



This document is a desk-based scoping assessment undertaken to ensure that the proposals set out in the Falmouth Neighbourhood Development Plan recognise Falmouth's historic environment and assets and ensure that they are protected and enhanced appropriately according to their significance.

# **Heritage Assessment**

## **Falmouth Neighbourhood Development Plan 2018 - 2030**

Falmouth NDP Stakeholder Group

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## Document B: Falmouth NDP Revised Heritage Assessments

### 1. In preparing these assessments, the following definitions have been taken into account:

#### Significance (for heritage policy)

‘The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset’s physical presence, but also from its setting’ (NPPF 2018).

#### Setting of a heritage asset

‘The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral’ (NPPF 2018).

‘The setting of a heritage structure, site or area is defined as the immediate and extended environment that is part of, or contributes to, its significance and distinctive character. Beyond the physical and visual aspects, the setting includes interaction with the natural environment; past or present social or spiritual practices, customs, traditional knowledge, use or activities and other forms of intangible cultural heritage aspects that created and form the space as well as the current and dynamic cultural, social and economic context’ (Xi’an Declaration on the Conservation of the Setting of Heritage Structures, Sites and Areas, ICOMOS, 2005)

### 2. Setting of the Conservation Area

Reference has also been made to the 1998 Falmouth Conservation Area Appraisal, which although some of the content is now somewhat dated, includes material on the broad setting of Falmouth that continues to be relevant.

It notes that Falmouth enjoys a ‘beautiful dual distant aspect’, being able to overlook the estuary, its headlands and historic settlements of Flushing, Trefusis Point, St Mawes, the Carrick Roads and St Antony and on the one side, and the open sea and along the coast towards the Lizard Peninsula on the other, with views of the ‘highest order’. It concludes that these ‘outward views are an essential part of the character of the area’ which are ‘rivalled by those looking towards the town, including of course those from the waters of the estuary or from the open sea’.

At the time of the Appraisal, the outward views from Falmouth were ‘virtually completely unviolated by inappropriate development, providing a visual context that is both beautiful and interesting, whilst at the same time providing views of itself from the surrounding landscape that show off much of its best face, a face also of considerable beauty and character’.

As Falmouth grew it encompassed the slopes behind the historic core, the late development being designed to take advantage of views out. The relationship of all these terraces to the waterfront are key elements of the character and setting of the Conservation Area. The tiered effect of this backdrop offers the slopes of the town a grandstand view of the harbour, whilst the view of the docks is ‘a visual treat in itself, not necessarily beautiful but always interesting and stimulating’. Beyond this to the S, Pendennis Headland is a key element in the setting of the Conservation Area.

Elsewhere there are key views within the Conservation Area, for example from the waterfront back across Falmouth’s ‘older stone, brick and slate-hung buildings with characteristic undulating stepped roof lines bristling with chimneys’, from Erissey Terrace across the top of Falmouth.

Bearing in mind the above, the heritage assessments in this study include review of the possible impacts of development on the setting of the Conservation Area in terms of the views out of, in to, over, across and along the designated area.

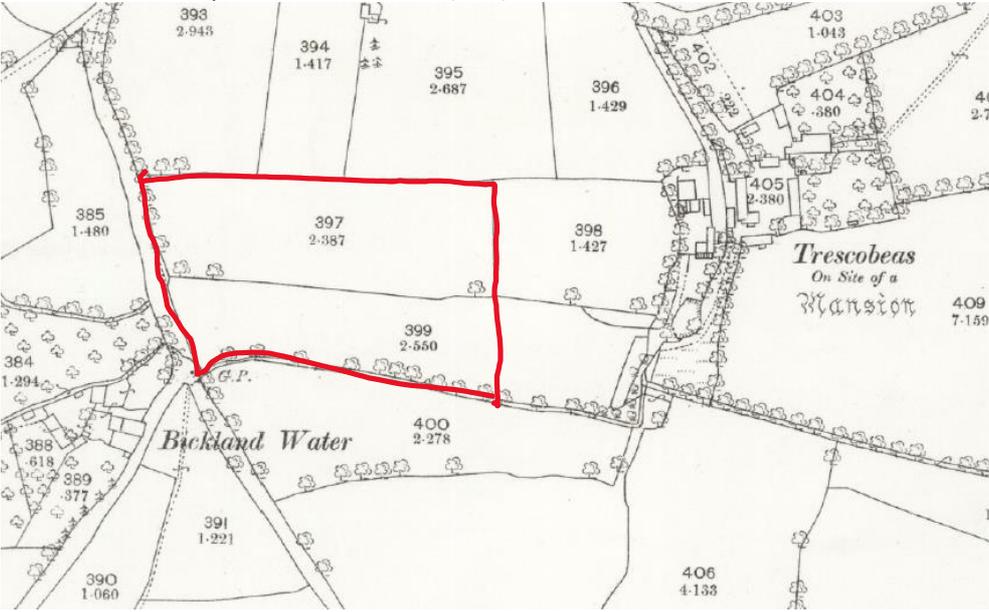
### 3. Format

In preparing these assessments have the guidance given in *Historic England Advice Note 3: The Historic Environment and Site Allocations in Local Plans* has been consulted and adapted.

#### 4. Heritage Impact Assessment Key

<b>HERITAGE IMPACT ASSESSMENT KEY:</b>		
<b>IMPACT LEVEL</b>		<b>NOTES AND CONDITIONS</b>
<b>Neutral / negligible</b>		Either no known heritage asset on, adjacent to or near site, or agreed assessments have been undertaken and have led to appropriate scoping of mitigation measures and master planning requirements.
<b>Minor impacts</b> <i>NPPF: Less than substantial harm to the heritage asset</i>		Heritage assets are known to be on and/or adjacent to the site, with potential for either minor negative impact on the significance of undesignated assets, or of less than substantial harm to the significance of designated assets <i>Potential mitigation required: assessment, master plan layout, densities &amp; design responding to HE issues; specific measures to preserve/enhance sites or assets.</i>
<b>Moderate impacts</b> <i>NPPF: potential for harm (in some cases substantial harm) to, or loss of the heritage asset; but capable of avoidance and/or mitigation; overall outcome would be less than substantial harm</i>		Potential for harm (in some cases substantial) to heritage assets known to be on and/or adjacent to the site, but capable of moderating through mitigation (including avoidance, reduction and offset). <i>Potential mitigation required: detailed assessment, detailed site allocation policy, master plan layout, densities &amp; design (including design briefs and/or design codes etc.) responding to HE issues; specific measures to preserve/enhance sites or assets. May require amendment to proposed allocation area or inclusion of policy wording requiring mitigation.</i>  Demonstration of substantial public benefits of delivery of (parts of) the site may still be required in certain instances, if mitigation measures are not implemented or fully successful.
<b>High impacts</b> <i>NPPF: Substantial harm to, or loss of the heritage asset; not likely to be resolved by mitigation</i>		Potential of substantial harm to or loss of important heritage assets known to be on or adjacent to the site, not likely to be resolved by mitigation. <i>Potential mitigation still required to bring sites forward: highest levels of assessment; detailed site allocation policy, master plan layout, densities &amp; design (including design briefs and/or design codes etc.) responding to HE issues; specific measures to preserve/enhance sites or assets. Such mitigation may prove insufficient to protect/enhance heritage assets. Development would require clear justification for the potential harm, demonstrating substantial public benefits that outweigh harm or loss.</i>
<b>Impacts previously assessed and managed</b>		Heritage assets known to be on or adjacent to the site and there is/may be the potential for serious impact, however previous assessments and agreed measures etc. are in place, which require continued monitoring and management

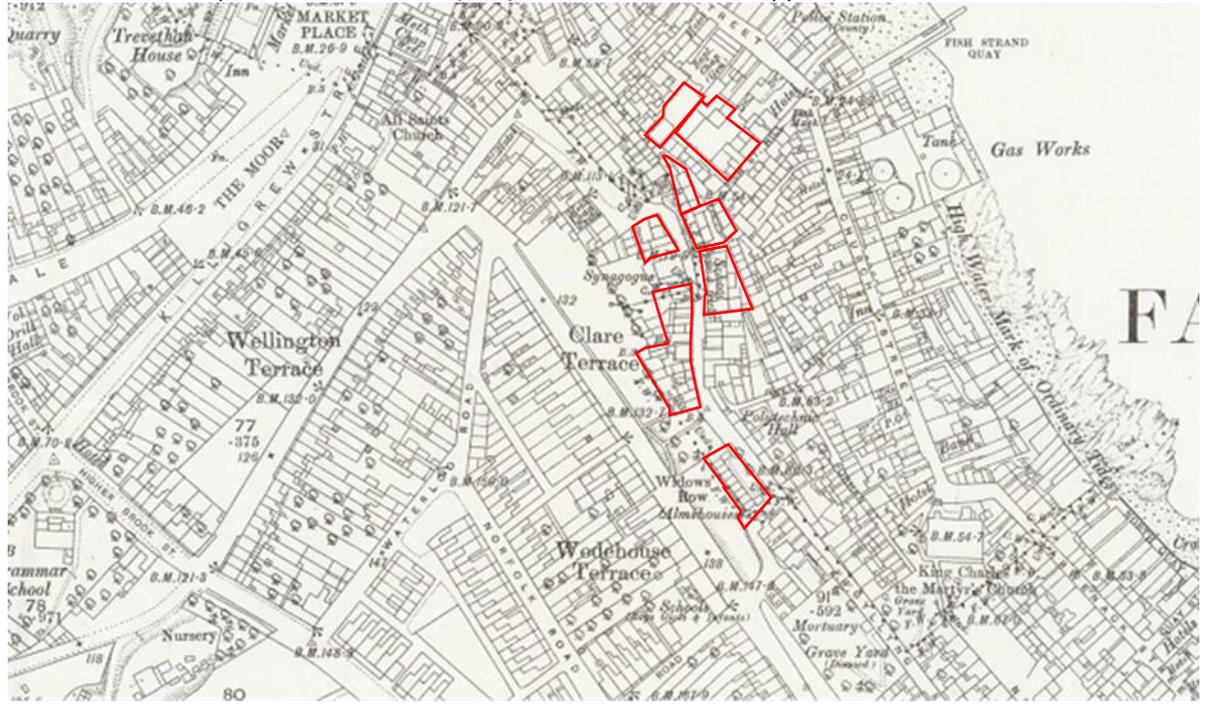
## 5. Revised Heritage Assessments

Site Ref: A5(LKC)	Falmouth AFC
Onsite or Nearby Historic Environment Assets*	<p>Onsite there are no designated heritage assets, although the stadium has some local importance. Nearby the only listed building (Grade II), Lower Kergilliack Farmhouse and wall, is some 400m away to W, and screened by trees and hidden by the topography. The National Mapping Programme record shows a series of ditches and banks related to the former Trescobeeas Manor, now long lost under Manor Crescent to the E some 350m. Some 100m to S is a ditch and indications of a circular structure now also lost. 1km to NW is the site of the medieval Penryn Deer Park in the area known as College Field, dating from 1311, but now crossed by the Penryn Bypass and it's accommodation earthworks. The site is over 1km from Conservation Area. A TPO area, Tregonnigie Woods is close to the south boundary.</p>
Setting and Significance	<p>The land belonged to Trescobeeas Farm, and the fields concerned were, in 1690, called 'The Beef Parke in 3 parts' and 'The More under' with a stream running through. These were named the Long Field and Higher and Lower Moor by the mid 19C. In 1946, the fields were cultivated, but the 'Lower Moor' was left uncultivated. The football ground, called Bickland Park, was developed and opened in 1957. The 1970/80s saw the extension and development of Conway Road housing against the east and north boundaries of the site.</p> <p>The South of the football ground adjoins Tregonnigie Wood, separated by the stream. Tregonnigie was mainly planted in the 1970s, in a project led by Don Hoyle, then Head of Parks for Falmouth Borough Council, as part of a green finger of land penetrating the built up area. The view to the wood is open, and the grounds and stand can be seen from the wood through the trees. To W is a carpark next to the Bickland Water Road – opposite are thick hedgerows and a view up Bickland Hill. Suburban development surrounds the north and east boundaries.</p> <p>Looking at the Stadium itself, sports grounds can be important in terms of local heritage, especially when associated with a particular team and the experiences of its fans. The Bickland Ground is said to be Cornwall's best football stadium, and its terraces have a distinctive mid 20th Century character common in the un-redeveloped grounds of lower division soccer. It shares Falmouth FC's place in Cornish football history as the location for a match in 1962/63 when they secured a place in the First-Round proper of the FA Cup, a feat no other Cornish team has achieved to this day. They put up a brave fight against Oxford United in front of a record crowd of 8,000, finally succumbing 1-2. Therefore, it has some limited local heritage significance, but not of any iconic status such as that associated with the grounds of famous Premier League clubs that have relocated, such as Highbury (Arsenal).</p> <p><i>Below: OS 25' Map First edition 1880 (NLS)</i></p> 



