

Technical Appendix 12.1: Archaeological Desk-Based Assessment



Falmouth Docks Falmouth, Cornwall

Archaeological Desk-Based Assessment



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Summary

Wessex Archaeology was commissioned by Ramboll to prepare an Archaeological Desk-Based Assessment of land at Falmouth Docks, Falmouth, Cornwall centred on national grid reference 181951 632917. This study is intended to inform an Environmental Statement chapter for the proposed development at Falmouth Docks.

This assessment deals solely with terrestrial archaeology. A Maritime Archaeology Desk-Based Assessment has been prepared separately which includes geoarchaeology and paleogeographic considerations. A separate setting assessment has also been prepared for designated heritage assets.

The aims of this study were to assess the known and potential terrestrial archaeological resource within the site and the surrounding area, and to assess the likely impacts of the development proposals on this resource. The effect of the development proposals on the archaeological resource will be a material consideration in the determination of the planning application. This study has identified no overriding archaeological constraints which are likely to prohibit development.

Falmouth Docks was constructed off the foreshore north of the landmark known as Pendennis Point in 1860 to drawings created by James Abernethy, an engineer from Aberdeen. Since its initial construction, the Dock has undergone several phases of redevelopment including within the site. This has seen the removal and construction of new structures, wharfs and other berthing facilities. A series of post-medieval shipwrecks are also recorded within the site along with potential evidence of a prehistoric forest within the estuary bed.

The assessment has identified that the site has potential to contain remains of the former structures that were removed during redevelopment works, with the remains likely to take the form of surviving buildings foundations. However, the remains are likely to be poorly preserved and are of limited historic and archaeological interest. They are considered to be of negligible significance. Due to the artificial nature of Falmouth Docks, there is no further potential for terrestrial archaeological remains pre-1860.

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Falmouth Docks Falmouth, Cornwall

Archaeological Desk-Based Assessment

1 INTRODUCTION

1.1 Project background

- 1.1.1 Wessex Archaeology was commissioned by Ramboll (the client), to prepare an Archaeological Desk-Based Assessment of land at Falmouth Docks, Falmouth, Cornwall (hereafter 'the Site', **Figure 1**), centred on NGR 181951 632917.
- 1.1.2 This study is to inform an Environmental Impact Assessment for the redevelopment of Falmouth Docks which aims to restore and upgrade the existing facilities, whilst facilitating the offshore renewable energy industry through the provision of berth and deck facilities. The study forms part of the baseline for the Environmental Statement (ES) Chapter 12: Heritage.
- 1.1.3 An Environmental Impact Assessment Scoping Report (EIASR) was submitted to Cornwall Council in August 2023 (Ramboll 2023) and a Scoping Opinion was provided in October 2023. The EIASR and Scoping Opinion have set the parameters for this assessment.
- 1.1.4 This assessment deals solely with terrestrial archaeology. A Maritime Archaeology Desk-Based Assessment has been prepared separately. The Marine Archaeology Desk-Based Assessment (WA 2024) will include geoarchaeology and the paleogeographic considerations. A separate settings assessment has also been prepared.

1.2 The Site

- 1.2.1 The Site is located on the northern shore of Pendennis Point, on the estuary of the River Fel which is known as Carrick Roads. It is approximately 47.2 hectares (ha) and forms the western half of Falmouth Docks and includes part of Carrick Roads within the overall Site boundary (**Figure 1**).
- 1.2.2 The Site is bordered to the east by the eastern half of Falmouth Docks, to the south by several operational buildings and the Falmouth Docks train station. To the west lies the eastern extent of the town of Falmouth while to the north the Site is surrounded by Carrick Roads channel with the area known as Flushing headland lying 500 m beyond.
- 1.2.3 The western section of the docks run from a relatively thin central causeway which leads from the main dockside area north to the Queens Wharf (**Plate 1** and **2**). There is a small section of open revetment between Queens Wharf and the Northern Arm (**Plate 3**).
- 1.2.4 The Northern Arm is a concrete structure with a steel gang walkway connecting it to the main dockside (**Plate 4**). A timber structure is present on the eastern side of the walkway (**Plate 5**).
- 1.2.5 To the west of the central causeway are the Dutchy (**Plate 6**) and County Wharfs (**Plate 7**). Both wharfs feature a series of mooring posts and remnants of former metal tracks, which

served either as crane infrastructure or as part of the former railway track that once traversed the docks perimeter.

1.2.6 The Site, owing to its artificial nature, is flat and lies at an elevation of 4 m above Ordnance Datum (aOD). The land remains at a consistent level to the west across Falmouth town and in the eastern section of Falmouth Docks. However, it experiences a sharp rise to the south beyond Falmouth Docks station, ascending towards Pendennis Point, while to the southwest there is a gradual increase before rising sharply towards the southern extent of Falmouth.

1.2.7 The underlying geology of the Site is recorded by the British Geological Survey as the Portscatho Formation, which comprises interbedded sandstone and argillaceous rocks. Although there are no recorded superficial deposits, previous investigations within the Carrick Roads channel within the Site have recorded the remains of a 'submarine forest' composed of peat and remains of small trees. The geoarchaeology and Palaeogeographic material is considered in further detail within the Marine Archaeology Desk-Based Assessment (WA 2024).

1.3 Development proposals

1.3.1 The proposed development would redevelopment and modernise the existing facilities within the Site, reinstating the full alongside berth capability and increase berth capacity for Falmouth Docks. The proposed development includes:

- Pocket dredge of berth areas to achieve required underkeel clearance for larger cruise vessels (up to Excellence class) and the FLOW renewable energy device underkeel requirements (considered to be -10.5 m Chart Datum (CD));
- Removal of foul ground within areas of the former Kings and Empire Wharves;
- Surface skim of seabed on eastern side of the site to maintain -5.5 m (CD);
- Demolition of the remaining existing Western Wharf timber piles and above surface infrastructure;
- Construction of a new Western Wharf suspended deck structure;
- Demolition of the Northern Arm concrete structure and substructure to below seabed level and removal of the gang walkway and old timber piles that are located west of this structure;
- Construction of a suspended deck structure (Northern Wharf) in the existing 90 m gap between Queen's Wharf and the Northern Arm to create a longer functional wharf length;
- Upgrades to the existing Queen's Wharf structure;
- Extension of the Queen's Wharf suspended deck structure 50 m westward;
- Installation of a 290 m deck (the 'FLOW Deck') to facilitate a FLOW device;
- Upgrades to the existing Duchy Wharf structure to facilitate a FLOW device; and
- Demolition of on-site buildings and re-configuration of Falmouth Dock activities.

1.3.2 During operation, the following assumptions have been made with respect to the FLOW device:

- The indicative programme for FLOW devices would occur over a period of 10 months;
- At any one time, there would only be one fully integrated FLOW device (two turbines), with a second FLOW device base alongside the FLOW Deck awaiting integration on the Duchy Wharf;
- It is anticipated that once a FLOW device is fully assembled it would be towed out to sea;
- A fully assembled FLOW Device would remain in port for up to two weeks before being towed away to their designated sea locations; and
- Once a fully assembled FLOW device is deployed at sea, it would only return to Falmouth docks if significant repairs were needed that were unable to be conducted at sea, the FLOW device would only occupy a berth whilst it is being repaired.

1.3.3 During the assembly of the FLOW devices, temporary infrastructure, including a crane, will be required to facilitate the assembly process.

1.4 Scope of document

1.4.1 This assessment was requested by the Client in order to determine, as far as is possible from existing information, the nature, extent and significance of the archaeological resource within the Site and its environs, and to provide an initial assessment of the potential impact of development on the heritage assets that embody that significance.

1.4.2 The Historic Environment, as defined in the *National Planning Policy Framework* (NPPF, DLUHC 2023): Annex 2, comprises:

'all aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.'

1.4.3 NPPF Annex 2 defines a Heritage Asset as:

'a building monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage assets include designated heritage assets and assets identified by the local planning authority (including local listing).'

1.5 Aims

1.5.1 The specific aims of this assessment are to:

- outline the known and potential heritage assets within the Site based on a review of existing information within a defined study area;
- assess the significance of known and potential heritage assets through weighted consideration of their valued components;

- assess the potential impact of development or other land changes on the significance of the heritage assets and their setting; and
- make recommendations for strategies to mitigate potential adverse impacts arising from the proposed development.

2 PLANNING BACKGROUND

2.1 Introduction

2.1.1 There is national legislation and guidance relating to the protection of, and proposed development on or near, important archaeological sites or historical buildings within planning regulations as defined under the provisions of the *Town and Country Planning Act 1990*. In addition, local authorities are responsible for the protection of the historic environment within the planning system.

2.1.2 The following section summarises the main components of the national and local planning and legislative framework governing the treatment of the historic environment within the planning process. Further detail is presented in **Appendix 2**.

2.2 Designated heritage assets

2.2.1 A designated heritage asset is defined in NPPF Annex 2 as:

'A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation.'

2.2.2 Statutory protection is provided to certain classes of designated heritage asset under the following legislation:

- *Planning (Listed Buildings and Conservation Areas) Act 1990;*
- *Ancient Monuments and Archaeological Areas Act 1979; and*
- *Protection of Wrecks Act 1973*

2.2.3 The *Historic Buildings and Ancient Monuments Act 1953* makes provision for the compilation of a register of gardens and other land (parks and gardens, and battlefields).

