaster struck when the barge carrying the relocated Train Ferry Berth from Southampton sank in sight of Harwich. Most of the gantry and machinery were recovered but the huge linkspan was unrecoverable and eventually blown up so as not to be a hazard to shipping entering the estuary. The larger linkspan at Richborough was hastily dismantled and sent as a replacement and the amalgamated structure eventually erected in Harwich in 1924 along the existing railway sidings by Gas Creek rather than at Parkeston Quay itself.

Curiously, whilst records show that the Richborough linkspan was sent to replace the lost one from Southampton, the one at Harwich is 120ft in length. This suggests that it was either a new built replacement or that the Richborough linkspan was altered and extended to better suit the tidal range at Harwich. The berthing arms were not relocated and were purpose built in Harwich. The new train ferry service was opened in April 1924 by Prince George, Duke of Kent (figure 5).

2.2.3 World War II

The train ferry service was halted during the war with the three ferries requisitioned for war activity. Train Ferry No. 2 hit a mine off the coast of St Valery-en-Caux, Normandy and was sunk in 1941. Train Ferry No. 3, renamed HMS Daffodil, was sunk under bombardment off of Dieppe in 1945. Only Train Ferry No. 1, renamed HMS Iris during the war, survived to return to commercial service at Harwich.

2.2.4 The last days of the train ferry 1947-1987

The single remaining ferry, Train Ferry No. 3 was again renamed, this time as the Essex Ferry with a replacement sister ship the Suffolk Ferry, constructed in 1947. The original Train Ferry No. 3/Essex Ferry was eventually replaced in 1957 with a ship of the same name. The University of East Anglia's East Anglian Film Archive hold archive footage of the Essex Ferry in operation in 1985 (*The Harwich Ferry*, Catalogue Number 794, accessible via <http://www.eafa.org.uk>). The video gives a unique picture of the train ferry's operation and appearance over the forty years it operated from Harwich. Changing travel preferences and options saw the decline of the nine-hour ferry crossing from Harwich with the service eventually closing in January 1987. A fatal ferry disaster in the harbour at Zeebrugge in March 1987 (six years after a similarly fatal ferry disaster off of the coast of Harwich) might perhaps have sealed the fate of the train ferry even before the availability of cheap air travel.

The Harwich Train Ferry Gantry does not appear not on OS maps until the 1950s. This is possibly because it was considered a military structure which would therefore not have been depicted. This does not however explain the absence of the Train Ferry from maps in the inter-war period.



Figure 5 Harwich Train Ferry, c.1924

2.2.5 The twenty-first century

In 2005, Trinity House, the organisation tasked with lighthouses, buoys and marine navigation, constructed a large building and yard, the Buoy Yard, across the railway tracks leading to the Train Ferry Gantry. Access was thus terminated for any rail traffic and restricted for the public from this date. The yard is surrounded by a 2m high metal fence. HPUK have maintained ownership of the Train Ferry Gantry. In 2006, HPUK first obtained planning consents for the construction of a container terminal across Bathside Bay, between the Train Ferry Berth and Parkeston Quay. In the significant storm surge of 2013 which flooded much of Old Harwich, the heavy timbers across the linkspan were lifted out of place and permanently damaged.

2.3 Harwich Train Ferry Berth

2.3.1 Description and understanding

The Train Ferry Gantry is located on the quayside of Harwich, on the tip of the Tendring Peninsula. It juts out into the harbour formed by the meeting of the Rivers Stour and Orwell.



Figure6 Harwich Harbour (Bing Maps)

The term 'gantry' has been used interchangeably with 'berth' to refer to the whole composite structure. More correctly, the gantry is that part of the structure which extends across the rails of the linkspan and which houses the crossbeam, counterweights and cabling that originally lifted the linkspan. Whilst referred to as a single structure, the Train Ferry Gantry is formed of five composite pieces of varying dates:

- **Concrete approach** from Trinity House boatyard 'the Landside Bridge' including surviving rails set into the concrete (1923)
- The **linkspan** and its concrete foundations (originally from Richborough of 1917, timber deck

believed to have been replaced in the 1950s, concrete foundations 1923)

- **Gantry and machine house:** a steel structure dating to 1917, incorporating a hoist and winch with steel tension cables, with later metal-clad machine house above;
- **Pedestrian walkway:** steel-framed, timber-decked walkway constructed in 1923-4 on south side of gantry;
- **Two berthing arms:** steel frame, timber-decked jetties, one long and one short to either side of the gantry, thought to be later replacements for jetties first constructed in 1923-4; freestanding wooden dolphins;

All parts of the structure were a working, industrial machine and may well have been replaced over the seventy years of its operation. In particular, the steel gantry and the lightweight, inexpensive metal cladding of the machine house has survived not only dismantling but shipwreck and salvage. Repairs and replacements are therefore very likely.

As with many industrial, working systems, replacement and maintenance would not necessarily have been recorded. It therefore cannot be said with any certainty that the smaller components or individual elements are original or whether they were replaced during the working life of the train ferry system.

The concrete approach

Set with rails, the concrete approach or 'landside bridge' juts out from Trinity House Buoy Yard between Trinity Pier and Gas Creek.

The linkspan

The adjustable linkspan or 'communication bridge' is the critical piece of technology which allowed the rigid rails of the train to meet the moving object of the ferry. The linkspan cantilevers outward from the concrete approach bridge, past the gantry which stands over it, attached to the concrete of the landward side by a steel roller bearing. The bearing allowed the entire linkspan to be raised and lowered and so be manoeuvred onto the ferry at the other end and to move with the sea and the ferry. Steel cross-beams connect the two main girders which in turn support the massive wooden beams (now damaged) which supported the railway tracks. The main girders and cross-beams were connected at the top and bottom with pinned (as opposed to fixed) joints which kept the linkspan rigid but allowed it to move with the roll of the sea and ship. The linkspan has been held in a fixed position since the last use of the structure. As a result, previous inspections suggest that the moving roller bearing underneath the linkspan, most exposed to a corrosive marine environment, may now be rusted solid.