*Above: Falmouth AFC from Tregonniggie woods (photo, Mike Jenks)*

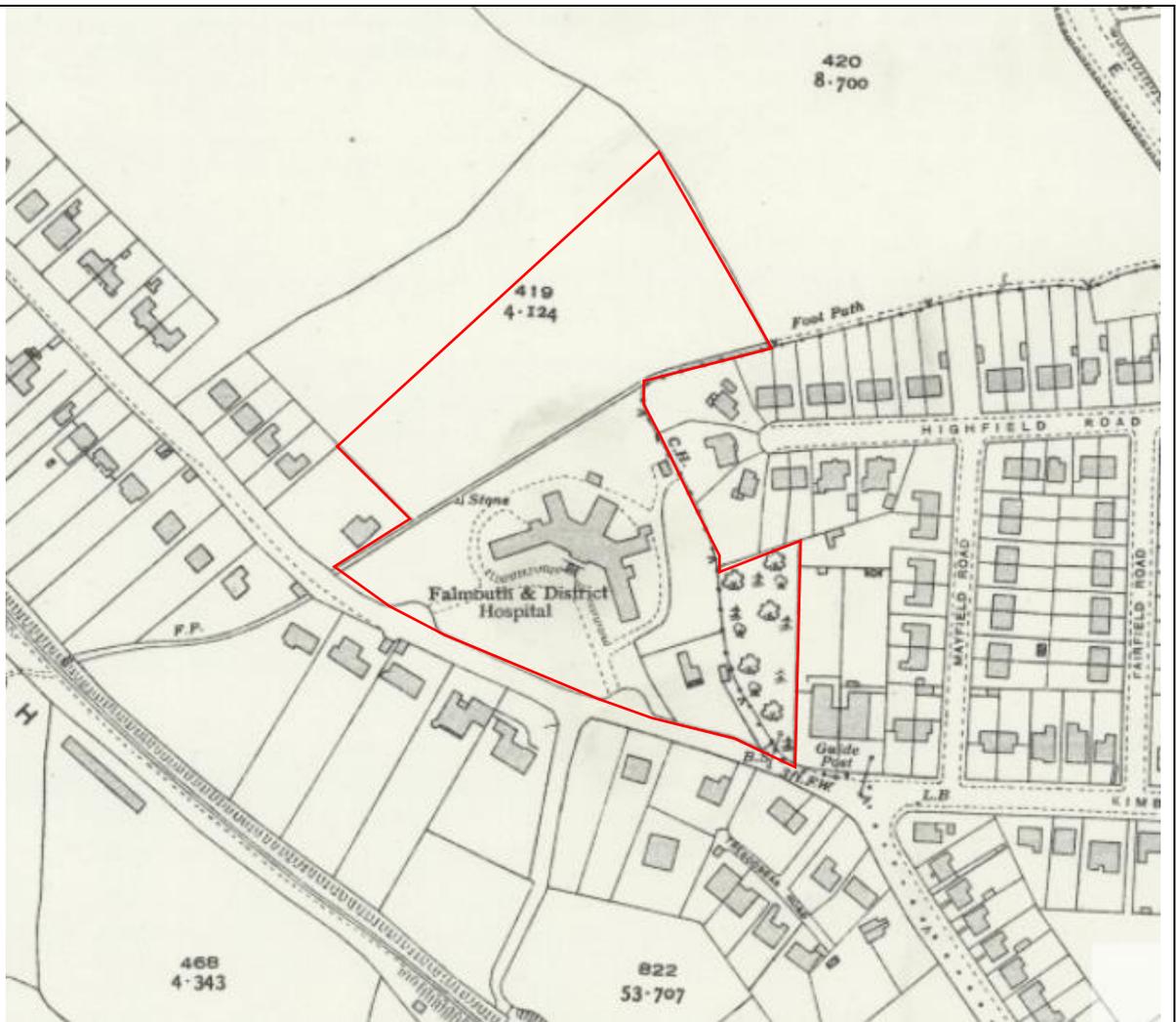
<p>Assessment of Impact &amp; Harm</p>	<p>Development of the site will not have any impact on designated heritage assets, the closest extant being some 400 m away. The site is over 1km from the Conservation Area and is not visible from it, nor from the vantage points to the E on the opposite side of the River.</p> <p>Should the football club decide to relocate to a new ground there will no doubt be a sense of loss for the space that has hosted the emotional charge that goes with watching a local football team in its times of failure and success. However, any new ground of sufficient quality and facilities would quickly develop its own identity and generate the same feeling.</p>
<p>Rating of Impact before Mitigation</p>	<p style="background-color: yellow;"> </p>
<p>Possible Mitigations</p>	<p>The key issues are the impact of development on the nearby woods, and the need to reflect the heritage of the site in the new development. Care should be taken to landscape the bank of the stream and screen development from Tregonniggie Woods. On the Stadium, no direct planning based measures are necessary, but on the basis of experience elsewhere (see '<a href="#">Conservation Bulletin' Issue 68, Summer 2012'</a> ) other measures such as inclusion of a 'Plaque' on an appropriate part of the development, and the selection of street names can be an appropriate memorialization.</p>
<p>Rating of Impact after mitigation</p>	<p style="background-color: green;"> </p>
<p>Notes</p>	<p>NDP Policy HR4 should apply, and the Design Policies in Chapter 11 of the NDP.</p>

<b>Site Ref:</b>	<b>Backlands around Gyllyng and New Streets and Smithwick Hill (B16)</b>
Onsite or Nearby Historic Environment Assets*	<p>There are no designated heritage assets on the sites, although they are part of the historic fabric of the town, being in the Conservation Area, and in CSUS character area 4 'The Cliff'. Two Grade II listed buildings, the Old Jewish Synagogue (1808) on Smithick Hill, and a pair of 19C semidetached dwellings nos 9 &amp; 10 Gyllyng Street are nearby. Views of Falmouth's historic harbour can be had from the street. To the NW along the street is a 19C stone wall and then the granite capped wall and entrance posts in stone and brick to the steps up to Wodehouse Terrace and the Seaview Inn. The steps and paths leading down to New Street and up to Wodehouse Terrace can be considered as unlisted heritage assets. Also, the green spaces and mature trees are assets that contribute to the character of the area.</p>
Setting and Significance	<p>Although the sites themselves are of only moderate significance, they are located along Smithwick Hill, Vernon Place and Gyllyng Street, which are part of the historic route from Falmouth's initial urban focus at Market Strand to the manorial centre at Arwenack, and has a local significance as the place where the town expanded in the C 18th and early C 19th, from its original core, as mercantile activity flourished. The area was a dense residential settlement in a maze of courts, opes and backlets, with terrace and row housing along some of the lanes. There were also small workshops, stores and structures associated with maritime activity. It housed a significant portion of the town's working-class population, including many fishing and sailors' families, before the development of the terraced suburbs on the plateau above the town during the nineteenth century. Amongst this there was a scattering of socially superior housing and institutional buildings, such as 'Widows' Retreat' founded in 1810 for ten 'poor and aged Widows of good character' by Lord Wodehouse and Samuel Tregelles.</p> <p>A substantial part of the historic built fabric is no longer extant although there is some surviving spatial character, walls etc., street patterns, etc and there is archaeology potential. A programme of 'slum' clearance was undertaken, particularly in the 1930s, which included the demolition of the 'Widows Retreat' and there have been further removals subsequently. Parts of the area were inappropriately redeveloped in the later twentieth century, but many formerly built-up sites remain vacant, and several of these are the identified 'backlands' sites. These sites, some covered with rampant self-seeded vegetation, have left much of the area with a feel of neglect and diminished quality, and now make a reduced contribution to the Conservation Area and the setting of the nearby listed buildings. Poor public realm provision has added to this sense of decline</p> <p><i>Below: OS 25' Map First edition 1880 (NLS) NB Site boundaries approximate.</i></p> 
Assessment of	<p>As noted above, the area is not well presented in modern times, such that its historic context in the narrative of Falmouth's social and physical development and its value as a Conservation Area is</p>

<p>Impact &amp; Harm</p>	<p>much reduced. An unsympathetic development of these sites would add to the existing decline and clearly would have the potential to more widely harm the conservation area if not well-controlled and well master-planned</p>  <p><i>Smithwick Hill 1936 showing format of buildings - the 'gaffs' are for laundry drying (RCPS).</i></p>
<p>Rating of Impact before Mitigation</p>	
<p>Possible Mitigations</p>	<p>As noted, some traces of the former built character and historic topography, such as the street patterns and some of the building detailing, remain as a reminder that this has been a zone of particular distinctiveness, charm and interest. Well-designed development of the backland sites which respond to these clues could provide the framework against which the regeneration of the area can be based. Therefore, with an adequate level of overall master planning, the redevelopment of the Backland sites should make a positive contribution the Conservation Area and its listed buildings, restoring the quality of their setting.</p> <p>A detailed characterisation study of the historical topography of the area around the sites should inform the preparation of such a master plan or design code. The intention should be that individual planning applications for each site are designed and made subject to planning conditions/legal agreements ensuring that their development jointly contributes to the overall regeneration of this part of the Conservation Area in a way that links to its historic context. In general, the form should be for</p> <ul style="list-style-type: none"> <li>• Two, with some three storey terrace houses that are sensitive to the scale and architectural form of the existing dwellings;</li> <li>• Any development adjacent to the Old Jewish Synagogue to be set back and kept to two storeys;</li> <li>• The preservation of green spaces and trees and enhancement of the historic walls steps and paths to be part of adjacent proposed development;</li> <li>• The restoration of the sense of enclosure;</li> <li>• Building materials to be varied, but to favour the use of local materials;</li> <li>• Significant elements of minor decorative detailing derived from that existing in the area.</li> </ul> <p>Mitigation will also be available through the application of Policy DG 7 on Design in Conservation Areas which is to the effect that: The design of new development proposals within the Falmouth Conservation Area should:</p> <ol style="list-style-type: none"> <li>1. be informed by and consistent with the scale, design and character of the surroundings,</li> <li>2. be integrated into the historic topography and settlement form,</li> <li>3. reinforce the existing sense of place and local distinctiveness</li> <li>4. reflect existing historic street patterns and the historic streetline.</li> <li>5. avoid pastiche and token local distinctiveness, making use of appropriate materials and detailing to reflect local building traditions</li> </ol>

	<p>Proposals for development, which would have an impact on heritage assets should seek to preserve and enhance the building or its setting or any features of special architectural or historic interest which it possesses. Such proposals must be accompanied by an assessment of the significance of the asset and the impact of the proposal upon its significance.</p> <p>Assessments to be done or, if existing, made available as soon as feasible to inform any further developments within any of these areas:</p> <ul style="list-style-type: none"> <li>• Desk Based Assessment &amp; Walk Over Survey</li> <li>• Impact Assessment</li> <li>• Geophysical survey to minimise impact &amp; target excavation</li> <li>• Assessment and recording of standing structures and fabric (including surfaces and quay walls)</li> </ul> <p>Mitigation to include appropriate planning condition requirements:</p> <ul style="list-style-type: none"> <li>• Recording of standing historic structures and fabric</li> <li>• Trial Trenching to ensure that any sub surface features can be recorded and if appropriate preserved.</li> </ul>
Rating of Impact after Mitigation	
Notes	

<b>Site Ref:</b>	<b>Hospital and Health Centre (C21 &amp; C22)</b>
Onsite or Nearby Historic Environment Assets*	<p>The Hospital building appears on the Sites and Monuments Record as a 20<sup>th</sup> C asset and does have some local heritage significance (see below).</p> <p>There are no listed buildings near to the hospital, and the Conservation Area is some 0.5km distance away to the SW where the Victorian Kimberely Park (1877) is located. Various bank and ditch structures are recorded on the National Mapping Programme, at some 300 to 400m from the site. To the SW, about 400m away is a large tree preservation area, faced by Tregonniggy woods.</p>
Setting and Significance	<p>The hospital, site and grounds were gifted to the town by William Mountstephens and Albert Charles Collins on the 26th April 1930. The site was fields, but the town was encroaching with late 1920s suburban development to the east along Tescobeas Road and Mayfield and Tregenver Roads. 1920s villas were also built to the south and west along Tescobeas Road. To the west, in the late 1930s a Council estate was built leaving an empty site to the west of Treleavor Road.</p> <p>The Ambulance Station was built on the south of it in the 1960s, and the Health Centre in the 1980s. The site of the Tescobeas Surgery to the east was from the 1930s a house and garden and a densely treed area. The surgery was built in the 1990s.</p> <p>The Hospital is a good local example of 1930s neo-classical design with a pedimented central block and wings, and is quite handsome. It could be considered as an unlisted heritage asset, as well as being a community asset of value.</p>



Above: OS 25' Map 1935 (NLS)