2.2.4 The United Nations Educational, Scientific and Cultural Organisation (UNESCO) World Heritage Committee inscribes World Heritage Sites for their Outstanding Universal Value (OUV); 'cultural and/or natural significance which is so exceptional as to transcend national boundaries and to be of common importance for present and future generations of all humanity'. The United Kingdom is a signatory of the *UNESCO Convention Concerning the Protection of the World Cultural and National Heritage 1972*. England protects its World Heritage Sites and their settings, through the statutory designation process and through the planning system.

2.2.5 Further information regarding heritage designations is provided in **Appendix 2**.



2.3 National Planning Policy Framework

- 2.3.1 The *National Planning Policy Framework* (NPPF) was published in December 2023 and sets out the government's planning policies for England and how these are expected to be applied.
- 2.3.2 Section 16 of the NPPF, entitled *Conserving and enhancing the historic environment*, sets out the principal national guidance on the importance, management and safeguarding of heritage assets within the planning process.
- 2.3.3 The aim of NPPF Section 16 is to ensure that Local Planning Authorities, developers and owners of heritage assets adopt a consistent and holistic approach to their conservation and to reduce complexity in planning policy relating to proposals that affect them.
- 2.3.4 To summarise, government guidance provides a framework which:
- recognises that heritage assets are an irreplaceable resource;
 - requires applicants to provide proportionate information on the significance of heritage assets affected by the proposals and an impact assessment of the proposed development on that significance;
 - takes into account the desirability of sustaining and enhancing the significance of heritage assets and their setting;
 - places weight on the conservation of designated heritage assets, in line with their significance; and
 - requires developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and impact, and to make this evidence (and any archive generated) publicly accessible.
- 2.3.5 A selection of excerpts from NPPF Section 16: Conserving and enhancing the historic environment is presented in **Appendix 2**.
- 2.3.6 Further additional guidance intended to accompany the NPPF is provided in the Planning Practice Guidance (PPG) web-based resource¹.

2.4 Local planning policy and guidance

- 2.4.1 The Site is situated within the administrative boundaries of Cornwall Council which adopted the *Cornwall Local Plan Strategic Policies 2010- 2030* in 2016 (Cornwall Council 2016). The core strategy forms the basis of the development plan for the county and sets targets for the provision of new housing and employment for a period up to 2030, as well as setting out general policies in relation to provision of facilities, transport, and protection of natural and historic features.

¹ <https://www.gov.uk/guidance/conserving-and-enhancing-the-historic-environment>



2.4.2 In addition to the Cornwall Local Plan Strategic Policies 2010- 2030, Falmouth Town Council have prepared the *Falmouth Neighbourhood Plan* to support development proposals within the town (2020)..

2.4.3 Local planning policies that relate to the historic environment and may be relevant to the proposed development are presented in **Appendix 2**.

3 METHODOLOGY

3.1 Introduction

3.1.1 The methodology employed during this assessment was based upon relevant professional guidance, including the Chartered Institute for Archaeologists' *Standard and guidance for historic environment desk-based assessment* (CIfA 2014, revised 2020).

3.2 Study Area

3.2.1 A Study Area was established within a 500 m radius of the Site boundary for consideration of terrestrial archaeological remains. The decision to use a 500 m Study Area was set out and agreed upon at the EIA scoping stage. The recorded historic environment resource within the Study Area was considered in order to provide a context for the discussion and interpretation of the known and potential resource within the Site.

3.3 Sources

3.3.1 Several publicly accessible sources of primary and synthesised information were consulted. These comprised:

- the National Heritage List for England (NHLE), which is the only official and up to date database of all nationally designated heritage assets;
- the Cornwall and Isles of Scilly Historic Environment Record (CISHER), comprising a database of recorded archaeological sites, find spots, and archaeological events within the county;
- relevant national, regional and thematic Research Frameworks;
- national heritage datasets including the Archaeological Data Service (ADS), Heritage Gateway, OASIS, PastScape and the National Record of the Historic Environment (NRHE) Excavation Index;
- historic manuscripts, surveyed maps, and Ordnance Survey maps available online and held at the Cornwall Archive and Local Studies; and
- relevant primary and secondary sources held at the Cornwall Archive and Local Studies and in Wessex Archaeology's own library. Both published and unpublished archaeological reports relating to excavations and observations in the vicinity of the Site were studied.

3.3.2 Sources consulted during the preparation of this assessment are listed in the references section of the report.



3.4 Site visit

- 3.4.1 The Site was visited on 31st October 2023. Weather conditions were dry and clear. A fieldwork record comprising digital photography is held in the project archive.
- 3.4.2 The aim of the Site visit was to assess the general aspect, character, condition and setting of the Site and to identify any prior impacts not evident from secondary sources. The Site visit also sought to ascertain if the Site contained any previously unidentified features of archaeological, architectural or historic interest.

3.5 Significance

- 3.5.1 Significance (for heritage policy) is defined in NPPF Annex 2 as:

'The value of a heritage asset to this and future generations because of its heritage interest. The interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting. For World Heritage Sites, the cultural value described within each site's Statement of Outstanding Universal Value forms part of its significance.'

- 3.5.2 The interests as listed in the NPPF are further defined in Historic England's (2019) *Statements of Heritage Significance: analysing significance in heritage assets*. These are:

- Archaeological Interest: 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;
- Architectural and Artistic Interest: these are 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; and
- Historic Interest: An interest in past lives and events (including prehistoric). 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.

- 3.5.3 This assessment was also informed by the advice published by Historic England in the document entitled *Managing Significance in Decision-Taking in the Historic Environment: historic environment good practice advice in planning note 2* (2015).

3.6 Assumptions and limitations

- 3.6.1 Data used to compile this report consists of secondary information derived from a variety of sources, only some of which have been directly examined for the purposes of this Study. The assumption is made that this data, as well as that derived from other secondary sources, is reasonably accurate.
- 3.6.2 The records held by the CISHR are not a record of all surviving heritage assets, but a record of the discovery of a wide range of archaeological and historical components of the historic environment. The information held within it is not complete and does not preclude

the subsequent discovery of further elements of the historic environment that are, at present, unknown.

3.7 Copyright

- 3.7.1 This report may contain material that is non-Wessex Archaeology copyright (e.g., Ordnance Survey, British Geological Survey, Crown Copyright), or the intellectual property of third parties, which Wessex Archaeology are able to provide for limited reproduction under the terms of our own copyright licences, but for which copyright itself is non-transferable by Wessex Archaeology. Users remain bound by the conditions of the *Copyright, Designs and Patents Act 1988* with regard to multiple copying and electronic dissemination of the report.

4 BASELINE RESOURCE

4.1 Introduction

- 4.1.1 The following section provides a summary of the recorded historic environment within the Study Area, compiled from the sources summarised above and detailed in the references section of this report. The aim is to identify the known and potential components of the historic environment (heritage assets) that could be affected by the proposed development.

4.2 Previous studies

Site

- 4.2.1 An area of Carrick Roads that falls within the Site was subject to geoarchaeological survey (**MCO55453** and **MCO55455**). The recovery of geological samples and completion of radiocarbon dating suggest the presence of salt marsh in this estuary during the Mesolithic period. This is further discussed in the Marine Archaeology Desk-Based Assessment (WA 2024)
- 4.2.2 No further records of any previous intrusive archaeological investigations within the Site have been identified during the preparation of this assessment.

Study Area

- 4.2.3 The CISHAR records entries related to a limited number of intrusive investigations conducted within the Study Area. Most of these investigations have taken place on Pendennis Point, associated with changes within the Scheduled Monument or Listed Buildings. Additionally, a few investigations have been carried out within the historic core of Falmouth, primarily as monitoring exercises during small-scale development projects. Further details on the results of these investigations are discussed in **section 4.5** where relevant.
- 4.2.4 Previous archaeological investigations carried out within the Study Area are illustrated in **Figure 2**.

4.3 Archaeological and historical context

- 4.3.1 The following section summarises the archaeological and historical development of the Site and the Study Area, compiled from the sources listed above. The likelihood of as yet unrecorded archaeological remains within the Site is informed by the consideration of the known heritage assets within the Study Area, in conjunction with the geology and topography of the area.

- 4.3.2 Records obtained from the NHLE, CISHERR and other sources are listed in **Appendix 3** and illustrated in **Figures 2–4**.