Figure 7 Corrosion has affected many of the steel elements including the linkspan



Figure 8 Much of the timber decking is in a poor state of repair

The gantry and machine house

The seaward end of the linkspan is suspended from a steel suspension beam, itself connected to steel cable suspended from an electric motor housed in the machine house of the gantry. By this mechanism, the linkspan could be lowered or raised into position as the ferries berthed. The steel cable was connected, via the electric winch, to counterweights within the hollow legs of the riveted steel gantry which offset the weight of the linkspan until it was resting on the berthed ferry.

The gantry was, previously, accessible via external ladders and a steel walkway which remained in situ. The machine house has been exposed to the elements since the closure of the train ferry in 1987. The riveted steel frame of the gantry is robust and functional in design although in an increasingly fragile state since Alan Baxter's first survey in 2003. Figure 7 shows the fragile state of the steel covering of the machine house as it is today.

The gantry is relatively prominent when approaching Harwich from the River Stour and the train station although less prominent if approaching either by sea or land from Harwich itself by virtue of the scale of the surrounding buildings, including older landmarks such as the Harwich lighthouses and more recent structures such as the Trinity House Buoy Yard Building.



Figure9 The Train Ferry Gantry from the concrete approach

The pedestrian walkway

The steel and timber walkway allowed access for passengers from the linkspan to the berthing arm and the ferry beyond. This is a narrow, utilitarian steel structure.

The berthing arms

The berthing arms were built in 1923 to accommodate the relocated Train Ferry Berth. At Harwich, they were built with a different configuration to the original structures at Southampton and Richborough; The reason for this is not known but may result from the significant turn that berthing ferries at Harwich made when approaching from the east. The easternmost berthing arm was truncated,

possibly in the 1980s. This appears longer in drawings from 1975 but can be seen to have been shortened in the UoEA film of the 1980s.

These steel and timber structure are set into the riverbed on what appear to be concrete foundations. Many timbers appear to be missing and those that remain appear to be in various states of preservation as might be expected in an intertidal marine environment. The steel struts that connected the timbers were described on inspection in 2003 as *appears to have been subject to impact damage from vessels, resulting in the loss of many timber fenders and severe buckling of the horizontal steel supporting members* (Alan Baxter, 2003). This situation has not improved over the years. At 'deck' level these were finished with timber boards which, at the time of operation of the ferry in the 1980s at least, were brightly painted (see UoEA film). These are decaying and no longer sound. The longer, western berthing arm ends in a concrete jetty which formerly supported a navigation beacon. This is no longer in operation due to difficulties in achieving access to maintain it.

Individual mooring dolphins are arranged, around the berthing arms. These too have suffered from exposure to a harsh marine environment and lack of the continuous use or repair.



Figure 10 The Train Ferry Gantry including the long berthing arm from the approach to Harwich



Figure 11 The Train Ferry Gantry and Small Boat Harbour

2.3.2 Present condition and context

Ownership and Access

The train ferry gantry is owned by HPUK. It is now surrounded by the Trinity House buoy yard and, in 2005, a buoy shed was erected nearby over the site of the associated railway track. The Train Ferry Gantry has been redundant since the termination of the ferry service in 1987. Due to its location in a working yard (figure 12), it is physically inaccessible to the public but is visible in views from the quayside and along the A120 as it enters Harwich. The continuing decay of the structure means that access is not possible.

Condition and Extent of Survival

The structure has been on the Essex County Council's Heritage at Risk Register since 1995. It currently has a Priority Category of C: "Slow decay; no solution agreed". Previously it was Category E but this has been upgraded as the condition has worsened over the past decade. The Train Ferry Gantry was designed and built to be very robust, for its intended heavy use and the aggressive marine environment. The prime reason for its current poor material condition is the lack of maintenance and repair, particularly since it became redundant. For a detailed breakdown and analysis of the current state of the structure see the Maintenance Schedule (2021).

As discussed, it was necessary to renew some elements to ensure the effective operation of the structure. This has compromised the integrity of the overall structure, contributing to the decay, and the gradual replacement of much original fabric, particularly the timber decking and machinery. It is also suggested that the berthing arms were rebuilt; the short arm has certainly been shortened and the long arm has lost the beacon at its far end.



Figure 12 View of the Trinity Yard enclosure with Train Ferry Gantry

3.0 Assessment of significance

3.1 Assessing significance

Assessing significance is the means by which the cultural importance of a place and its component parts is identified and compared, both absolutely and relatively. The purpose of this is not merely academic, it is essential to effective conservation and management because the identification of elements of high and lower significance, based on a thorough understanding of a site, enables owners and designers to develop proposals that safeguard, respect and where possible enhance the character and cultural values of the site. The assessment identifies areas where no change, or only minimal changes should be considered, as well as those where more intrusive changes might be acceptable and could enrich understanding and appreciation of significance.

Statutory designation is the legal mechanism by which significant historic places are identified in order to protect them. The designations applying to the Harwich Train Ferry Gantry are listed in Section 1. However, it is necessary to go beyond these in order to arrive at a more detailed and broader understanding of significance that considers more than matters archaeological and architectural-historical. This is achieved here by using the terminology and criteria from the *National Planning Policy Framework* (NPPF, June 2021). This document places the concept of significance at the heart of the planning process.

Annex 2 of the NPPF defines significance as:

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.

3.1.1 Heritage interests

Historic England's *Conservation Principles, Policies and Guidance* (2008) includes a methodology for assessing significance by considering 'heritage values'. In this instance NPPF terms are used because their adoption simplifies the preparation and assessment of planning and listed building consent applications, but the equivalent HE heritage values are given in brackets for reference.

Annex 2 of NPPF defines **archaeological interest** ['**evidential value**'] in the following way:

There will be archaeological interest in a heritage asset if it holds, or potentially holds, evidence of past human activity worthy of expert investigation at some point.