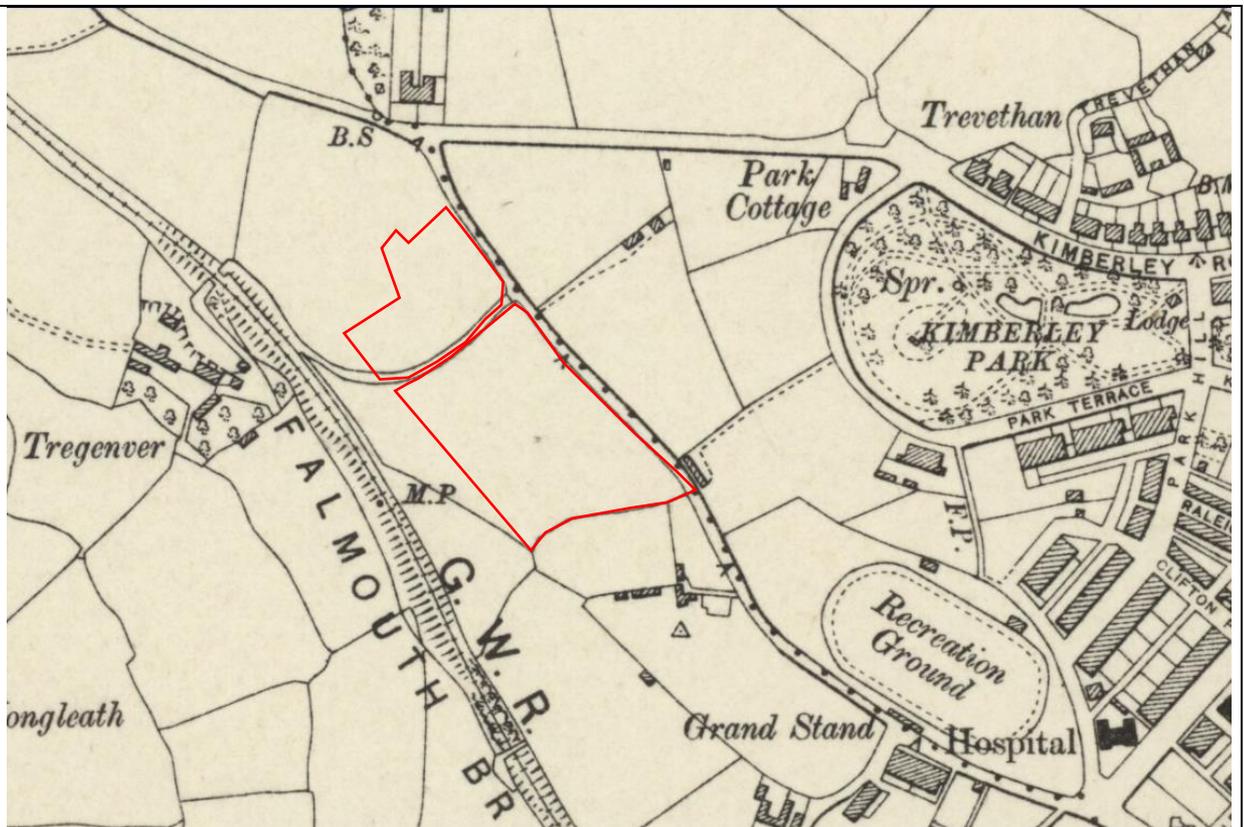


Above: The hospital under construction in 1929 (RCPS)

As part of Falmouth's inter-war expansion along Trescobeeas Road the hospital has no long-standing historical connections other than the link to William Mountstephens and Albert Charles

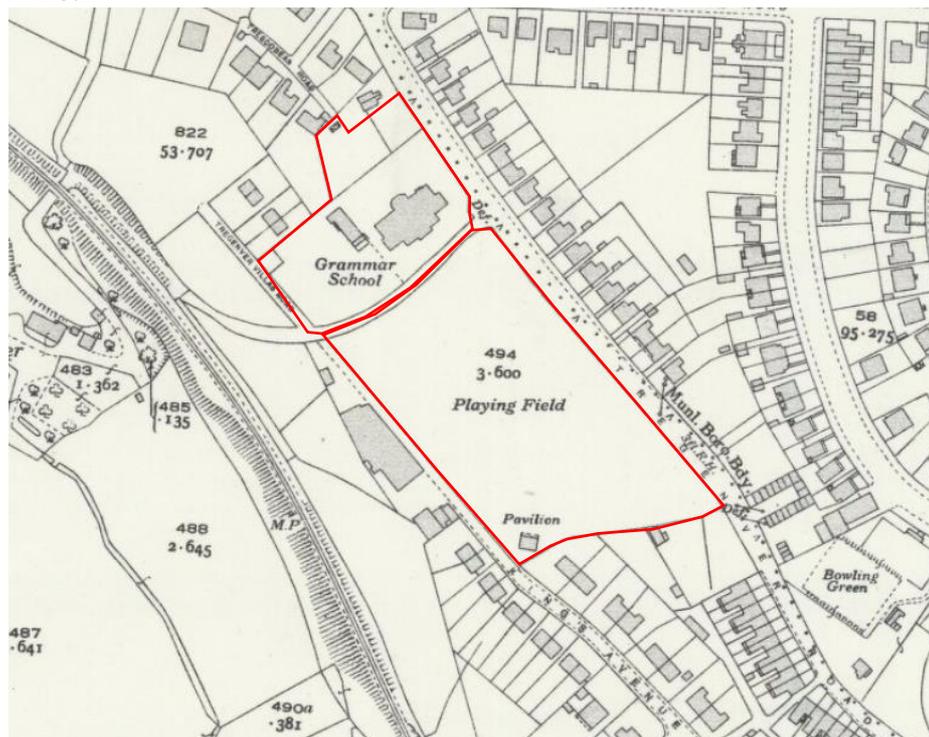
	Collins, who were staunch Methodist builders from Cornwall who emigrated to South Africa and developed a successful construction business in the burgeoning mining city of Johannesburg during the first decades of the twentieth century. They were substantial and generous philanthropists, founding St Stithians College in South Africa as well as supporting Falmouth Hospital.
Assessment of Impact & Harm	<p>The Hospital is locally prominent on the rising ground of its site to views from Budock, whilst the Surgery is screened by mature trees and shrubs. The Health Centre is set behind the housing estate, but its NE boundary is open to views across the townscape to the Beacon. However, there is no dominance over the Conservation Area, and is barely visible from more distant views across the Conservation Area.</p> <p>If rationalisation and refurbishment are to happen, then there is the potential for minor impacts and less than substantial harm. Demolition and redevelopment would lead to the loss of a familiar local landmark.</p>
Rating of Impact before Mitigation	
Possible Mitigations	Retaining the façade of the hospital building and taking consideration of the views from Budock if other buildings are to be added. No direct planning-based measures are necessary, but other measures such as inclusion of a 'Blue Plaque' on an appropriate part of the development, and the selection of street names could be appropriate.
Rating of Impact after Mitigation	
Notes	

<b>Site Ref:</b>	<b>Adult Education Site and Playing Fields (C24 &amp; C25)</b>
Onsite or Nearby Historic Environment Assets*	<p>On the site, the former Grammar School building is of some architectural interest (see below) and on the playing fields to the south the National Mapping Programme includes visible archaeological features suggesting the site of structures.</p> <p>The Conservation Area is to the east, about 100m away, separated from Kimberley Park by suburban development and Dracaena Avenue. A TPO area including the south end of Tregonnigie Woods is about 200m away, separated by the railway line and suburban development. There are no Listed Buildings nearby. The SW corner of the playing fields is adjacent to CSUS Character Area 5 'The terraced suburbs'.</p>
Setting and Significance	In the 17C the land was part of the Tregenver Farm, probably comprising the Winding Field and Cross Close. The boundaries of these fields remained until the early 20C, but were separated by a lane in the 19C. In 1914 Falmouth Grammar School's new building was built to the north of the lane, and playing fields established to the south. Buildings were added to the east side of the main building in the last half of the 20C. The grammar school closed in 1971. The building is now in use as the Falmouth/Penryn Adult Education Centre.



Above: OS 6" Map 1906, showing the fields a few years before development, and the location of the lane to Tregenvan farm clearly marked (NLS)

The former Grammar School building is a late Edwardian structure typical of the pre-WW1 expansion of Grammar Schools that resulted from Balfour's 1902 Education Act, that created LEAs with the power to build new schools and support Church schools, along with the Education (Administrative Provisions) Act 1907 that required grant-aided secondary schools to provide 25% or more of their places as free scholarships. As a site where many thousands of local children received elementary education it has some local heritage significance. The playing fields are screened by hedges and are largely hidden from view. The old Grammar School is quite prominent on the site and although screened, there are some distant views of it. However, these sites have no views from the Conservation Area.



Above: OS 25' Map First 1935 (NLS)



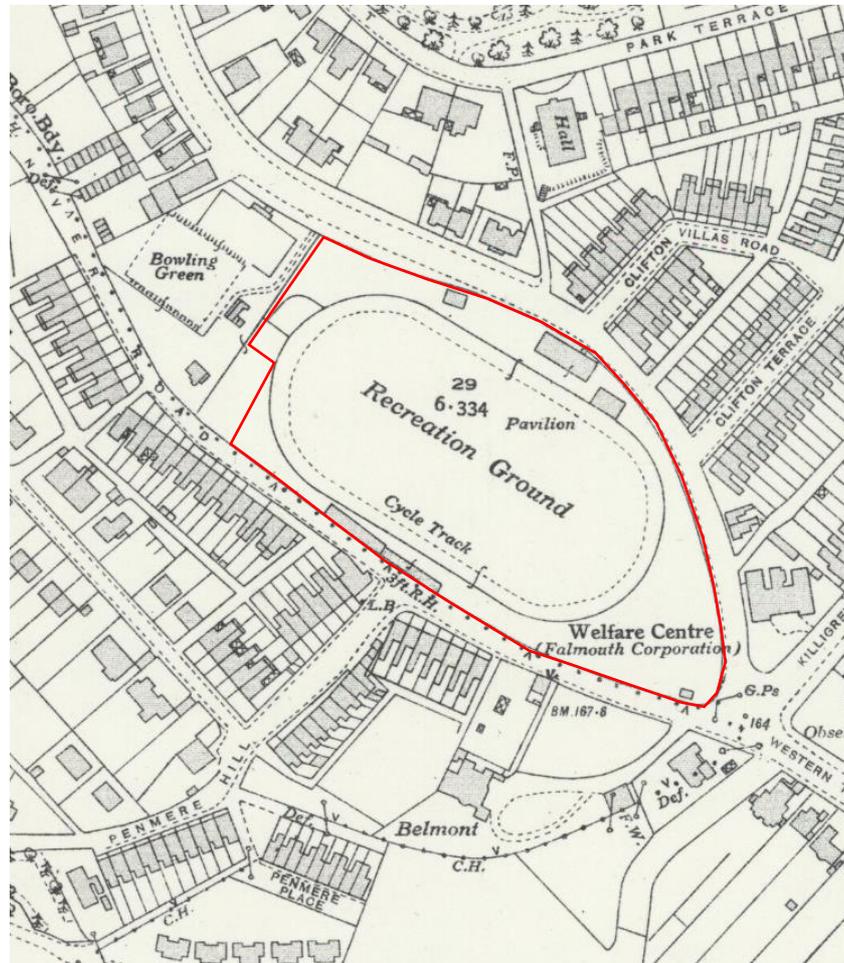
Above: 1970, the playing fields an important asset that should be kept (Internet, Somerset Gazette)

Assessment of Impact & Harm	Re-use or modernization would have negligible impacts and will cause less than substantial harm to heritage assets, although demolition would lose a noted local landmark.
Rating of Impact before Mitigation	
Possible Mitigations	<p>The 1914 building has some heritage interest and changes to the building or any new building within the grounds should be carried in a way that preserve its essential character, respecting its architectural style and elements, its proportions, and use of materials. The buildings to the east of it could be a part of some enabling development to provide funding for the Centre and upgrading of the playing fields. These sites should be safeguarded for leisure and education.</p> <p>NB No demolition or loss of playing fields is proposed in the NDP</p>
Rating of Impact after Mitigation	
Notes	

<b>Site Ref:</b>	<b>The Recreation Ground - Falmouth RFC (C26)</b>
Onsite or Nearby Historic Environment Assets*	<p>The Recreation Ground has no heritage assets within it.</p> <p>The Church of All Saints (1887) is Grade II* Listed and is around 100m from the SE corner of the site. Two Grade II Listed Buildings, the early 19C Belmont (Bellemont in 1880) House, and its former Gazebo are around 60m from the SW end of the site. The Conservation Area, on the opposite side of Dracaena Avenue, partly borders the ground. The RFC is within the CSUS Character Area 5 'The terraced suburbs'.</p>
Setting and Significance	<p>In the late 19C the area was a patchwork of fields, but with the development of the terraces of Clifton Place urbanization encroached on the area. In 1887 the Recreation Ground with running track and central pitch was completed and in 1904 became the home of Falmouth RFC, known as the 'Eagles'. The Rec also marked the beginnings of the route to be taken by Dracaena Avenue – the Avenue was started in 1921 and completed by 1923, the Rec becoming a centrally located green leisure resource in amongst the suburban spread of the town by that time.</p> <p>The site is also very significant within Falmouth as a central node on the spine road through to the Docks and town centre and seafront, and has heritage significance as a familiar landmark and</p>

green space to many generations of local people and visitors. The approach from Western Terrace reveals a fine Monterey pine, some hedging, stone gateposts and a view of the open rugby pitch (although detracted from significantly by advertising hoardings). The approach from Penmere Hill is similar.

As with Association Football, Rugby Football fans may have enjoyed historical experiences which impart heritage significance to grounds and stadiums. Rugby is the principle team sport that is identified with in Cornwall, with Falmouth RFC, formed in 1873, outdating the Cornwall RFU by 10 years, and has been played on the Rec since at least 1904. However, as with Association Football, any emotions are transient, and would follow a team to its new home.