Prehistoric (970,000 BC–AD 43)

- 4.3.3 The land surrounding Falmouth has witnessed continuous human activity dating back to the prehistoric period. Carrick Sands, situated within the Fal Estuary, along with the broader landscape, has been a hub of human interaction since at least the Mesolithic period. The intricate network of rivers in this region facilitated communication and trade, offered shelter, and provided essential resources (Kirkham 2005).
- 4.3.4 As society transitioned into the Neolithic period and a more settled population emerged, the estuary's land became a valuable resource, exploited for its fertile soils, timber, and stone. This period also marked the initiation of constructing religious and ceremonial monuments, reflecting the evolving societal dynamics (Rowe 2005).
- 4.3.5 The Bronze Age witnessed a heightened intensity in activities around the estuary, leading to the creation of new funerary and religious monuments, such as the Bronze Age barrows documented to the east of Flushing, approximately 980 m north of the Site (**MCO50116**). Other evidence of activity is represented by the discovery of a polished stone axe to the west of the town of Falmouth.
- 4.3.6 With the transition to the Iron Age, settlement patterns evolved into well-organized structures, contributing to the development of a highly structured society. Cornwall, during this period, emerged as a prominent region for tin production. Accounts from the 4th-century writer Pytheas of Massilia meticulously described the mining, smelting, and transportation of tin from West Cornwall to the European continent (Rowe 2005). Despite the absence of recorded activities within Falmouth itself, there is evidence of a potential Iron Age roundhouse northeast of Flushing, situated 1 km north of the site (**MCO8590**). Nonetheless, the prospect of settlement on Pendennis Point should not be discounted, given its favourable conditions for an Iron Age defensive settlement; according to Kirkham (2005:15), a series of lines noted on post-medieval maps of the Point suggest earlier defences existed.
- 4.3.7 The only evidence of prehistoric activity within the 500 m Study Area is associated with the previously mentioned Holocene land surface (**MCO55453** and **MCO55455**).

Romano-British (AD 43–410)

- 4.3.8 Evidence of activity during the Roman period is marked by the discovery of substantial hoards of Roman coins. Notably, these coin hoards have been unearthed at Pennance Point, located to the south of Falmouth, and at Turnaware, situated upstream on the eastern shore of the estuary. Additionally, individual coins have been found scattered along Gyllyngvase beach and in the vicinity of Penryn (Kirkham 2005).
- 4.3.9 The only recorded evidence of Romano-British activity within the Study Area is represented by a single coin found in the centre of Falmouth, 480m to the west of the Site (**MCO39365**).

Anglo-Saxon (AD 410–1066)

- 4.3.10 Many placenames containing the Cornish element "tre," indicating a farm estate, are likely to originate from the early medieval period, spanning from the sixth to the ninth centuries (Kirkham 2005). The prevalence of these names in the proximity of the Fal estuary strongly suggests a continuously cultivated landscape, indicative of a well-established and farmed environment in the broader hinterland of Falmouth. A notable example of such a settlement is Trefusis, identified as of Anglo-Saxon origin due to its inclusion of 'tre,' situated 930m

northeast of the site (**MCO17195**). However, no recorded evidence supports the presence of a settlement within the Study Area during this period.

Medieval (AD 1066–1500)

- 4.3.11 In the medieval period, urban settlements along the Fal and its tributaries were concentrated in specific locations, including Truro, Penryn, Tregony, and Grampound (Kirkham 2005). These settlements strategically emerged at bridging points in the upper reaches of tidal waterways. Notably, St Mawes, situated 1.5 km east of the site, maintained nominal urban status dating back to the thirteenth century but did not experience significant development. The focus on inland sites was influenced, in part, by the perceived threat of foreign raids along the coast. However, the key factors shaping this settlement pattern were the strategic locations of these hubs along crucial routeways and their expansive hinterlands. These urban centres served as pivotal market locations and ports, commanding extensive areas beyond their immediate surroundings (ibid).
- 4.3.12 Like many areas in England, Cornwall was divided into estates owned by individuals, a process likely initiated during the Anglo-Saxon period but solidified after the Norman conquest. Arwenack, first recorded in 1264 as leased by Bishop Bronescombe of Exeter to Richard of Lanherne, the rector of St Columb Major, was one such estate (Kirkham 2005). Historical maps indicate that the Falmouth and Pendennis Point fell within the Arwenack estate, possible since its creation. The estate's centre was the manor of Arwenack, located at what is now the centre of Falmouth town. The manor house stood 280 m to the southwest of the site but was demolished in the 17th century (**MCO10715**). Although not currently evident in the archaeological and documentary record, there is a belief that a settlement may have been located in proximity to the manor (ibid).

Post-medieval (AD 1500–1800)

- 4.3.13 In a late sixteenth-century map of the Fal estuary created by Baptista Boazio (Kirkham 2005: 17), Arwenack is depicted, surrounded by only a few scattered buildings in the broader vicinity. The land around the manor is portrayed as farmland, with a windmill situated to the west of the settlement. The map also features Pendennis Castle (NHLE 1270096) on Pendennis Point, an integral part of the defensive network commissioned by Henry VIII to safeguard coastal areas against potential French or Spanish invasions. Despite its presence, the fortification did not deter all, as evidenced by a minor Spanish raid on Arwenack in 1590. In response to this incident and recognizing the estuary's suitability for anchoring a substantial fleet, additional defences were subsequently implemented at Pendennis Point including the construction of the large bastion that remains today.
- 4.3.14 According to historical records, in the early 17th century, the Killigrew family proposed the expansion of Arwenack into a more substantial settlement capable of accommodating ship crews seeking shelter in the natural harbour (Kirkham 2005). The objective was to establish several inns and trades around the manor to cater to those returning home after extensive journeys across the Atlantic. The petition proved successful, leading to the construction of a series of inns. However, it is evident that further expansions took place, as a subsequent petition from the towns of Truro, Penryn, and Helston voiced concerns about the potential adverse effects of the developing "town" at Arwenack on their own communities. Despite these protests, by 1627, the settlement reportedly had a population of around 300, encompassing approximately 50-70 houses and a variety of additional accommodations. The town continued to expand throughout the post-medieval period and became a key harbour for maritime trade, eventually leading to the establishment of the parish of Falmouth.

- 4.3.15 Following the outbreak of the English Civil War (1641-1651), the Pendennis garrison pledged allegiance to the King, prompting the construction of a new redoubt and other fortifications to enhance the defences facing the landward side. Although it is not clear where Arwenack sided, given its royal patronage and use of the haven by Royalist privateers, it likely stood in unison with the garrison. In March 1646 the fortress came under siege from Parliamentary forces, with substantial siegeworks established close to Arwenack and ended up being the last Royalist stronghold on the mainland. It is unclear whether any damage occurred to the settlement.
- 4.3.16 The earliest detailed depiction of Falmouth and its wider area is the 1690 plan of the Kelligrew Estate (**Figure 5**). This plan, created to monitor land usage by the Kelligrews, reveals that the majority of the area was in agricultural use. Notably, the plan illustrates the later development of fortifications on Pendennis Point and the battery overlooking the town. At this point, the site was entirely within Carrick Roads, as the docks were a purely man-made structure (discussed below), with the historic port situated on the western foreshore at Falmouth town.
- 4.3.17 Most of the HER records within the Study Area are of post-medieval date and primarily comprise surviving structures within Falmouth that have been designated as Listed Buildings. Included in this group are the two quays, King Charles Quay and North Quay, and a surviving custom house that form part of the original harbour at Falmouth that all form part of the Grade II* Listed Building **1269983**, located 280 m to the west of the Site. Other records include the defensive fortifications built by the Royalist forces on Pendennis Point, including the 17th century battery at its western end that has been designated as part of the Scheduled Monument **1012134**. A couple of shipwrecks are represented within the Site by **MCO59562** and **MCO60884** which are discussed in the accompanying Marine Archaeology Desk-Based Assessment (WA 2024).

19th century (AD 1800–1900) and Modern (AD 1900–present day)

- 4.3.18 In 1801, the population of Falmouth was recorded as 4,850 making it the largest urban population in Cornwall (Kirkham 2005). Accounts of the town recorded from a year later describe it as being ‘one long narrow street which exhibits no favourable specimen, either of the boasted cleanliness or wealth of the English towns. The wealthier merchants dwell a little out of the town upon the shore, or on the opposite side of the bay at a little place called Flushing.’ (ibid). However, from the 1820s, new housing stock was constructed within the historic core or in the surrounding hinterland that were built from higher quality building materials. This included the prestigious development of detached villas on Symonds Hill to the west of the main area and new public service buildings within the historic core.
- 4.3.19 In 1858, the Falmouth Docks Company was formed and James Abernethy, an engineer from Aberdeen, was invited to draw up plans for a new major port on a natural feature known as Bar Point. The docks were planned to cover an area of approximately 60 hectares and a deep water of 300ft, which required an extensive program of dredging. The first foundation stone for the docks was laid on 28th February 1860 by Lord Falmouth. At its inception, the docks included Number 1 Graving Dock and warehouses together with wharves for manual unloading and loading. A second dock was added prior to 1875 (**Figure 5**).
- 4.3.20 The dock was further supported by 1864 with a railway connection and installation of broad-gauge railway to transport goods to and from the docks, evident in **Figure 4** and represented by CISHR as **MCO62452**. Further additions were made in the 1880s including expansion of Number 2 Graving Dock and installation of a 30-ton crane while many new buildings were constructed during the late 19th and early 20th century, illustrated in **Figure 5**. The new

buildings included warehouses and iron foundry to support the construction of maritime vessels.