The Ministry of Housing, Communities and Local Government, now the Department of Levelling Up, Housing and Communities, in their *Planning practice guidance: Historic environment* (July 2019) have given these definitions for the other types of interest:

- **Historic Interest** ['historical value']: An interest in past lives and events (including pre-historic). Heritage assets can illustrate or be associated with them. Heritage assets with historic interest not only provide a material record of our nation's history, but can also provide meaning for communities derived from their collective experience of a place and can symbolise wider values such as faith and cultural identity ['communal value'].
- **Architectural and Artistic Interest** ['aesthetic value']: These are the interests in the design and general aesthetics of a place. They can arise from conscious design or fortuitously from the way the heritage asset has evolved. More specifically, architectural interest is an interest in the art or science of the design, construction, craftsmanship and decoration of buildings and structures of all types. Artistic interest is an interest in other human creative skill, like sculpture.

Historic England has helpfully sought to clarify the distinction between archaeological interest and historic interest that NPPF intends. Paragraph 16 of their *Historic Environment Good Practice Advice in Planning: 2 – Managing Significance in Decision-Taking in the Historic Environment* (March 2015) begins:

Archaeological interest, as defined in the NPPF, differs from historic interest because it is the prospects for a future expert archaeological investigation to reveal more about our past that need protecting.

The assessment of significance is usually an amalgam of these different interests, and the balance between them will vary from one case to the next. What is important is to demonstrate that all these interests have been considered. This is achieved by assessing the significance of the whole site relative to comparable places, and the relative significance of its component parts.

3.2 Summary statement

3.2.1 Historic Interest

The Train Ferry Gantry possesses historic interest as a material record of Britain's maritime and military history. The principal reason for the Grade II listing of the Train Ferry Gantry is its historic interest:

- It is important as the last surviving part of the cross-Channel train ferry system used in the First World War and therefore the only tangible reminder of the role played by train ferries during the First World War and thereby part of the UK's military history.
- The structure as a whole in its present location was the origin of, and therefore significant as, the first non-military (commercial) continental train ferry service in England
- It is also the last surviving train ferry gantry in the UK, a type of transport system which is no longer used in any location.

3.2.2 Architectural/Engineering Interest

According to DCMS guidance, for a structure to be of architectural interest, it must display important design, decoration or craftsmanship, or be an important or innovative example of construction technique or building type. By this definition, the architectural interest or rather, the engineering interest of the Train Ferry Gantry derives some interest as:

- the sole surviving example of a train ferry berth in the UK.
- The pivoting function of the bridge is of some interest as it was used to solve a specific need; a new type of ferry terminal designed to allow vessels to rise and fall with the tide.

This historical and architectural interest is minimal however as:

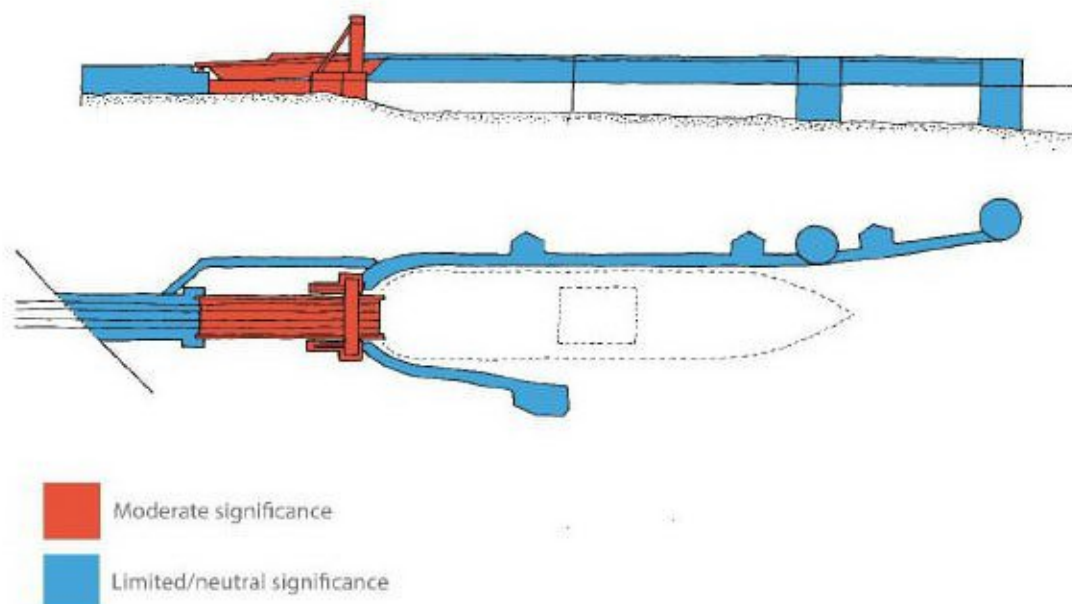
- Generally, the structure made use of materials and techniques common at the time of its construction so was not especially innovative.
- Engineering structures derive meaning (and therefore significance) from their ability to fulfil the function for which they were designed. The fact that the Gantry can never be used again means that a considerable part of its significance has been lost.
- Moreover, it was but one part of a much larger 'machine' – in its original operation comprising five gantries, two ferries and trains – all the other elements of which are now destroyed;
- The special interest of an industrial structure is diminished by a high level of reconstruction, unless alterations are themselves a record of technological change. There has been a high amount of fabric renewal to the gantry as a result of, firstly, its re-erection in Harwich and, secondly, ongoing maintenance due to its location in an exposed saline, tidal site;
- Its first location was of greater significance because it was the one for which the structure was designed, and for its historical association with the First World War. The Gantry's link to the maritime history of Harwich (as the first civilian train ferry) is limited.

3.3 Significance by location

- The steel-framed gantry surmounted by a machine house and pivoting train bridge are the most significant elements of the structure, both as the oldest elements (of 1917) and as the key mechanical parts in the functioning of the system;
- The ancillary elements of 1923 are utilitarian structures of lesser, limited interest (concrete approach; pedestrian walkway; berthing arms). They possess some interest only in that they enable an understanding of how the gantry functioned, and do not possess the engineering interest of the steel-framed gantry and pivoting train bridge;
- The free-standing wooden dolphins and modern navigation lights are excluded from the Grade II listing.
- There is the possibility that the jetties have been completely rebuilt post-1920s;
- Throughout, there has been a high rate of repair and replacement fabric as result of the extreme challenge of maintaining a steel structure in an exposed saline, tidal site, reducing the overall interest.