Above: OS 25' Map 1935 (NLS)

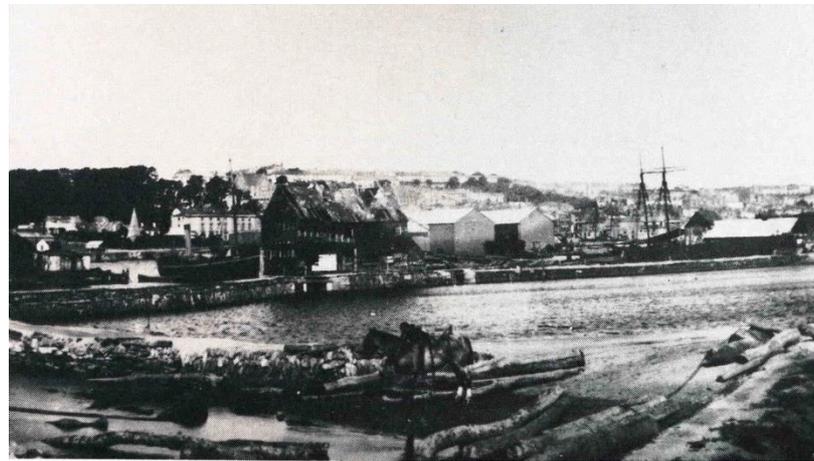


	<i>Above: Little change in 55 years, the Recreation Ground in 1946 and 2001 (RAF Aerial Photo, copy from Tom Weller: Google Earth)</i>
Assessment of Impact & Harm	Currently the proposal is for limited redevelopment to aid the improvement of the RFC site as a Rugby Club and pitch (see notes below). This would preserve its heritage significance. Nearby heritage assets are protected from any development on this site by early 20C terraces and suburban development, by topography and greenery, and negligible impact/harm to those assets is anticipated.
Rating of Impact before Mitigation	
Possible Mitigations	None needed at present. The site is also subject to NDP Policies FOS 1 and 5 which protect green spaces and sport facilities.
Rating of Impacts after Mitigation	
Notes	<p>The Rec is owned by Cornwall Council and subject to a long lease to the RFC which expires in 2027. The RFC owns land at Menehay on which in 2007 it was granted planning permission for a new rugby pitch and associated facilities (W2/PA06/00479/FM). This would have released the current site for complete redevelopment. The package to support this was not supported by the Town Council and the project failed. More recently the Club applied for planning permission for housing on the Menehay site (PA16/08236) with the intention that the proceeds would fund the modernization of the Recreation Ground as a long-term home. However, that application was refused and dismissed on appeal (APP/D0840/W/17/3177201). That site it is identified as a Green Buffer in the SADPD March 2017 (September 2018 modifications <a href="https://www.cornwall.gov.uk/media/24253455/falmouth.pdf">https://www.cornwall.gov.uk/media/24253455/falmouth.pdf</a>) and is now unlikely to come forward.</p> <p>In view of the above, the impact of complete redevelopment of the Rec has not been considered in this assessment. However as a consequence of the events noted above some small scale redevelopment within the Recreation Ground may be justified to help secure the future of the RF Club, and it is that which the inclusion of the site under Policy HR5 is intended to facilitate.</p>

<b>Site Ref:</b>	<b>Car park next to Trelawny House (C32)</b>
Onsite or Nearby Historic Environment Assets*	<p>Onsite there are no known recognised heritage assets.</p> <p>The site is bounded on the SW and SE by the Conservation Area. The SW limb of the Conservation Area embraced the former Admiral Nelson Inn (in the past named Bar House, the Docks and Railways Hotel and Riviera Hotel). However, this has been demolished and replaced by the 4-5 storey Trelawny House retirement home. The closest listed buildings (50-100m away to SW) are in Bar Terrace and are both Grade II Listed – Nos 1-2 early 19C cottages and Nos 3 – 5 mid 19C semi-detached villas that were divided into four dwellings at some time between 1906 and 1933. To the E across Tinnars Walk and the abutting the main dockyard entrance are four unlisted terraces of railway housing which appear on the Cornwall Sites and Monuments Record. There is a tree preservation area adjoining the NW corner of the site. To the N is part of the modern Port Pendennis development, and the estate of the Dockyard, which is of historic importance itself, but now much modernised.</p> <p>Scheduled Monuments are present some 250m distant, the nearest being Upton Mount, part of the Pendennis Fortifications.</p>
Setting and Significance	Although in the 17C and 18C there were buildings close to the site – Corn Mills and Shipyards - the site itself was a timber pond*, which by the 1880s was beginning to silt up. By 1906 the pond had been filled in and some buildings were present, including the Ladysmith Picnic Rooms, a grocer, the County Cycle co, and Belletti's Photographic Shop and Motor Garage. In the 1920s and 1930s

more buildings were added. In the 1960s there was a garage and numerous industrial buildings, and these were not cleared until the land reclamation and building of Port Pendennis – the site of the adjacent tennis court was cleared in 1991, and the rest of the site soon thereafter.

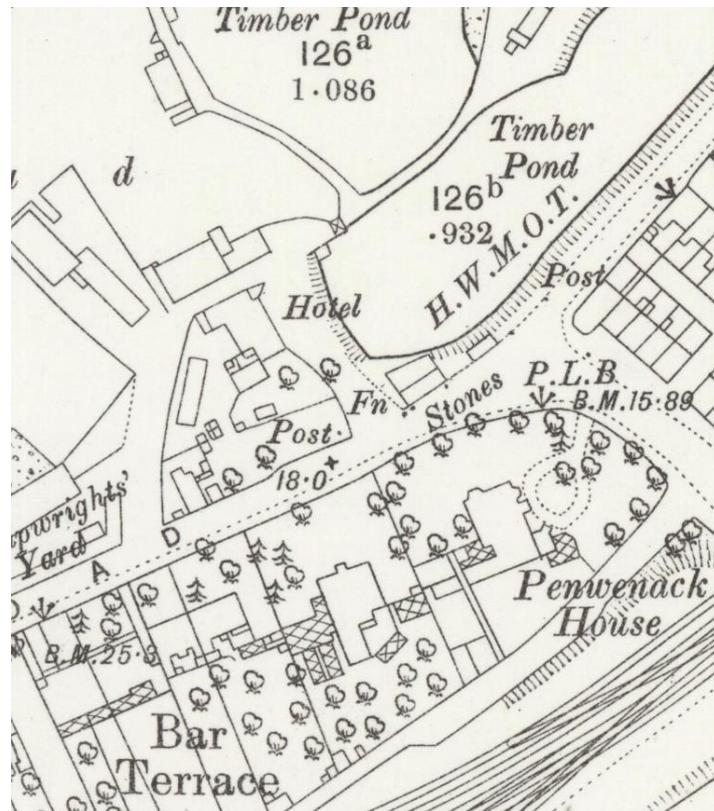
*\*Timber Pond – a place where imported timber was stored. In the days of wooden ships, these were also places where timber was kept for seasoning. See photos below of a Timber Pond on the Truro River at Malpas, and on the Bar, Falmouth (RCPS)*



*Above: About 1909. Ladysmith Picnic Rooms, a grocer, the County Cycle co, and Belletti's Photographic Shop and Motor Garage on the C32 site. (RCPS)*

The significance of the C32 site is in its late Victorian/Edwardian historical setting and its location in relation to the town. It was part of the Bar Rd working neighbourhood that extended from the railway terminus and associated buildings such as the Railway Cottages and the 'Docks and Railway Hotel', SE towards the town, comprising the residences of people 'concerned' with the shipyard

businesses, various supporting services (like those noted above), and a number of small industries and shipyards. This area was something of a gateway area to both the town centre and the seaside resort development to the S that followed the opening of the railway. It remains a gateway area to Falmouth (although somewhat depleted by inappropriate developments), and the site is at a highly prominent point in the gateway at the sharp bend up towards the railway station. As such this area and site contribute to the understanding of the Town's development and its relationship with the sea and river.

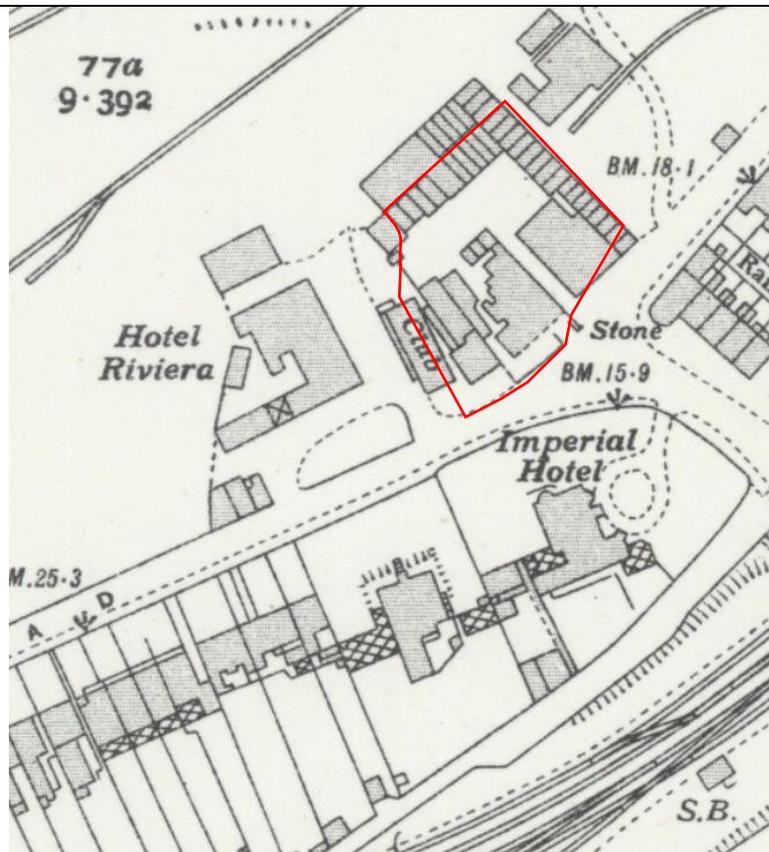


Above: OS 25' Map First Edition 1880 (NLS)

To the SW the site faces Regent House/Imperial Court (in 19C Penwenack House and the Imperial Hotel), a now converted into flats, and Armyrn House (formerly Armyrn Villa) converted into student accommodation. To the N lies a tennis court and beyond that garages and the rears of Port Pendennis. To the immediate E is a large industrial shed in A & P Docks.

The railway cottage terrace to the SE is of some heritage interest, originating from the Cornwall Railway and potentially being a product of Olver and Sons, who also built the stations on the Falmouth line. They are in a layout and form typically associated with 19<sup>th</sup> C railway company housing, but many of the houses have been altered with new double-glazed windows, replacement doors, extensions, window closures, rendering and colour-wash.

Trelawny House retirement home to the W is a very recent construction employing a contemporary design concept which incorporates a palette of external materials and finishes intended to be reflective of the locality, and is positioned to ensure that a gap between it and Tregunter Mews (to W) is preserved, allowing views through to Port Pendennis and the Harbour beyond from the properties elevated above Bar Rd in the Conservation Area. However, this document, the current Falmouth NDP Heritage Assessment, considers that Trelawney House has little relation to the nearby Listed Buildings, is out of scale and character with the surrounding area (including Imperial Court opposite, which whilst being of similar height, has a more generous site and is therefore is less dominant on the surroundings), and fails to reflect the historic context of the site as the location of the Railway and Docks Hotel (later Riviera Hotel).