- 4.3.21 In response to the heightened strategic importance of ship repair during the First World War, the Admiralty assumed control of the docks and commissioned the construction of No 3 Dock, surpassing the size of its predecessors. The German submarine offensive overwhelmed existing facilities and workforce capacity, leading the London-based ship-repair company R H Green and Silley Weir to dispatch personnel to address the backlog. Recognizing the potential of Falmouth, their managing director acquired the dockyard in 1918.
- 4.3.22 Operating under the new name Silley Cox and Co, the dockyard witnessed significant improvements. New workshops were erected, cutting-edge machinery was installed, and skilled workers were brought in from London. Shipbuilding flourished as a primary activity until the 1920s, culminating in the construction of 198 vessels by that time (Kirkham 2005). In 1928, the establishment of a fourth dock marked a significant expansion, complemented by the construction of new wharves on the western side of the Western Breakwater (**Figure 6**). These wharves, namely Empire (1931–33), King's (1935–37), and Queen's (1938–42), further enhanced the maritime infrastructure during this period. Within the Site, change included the large workshop that remains on Site today, a new foundry and further railway tracks.
- 4.3.23 Historical aerial photographs were reviewed as part of this assessment to identify phases of change within the Site. Aerial photographs that capture the Site date from 1924 to 2008 and include both oblique and vertical images. While the later images confirm the general arrangement seen today, of interest are those taken during the 1920s. These images reveal the existence of the two larger workshops within the Site as early as 1924, confirming their construction between 1906 and 1924 subsequent to the reclamation of the area documented as 'The Bar' on historical Ordnance Survey maps (**Figure 5**).² The buildings would have been built as part of the initial redevelopment of Falmouth Docks following its purchase by Silley Cox and Co.
- 4.3.24 During World War Two, a series of defences were added within and around Falmouth. Within the Site the defences comprised a barrage balloon site (**MCO50123**). Most of the defences were added on Pendennis Point or the higher ground north of Flushing.
- 4.3.25 The final major change to the docks occurred in 1958 with the enlargement of Number 2 Graving Dock to support larger vessels. The dock was renamed to the Queen Elizabeth Dock and was able to take the largest ships built at the time. Since 1958, most of the changes have been to the buildings with several removed and replaced with modern structures. Of the historic buildings constructed in the late 19th or early part of the 20th century, only the large workshop and a warehouse to its east survive.
- 4.3.26 Other records by the CISHR located within the Site include two modern slipways (**Figure 3**) and a 19th century shipwreck (**MCO4705**).

² Aerial images included EP7009878, EPW023371 and EPW7009875 available at: <https://historicengland.org.uk/images-books/archive/collections/aerial-photos/>



4.4 Assessment of archaeological survival and previous impacts

- 4.4.1 It is anticipated that there would be no archaeological remains (predating 1860) within the Site given the artificial nature of Falmouth Docks. Any archaeological remains that may have been on the foreshore area would have been removed during the construction of the docks. Equally it is well removed from the areas of potential impact as a result of the development proposals.
- 4.4.2 There is a possibility of evidence for former structures existing below ground, particularly those associated with changes made between the late 19th and early 20th centuries, such as the demolition of the original foundry and its replacement with a large structure of the same use. However, any such remains are likely to have been significantly compromised by the construction of the replacement structure or structures.

4.5 Summary of known and potential historic environment resource

- 4.5.1 The artificial origin of Falmouth Docks suggests that there is expected to be no possibility of terrestrial archaeological remains within the Site, predating 1860. Although there might be traces of previous structures, they are likely to have been truncated by subsequent modifications to the docks and are expected to be poorly persevered. Any remains of former buildings would be of negligible significance given their common form, level of preservation and poor context.
- 4.5.2 The Marine Archaeology Desk-Based Assessment addresses considerations for archaeological remains within a marine context (e.g. findspots recovered from the channel bed) and geoarchaeological deposits (e.g. submerged forest).

4.6 Historic landscape character

- 4.6.1 The Historic Landscape Character (HLC) was formally characterised by Cornwall Council and the following characterisation has been assigned to the Site:
- 'Settlement: older core (pre-1907)'.
- 4.6.2 This characterisation covers the historic core of Falmouth with the urban fringe development identified as 'Settlement: C20'. The 'Settlement: older core (pre-1907)' is a common HLC and covers all of the historic cores of settlements throughout Cornwall and makes little distinction between settlements that were established during the medieval, post-medieval or 19th century. However, they are all considered character areas of significant archaeological and architectural value (Cornwall Council 2011)



5 IMPACT ASSESSMENT

5.1 Introduction

- 5.1.1 A detailed impact assessment will be provided in the ES, however, initial assessment of potential impacts to terrestrial archaeology and built heritage is presented below.
- 5.1.2 As outlined in **section 1.3**, the development proposals are to include redevelopment of the Site to modernise the existing facilities and reinstate these parts of the docks berth capacity. This will be achieved by demolition of most buildings and alterations to the Western Wharf, Northern Arm, Queens Wharf and dredging of the berth area.

5.2 Statement of potential impact

Terrestrial Archaeology

- 5.2.1 The construction of the proposed development has the potential to disturb the remains (structural) of former 19th and 20th century buildings that have been demolished above ground level. There is potential that below ground remains exist in the form of foundations or material culture associated with their use. Instances of ground excavation within the Site may truncate or remove these remains and any adverse impact to the buried archaeological features would be permanent and irreversible in nature and result in a partial or complete loss of their significance. However, any remains of the former buildings are of limited heritage significance given their relatively recent age and likely compromised state as a result of later development and changes within the Site.

Historic Landscape Character

- 5.2.2 The HLC of the Site would be unaffected by the proposed development and would remain as 'Settlement: older core (pre-1907)'.

6 CONCLUSIONS

6.1 General

- 6.1.1 This assessment has been prepared to inform the preparation of an ES chapter for the redevelopment of Falmouth Docks. The effect of the development proposals on the known and potential heritage resource will be a material consideration in determination of the planning application. This study has identified no overriding archaeological constraints which are likely to prohibit development.
- 6.1.2 This assessment has established that due to the artificial nature of Falmouth Docks, there is no potential for terrestrial archaeological remains within the Site, predating 1860. Although there may be remains associated with former structures dating to the 19th and 20th centuries below ground, they are likely to have been truncated by later development and poorly preserved. Such remains are considered of negligible significance. Any buried archaeological remains that once existed along the foreshore would have been removed during the initial development of the port in the 19th century.



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Historic Environment Records

Cornwall and Isle of Scilly Historic Environment Record (CISHER)

Cornwall Archive and Local Studies

Cartographic and documentary sources

1690 A True Map of all Sir Peter Killigrew's Lands in the Parish of Mylor and part of Budock Lands

1840 Falmouth Parish Tithe Map

1875 Edition Ordnance Survey

1906 Edition Ordnance Survey

1932 Edition Ordnance Survey

1955 Edition Ordnance Survey (viewed online)

Online resources

<https://www.bgs.ac.uk/map-viewers/bgs-geology-viewer/> – BGS Geology Viewer

<http://www.domesdaymap.co.uk> – Domesday survey information

<https://opendomesday.org/> – Domesday survey information

<http://www.historicengland.org.uk/listing/the-list> – information on designated assets

<http://www.british-history.ac.uk> – documentary resources

<http://oasis.ac.uk/england> – data on sites, find-spots and excavations

<http://www.pastscape.org.uk> – data on sites, find-spots and excavations

<https://archaeologydataservice.ac.uk/archives/view/dob/> – Defence of Britain database

<https://historicengland.org.uk/images-books/archive/collections/aerial-photos/> - Aerial Photographs



APPENDICES

Appendix 1: Terminology

Glossary

The terminology used in this assessment follows definitions contained within Annex 2 of NPPF:

Archaeological interest	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.
Conservation (for heritage policy)	The process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance.
Designated heritage asset	A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation.
Heritage asset	A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. It includes designated heritage assets and assets identified by the local planning authority (including local listing).
Historic environment	All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.
Historic environment record	Information services that seek to provide access to comprehensive and dynamic resources relating to the historic environment of a defined geographic area for public benefit and use.
Setting of a heritage asset	The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.
Significance (for heritage policy)	The value of a heritage asset to this and future generations because of its heritage interest. The interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting. For World Heritage Sites, the cultural value described within each site's Statement of Outstanding Universal Value forms part of its significance.