3.3.1 Significance Drawing

Levels of significance



Alan Baxter

Figure 13 Levels of significance drawing

3.3.2 Harwich Conservation Area

The Train Ferry Gantry is situated in the Harwich Conservation Area and is one of several listed structures that contribute to the historic setting. Harwich was founded as a port town and subsequently those elements of the town which serve as reminders of the continually developing role, are important. The Harwich Conservation Area Appraisal (2006) notes that the area is generally characterised by properties re-fronted in the eighteenth century with intimate scale streets in contrast to large buildings on the quayside. The Appraisal identifies six distinct sub-areas of which the Train Ferry Gantry falls into Area 1 - *The Quay* - the heart of Harwich's quayside framed at either end by the massive derricks and gantries of the Navyard Wharf and by the Train Ferry, and presided over by large buildings. In recent years the quayside has become increasingly dominated by the new development of TrinityHouse buildings, in particular the buoy shed; the latter has interrupted and blocked the view

along the approach railway branch (figure 14) and compromised the relationship between the gantry and the historic quayside and town beyond. Other than the gantry and machine house, the structure is visibly obscured by surrounding machinery in the Trinity yard.

3.3.3 The Historic Town

Tendring District Council possesses three 'historic towns' which includes Harwich. These towns are described as reflective of the development of the community over many centuries with a greater chance of archaeological interest (Local Plan, EN30). In accordance with the NPPF paragraph 203, the significance of a non-designated heritage asset (of which a 'historic town' status is an example) should be considered. The TDC policy is based upon Essex County Council's Survey (1999), a supplementary planning guidance which characterises Harwich as of national archaeological and historical importance. As the Train Ferry Gantry is situated on the fringe of this area, the archaeological potential within the harbour is lower and thus the Train Ferry Gantry makes a low contribution to the significance of this non-designated heritage asset.



Figure 14 Railway approach and Trinity Buoy shed



Figure 15 View of the Train Ferry Gantry from the Ha'penny Pier



Figure 16 View from the northern-eastern end of the Quay towards the Train Ferry Gantry

4.0 Heritage impact assessment

4.1 Summary of the proposals

The proposals are unaltered from the 2010 consented proposals and include:

- Partial removal of the long berthing arm to the length of the short berthing arm to allow the formation of the small boat harbour and to avoid conflict with the navigation paths of container ships at the new Bathside Bay port.
- Associated remedial works to make good of the Train Ferry Gantry. See the Maintenance Schedule (2021) for further information.

4.2 Impact Assessment

4.2.1 Train Ferry Gantry

Removal of the long berthing arm

As identified in Chapter 3, the long berthing arm is of limited architectural or historical interest as a later, utilitarian addition whose only contribution to the significance of the listed structure is to partially illustrate how the mechanism functioned while in operation. Although the removal of the long berthing arm would cause some harm to the significance of the listed structure in reducing our ability to understand the structure's use, this harm would be at the **lower end of the scale of less than substantial**, due to the limited interest of the element to be removed.

Remedial works

The level of maintenance required to preserve the Train Ferry Gantry, which is a disused piece of railway-maritime heritage for which no viable use is ever likely to be found, is considerable. This is particularly true given the heritage asset's harsh, marine environment and the ever-increasing likelihood of severe storm surges due to climate change. In remediating the issues with the significant components of the vulnerable Train Ferry Gantry and contributing to its long-term survival, the proposed programme of remedial works (see the Maintenance Schedule) represents a **heritage benefit**. The remedial works will also enhance the experience and appreciation of the heritage asset which is a wider **public benefit**.

4.2.2 Conservation Area

The Conservation Area Appraisal (2006) describes the positive contribution made by the Train Ferry Gantry to views from within the conservation area. The Appraisal contains a photograph of a glimpsed view of the Gantry from the Quay looking south-westwards, accompanied by the following caption:

The Quay looking south westwards towards the listed Train Ferry Terminal. Expansive vistas up the estuaries of the Stour and the Orwell are matched by the robust materials chosen for the public vantage points.

In addition, an undated 'Conservation Area Partnership Scheme' proposals document identifies the Train Ferry Gantry and its landward setting as an area of enhancement within the conservation area, and the gantry as a building at risk.

Subsequent to the Appraisal and Partnership Scheme, the area has become increasingly dominated by new development of Trinity Yard which interrupts the view between the gantry and the historic quayside and the railway approach. In essence, the Train Ferry Gantry has become de-contextualised but its taller elements remain a positive element in some views within the conservation area (see figure 17). Removing the listed structure's visual and physical link with the railway line has had a severely detrimental effect upon one's ability to understand how the structure functioned and connected into its wider context within the conservation area.

The more visually prominent elements of the Train Ferry Gantry, which are also the more significant elements in heritage terms, would be retained and refurbished through the programme of remedial works proposed (see Maintenance Schedule). The removal of the long berthing arm would have a negligible visual impact upon views from within the conservation area. Therefore, the contribution of the Train Ferry Gantry to views within the conservation area would remain unaffected by the proposed works.



Figure 17 The Quay looking south westwards towards the Train Ferry Gantry with Trinity House (2021)

4.2.3 The Historic Town

The proposed works to the Train Ferry Gantry will have a neutral impact on the archaeological interest of the 'historic town' identified by TDC, in part due to its predominantly offshore location. The need for archaeological mitigation prior to development as set out in the Local Plan's Policy EN30, is therefore not required.

4.3 Conclusion: the planning balance

As the previous chapter has demonstrated, the Train Ferry Gantry is a significant structure, a fact supported by its inclusion on the statutory list of buildings and its mention in local policy documents.