Above: OS 25' Map 1935 (NLS)



Above: Site of Admiral Nelson PH, now Trelawney House. (RCPS)

Assessment of Impact & Harm

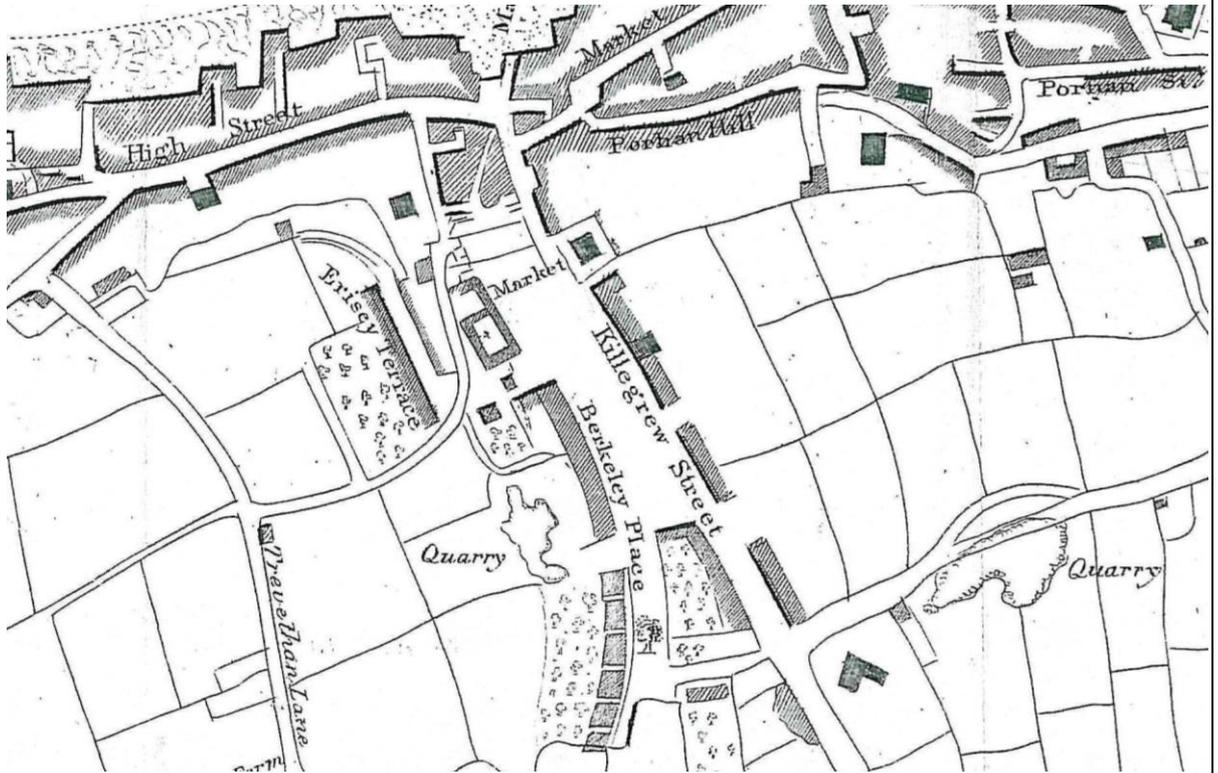
An intensive development on the site in the nature of the Trelawney House scheme would have moderate impact on the heritage significance of this part of Falmouth. The site is enclosed by the Conservation Area on 2 sides (one of which is Trelawney House) and any development on it will have a potentially harmful impact on Imperial Court and indirectly on the setting of Railway Cottages opposite. It is also open to views into the Conservation Area from the SE, and from the elevated terraces along the Bar.

The listed buildings are further down the road to the W and largely hidden behind greenery and walls. The Scheduled Monuments are distant, the nearest being Upton Mount, which is separated from the site by the railway embankment and Pendennis Rise Housing. This will be completely hidden once the student housing on Ocean Bowl is built.

Rating of Impact before Mitigation	
Possible Mitigations	Given the sensitivity of the site and the importance of its setting, as described above, a development of the highest architectural quality would be required. This must be in scale and character with its surroundings, avoiding the over-dominant massing of Trelawny House, with a simple palette of materials and colours that is in context with the surroundings. The scheme should also reflect the historic context of the immediate locality in terms of motifs and detailing. The site could then provide an outstanding gateway to Falmouth Town Centre, as the area did in the past.
Rating of Impact after Mitigation	
Notes	

<b>Site Ref: B8</b>	<b>TC3 Quarry Car Park</b>
Onsite or Nearby Historic Environment Assets*	<p>The site itself is recorded on the Sites and Monuments Record as appearing on the Tithe Map c1840, although other research suggests an earlier start. In the C20 the quarry contained a number of buildings including a smithy to the SE. The void still survives, the floor of which is used as a car park. Otherwise no formally recognised historic environment assets present.</p> <p>The residential fringes of the Falmouth town centre Conservation Area abuts the site to the SW and NE. On the SW at about 50m are two Grade II listed buildings, a pair of 19<sup>th</sup> C houses at 18 and 20 Berkeley Vale, and to the SE beyond some general commercial buildings is the Seven Stars Public House, and further N is the Falmouth Art Gallery and Library (Passmore Edwards Free Library) all Grade II.</p> <p>About half of the NE boundary abuts the Conservation Area, comprising Tresawna Terrace, containing four Victorian artisan dwellings, all altered and of little architectural merit. Also, to the east, cutting into the site, is the old Falmouth Ambulance Station, an Art Deco building, now a private dwelling. Other buildings surrounding the site are of little architectural or historic merit. It is contained in the CSUS character area 4 'The Cliff'.</p>
Setting and Significance	<p>'The Town Quarry is one of eleven such excavations to have existed within the old Borough boundary; some have been obliterated by subsequent development.' All of them had 'been used to supply building material or rubble for road making.' (Gilson, 1990, p.156)</p> <p>The Quarry comprised a series of fields in the 18C, but may have begun to be quarried when the development of the Moor commenced in 1812 – there is evidence of the quarry in the 1827 Richard Thomas map. By 1880 the quarry was half its current size, with fields remaining to the north. By 1933 it is shown on the OS map as its current size.</p> <p>Apart from its function as a quarry, in the late 19C and early 20C it was also the site of 'small, family industries housed in wooden sheds, which were tarred for preservative reasons' (Gilson, 1990). The quarry was owned by Lord Wodehouse and sold to the Council in 1923, with the stipulation that it should be used as a children's playground. Aerial photos taken by the RAF in 1946 show the site fully covered by pitched roof 'industrial' buildings. By 1968 all but two of these buildings had been demolished and it was shown as a car park. The quarry has been used as a car park since, and all the buildings removed.</p> <p>The Quarry's main heritage significance arises not from its current appearance but from its indirect contribution to the character and appearance of the conservation area as the one of the main sources of materials used in the construction of many of the buildings locally, including some of the significant C 19<sup>th</sup> buildings on the Moor and nearby. These include Reeves's Town Hall and Court (1864) the Fire Station (1895) Falmouth Art Gallery and Library (1896) and Falmouth Methodist Church (1874-1876).</p>

Below: Detail from Richard Thomas Map 1827 (copy, T. Weller)



The former Ambulance Station has a south-facing façade is of architectural merit, but the side has a modern extension and the rear (backing on to the site) is un-notable.

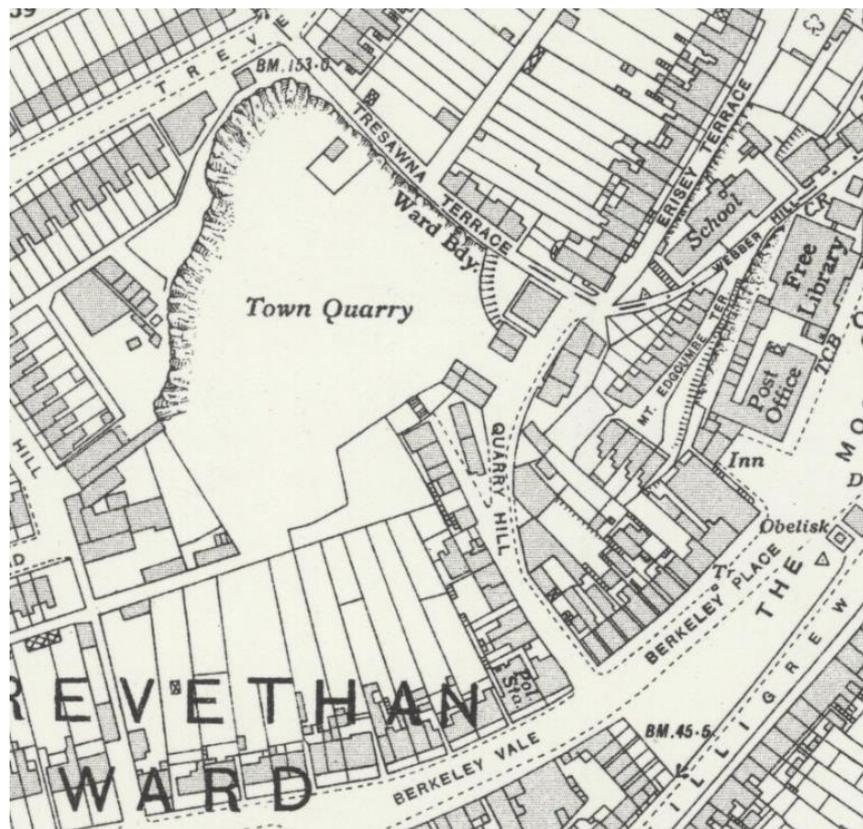
Some of the nearby listed buildings are of considerable local significance as key buildings in the administrative and cultural hub formed by The Moor.



Above: 1841 Tithe Map extract (CRO CD)



Above: OS 25' Map First Edition 1880 (NLS)



Above: OS 25' Map 1935 (NLS)

Assessment  
of  
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The quarry face rises some 15-20m above ground level, has steeply sloping sides covered in shrubs, scrub and trees. The site only becomes visible from the top of Quarry Hill, and a few homes at the top of the Quarry in Trevethan Road, Berkeley Path and Flint's Court, although it can be glimpsed between houses from the roads opposite such as Clare Terrace, or from Lister Street/Merrill Place. Because of this enclosure, and the presence of intervening buildings and topography, the site is hardly visible from

	the Conservation Area, or public spaces or roads elsewhere in Falmouth that look across the CA, or from more distant locations that look into the Area. Consequently, only a very poorly designed and unresponsive development of this site, significantly exceeding the quarry height, would have unacceptable impact and cause harm to the character and appearance of the Conservation Area and nearby Listed Buildings, and to views into or out of the CA.
Rating of Impact before Mitigation	
Possible Mitigations	<p>The key issues are the potential impact on the Conservation Area and nearby LBs, and the need to reflect the historical significance of the quarry in terms of its use and role in the town's developmental history. Therefore, any development should not go significantly higher than the height of the quarry, and the quarry face and its planting should be retained wherever practical as part of the green landscaping within the development (there is potential for a recreational use that memorializes its former use, ie retention of part of the quarry face as a 'climbing wall'). The design should respond to the surrounding historical fabric in terms of the palette of materials, colours, proportions, scale and massing, motifs and detailing, using prompts from the buildings on The Moor built with materials sourced from the quarry. Rooftop design will need to complement the views of the site from nearby streets and from longer views of the site considering the local topography.</p> <p>Assessments to be done or, if existing, made available as soon as feasible to inform any further developments within any of these areas:</p> <ul style="list-style-type: none"> <li>• Desk Based Assessment &amp; Walk Over Survey</li> <li>• Impact Assessment</li> <li>• Geophysical survey to minimise impact &amp; target excavation</li> <li>• Assessment and recording of standing structures and fabric (including surfaces and quay walls)</li> </ul> <p>Mitigation to include appropriate planning condition requirements:</p> <ul style="list-style-type: none"> <li>• Recording of standing historic structures and fabric</li> <li>• Trial Trenching to ensure that any sub surface features can be recorded and if appropriate preserved.</li> </ul>
Rating of Impact after Mitigation	
Notes	<p>The Policies TC2 regarding development on this site are contained in the main document in the Town Centre chapter. Few cues can be drawn from CSUS Character Area 4 'The Cliff', other than to note regeneration possibilities. The Quarry was allocated in the June 2016 SADPD, and a full heritage assessment by Cornwall Council under reference FPST1 can be found at:  <a href="https://www.cornwall.gov.uk/media/21962176/hiadesk-based-assessment-combined.pdf">https://www.cornwall.gov.uk/media/21962176/hiadesk-based-assessment-combined.pdf</a></p>

<b>Site Ref:</b> <b>B10</b>	<b>TC2 Church Street Car Park</b>
Onsite or Nearby Historic Environment Assets*	<p>The site is in the Conservation Area, and includes land which is noted on the Sites and Monument Record as a 'post medieval gasworks'. The whole site is currently used as a car park. It is bordered by backs of one Grade II* and six Grade II buildings, and Grade II listed quay walls dating from 17C and 1871. The site flanks the south foreshore of the Penryn River and is in CSUS Character Area 3 'Waterfront'.</p> <p>The nearby listed buildings are:</p> <ul style="list-style-type: none"> <li>No.59 Church Street, Town house with later shop.</li> <li>54 and 55 Church Street, Pair of Shops</li> <li>53 Church Street, Shop</li> <li>52 Church Street, Town house with later shop.</li> </ul>

49 and 50 Church Street, Two town houses with later shops  
 47 and 48 Church Street, Two town houses with later shops.  
 Captain Upton's Cottage immediately west of the Bosun's Locker, Upton Slip, two small houses  
 Fish Strand Quay, Walls

Setting and Significance

Church Street Car Park is a high-profile site which makes a significant and defining contribution to that of the town's historic character overall and its constituent designated heritage assets.

The gas works was first established in March 1819 by James Wynn, proprietor of the Royal Hotel, on land behind the hotel on the West side of Church Street but was moved the following year to a location behind two dwellings and shops on the East of Church Street and subsequently enlarged with reclaimed land out into the harbour. The gas works ceased operation in the 1950s and was demolished in the 1960s. The land extended southwards to form the lower level of a car park.

The core of the site was a beach, known as the Fish Strand, (over which the town gas works were extended in the mid C19th), and later turned in to a car park. To the north the site is bounded by Fish Strand Quay and to the south by a modern extension to the car park site, running laterally out from the position of Upton Slip. The West of the site is bounded by the backs of buildings fronting Church Street, several of which are listed. To the East is the river and Harbour.