Chronology

Where referred to in the text, the main archaeological periods are broadly defined by the following date ranges:

Prehistoric		Historic	
Palaeolithic	970,000–10,000 BC	Romano-British	AD 43–410
Mesolithic	10,000–4000 BC	Saxon	AD 410–1066
Neolithic	4000–2400 BC	Medieval	AD 1066–1500
Bronze Age	2400–700 BC	Post-medieval	AD 1500–1800
Iron Age	700 BC–AD 43	19th century	AD 1800–1899
		Modern	1900–present day



Appendix 2: Legislative and planning framework

Designated Heritage Assets

Designation	Associated Legislation	Overview
World Heritage Sites	-	The United Nations Educational, Scientific and Cultural Organisation (UNESCO) World Heritage Committee inscribes World Heritage Sites for their Outstanding Universal Value (OUV) – <i>cultural and/or natural significance which is so exceptional as to transcend national boundaries and to be of common importance for present and future generations of all humanity</i> . England protects its World Heritage Sites and their settings, including any buffer zones or equivalent, through the statutory designation process and through the planning system. The National Planning Policy Framework sets out detailed policies for the conservation and enhancement of the historic environment, including World Heritage Sites, through both plan-making and decision-taking.
Scheduled Monuments and Areas of Archaeological Importance	<i>Ancient Monuments and Archaeological Areas Act 1979</i>	Under the <i>Ancient Monuments and Archaeological Areas Act 1979</i> , the Secretary of State (DCMS) can schedule any site which appears to be of national importance because of its historic, architectural, traditional, artistic or archaeological interest. The historic town centres of Canterbury, Chester, Exeter, Hereford and York have been designated as Archaeological Areas of Importance under Part II of the <i>Ancient Monuments and Archaeological Areas Act 1979</i> . Additional controls are placed upon works affecting Scheduled Monuments and Areas of Archaeological Importance under the Act. The consent of the Secretary of State (DCMS), as advised by Historic England, is required for certain works affecting Scheduled Monuments.
Listed Buildings	<i>Planning (Listed Buildings and Conservation Areas) Act 1990</i>	In England, under Section 1 of the <i>Planning (Listed Buildings and Conservation Areas) Act 1990</i> , the Secretary of State is required to compile lists of buildings of special architectural or historic interest, on advice from English Heritage/Historic England. Works affecting Listed Buildings are subject to additional planning controls administered by Local Planning Authorities. Historic England is a statutory consultee in certain works affecting Listed Buildings. Under certain circumstances, Listed Building Consent is required for works affecting Listed Buildings.
Conservation Areas	<i>Planning (Listed Buildings and Conservation Areas) Act 1990</i>	A Conservation Area is an area which has been designated because of its special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance. In most cases, Conservation Areas are designated by Local Planning Authorities. Section 72 (1) of the <i>Planning (Listed Buildings and Conservation Areas) Act 1990</i> requires authorities to have regard to the fact that there is a Conservation Area when exercising any of their functions under the Planning Acts and to pay special attention to the desirability of preserving or enhancing the character or appearance of Conservation Areas. Although a locally administered designation, Conservation Areas may nevertheless be of national importance and significant developments within a Conservation Area are referred to Historic England.
Registered Parks and Gardens and Registered Battlefields	<i>Historic Buildings and Ancient Monuments Act 1953</i> <i>National Heritage Act 1983</i>	The Register of Parks and Gardens was established under the <i>National Heritage Act 1983</i> . The Battlefields Register was established in 1995. Both Registers are administered by Historic England. These designations are non-statutory but are, nevertheless, material considerations in the planning process. Historic England and The Garden's Trust (formerly known as The Garden History Society) are statutory consultees in works affecting Registered Parks and Gardens
Protected Wreck Sites	<i>Protection of Wrecks Act 1973</i>	The <i>Protection of Wrecks Act 1973</i> allows the Secretary of State to designate a restricted area around a wreck to prevent uncontrolled interference. These statutorily protected areas are likely to contain the remains of a vessel, or its contents, which are of historical, artistic or archaeological importance.



National Planning Policy Framework (NPPF)

NPPF Section 16: Conserving and enhancing the historic environment	
Para. 200	In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.
Para. 201	Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal.
Para. 203	In determining applications, local planning authorities should take account of: a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and c) the desirability of new development making a positive contribution to local character and distinctiveness.
Para. 205	When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.
Para. 206	Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional; b) assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional⁶⁸. ⁶⁸ Non-designated heritage assets of archaeological interest, which are demonstrably of equivalent significance to scheduled monuments, should be considered subject to the policies for designated heritage assets.
Para. 207	Where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply: a) the nature of the heritage asset prevents all reasonable uses of the site; and b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and d) the harm or loss is outweighed by the benefit of bringing the site back into use.
Para. 208	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, where appropriate, securing its optimum viable use.
Para. 209	The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.
Para. 211	Local planning authorities should require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible ⁶⁹ . However, the ability to record evidence of our past should not be a factor in deciding whether such loss should be permitted.



NPPF Section 16: Conserving and enhancing the historic environment	
	⁶⁹ Copies of evidence should be deposited with the relevant historic environment record, and any archives with a local museum or other public depository.
Para. 212	Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites, and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably.
Para. 213	Not all elements of a Conservation Area or World Heritage Site will necessarily contribute to its significance. Loss of a building (or other element) which makes a positive contribution to the significance of the Conservation Area or World Heritage Site should be treated either as substantial harm under paragraph 195 or less than substantial harm under paragraph 196, as appropriate, taking into account the relative significance of the element affected and its contribution to the significance of the Conservation Area or World Heritage Site as a whole.
Para. 214	Local planning authorities should assess whether the benefits of a proposal for enabling development, which would otherwise conflict with planning policies but which would secure the future conservation of a heritage asset, outweigh the disbenefits of departing from those policies.



Local Planning Policy

Cornwall Local Plan Strategic Policies 2010-2030		
Policy ref.	Title	Scope
Policy 24	Historic Environment	Development proposals will be permitted where they would sustain the cultural distinctiveness and significance of Cornwall's historic rural, urban and coastal environment by protecting, conserving and where appropriate enhancing the significance of designated and non-designated assets and their settings. Development proposals will be expected to: • sustain designated heritage assets; • take opportunities to better reveal their significance; • maintain the special character and appearance of Conservation Areas, especially those positive elements in any Conservation Area Appraisal; • conserve and, where appropriate, enhance the design, character, appearance and historic significance of historic parks and gardens; • conserve and, where appropriate, enhance other historic landscapes and townscapes, including registered battlefields, including the industrial mining heritage; • protect the historic maritime environment, including the significant ports, harbours and quays. Development within the Cornwall and West Devon Mining Landscape World Heritage Site (WHS) and its setting should accord with the WHS Management Plan. Proposals that would result in harm to the authenticity and integrity of the Outstanding Universal Value, should be wholly exceptional. If the impact of the proposal is neutral, either on the significance or setting, then opportunities to enhance or better reveal their significance should be taken. All development proposals should be informed by proportionate historic environment assessments and evaluations (such as heritage impact assessments, desk-based appraisals, field evaluation and historic building reports) identifying the significance of all heritage assets that would be affected by the proposals and the nature and degree of any effects and demonstrating how, in order of preference, any harm will be avoided, minimised or mitigated. Great weight will be given to the conservation of the Cornwall's heritage assets. Where development is proposed that would lead to substantial harm to assets of the highest significance, including undesignated archaeology of national importance, this will only be justified in wholly exceptional circumstances, and substantial harm to all other nationally designated assets will only be justified in exceptional circumstances. Any harm to the significance of a designated or non-designated heritage asset must be justified. Proposals causing harm will be weighed against the substantial public, not private, benefits of the proposal and whether it has been demonstrated that all reasonable efforts have been made to sustain the existing use, find new uses, or mitigate the extent of the harm to the significance of the asset; and whether the works proposed are the minimum required to secure the long term use of the asset. In those exceptional circumstances where harm to any heritage assets can be fully justified, and development would result in the partial or total loss of the asset and/or its setting, the applicant will be required to secure a programme of recording and analysis of that asset, and archaeological excavation where relevant, and ensure the publication of that record to an appropriate standard in a public archive. Proposals that will help to secure a sustainable future for the Cornwall's heritage assets, especially those identified as being at greatest risk of loss or decay, will be supported.

Falmouth Neighbourhood Development Plan 2020 to 2030		
Policy ref.	Title	Scope
Policy DG6	Design and the historic environment	Proposals that would have an impact on identified heritage assets (both listed and unlisted) should be accompanied by an assessment of the impact of the development on that asset in the application and showing how the historic character of the townscape, landscape, buildings or features are retained, protected, enhanced or complemented by the proposal. Proposals



Falmouth Neighbourhood Development Plan 2020 to 2030		
Policy ref.	Title	Scope
		that do not adequately consider the impact on the historic environment or do not adequately justify any negative impact will not be supported
Policy DG 11	Impact on Views and Vistas	POLICY DG 11: Impact on Views and Vistas. Development proposals arising from Policies HR1/HR2/HR3/TC2/TC3/TC4 should take account of their potential impact on the roofscape of the town in general, and on views and vistas to and from the site in the town. All development proposals arising from policies HR4, HR5, HR6, TC2, TC3, TC4 or other proposals that rise significantly above the average roof height of surrounding development or develop previously undeveloped areas on the settlement edges should be accompanied by an appropriate Landscape and Visual Impact Assessment and/or agreed photomontages. Such statements must 1. set out a description of the views and vistas crossing and into the site and describe the nature of the impact or harm to the view from the proposals, considering the cumulative impact on the view from any existing unimplemented development proposals 2. identify any mitigating measures to be incorporated into the development as necessary. Proposals that would have an unacceptable detrimental impact on key viewpoints or vistas of the townscape or of the surrounding landscape will not be supported