Harm is identified by virtue of the removal of a component of a listed structure. This component – the long berthing arm - has some interest in that it relates to the function of the Train Ferry Gantry but this interest is very limited particularly in comparison to the other components of the structure. Therefore, **the harm is considered to be at the lowest end of the scale of less than substantial.**

Those components of the Gantry of greatest significance will be retained; great weight has also been given to maintenance of these significant Gantry components to ensure the structure's preservation in its exposed marine environment and to mitigate its buildings at risk status – this is a **heritage benefit**. The structure is highly vulnerable to damage and corrosion, a problem that will only be exacerbated

through climate change and storm surges. Additionally, HPUK continue to commit to contribute, under Section 106, towards Tendring District Council's enhancement of another Harwich heritage asset to mitigate any potential harm in association with the Harwich development. Under Section 106, HPUK are committed to installing interpretation boards to inform the public about the history and importance of the Train Ferry Gantry.

The harm caused to the Train Ferry Gantry should be weighed against the national public benefits which as set out in the Planning Statement (2021), are judged to outweigh the minor level of heritage harm in accordance with paragraph 202 of the NPPF. The wider maintenance proposals will improve the significant components of the Train Ferry Gantry within the conservation area and will therefore provide **public benefit** by enhancing the experience and appreciation of the heritage asset. As the Train Ferry has been disused since 1987 and its link to the operational railway has been permanently severed by later development, reuse is never going to be possible. The small boat harbour is part of HPUK's development to economically contribute wider, longer-term regeneration of historic Harwich. The delivery of the small boat harbour is not possible without the removal of the long berthing arm.

Due to the Trinity Yard development, the contribution of the Train Ferry Gantry as a whole to the conservation area has been compromised. The long berthing arm, most visible from the sea approach but not visible from key landward views, is neutral in its contribution. Therefore, its removal would have a **neutral impact upon the contribution of the Train Ferry Gantry to the character and appearance of the conservation area**.

The Train Ferry Gantry works would also have a **neutral impact** on the archaeological interest of the 'historic town' so the need for archaeological mitigation prior to development is **not required**.

For these reasons, the proposals comply with local and national policy relating to the historic built environment, namely: Paragraphs 194-207 of the NPPF and Policies QL9, QL11, EN17, EN20-EN22 and EN30 of the Tendring Local Plan (2007).

5.0 Supporting Information

5.1 Sources

Bettley, J & Pevsner, N. 2007. *The Buildings of England: Essex* (London: Yale University Press)

Everall, W.T., et al, 'Cross-Channel Ferrying of Locomotives and Stock', *Proceedings of the Institution of Civil Engineers*, 1946, pp. 187-210

Hamilton, J.A.B. 1967. *Britain's Railways in World War I* (London: George Allen and Unwin)

Stanford, F.O., 'The War Department Cross-Channel Ferry Service', *Proceedings of the Institution of Civil Engineers*, vol. 210, pp. 208-238

White, William. 1848. *History, Gazetteer and Directory of Essex* (Sheffield: Leader and Sons)

5.1.1 ABA Reports (Unpublished)

Harwich Train Ferry Berth: Historic Structure Appraisal and Assessment (March 2003)

Harwich Train Ferry Berth: Structural Engineering Appraisal with comments on the scope of remedial structural works (May 2012)

Harwich Train Ferry Gantry: Potential Demolition: Initial Assessment and Recommendations (December 2012)

Harwich Train Ferry Gantry: Response to Listing Consultation (November 2019)

5.2 Entry on the National Heritage List

Harwich Train Ferry Berth

Overview

Heritage Category:

Listed Building

Grade:

II

List Entry Number:

1187897

Date first listed:

17-Jun-1987

Date of most recent amendment:

16-Apr-2021

Statutory Address:

Draft

George Street, Harwich, CO12 3JW

Map



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The above map is for quick reference purposes only and may not be to scale. For a copy of the full scale map, please see the attached PDF - 1187897.pdf(opens in a new window)

The PDF will be generated from our live systems and may take a few minutes to download depending on how busy our servers are. We apologise for this delay.

This copy shows the entry on 25-Oct-2021 at 16:26:03.

Location

Statutory Address:

George Street, Harwich, CO12 3JW

The building or site itself may lie within the boundary of more than one authority.

County:

Essex

District:

Tendring (District Authority)

Parish:

Harwich

National Grid Reference:

TM2577132647

Summary

Train ferry berth, erected in 1923 by the London and North Eastern Railway, utilising components from the train ferry berths constructed at Richborough and Southampton in 1917, probably by Armstrong Whitworth and Company Ltd of Newcastle-upon Tyne, to designs by the Inland Water Transport and Docks (IWTD) Department of the Royal Engineers. Disused since 1987.

Reasons for Designation

Harwich Train Ferry Berth, erected in 1923 by the London and North Eastern Railway, utilising components from the train ferry berths constructed at Richborough and Southampton in 1917, probably by Armstrong Whitworth of Newcastle-upon-Tyne, to designs devised by the Inland Water Transport and Docks Department of the Royal Engineers, is listed at Grade II for the following principal reasons:

Architectural interest:

- * as the sole surviving example of a train ferry berth in a national context;
- * although of a standard, functional design, its aesthetics, technology and construction illustrates Britain's rapid response in devising a new type of ferry terminal which would allow vessels to rise and fall with the tide but be available for loading and unloading at all times. Historical interest:
- * as the only tangible reminder of the role played by train ferries during the First World War, one which kept the British Army fighting on the Western Front equipped with sufficient arms, ammunition, food and other essential provisions;
- * for its role in the first, commercial, cross-channel train ferry service in England.

History

The origins of the continental train-ferry service between Harwich and Zeebrugge, Belgium dates to the First World War and the vital need to keep the British Army fighting on the Western Front equipped with arms, ammunition, food and other essential provisions. In the early months of 1917 Major General AS Collard (1876-1938), Director of the Inland Water Transport and Docks (IWTD) Department of the Royal Engineers, which had been established in December 1914 to transport war goods by barge across the English Channel to France, was directed to the proposition of using train-ferries to meet the demands and requirements of military transport.