There were a number of changes to the area over time, as the small settlement of Smithick expanded into the town of Falmouth from C 17th. According to Gilson 'Fish Strand was so named because at this point, originally, was the beach or 'strand' where fish was landed for the fish market. A short pier was built early on and extended in 1871 at a cost of £808 17s 6d.' It seems likely that the 'short pier' was built at around the same time as the fore-runner to the Royal Hotel in the late 1700s. At that time, it was 'called the New Hotel. A landing place opposite at the Fish Strand followed, for boats' (Gay p. 104.) which became known as Fish Strand Quay. It was here that the news of Trafalgar and Nelson's death first arrived with official dispatches carried by Lieutenant Lapentot of HMS Pickle – a plaque marks the spot. The walls are Listed, but incorrectly described as 'possibly the oldest quay in Falmouth.' No such quay is shown on the 1690 Withiell map, nor on the 1773 Falmouth map, only the 'strand'. To the south Upton Slip also gave access to the river.

The proximity of the fish market next to the Hotel caused many complaints and was 'moved to the quay in the late nineteenth century'. There were fishmongers on the waterfront, and next to the open fish market, an ice factory and storage facilities. Chards Ltd had a fish shop at 55 Church Street next to the passage to the car park (the former tunnel to the gas works) (Bradley, p.33-4). EH listed nos 54-55 Grade II\* as original shop fronts. (no. 55 is a 20C restoration by Colin Nunn).

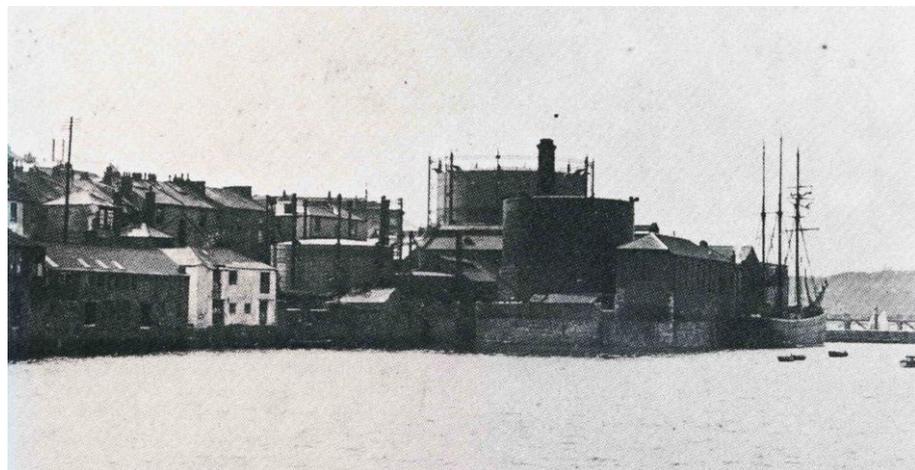


Above: Fish trading on the strand opposite the Bar.

*Below fish trading at Fish Strand Quay prior to the building of the Gas Works.*



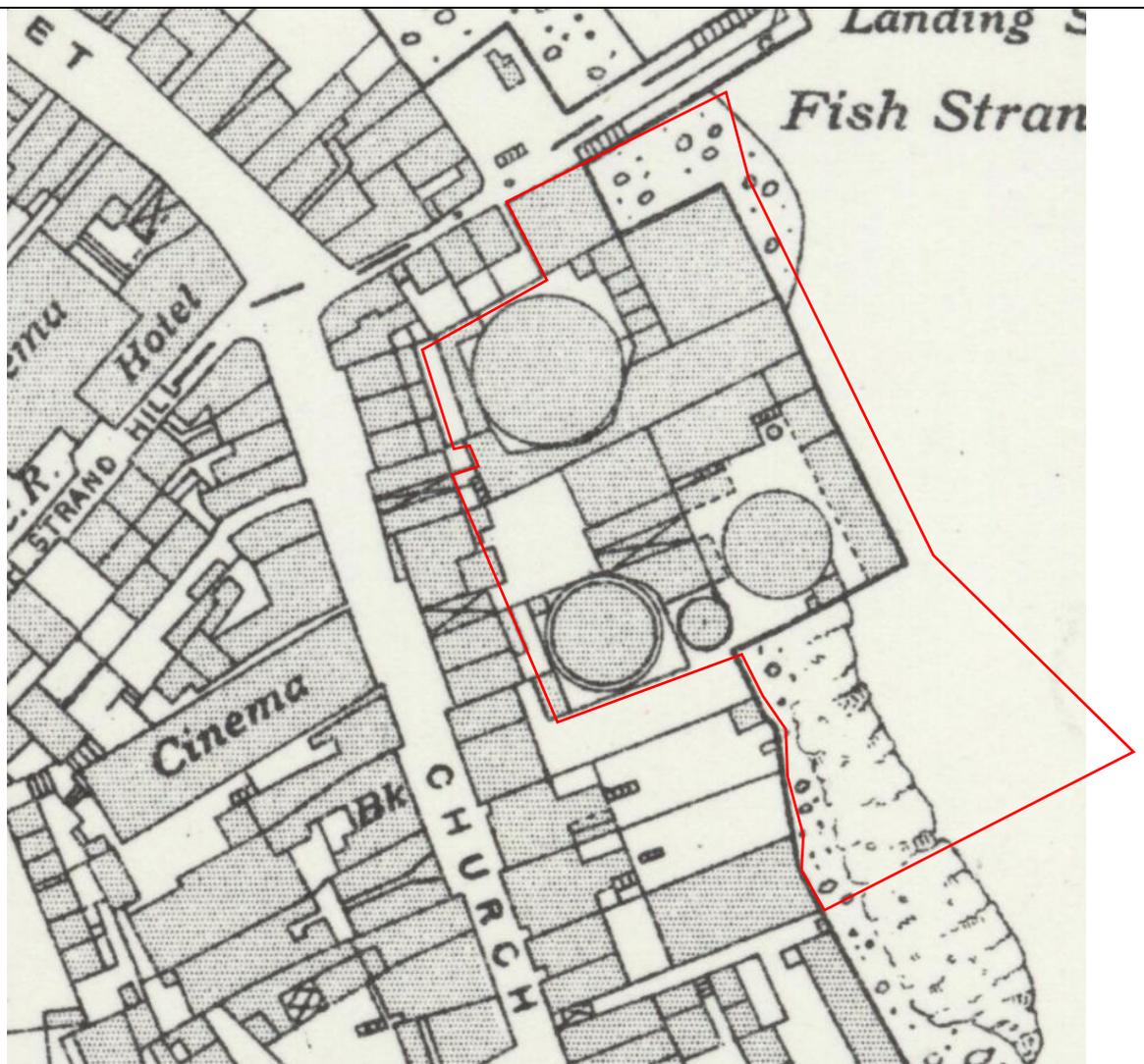
*Below: the gasworks on reclaimed land at Fish Strand Quay*



*Above: 1773 - Fish Strand, just above the galleon half way between what is now Custom House Quay, and the Prince of Wales Pier (Falmouth Art Gallery)*



Above: OS 25' Map First Edition 1880 (NLS)



Above: OS 25' Map 1935 (NLS)

By 1880 the fish market was in a building opposite the Royal Hotel on Fish Street (now Strand) Hill. Two pubs formed the other corner leading to Fish Strand Quay. The gas works were relocated to land and made-up land behind and close to the rears of nos 60/59 to no. 53 Church Street (Falmouth News Rooms and offices in 1848, and then Subscription Rooms in 1880), not extending to Fish Strand Quay, leaving a narrow gap. Gasometers and factory buildings were literally a few metres from the rear of the Church Street properties, obscuring them completely. Complaints about smells were not only due to the fish market, but also the gasworks, as well pollution of tar discharges into the sea. (Gilson, p.113) After the gasworks closed in the 1950s and was cleared, this space between the gasworks and Fish Strand Quay was filled in and further reclaimed land was extended to the south to make the car park.

In summary, the area has a rich history as a busy boat landing area for international communications and trade, commerce and local fish handling/sale, and as a riverside commercial/industrial area, with all the activities and features typical of a busy C 18th and C 19th seaport. This has great significance for the story of the Falmouth's social and physical development that still marks the town's essential character and branding and makes it such a special place for residents and visitors.

However, the site area in its current condition presents as an urban car-park and little of its past can be detected. The seventeenth century walls of the original town are hidden from view, the later walls having minor visual quality in comparison, and the domination of the area during busy periods by the motor car detracts from the sense of open space and the views into Falmouth from the River, and in that sense the site makes very little contribution to the character of and appearance of the Conservation Area.

	<p>However, the rear elevations of the historic properties on Church Street can be seen close-to as well as more distantly from across the water. Whilst at ground level they are characterised by low quality extensions, dilapidated walls and other changes that detract from their historic character and the Conservation Area setting, there are some very picturesque rear wings with slate hanging, brick and rubble providing a rich and varied palette of colour and texture. Of particular interest are the rear elevations of Nos 51-55 and the narrow and relatively low No 59 that has a small rear courtyard and some horizontal-sliding sash windows. The rear of this building in the context with its later, and taller neighbours, is a reminder of the changes of scale that have taken place over time. The site is also one of the best places from which to enjoy the sights and sounds of the waterfront activities and the views out across the water.</p>
<p>Assessment of Impact &amp; Harm</p>	<p>Development of this site is difficult due to the polluted and reclaimed ground with uncertain stability for foundations. Large scale redevelopment proposals for intensive development intended to raise sufficient value to remedialise the ground conditions on this site through housing, retail etc. (for example, as was proposed by Terrence O'Rourke in 2005) would need to be of considerable scale and in a layout that would cause considerable harm to the Listed Buildings behind, and radically change the character of the Conservation Area at its core. It would block views across the front of the harbour into and along the Conservation Area, severing the historic core from the river and harbour, harming our understanding of the historic development of the town, and detracting from the popular identity of the town as a working seaport. Such development would also create considerable private benefit to residents enjoying the spectacular harbour views, while detracting from the public benefit.</p> <p>Being in the heart of the town and facing the harbour and views of the Fal Estuary, the site area has a spectacular setting, but its current role as a car park seriously underplays its social, recreational, economic and heritage value. It is Falmouth's most important unrealised asset. Aspirations to improve the area and open it up to a greater range of access and activity are therefore not unreasonable but this must be in a form that is responsive to its historical setting and significance and recognises its potential role within the Conservation Area. Carefully managed it could be utilised in a way that brings significant community and economic benefits, improves appreciation and understanding of the fundamental link between Falmouth, the Fal River, and the Harbour and the sea, and not only protects the designated heritage assets present but significantly enhances the value of the Conservation Area.</p>
<p>Rating of Impact before Mitigation</p>	
<p>Possible Mitigations</p>	<p>To be acceptable for both heritage and ground condition reasons, development of the site would need to be restricted to a smaller-scale, with some small light-weight pavilion style buildings possible close to the water, but most buildings kept to the rear of the site alongside or as part of the rear of the Church Street properties. These buildings would need to be of a scale, form and materials/colour palette that fits sympathetically with the existing properties and reflects the shapes and orientation of uses typically found in such seaport-side locations. As one of the objectives is to maintain and promote good quality public open space and access, existing routes would need to be maintained, with the opportunity being taken to enhance and repair the historic fabric of existing opes and slipways. Views across the site from within the Conservation Area core would also need to be preserved.</p> <p>Overall the aim should be to secure a sensitive response to the opportunity offered, one which re-captures and recreates the former character of the area, focusing on the wider maritime aspects (i.e. not the Gas Works) to produce a scheme which assists in the appreciation of the story and experience of Falmouth. Some precedents for the form and orientation of development could be taken from the marine warehouses nearby backing on to the water – e.g. the form characterised by 17C walls, e.g. on Custom House Quay (Town Quay/North Quay), and waterfront warehouses at right angles to the houses lining the street, with pitched roofs pointing into the town. (D G Wilson, p.21).</p>

Assessments to be done or, if existing, made available as soon as feasible to inform any further developments within any of these areas:

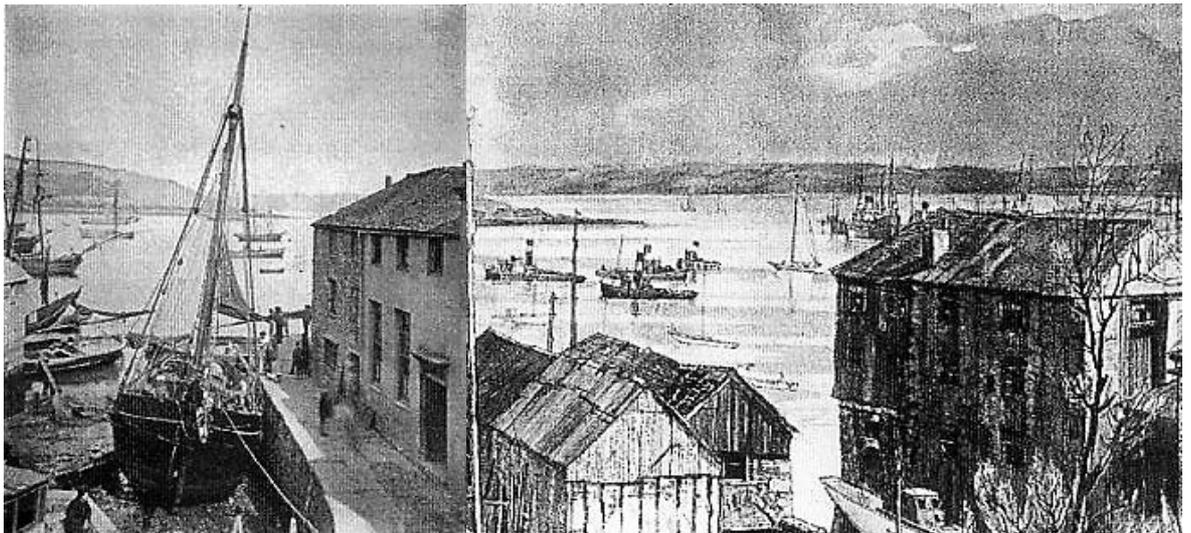
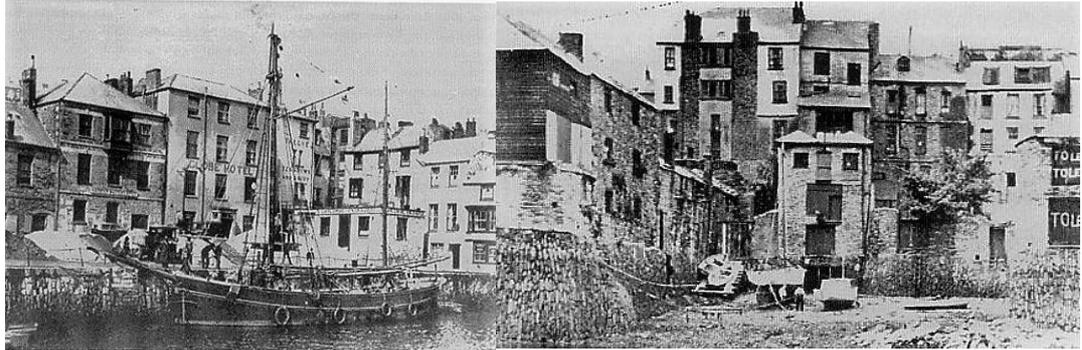
- Desk Based Assessment & Walk Over Survey
- Impact Assessment
- Geophysical survey to minimise impact & target excavation
- Assessment and recording of standing structures and fabric (including surfaces and quay walls)

Mitigation to include appropriate planning condition requirements:

- Recording of standing historic structures and fabric

Trial Trenching to ensure that any sub surface features can be recorded and if appropriate preserved.

*Below: Precedents for form and orientation from old photos (RCPS) and sketches in the NMMC.*





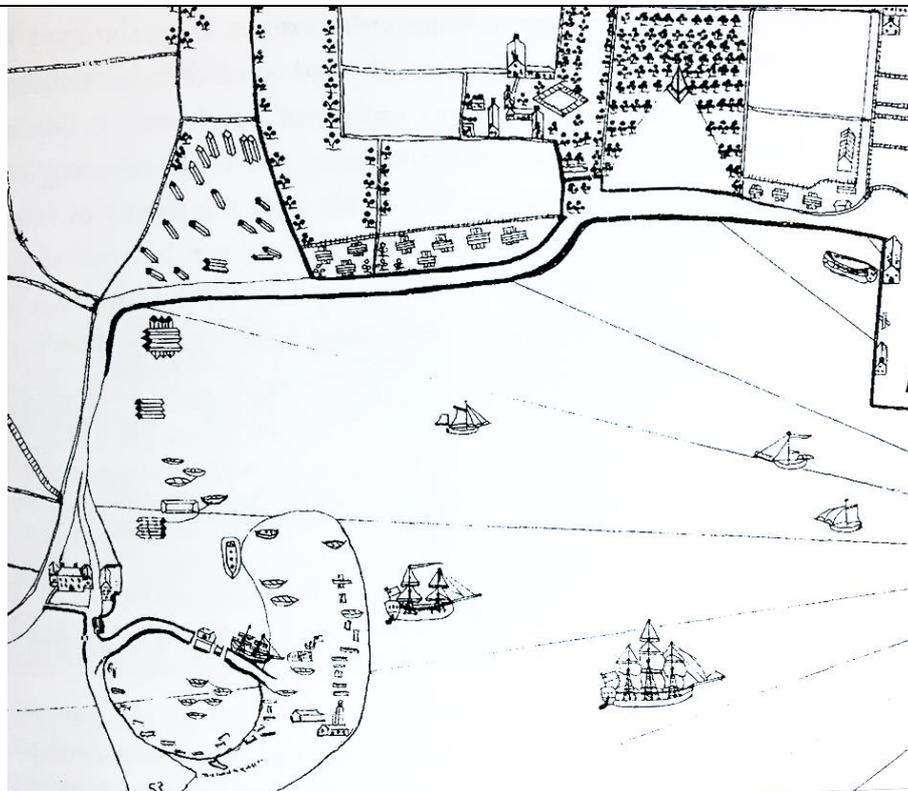
A masterplan approach would be necessary at the application stage, incorporating a full historic environment impact assessment, which demonstrates how the critical issues (such as impact on the Falmouth Conservation Area, the historic character and setting associated with the site and its surroundings, scale, form and shape, building line, orientation, materials and colours that reflects uses historically associated with the location and the impact of the development on views and vistas within, into and out of the Conservation Area) have been effectively responded to in the proposals.

The following criteria should be included in the Policy:

- Be of a scale and character appropriate to this part of Falmouth, reflecting the sense of place and preserving and enhancing the historic character and setting associated with the site;
- Maintain and improve the permeability of pedestrian routes through/across the site which link to and from the Conservation Area and main shopping area of the town;
- Enhance the setting and public realm of Upton Slip, Fish Strand Quay, and Custom House Quay as historic locations, and provide interpretation of the wider historic setting associated with the site:
- Support opportunities to restore and enhance heritage assets which adjoin the site;
- Show how the impact of the building in any views and vistas of the site have been carefully considered (including longer views which may be significant due to the topography);
- Keep to small-scale development that maintains views to and from the site, with a high level of good quality public space and access, and that will respect the character of the surroundings and enhance the environment of the site. Keep to a scale, building line and orientation, guided by the framework in the Strategy Report, and to be identified in the masterplan studies, that does not detract from the historic character of the existing properties and reflects uses historically associated with such locations;
- Proposals must be supported by:
  - A masterplan incorporating a full historic environment impact assessment, which demonstrates how the critical issues (such as impact on the Falmouth Conservation Area, the historic character and setting associated with the site and its surroundings, scale, form and shape, building line, orientation, materials and colours that reflects uses historically associated with the location and the impact of the development on views and vistas within, into and out of the Conservation Area) have been effectively responded to in the proposals.

Rating of Impact after Mitigation	<i>'If mitigation measures are not able to implemented in full, impact will be moderate (orange) and may require demonstration of substantial public benefits arising from the development of parts of the site'.</i>
Notes	The potential to consider the Church Street car park for other uses is noted in the SADPD of March 2017 with September 2018 modifications.

<b>Site Ref: B11-13</b>	<b>Grove Place, Maritime and Extension car parks including TC4 Former TA site</b>
Onsite or Nearby Historic Environment Assets*	<p>The sites themselves contain no designated heritage assets. However, some have had many uses which relate to the maritime and military history of Falmouth and are of some local significance, although currently used as car parks (see below for more details).</p> <p>Opposite them are a number of Listed buildings. The most important and significant in the story of Falmouth is Grade II* Arwenack Manor. To the NW is a row of seven large Grade II three-storey terraces from the 1840s. Immediately across the road is the Grade II Listed Killigrew Monument, originating in 1737 and repositioned in 1871. There are two significant trees, a large copper beech and a pine tree. The sites are bounded on the West side by the Conservation Area. It is also in CSUS character area 'Waterfront'.</p>
Setting and Significance	<p>The entire area around these sites has an extensive connection with the settlement of Arwenack and its Manor, the development of shipbuilding in Falmouth, and the role of Falmouth as a fortress and base for the projection of military power.</p> <p>The Grove Place and Extension Car parks were in an area of foreshore not reclaimed until late in the 20th century. It may have been used for timber landing associated with the nearby shipyards, which may account for various polygons within the area shown on the National Mapping programme. This area was extensively reclaimed at the end of the 1980s after permission had been given in 1987 to build Port Pendennis (a marina and gated development). And in 1996 a competition was won to build the National Maritime Museum Cornwall, completed at the end of 2002.</p> <p>The land of the Maritime/former TA site is shown on maps of 1690, 1715 and 1773 attached to Arwenack Manor, the NE half as a treed orchard area, and the SW part as a pond, which is more clearly marked as a timber pond on the 1773 map. There was a path on the shoreline. By 1827 a road or lane (The Bank) separated the land from Arwenack Manor. The 1848 sales map shows the road, shoreline pathway, and the timber pond, but no details of what is on the site.</p> <p>However, site was in use from the first decade of the 19C by Trethowan's Yard for shipbuilding, and the timber pond in use. 'Although Henry Trethowan was acknowledged as an excellent shipbuilder, he was certainly not a businessman.' (Wilson, p.120). The business failed in 1876, owing large sums of money, but remained listed up until 1893. The area was leased by the War dept in 1889, and in 1890 a pier with light railway, popularly called the 'submarine pier', was built opposite the Killigrew Monument. Barracks were built for the Royal Engineers (harbour defence and underwater mines) in 1892. The timber pond was filled in and a Territorial Army Hall and parade ground built in the 1920s. Many of the buildings were demolished in the 1990s and the barrel roofed hall in 2005, and the site used as a car park. In summary, the former TA Site's most obvious historical role has been for ship-building and military uses. This is of significance given the history of Falmouth's long connections with military operations, for example as part of Henry VIII's chain of defensive fortifications (Pendennis, 1539-1545), ship repairs in both World Wars and as embarkation ports for the St Nazaire raid.</p>



Above: Detail from 1773 map of Falmouth, reconstructed by Peter Gilson (RCPS)



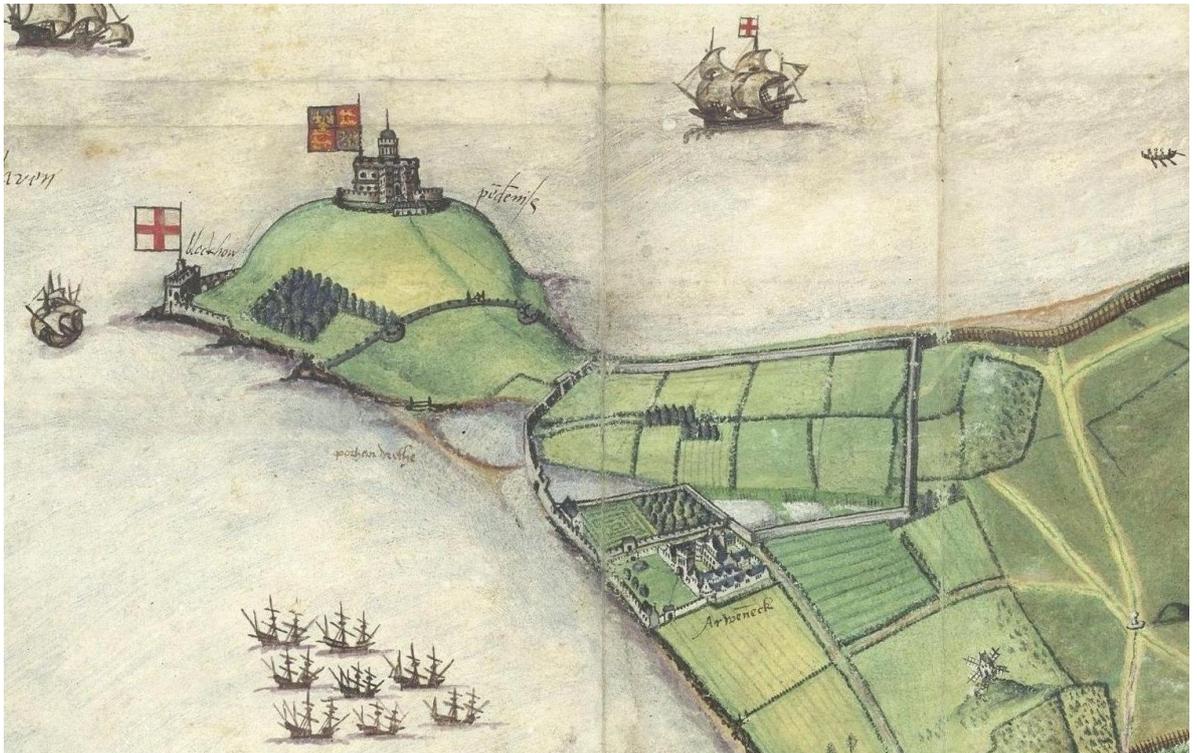
Above: The Submarine Pier, with Grove Place behind. To the E was the Bar Pool with Mills, and small ship-builders. This was reclaimed in the 1930s.

The listed row of 3 storey over basement town houses at 1 to 7 Grove Place date from the 1840s and retain many historic features, such as their stucco on rubble render, double-depth plan, 3-window range, original hornless sashes with glazing bars, and original porches with square columns and pediments. They have great presence and are significant of the C 19<sup>th</sup> wealth of Falmouth as a thriving seaport, and are a key feature of views along, across and into the Conservation Area, especially from the harbour opposite.