Appendix 3: Gazetteers

List Entry	Name	Grade	Easting	Northing
1136615	DRINKING FOUNTAIN ON SOUTH SIDE OF ROAD	II	184290	32912
1136705	ST MAWES CASTLE, GATEHOUSE, BLOCKHOUSE, MAGAZINE AND OUTER DEFENCES	I	184104	32752
1328639	KILN QUAY	II	181561	33628
1160799	KILN QUAY HOUSE	II	181581	33707
1141662	TREFUSIS HOUSE INCLUDING KEGYNOW CORTH	II	181544	34127
1141663	TREFUSIS BARTON FARMHOUSE	II	181523	34139
1160366	GARDEN WALLS SOUTH WEST OF TREFUSIS HOUSE	II	181513	34048
1160370	2 BARN TO WEST OF TREFUSIS FARMHOUSE	II	181487	34137
1141620	TREGEW FARMHOUSE	II	180833	34502
1141621	TREGEW HOUSE	II	180832	34589
1160813	GATE-PIERS AND GATE AT APPROX 50M SOUTH WEST OF TREGEW HOUSE	II	180801	34546
1160817	TREGEW	II	180884	34594
1310411	19, TREGEW ROAD	II	180791	34491
1328622	MILESTONE AT SW 807 734 SW	II	180761	34368
1141565	K6 TELEPHONE KIOSK, FLUSHING QUAY	II	180846	33791
1141611	NANKERSEY HOTEL	II	180807	33958
1141612	5 AND 6, ST PETER'S ROAD	II	180799	33965
1141613	CROSS AT APPROX 3M SOUTH WEST OF CHURCH OF SAINT PETER	II	180732	34006
1141614	THE OLD BAKERY	II	180818	33837
1141615	13, TREFUSIS ROAD	II	180841	33832
1141616	FERRY QUAY AND INCLUDING RAISED PAVEMENT TO WEST	II	180866	33775
1141617	CLINTON HOUSE	II	180901	33712
1141618	ROCKSIDE AND INCLUDING BOSCARNE	II	180908	33678
1141619	NEW QUAY	II	180887	33594
1141625	BUTE COTTAGE	II	180868	33869
1141628	2,3 AND 4, KERSEY ROAD	II	180867	33936
1141629	17, KERSEY ROAD	II	180942	34006
1160442	LITTLE FLUSHING QUAYS	II	180663	33959
1160717	7, ST PETER'S ROAD	II	180789	33973
1160735	LAWNCLIFFE AND SUN HOUSE	II	180598	34068
1160758	W. BUTLAND FAMILY BUTCHER	II	180837	33849
1160767	FERRY QUAY AND WALLING ALONG WATERFRONT TO NORTH AND SOUTH	II	180811	33740
1160771	25 AND 26, TREFUSIS ROAD	II	180875	33768
1160783	NEWQUAY LODGE	II	180916	33620
1269944	BELMONT HOUSE	II	180089	32347
1269945	FORMER GAZEBO EAST OF BELMONT HOUSE	II	180148	32339
1310397	31A, TREFUSIS ROAD	II	180903	33703
1310430	10, TREFUSIS ROAD	II	180840	33841
1310433	CLONMORE	II	180899	33722



List Entry	Name	Grade	Easting	Northing
1310442	KERSEY HOUSE	II	180815	33949
1310448	CHURCH OF ST PETER AND GATE-PIERS, GATES, WALL AND RAILING TO SOUTH WEST	II	180745	34013
1310586	DOCK	II	180489	34213
1328633	28, ST JOHN'S HILL	II	180902	33754
1328634	ARUNDELL HOUSE	II	180771	33986
1328635	FISH CROSS QUAYS	II	180793	33853
1328636	FLUSHING POST OFFICE	II	180836	33799
1328637	QUAY COTTAGE	II	180874	33724
1328638	NEWQUAY HOUSE	II	180919	33611
1328640	SANDS COTTAGE	II	180897	33858
1328641	1, KERSEY ROAD	II	180856	33932
1328642	37, KERSEY ROAD	II	180878	33923
1328644	QUAYS	II	180470	34188
1269922	35 AND 37, WOODLANE	II	180593	32179
1269923	39 AND 41, WOODLANE	II	180574	32154
1269924	FALMOUTH SCHOOL OF ART ROSEHILL	II	180700	32246
1269926	BAY TREES	II	180800	32309
1269943	THE KING'S PIPE	II	181110	32518
1269946	EARLE'S RETREAT	II	180711	32455
1269947	CAPTAIN UPTON'S COTTAGE IMMEDIATELY WEST OF THE BOSUN'S LOCKER	II	180954	32732
1269948	THE OBSERVATORY	II	180802	32472
1269949	4, WEBBER STREET	II	180702	33018
1269950	5, WEBBER STREET	II	180695	33013
1269951	WOMEN'S INSTITUTE	II	180652	32979
1269952	1 AND 2, WODEHOUSE TERRACE	II	180927	32367
1269953	ROAD FRONTAGE WALLS TO NOS. 1 AND 2	II	180940	32359
1269954	12, WODEHOUSE TERRACE	II	180890	32466
1269955	17, 18 AND 19, WODEHOUSE TERRACE	II	180882	32496
1269956	22, WODEHOUSE TERRACE	II	180872	32530
1269957	34, WODEHOUSE TERRACE	II	180812	32626
1269958	2, WOODLANE	II	180980	32356
1269959	3, WOODLANE	II	180967	32308
1269960	ROAD FRONTAGE WALL TO NO.3	II	180966	32317
1269961	4 AND 6, WOODLANE	II	180916	32346
1269962	30, WOODLANE	II	180811	32312
1269963	34, WOODLANE	II	180787	32307
1269964	NOS. 1 AND 2 AND ATTACHED FRONT GARDEN WALLS AND RAILINGS	II	180471	33482
1269965	3-7, STRATTON PLACE	II	180466	33528
1269966	1 AND 2, STRATTON TERRACE	II	180451	33553
1269967	ROAD FRONTAGE WALLS TO NO.2	II	180478	33553
1269968	4 AND 5, STRATTON TERRACE	II	180426	33582
1269969	7 AND 8, STRATTON TERRACE	II	180383	33609
1269970	THE VICARAGE	II	180350	33658
1269971	GOODWINDS	II	180336	33674
1269972	14, STRATTON TERRACE	II	180318	33688



List Entry	Name	Grade	Easting	Northing
1269973	16, 17 AND 18, STRATTON TERRACE	II	180272	33725
1269974	CHURCH OF ST MICHAEL	II	180300	33710
1269975	11, SWANPOOL STREET	II	181059	32494
1269976	ERIN LODGE	II	180390	33519
1269977	ROSE COTTAGE	II	180346	33457
1269978	NOS. 1-9 (CONSECUTIVE) AND ATTACHED FRONT AND REAR GARDEN WALLS	II	180223	33784
1269979	FALMOUTH ART GALLERY AND LIBRARY; PASSMORE EDWARDS FREE LIBRARY	II	180620	32922
1269980	FORMER TOWN HALL AND ATTACHED FORMER FIRE STATION	II	180666	32924
1269981	THE FOUNTAIN	II	180609	32862
1269982	THE PACKET MONUMENT	II	180626	32835
1269984	DRINKING FOUNTAIN	II	181109	32515
1269985	6, MARLBOROUGH ROAD	II	180781	32551
1269986	1, 2 AND 3, MINNIE PLACE	II	180874	32391
1269990	NOS. 2 AND 4 AND ATTACHED WALL, GATE PIERS, GATES AND RAILINGS	II	180972	32592
1269991	12A, NEW STREET (See details for further address information)	II	180988	32574
1269992	NOS. 18 AND 19 AND ATTACHED FORECOURT WALLS AND RAILINGS	II	180388	33464
1269993	SEACOTT	II	180994	32391
1269995	1-5, PROSPECT PLACE	II	180478	33247
1269996	5, QUAY HILL	II	181029	32527
1269997	7 AND 8, QUAY HILL	II	181032	32530
1269998	10 AND 12, QUAY HILL	II	181039	32537
1269999	2, QUAY STREET	II	181069	32567
1270000	MARINE HOTEL WITH SHIPWRIGHTS AND CHAIN LOCKER	II	181077	32576
1270005	The Old Jewish Synagogue	II	180814	32764
1270006	CHURCH OF ST MARY IMMACULATE, GATE PIERS AND STATUE OF THE MOTHER AND CHILD	II	180414	32616
1270007	The Presbytery to the Roman Catholic Church of St Mary Immaculate	II	180430	32630
1270008	JACOB'S LADDER	II	180705	32861
1270009	THE KIMBERLEY PUBLIC HOUSE	II	180727	32941
1270010	4, KIMBERLEY PLACE	II	180371	32612
1270011	7, KIMBERLEY PLACE	II	180336	32630
1270012	8, KIMBERLEY PLACE	II	180322	32638
1270013	1, 2 AND 3, MARKET STRAND	II	180707	33002
1270014	PRINCE OF WALES HOTEL	II	180709	32985
1270015	6 AND 7, MARKET STRAND	II	180715	32970
1270016	8, MARKET STRAND (See details for further address information)	II	180721	32958
1270017	11 AND 12, MARKET STRAND	II	180747	33002
1270018	1, MARKET STREET	II	180733	32941
1270019	14, MARKET STREET	II	180807	32908
1270020	15, 15A AND 16, MARKET STREET	II	180812	32903
1270021	26, MARKET STREET	II	180860	32864