Barges were initially seen to be valuable as they could be piloted along the inland waterways of France and Belgium to military stores depots close to the fighting front. After two years, however, a serious shortage of vessels coupled with congestion at the ports, particularly on the French side, which delayed the turn-round of barges, started to compromise the efficiency of the service. A further issue which supported the introduction of train-ferries was the fact that a substantial proportion of cross-channel traffic consisted of locomotives, wagons, ambulance train coaches, tanks, heavy ordnance, motor vehicles and other bulky material which not only took up an inordinate amount of stowage space but also required a significant amount of man-power, crane-power and time to load and unload. It was estimated that 1,500 labourers were required to transport 1,000 tons of war goods from the point of

manufacture to the Front. With the support of Sir Guy Granet (1867-1943), Director General of the Midland Railway and Director General of Movements and Railways at the War Office, and his successor Sir Sam Fay (1856-1953), General Manager of the Great Central Railway, Collard's plan was approved in early 1917.

It was subsequently agreed that a train ferry service would operate from Richborough, the new military port to which the IWTD had moved to a year earlier, to Calais and Dunkirk. Somewhat prudently, in case the French northern ports were captured, approval was also given for a second service to run from Southampton to Dieppe and Cherbourg. Following the order of three new train-ferries from Armstrong Whitworth and Co Ltd of Newcastle-upon-Tyne, which were named SS Train Ferry No 1, SS Train Ferry No 2 and SS Train Ferry No 3, consideration was given to the design and construction of a new type of terminal which would allow the vessels to rise and fall with the tide but yet be available for loading and unloading at all times. This issue was resolved with the use of an adjustable train bridge which, supported by a steel-framed gantry, was hinged at the shore end while its opposing end rested on the stern of the ferry. Pulleys and winding drums and counterweights provided the means for raising and lowering the bridge which was operated by an electric motor situated in a machine house placed on the gantry bridge. It is also believed that Armstrong Whitworth were also responsible for the fabrication of the ferry berths.

Train-ferries began sailing on 10 February 1918, just in time to deliver supplies critical to resisting the German Spring Offensive which began on 21 March. Their introduction not only saw the first use in Britain of roll-on/roll-off ferries, but they also greatly reduced the amount of labour required, taking only 30 to 40 minutes to load or unload the 54 railway wagons and the 50 or 60 motor vehicles that could be transported. It was now estimated that only 100 labourers were required to move 1,000 tons of war goods from their place of manufacture to the Front. Train-ferries continued to operate on a daily basis until late 1919, returning material from the Front after the signing of the Armistice on 11 November 1918, before being laid up at Immingham despite interest from local railway companies to continue the service.

In 1922 the London and North Eastern Railway Company (LNER) and Belgian State Railways approached the Army with the view to purchasing the three train-ferries along with the ferry berths at Southampton and Dunkirk for their proposed train ferry service between Harwich and Zeebrugge. In January 1923 the Great Eastern Ferry Company Limited was established in Britain to supply the ferries while Société Belgo-Anglaise des Ferry Boats was formed in Belgium to provide the rolling stock. The train ferry berth at Southampton, given a similar tidal range, was purchased for the Harwich terminal, while the Dunkirk ferry berth was re-erected at the Ferry Dock in Zeebrugge. Dismantling of the Southampton terminal took place in August and, as initial plans to transport it by train proved to be too expensive, it was placed on two specially strengthened barges for the 199 nautical mile journey to Essex. Having left Southampton on 1 September, the barges and their tug were practically within reach of Harwich when, in the early hours of 5 September, they sank after encountering rough weather off Cork Lightvessel. It was not until mid-October that the train bridge was salvaged and beached at Harwich. The rest of the structure, however, and the two barges could not be recovered and were later blown up so as not to be a hazard to shipping. The gantry and operating machinery from Richborough were subsequently sent as replacements and, with the train bridge from Southampton, were re-erected a short distance to the south-west of Harwich's Trinity Pier. Along with concrete foundations, additional works for the new terminal included a landside approach bridge, two berthing arms and a pedestrian walkway.

The train ferry service between Harwich and Zeebrugge was officially opened on 24 April 1924 by His Royal Highness Prince George (1902-1942). Two ferries made six round trips weekly, the third vessel being held in reserve, with Customs and Excise arranging for goods forwarded in padlocked wagons to be examined for customs duties at inland railway stations rather than at Harwich. The service's early years proved to be very successful, but the depressed economic conditions of the late 1920s and early 1930s, which saw a fall in traffic and thus revenue, resulted in the service being fully absorbed into the LNER in 1933. Traffic started to increase again by 1935, with the service operating regularly until the

Second World War, at which time the ferries were requisitioned by the Admiralty for war time service.

Train-ferry services resumed in June 1946, although only Train Ferry No 1, subsequently renamed Essex Ferry, survived the War. With new ferries purchased, and a new service to Dunkirk inaugurated in 1963, train-ferries continued to operate from Harwich until January 1987, when the service was transferred to Dover.

Details

Train ferry berth, erected in 1923 by the London and North Eastern Railway, utilising components from the train ferry berths constructed at Richborough and Southampton in 1917, probably by Armstrong Whitworth and Company Ltd of Newcastle-upon Tyne, to designs by the Inland Water Transport and Docks (IWTD) Department of the Royal Engineers. Disused since 1987.

MATERIALS: the structure is constructed from fabricated steel girders with sheet steel cladding and a timber-decked train bridge. The foundations and landside approach bridge are of reinforced concrete with sheet steel piles while the pedestrian walkway and berthing arms are steel-framed with timber decks.

PLAN: although the train ferry berth stands on a north-west to south-east axis cardinal compass points will be used in the following description for simplicity.