Arwenack Manor, the neighbouring site with the greatest heritage significance, is located to the W of the proposal sites. It was the mansion of the Kiligrew family, who were Governors of Pendennis Castle, MPs, privateers, commercial adventurers and prime movers behind the development of Falmouth. It was they who first encouraged settlement around Smithick, and that first petitioned for the

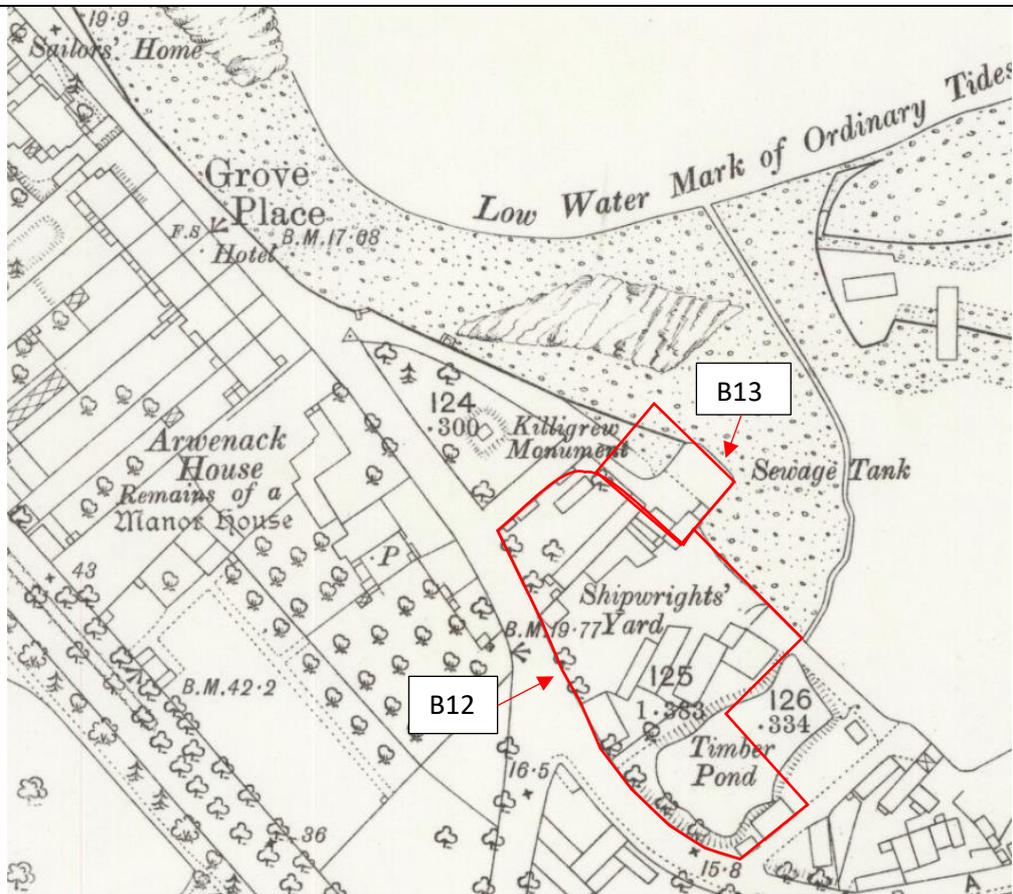
establishment of Falmouth as a town, and in time, Arewnack became one of the 'nodes' out of which the modern town grew.

The mansion itself dates from 1385, rebuilt in 1567 (or 1571), destroyed by fire during the Civil War in 1646. Then it was partly rebuilt, and around 1786 with 'modern' additions added, destroying the 'ruined tower and battlemented wall' and the removal of stone mullions (Gay, 1903, p.14). It was 'never to have been properly rebuilt after the Restoration but to have been reconstructed very haphazardly into a hotch-potch of unsightly buildings and used at various times as the manor office, barracks for the Submarine Miners, Royal Engineers, headquarters of the Packet Service after the Navy took over and as private residences for many different occupants. In the 1960s it stood empty and was regularly vandalised...' Gilson, p.11. It suffered major fire in the 1970s and was repaired in 1978 by Percy Williams, a local builder. The Manor's associated Grade II Listed wall lies to the SE.

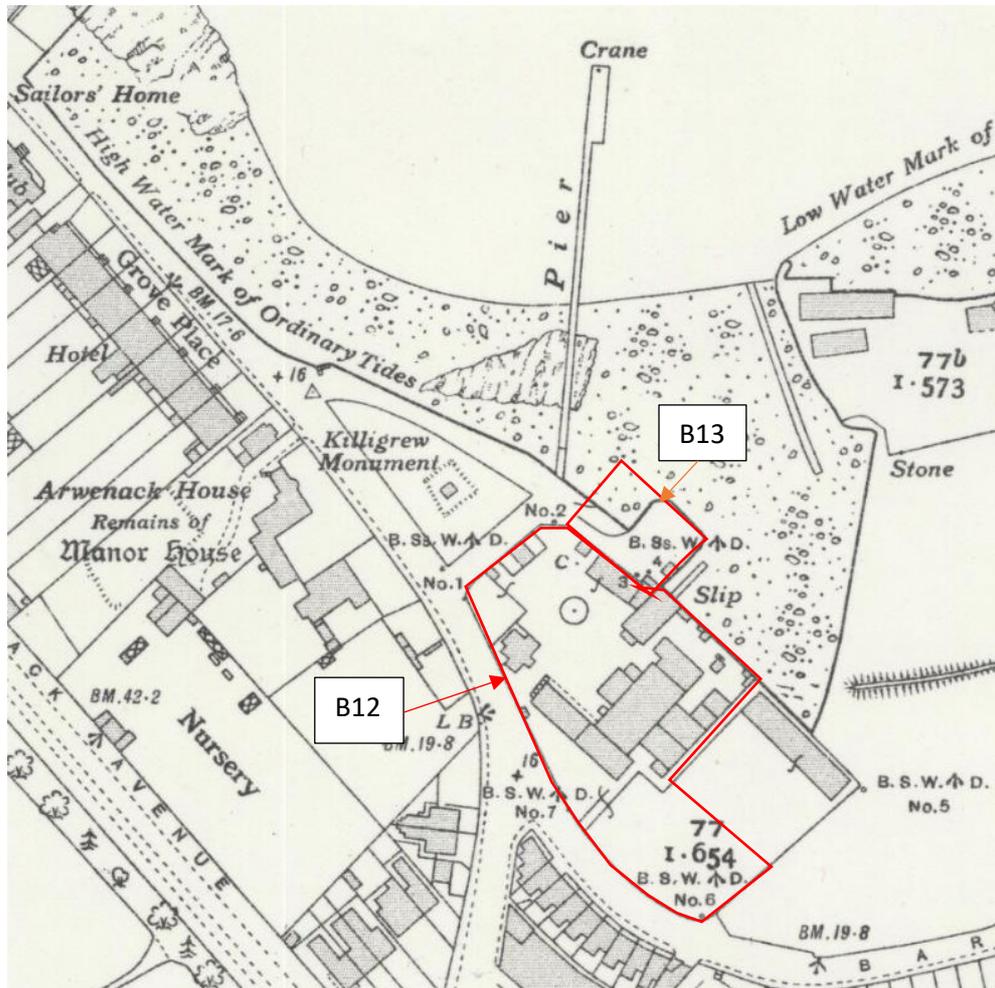


*Detail from the 'Burghley Map, c.1590,(British Map Library)*

The setting of Arwenack Manor has changed significantly over the years. Originally on the shoreline; this existed until 1880s with a road (The Bank) and late 18C and early 19C terraces and dwellings developed along the road, and opposite the Submarine Pier just by the Killigrew Monument. Later the military uses of the Maritime/Former TA site were a major feature. The reclamation of land to the NE, and ultimately the constriction of the National Maritime Museum, Tidemill House, Events Square, and Grove Place Car Park has created its modern surrounds.



Above: OS 25' Map First Edition 1880 (NLS)



Below: OS 25' Map 1935 (NLS)

<p>Assessment of Impact &amp; Harm</p>	<p>Arwenack Manor and its wall is significant, but largely bounded by Arwenack Street, and is largely hidden behind walls, trees and hedges. It faces car parks and the shops and flats forming part of the NMMC development. The views from the Manor are no longer of significance: on the view from Arwenack Manor: 'It is very unfortunate that more recent development has obscured its view, one of the reasons for the Killigrew's choice of the site originally.' (Gilson, p.11.)</p> <p>Any development of the Grove Place Car Park would separate the Tidemill House/National Maritime Museum development from Arwenack Street and lose an important parking area, so is unlikely to be supported. However, were it to be supported, then harm could be done to Arwenack Manor and the Grove Place Terrace if any major development on the car park was over high, or any closer than the existing line of the shops and flats enclosing Event Square to the west. Excessive height would also block views across the CA from the Harbour, and vice versa.</p> <p>The site of the former TA building, now used as a car park, is outside the Conservation Area and currently makes little contribution to its character and appearance, apart from providing a low-profile background for views of the Killigrew Monument from Grove Place, which is within the CA. However, new development on this site could impact on the setting of the nearby heritage assets, particularly that of the Killigrew Monument, but lesser so in the case of Arwenack Manor, where the road, walls, tree screening and set back of the Manor gives sufficient space reduce any harm to its character and significance.</p>
<p>Rating of Impact before Mitigation</p>	<p style="background-color: yellow;"> </p>
<p>Possible Mitigations</p>	<p><b>B.11; Grove Place</b> – No significant development is proposed or is likely. However, some improvements could be introduced: for example, reducing the parking to the NW to free the area in front of the Killigrew Monument Garden for a better quality space; hard landscaping to link to the entrance of Event Square; making Arwenack Street, at least for the length of the boundary of Arwenack Manor a 'shared space', and the same treatment for the spur road of Cambeltown Way.</p> <p><b>B.12; Maritime/former TA centre</b> – As a formerly developed brownfield site the essential issue here is not that the site is unsuitable but that the quality, extent and nature of development needs to be of sufficiently high standard to avoid and outweigh impacts on the setting of the nearby listed and reflect the historic environment. Therefore, the scale, massing and distribution of development on the site is critical, whilst the form and materials/colours palette should fit sympathetically with the existing properties and reflect the shapes of uses found nearby, and all these factors should be reflected in the planning policy.</p> <p>Some stylistic cues can be taken from the row of terraces of Marine Crescent opposite, or possibly from the NMMC complex nearby.</p> <p>The following criteria should be included in the Policy:</p> <ul style="list-style-type: none"> <li>• Development options to increase parking provision and include new housing at the former TA Site will be supported if they are of a scale, massing and character appropriate to the streetscape of Falmouth and reflect the sense of place and preserve or enhance the historic character and setting associated with the site and heritage assets nearby, including Killigrew Monument, Arwenack House and Manor and: <ul style="list-style-type: none"> <li>○ An active and attractive frontage to the public realm is provided, which enhances the local townscape and character of the historic streetscape.</li> <li>○ The height, scale, massing, and orientation of the development avoids any overwhelming impact on the Killigrew monument and its setting, the view of which from the Avenue Road approach to the south of the roundabout must be maintained.</li> <li>○ The design shows how the impact of the building in any views and vistas of the site have been carefully considered (including longer views which may be significant due to the topography).</li> </ul> </li> <li>• Proposals must be supported by a masterplan incorporating a full historic environment impact assessment, which demonstrates how the critical issues (such as impact on the Falmouth Conservation Area, the historic character and setting associated with the site and its surroundings, scale, form and shape, building line, orientation, materials and colours that reflects uses historically associated with the location and the impact of the development on</li> </ul>

	<p>views and vistas within, into and out of the Conservation Area) have been effectively responded to in the proposals.</p> <p>Mitigation will also be available through the application of Policy DG 8 which is to the effect that: 'Development proposals visually close to Conservation Areas should be sensitive to their potential impact upon the setting of, and inward or outward public views to the Conservation area. In appropriate cases, usually involving significant or major development, an assessment of the impact upon the character of Conservation Area should accompany the planning application.'</p> <p><b>B.13; Extension car park</b> – Any development here should link the shops/flats of Events Square to B.12, as shown on the framework.</p> <p><b>All:</b> Assessments to be done or, if existing, made available as soon as feasible to inform any further developments within any of these areas:</p> <ul style="list-style-type: none"> <li>• Desk Based Assessment &amp; Walk Over Survey</li> <li>• Impact Assessment</li> <li>• Geophysical survey to minimise impact &amp; target excavation</li> <li>• Assessment and recording of standing structures and fabric (including surfaces and quay walls)</li> </ul> <p>Mitigation to include appropriate planning condition requirements:</p> <ul style="list-style-type: none"> <li>• Recording of standing historic structures and fabric</li> <li>• Trial Trenching to ensure that any sub surface features can be recorded and if appropriate preserved.</li> </ul>
Rating of Impact after Mitigation	<p><i>'If mitigation measures are not able to implemented in full, impact will be moderate (orange) and may require demonstration of substantial public benefits arising from the development of parts of the site'.</i></p>
Notes	<p>The Maritime/former TA site was allocated in the June 2016 SADPD, and a full heritage assessment can be found at:  <a href="https://www.cornwall.gov.uk/media/21962176/hiadesk-based-assessment-combined.pdf">https://www.cornwall.gov.uk/media/21962176/hiadesk-based-assessment-combined.pdf</a>  In November 2017 B.13 had a planning application for a Premier Inn on the site PA17/01608 which went to appeal and which was dismissed by the Planning Inspector (APP/D0840/W/17/3183372).</p>

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