List Entry	Name	Grade	Easting	Northing
1270022	27 AND 27A, MARKET STREET	II	180868	32858
1270023	WAREHOUSE AND QUAY WALLS AT REAR OF NO.38	II	180864	32920
1270024	50, MARKET STREET	II	180775	32952
1270025	THE FORMER ROYAL HOTEL	II	180879	32846
1270026	1-5, MARLBOROUGH ROAD	II	180786	32552
1270027	6, HIGH STREET	II	180624	33117
1270028	CARNES COTTAGE	II	180644	33096
1270029	18, HIGH STREET	II	180677	33066
1270030	19, HIGH STREET	II	180679	33063
1270031	20, HIGH STREET	II	180681	33059
1270032	21 AND 21A, HIGH STREET	II	180686	33052
1270033	22, HIGH STREET	II	180691	33044
1270034	41, HIGH STREET	II	180678	33094
1270035	WAREHOUSE AND QUAY WALLS TO REAR OF NUMBER 41	II	180710	33120
1270036	42, HIGH STREET	II	180670	33098
1270037	49, HIGH STREET	II	180644	33121
1270038	HAWKINS HOUSE	II	180639	33126
1270039	51, HIGH STREET	II*	180631	33138
1270040	GATEWAY AND STREET FRONTAGE WALLS OF FORMER STABLES AT CARN'S YARD	II	180656	33093
1270041	MYRTLE COTTAGE	II	181072	32470
1270042	NORTHFIELD COTTAGE	II	181067	32461
1270043	3, KILLIGREW STREET	II	180722	32935
1270044	THE BANK	II	180710	32947
1270045	NOS. 56 AND 58 AND ATTACHED STEPS, FORECOURT WALLS AND RAILINGS	II	180513	32711
1270046	60, 62 AND 64, KILLIGREW STREET	II	180501	32699
1270047	66, KILLIGREW STREET	II	180478	32673
1270048	CHURCH OF ALL SAINTS	II*	180309	32441
1270049	WORKING BOATS OFFICE	II	181151	32514
1270050	NUMBER 10 AND ATTACHED STEPS AND FORECOURT WALLS AND REAR BOUNDARY WALL ON RIGHT	II	180510	33334
1270051	12 AND 13, DUNSTANVILLE TERRACE	II	180508	33343
1270052	NUMBERS 14 AND 15 AND ATTACHED REAR GARDEN WALL	II	180506	33353
1270053	HAZELMERE	II	180491	33424
1270054	NUMBERS 1-4 (CONSECUTIVE) AND ATTACHED FORECOURT WALLS AND RAILINGS	II	180530	33241
1270056	NUMBERS 1-13 (CONSECUTIVE) AND ATTACHED FORECOURT WALLS, AND RAILINGS IN FRONT OF NUMBER 6	II	180802	32425
1270057	NUMBERS 1-15 (CONSECUTIVE) AND ATTACHED GARDEN WALLS AND RAILINGS TO NUMBERS 1, 8, 10, 11, AND 14	II	180683	32388
1270058	GREENBANK QUAY	II	180569	33554
1270059	ROYAL CORNWALL YACHT CLUB	II	180547	33356
1270060	1-7, GROVE PLACE	II	181188	32364



List Entry	Name	Grade	Easting	Northing
	ARWENACK HOUSE			
1270061	ARWENACK MANOR	II*	181228	32310
1270062	WALL SOUTH EAST OF ARWENACK MANOR	II	181261	32293
1270063	THE KILLIGREW MONUMENT	II	181264	32336
1270064	33, GROVEHILL CRESCENT	II	180972	32303
1270065	GROVEHILL HOUSE	II	180994	32290
1270066	9 AND 10, GYLLYNG STREET	II	180873	32623
	NUMBERS 1-4 (CONSECUTIVE) AND ATTACHED GARDEN WALL AT REAR RIGHT OF NUMBER 1			
1270067	NUMBERS 1-4 (CONSECUTIVE) AND ATTACHED GARDEN WALL AT REAR RIGHT OF NUMBER 1	II	180429	33505
1270068	THE OLD TOWN HALL	II*	180608	33130
1270069	4, 5 AND 5A, HIGH STREET	II	180614	33124
1270070	40-41, CHURCH STREET	II	180949	32701
1270071	36 AND 37, CHURCH STREET	II	180951	32678
1270072	38, CHURCH STREET	II	180948	32684
1270073	42, 42A, 42B AND 43, CHURCH STREET	II	180940	32707
1270074	47 AND 48, CHURCH STREET	II	180937	32733
1270075	49 AND 50, CHURCH STREET	II	180930	32744
1270076	52, CHURCH STREET	II	180922	32768
1270077	53, CHURCH STREET	II	180918	32780
1270078	54 AND 55, CHURCH STREET	II*	180915	32793
	NUMBER 59 AND ATTACHED REAR COURTYARD WALL			
1270079	NUMBER 59 AND ATTACHED REAR COURTYARD WALL	II	180907	32818
	CHURCH OF KING CHARLES THE MARTYR			
	THE CHURCH INSTITUTE			
1270080	THE CHURCH INSTITUTE	II*	180965	32631
	STEPS WALL AND RAILINGS NORTH WEST OF CHURCH OF KING CHARLES THE MARTYR			
1270081	STEPS WALL AND RAILINGS NORTH WEST OF CHURCH OF KING CHARLES THE MARTYR	II	180947	32640
	LAMP POST NORTH WEST OF CHURCH OF KING CHARLES THE MARTYR			
1270082	LAMP POST NORTH WEST OF CHURCH OF KING CHARLES THE MARTYR	II	180944	32639
1270083	FORMER FREEMASONS HALL	II	180902	32768
1270084	K6 TELEPHONE KIOSK	II	180941	32634
1270085	KINGS HEAD HOTEL	II	180936	32639
	CLARE TERRACE SCHOOL			
	FALMOUTH ART SCHOOL			
1270086	FALMOUTH ART SCHOOL	II	180765	32770
1270087	THE BANDSTAND, GYLLYNGDUNE GARDENS	II	181171	31915
	LAMP POST AT ENTRANCE TO GYLLYNGDUNE GARDENS			
1270088	LAMP POST AT ENTRANCE TO GYLLYNGDUNE GARDENS	II	181279	31845
	THE CHAPEL INCLUDING WALL AND BALUSTRADES			
1270089	THE CHAPEL INCLUDING WALL AND BALUSTRADES	II	181271	31822
1270090	STEPS AND WALLS EAST OF THE CHAPEL	II	181290	31835
	NUMBER 20 AND FORECOURT WALL AND GATE			
1270091	NUMBER 20 AND FORECOURT WALL AND GATE	II	180428	32774
1270092	FORMER DRILL HALL	II	180486	32740
1270093	UNITED REFORMED CHURCH	II	180415	32734
	1 AND 1A, CAMBRIDGE PLACE (See details for further address information)			
1270094	1 AND 1A, CAMBRIDGE PLACE (See details for further address information)	II	180443	32218
	FALMOUTH HOTEL			
	MARINERS			
1270095	MARINERS	II	181667	32095
1270102	10, CHURCH STREET	II	180899	32782
1270103	19, CHURCH STREET	II	180906	32722



List Entry	Name	Grade	Easting	Northing
1270104	20, CHURCH STREET	II	180914	32721
1270105	21, CHURCH STREET	II	180916	32710
1270106	22 AND 23, CHURCH STREET	II	180921	32700
1270107	POLYTECHNIC HALL	II*	180912	32686
1270108	26, CHURCH STREET	II	180918	32676
1270109	27 AND 28, CHURCH STREET	II	180928	32674
1270110	29, CHURCH STREET	II	180936	32664
1270111	30 AND 31, CHURCH STREET	II	180939	32653
1270112	WORKSHOP AND STORE AT REAR OF NUMBER 23	II	181001	32585
1270113	25, ARWENACK STREET	II	181013	32580
1270114	26 AND 28, ARWENACK STREET	II	181036	32587
1270115	30, ARWENACK STREET	II	181045	32580
1270116	35, 36 AND 37, ARWENACK STREET	II	181050	32543
1270117	42 AND 43, ARWENACK STREET	II	181069	32524
1270118	HARBOUR MASTERS OFFICE AND SHOP	II	181088	32534
1270119	45 AND 45A, ARWENACK STREET	II	181076	32514
1270120	46, ARWENACK STREET	II	181080	32510
1270121	48, ARWENACK STREET	II*	181092	32491
1270122	CUSTOM HOUSE AND REAR COURTYARD WALLS	II*	181095	32527
1270123	DOLPHIN HOTEL	II	181061	32559
1270124	THE QUAYSIDE INN	II	181078	32547
1270126	1, 2 AND 3, BANK PLACE	II*	181122	32455
1270127	BANK HOUSE	II	181135	32438
1270128	BAR TERRACE	II	181521	32218
1270129	BAR TERRACE	II	181501	32207
1270130	2 AND 4, BEACON TERRACE	II	180495	33222
1270131	1-4, BELLS COURT	II	180777	32895
1270132	18, BERKELEY VALE	II	180436	32777
1270142	ALBERT COTTAGES	II	180800	32508
1270143	GATE PIERS AT NORTH WEST END OF AVENUE	II	181036	32415
	GATE PIERS TO FORMER GOUNDS OF ARWENACK MANOR			
1270144	3-6, ARWENACK STREET	II	180980	32653
1270145	7, 8 AND 10, ARWENACK STREET	II	180990	32643
1270146	11, ARWENACK STREET	II	180994	32637
1270147	12 AND 13, ARWENACK STREET	II	180972	32623
1270148	BRITISH LEGION	II	180998	32634
1270149	17, ARWENACK STREET	II	181009	32623
1270150	18, ARWENACK STREET	II	180994	32610
1270151	19, ARWENACK STREET	II	181015	32614
1270152	20 AND 21, ARWENACK STREET	II	181002	32604
1270153	22 AND 22A, ARWENACK STREET	II	181019	32609
1380376	THE SEVEN STARS PUBLIC HOUSE	II	180595	32876
1389438	K6 TELEPHONE KIOSK	II	180507	33454
1439750	Kimberley Park War Memorial	II	180183	32736
1481824	Former Falmouth Central Methodist Church	II	180692	32872