On plan the train ferry berth is rectangular and comprises a concrete approach bridge (1923) and an adjustable train bridge (1917) straddled by steel-framed gantry surmounted by a motor house (1917). A pedestrian walkway (1923) runs parallel with the bridge's south side, running from the concrete approach bridge to the southern berthing arm (1923). A shorter berthing arm (1923) lies to the north. All the 1923 components are of lesser interest while the free-standing wooden dolphins and modern navigation lights are excluded from the listing. **DESCRIPTION:** the train ferry berth comprises a steel-framed gantry which straddles, and supports, an adjustable train bridge (linkspan). The gantry's support legs, which are bolted to reinforced-concrete foundations, are constructed from fabricated steel plates and steel angles riveted together to form a box section. King struts on the east side of each leg provide the gantry with its main lateral stability while the legs themselves are hollow to allow for the vertical travel of the bridge's lifting mechanism counterweights. Spanning the legs is the gantry bridge which is formed of two deep plate girders placed a short distance apart to allow for the cable winch and bridge cable retention system to operate between them. A gantry platform with chequer plate decking, which is accessed by a steel ladder fixed to the southern king strut, is suspended below the girders. From this platform a short steel ladder rises to the motor house which sits on top of the girders. The motor house is constructed from steel angle frames that are arched at roof level and clad with light-steel plate. It accommodates the main bull wheel and the north-side counterweight cable wheel. An access walkway, fabricated from steel angles to form a frame in which timber boards were placed, surrounds the machine house (the timber boards and steel handrail now missing). The south-side counterweight wheel is housed in a plate-steel covering at the gantry's southern end. Suspended below the gantry platform is a timber-decked access platform to the four pulley wheels around which a steel lifting cable raises and lowers the adjustable train bridge (linkspan). The pulley wheels are connected to an upper crane block from which a triangular-shaped steel frame is suspended. The horizontal beam end nodes of this steel-framed structure are connected to the northern and southern trusses of the adjustable train bridge by a vertical lifting linkage and to the gantry bridge above by steel tension cables (which were adjusted according to the state of the tide).

The adjustable train bridge (linkspan) is formed of fabricated steel trusses on its north and south sides with steel beams connecting the top and bottom chords, and diagonal bracing in between. Its deck structure is comprised of primary steel beams aligned north-south across the width of the bridge with secondary beams spanning east-west between them. The secondary beams support a series of timber railway sleepers and timber joists above. The deck itself is comprised of timber boards (probably later-C20 replacements) spanning east-west between the timber joists, with rails running between them.

The primary beams are connected to the northern and southern girders via a four inch diameter steel pin that allowed the bridge to articulate with the movement of the ferry-boat and tidal conditions. A pedestrian walkway runs parallel with the south side of the train ferry berth for a distance of some 40m. Accessed from the landside access bridge, it is steel framed with a timber deck, with the steel posts probably driven directly into the London Clay of the intertidal zone. Stairs just over midway along its length give access to the southern berthing arm.

The two berthing arms at the west end of the train ferry berth were not accessible at the time of survey. However, it is known that both contain mooring bollards, with the southern berthing arm, which is the longer of the two at 130m in length, also having a navigation light (not of special interest) at its west end. The northern berthing is considerably shorter, measuring 17m in length.

The landside access bridge at the east end of the ferry berth is constructed from reinforced concrete and carries two railway lines across its deck. Its abutment on the seaward side contains a steel hinged pivot bearing that allowed the west end of the adjustable train bridge to articulate vertically up or down.

Legacy

The contents of this record have been generated from a legacy data system.

Legacy System number:

366518

Legacy System:

LBS

Sources

Books and journals

Cocroft, W, Stamper, P, Legacies of the First World War, (2018), 31, 32-33

Websites

Information on the Harwich Train Ferry from the Harwich and Dovercourt website, accessed 30 October 2019 from <http://www.harwichanddovercourt.co.uk/train-ferry-service/>

Other

Alan Baxter Ltd, Harwich Train Ferry Berth: Structural Engineering appraisal of the existing structure with comments on the scope of remedial structural works (2012)

Legal

This building is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest.

The listed building(s) is/are shown coloured blue on the attached map. Pursuant to s1 (5A) of the Planning (Listed Buildings and Conservation Areas) Act 1990 ('the Act') structures attached to or within the curtilage of the listed building but not coloured blue on the map, are not to be treated as part of the listed building for the purposes of the Act. However, any works to these structures which have the potential to affect the character of the listed building as a building of special architectural or historic interest may still require Listed Building Consent (LBC) and this is a matter for the Local Planning Authority (LPA) to determine.

End of official listing

found or continued.

Paragraph 199 advises that when considering the impact of proposed development on the significance of a designated heritage asset, great weight should be given to the conservation of the asset, and that the more important the asset, the greater the weight should be. It also establishes a scale of harm, from total loss, to substantial harm, to less than substantial harm.

Paragraph 200 establishes the principle that any harm to, or loss of, the significance of a designated heritage asset should require clear and convincing justification.

Paragraph 202 states: Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.

Paragraph 206 advises that local planning authorities should look for opportunities for new development within Conservation Area and World Heritage Sites, and within the setting of heritage assets to enhance or better reveal their significance.

Paragraph 207 addresses harm to the significance of conservation areas. It states: Not all elements of a Conservation Area [...] will necessarily contribute to its significance.

The NPPF also requires good design, as set out in chapter 12 and emphasised in relation to the historic environment in paragraph 130.

5.4.2 National Guidance

Planning Practice Guidance: Historic Environment (2021)

The aim of the Planning Practice Guidance (PPG) is to support implementation of the policies set out in the NPPF. The section 'Historic environment' was last updated in July 2019.

5.4.3 Local policy

The **Tendring Local Plan** was adopted in 2007. There is an emerging **Tendring District Local Plan 2013-2033**. Section 1 of the new Local Plan covers strategic matters and is jointly prepared and used by Braintree, Colchester, Essex and Tendring Councils. Section 1 was adopted in January 2021. Section 2 contains policies prepared by and relating solely to Tendring District Council. Section 2 is still under review and not formally adopted, therefore the following policies from the 2007 plan are still of relevance.

Tendring Local Plan (2007)

Policy EN17- Conservation Areas

Development within a Conservation Area must preserve or enhance the character or appearance of the Conservation Area. Development will be refused where:

- a. It would harm the character or appearance of the Conservation Area, including historic plan form, relationship between buildings, the arrangement of open areas and their enclosure, grain, or significant natural or heritage features;*
 - b. The height, siting, form, massing, proportions, elevation, design, or materials would not preserve or enhance the character of an area;*
 - c. for development located outside a Conservation Area) it would prejudice the setting and surroundings of a Conservation Area or harm the inward or outward views;*
 - d. the proposed land use would not preserve or enhance the function and character of a Conservation Area;*
- or*
- e. It would involve the demolition of a building or structure positively contributing to the character or appearance of the area.*

Policy EN20- Demolition within Conservation Areas

Proposals must retain buildings, structures and features that make a positive contribution to the character or appearance of a Conservation Area. The demolition of a building or structure in whole or part that makes such a contribution will only be permitted where:

- a. supporting evidence is submitted with the application which demonstrates that the building is beyond economic repair (unless caused by the deliberate neglect of the owner); or
- b. viable alternative uses cannot be found and an applicant has supplied evidence to demonstrate this to the satisfaction of the local planning authority; and
- c. the redevelopment would both preserve the area's character and would produce substantial benefits that would outweigh the loss of the building or structure in whole or part.

Demolition will not be approved in the absence of detailed plans for the site's redevelopment, previously submitted to and approved by the Council. Conditions will be imposed or planning obligations sought in order to:

- i. ensure the construction of the replacement building/structure(s) occurs within a reasonable and specified time period; and/or
- ii. secure the satisfactory landscaping of the site

Policy EN21- Demolition of a Listed Building

There will be a presumption in favour of the preservation of Listed Buildings. Proposals to demolish, in whole or in part, a Listed Building will only be permitted in exceptional circumstances and where the applicant demonstrates to the satisfaction of the Council that:

- a. it is not possible to continue to use the building in its current or previous use;
- b. it is clearly demonstrated that it is not possible to find another viable use for the building;
- c. demolition will not cause material harm to the structure or setting of any other Listed Building; and
- d. where relevant the character or appearance of the conservation area in which the building is situated will be preserved or enhanced.

ii. Where consent is granted for the demolition of a Listed Building:

- a. demolition shall not take place until detailed proposals for the site's future use have been granted planning permission and a contractual obligation signed to undertake those works; and
- b. a suitable programme has been arranged to record those features of historic interest that would be lost in the course of the demolition works.

Policy EN22- Extensions or Alterations to a Listed Building

Development involving proposals to extend or alter a Listed Building will only be permitted where:

- a. it would not result in the damage or loss of features of special architectural or historic interest; and
- b. the special character and appearance or setting of the building would be preserved or enhanced.

Policy EN30- Historic Towns

Any proposals for development within the Historic Centres of Harwich, Manningtree and St. Osyth will require an appropriate level of archaeological mitigation prior to development.

Emerging Tendring Local Plan: Section 2 (2013-2033)

Policy SPL 3

SUSTAINABLE DESIGN

Part A: Design. All new development (including changes of use) should make a positive contribution to the quality of the local environment and protect or enhance local character.

The following criteria must be met:

- a. new buildings, alterations and structures are well designed and maintain or enhance local character and distinctiveness;
- b. the development relates well to its site and surroundings particularly in relation to its siting, height, scale, massing, form, design and materials;
- c. the development respects or enhances views, skylines, landmarks, existing street patterns, open spaces and other locally important features;
- d. the design and layout of the development maintains or enhances important existing

site features of landscape, ecological, heritage or amenity value **Policy PP 14**

PRIORITY AREAS FOR REGENERATION

The following areas are identified on the Policies Maps and Local Maps as 'Priority Areas for Regeneration':

This includes Harwich Old Town.

These areas will be a focus for investment in social, economic and physical infrastructure and initiatives to improve vitality, environmental quality, social inclusion, economic prospects, education, health, community safety, accessibility and green infrastructure.

As well as this, the Council will seek to: preserve or enhance the historic assets of these areas, including the at risk conservation areas.

Policy PPL 8

CONSERVATION AREAS

New development within a designated Conservation Area, or which affects its setting, will only be permitted where it has regard to the desirability of preserving or enhancing the special character and appearance of the area, especially in terms of:

- a. scale and design, particularly in relation to neighbouring buildings and spaces;*
- b. materials and finishes, including boundary treatments appropriate to the context;*
- c. hard and soft landscaping;*
- d. the importance of spaces to character and appearance; and*
- e. any important views into, out of, or within the Conservation Area.*

Proposals for new development involving demolition within a designated Conservation Area must demonstrate why they would be acceptable, particularly in terms of the preservation and enhancement of any significance and impact upon the Conservation Area.

Policy PPL 9

LISTED BUILDINGS

Proposals for new development affecting a listed building or its setting will only be permitted where they will protect its special architectural or historic interest, its character, appearance, fabric and:

- a. are explained and justified through an informed assessment and understanding of the significance of the heritage asset and its setting; and*
- b. are of a scale, design and use materials and finishes that respect the listed building and its setting*

5.4.4 Local Guidance

Tendring District Council: Harwich Conservation Area Review, 2006

Harwich is identified as one of three Historic Towns by Essex County Council. Within the defined historic centre, any proposals for development require an appropriate level of archaeological mitigation.

Area 1 The Quay

The Quay is situated in the heart of Harwich and is characterised by the massive derricks and gantries of the Navyard Wharf and by the Train Ferry Berth at either end. The large bulk of buildings on the quayside contrast with the intimate scale of streets of the medieval plan. Most of the historic interest is at the north eastern end. The 'expansive vistas up the estuaries of the Stour and the Orwell [ie. looking south west towards the Train Ferry] are matched by the robust materials chosen for public vantage points'.

5.4.5 Harwich Local Plan

The Master Plan (2005)– titled *The Regeneration of the Old Harwich* – is classed as an interim Supplementary Planning Document (SPD). It does not itself contain any specific policy but the Train Ferry Gantry is identified as a landmark: "A building or monument that is synonymous with its place. Also used for orientation when navigating the town". It is, however, shown to be cut off from the town

by the A120, and lacking public access. The Master Plan also identifies a general weakness of many of the town's heritage assets, being "poorly identified in their own setting", a shortcoming which can definitely be applied to the Train Ferry Gantry.

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