List Entry	Name	Grade	Easting	Northing
	CUSTOM HOUSE QUAY			
	KING CHARLES QUAY			
	NORTH QUAY			
1269983	QUAY WALLS AND STEPS	II*	181169	32554
1269994	QUAY WALLS AND PIER	II	180816	33013
1270055	QUAY WALLS	II	180952	32877
1270096	PENDENNIS CASTLE	I	182430	31784
1270097	FORMER ROYAL ARMY SERVICE CORPS STORE AND ATTACHED COURTYARD WALL, PENDENNIS CASTLE	II	182302	31906
1270098	FORMER SERGEANTS MESS PENDENNIS CASTLE	II	182315	31866
1270099	LITTLE DENNIS BLOCKHOUSE, PENDENNIS CASTLE	I	182740	31546
1270100	THE BARRACK BLOCK, PENDENNIS CASTLE	II	182356	31933
1270101	THE STOREHOUSE, PENDENNIS CASTLE	II*	182328	31898
1270141	WAREHOUSE OCCUPIED BY BRIDON ROPES LIMITED (THE GRAIN STORE)	II	182131	32425
1012134	Pendennis peninsula fortifications	SM	182414.57550239, 182414.57550239, 182414.57550239	31877.08994337, 31877.08994337, 31877.08994337
1013807	St Mawes Castle	SM	184096	32739
1013808	Early 20th century gun battery 150m north of St Mawes Castle	SM	184103.23600006, 184103.23600006, 184103.23600006	32906.5087418, 32906.5087418, 32906.5087418
1015066	Wayside cross in St Peter's churchyard, Flushing	SM	180735	34005
1001579	FALMOUTH GENERAL CEMETERY	II	180289	31700
DCO170	FALMOUTH	CA		
DCO43	FLUSHING	CA		

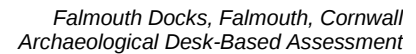
HER ID	Name	Period	Easting	Northing
MCO1436	ST MAWES - Prehistoric findspot, Romano British findspot, Medieval findspot	Palaeolithic	182949	32879
MCO55453	FALMOUTH DOCKS - Prehistoric peat deposit	Mesolithic	182095	33010
MCO55455	FALMOUTH DOCKS - Prehistoric peat deposit	Mesolithic	182731	32952
MCO39365	FALMOUTH - Romano British findspot	Romano- British	181014	32606
MCO10715	ARWENACK - Medieval settlement	Medieval	181226	32322
MCO9783	ARWENACK - Medieval chapel	Medieval	181230	32326
MCO25065	PENDENNIS - C17 battery	Post- medieval	182021	32200
MCO6311	FALMOUTH - Post Medieval church	Post- medieval	180951	32620
MCO57935	FALMOUTH - C17/C18 inn, public house	Post- medieval	180936	32642



HER ID	Name	Period	Easting	Northing
MCO29279	FALMOUTH - Post Medieval ropewalk	Post-medieval	181103	32335
MCO62441	PENDENNIS - C18 palisade	Post-medieval	182071	32197
MCO62448	PENDENNIS - C17 siegeworks	Post-medieval	181790	32135
MCO11027	ARWENACK - Post Medieval country house	Post-medieval	181215	32330
MCO25049	ARWENACK - Post Medieval fortification	Post-medieval	181260	32217
MCO25066	PENDENNIS - Post Medieval fortification	Post-medieval	181519	32069
MCO25085	PENDENNIS - Post Medieval building	Post-medieval	182070	32219
MCO4777	FALMOUTH - Post Medieval quay	Post-medieval	181139	32540
MCO4808	KILN QUAY - Post Medieval quay	Post-medieval	181564	33615
MCO55969	FALMOUTH - C18 cast-iron round shot	Post-medieval	181667	31969
MCO58623	QUAY HILL - Post medieval stables	Post-medieval	180981	32502
MCO6	FALMOUTH - Post Medieval tide mill	Post-medieval	181529	32380
MCO7223	FALMOUTH - Post Medieval lime kiln	Post-medieval	181388	32208
MCO7225	FALMOUTH - Post Medieval lime kiln	Post-medieval	181310	32330
MCO8935	FALMOUTH - Post Medieval shipyard	Post-medieval	181599	32400
MCO8937	FALMOUTH - Post Medieval shipyard	Post-medieval	181529	32429
MCO59501	TREFUSIS POINT - Post Medieval quarry	Post-medieval	181921	33689
MCO59502	TREFUSIS POINT - Post Medieval quarry	Post-medieval	181966	33634
MCO59539	FISH STRAND HILL, FALMOUTH - Post Medieval fish market	Post-medieval	180887	32841
MCO59540	BOSUN'S LOCKER, FALMOUTH - Post Medieval sail loft, Post Medieval warehouse	Post-medieval	180969	32735
MCO59541	UPTON SLIP, FALMOUTH - Post Medieval figurehead	Post-medieval	180960	32750
MCO59542	UPTON SLIP, FALMOUTH - Post Medieval landing point, Possible Post Medieval slipway	Post-medieval	180963	32752
MCO59543	OLD CHAPEL YARD, FALMOUTH - Post Medieval chapel	Post-medieval	181000	32671
MCO59544	BANK PLACE, FALMOUTH - Post Medieval bonded warehouse	Post-medieval	181129	32504
MCO59545	CUSTOM HOUSE, FALMOUTH - Post Medieval custom house	Post-medieval	181096	32525
MCO59546	KING'S PIPE, FALMOUTH - Post Medieval chimney, Post Medieval incinerator	Post-medieval	181110	32518
MCO59547	2 BANK PLACE, FALMOUTH - Post Medieval customs house, Post Medieval house	Post-medieval	181123	32459
MCO59548	3 BANK PLACE, FALMOUTH - Post Medieval almshouse, Post Medieval house	Post-medieval	181129	32448
MCO59552	AVENUE ROAD, FALMOUTH - Post Medieval pond	Post-medieval	181263	32184
MCO59553	BAR LANE, FALMOUTH - Possible Post Medieval ropewalk	Post-medieval	181308	32134
MCO59558	FALMOUTH DOCKS - Post Medieval warehouse	Post-medieval	182124	32426



HER ID	Name	Period	Easting	Northing
MCO59562	FALMOUTH DOCKS - Post Medieval wreck	Post-medieval	181820	32681
MCO59587	TREFUSIS POINT - Post Medieval coastal battery	Post-medieval	181953	33615
MCO60799	FALMOUTH - Post Medieval slipway	Post-medieval	181168	32518
MCO60884	FALMOUTH - Post Medieval wreck	Post-medieval	182288	32875
MCO60904	TREFUSIS POINT - Post Medieval wreck	Post-medieval	181811	33403
MCO60915	EASTERN BREAKWATER, FALMOUTH - Post Medieval wreck	Post-medieval	182304	32818
MCO61030	FALMOUTH HARBOUR - Post Medieval wreck	Post-medieval	180970	32900
MCO61050	TREFUSIS POINT - Post Medieval wreck	Post-medieval	182004	33503
MCO61062	TREFUSIS POINT - Post Medieval wreck	Post-medieval	181811	33403
MCO61074	TREFUSIS POINT - Post Medieval wreck	Post-medieval	181821	33403
MCO62456	PENDENNIS - Post Medieval building	Post-medieval	181994	32277
MCO68948	MYLOR - Post-medieval coffin stile	Post-medieval	181680	33680
MCO4779	FALMOUTH - Post Medieval pier	Post-medieval	180833	33024
MCO62339	PENDENNIS - Post Medieval road	Post-medieval	182182	31971
MCO62438	PENDENNIS - C16 traverse	Post-medieval	182222	32152
MCO60753	PENDENNIS - C17 hornwork	Post-medieval	182207	32127
MCO62441	PENDENNIS - C18 palisade	Post-medieval	182071	32197
MCO25066	PENDENNIS - Post Medieval fortification	Post-medieval	181519	32069
MCO25066	PENDENNIS - Post Medieval fortification	Post-medieval	181519	32069
MCO25065	PENDENNIS - C17 battery	Post-medieval	182021	32200
MCO29281	FALMOUTH - Post Medieval timber yard	19th century	181349	32239
MCO29290	FALMOUTH - Post Medieval timber yard	19th century	181469	32396
MCO4778	FALMOUTH - Post Medieval quay	19th century	180947	32873
MCO4783	FALMOUTH - Post Medieval quay	19th century	181020	32650
MCO48589	FALMOUTH - Post Medieval hotel	19th century	181664	32093
MCO54974	FALMOUTH - Post Medieval engine shed	19th century	181522	32131
MCO8936	FALMOUTH - Post Medieval shipyard	19th century	181300	32290
MCO9059	FALMOUTH DOCKS - Post Medieval blacksmiths workshop	19th century	182042	32483
MCO8938	FALMOUTH - Post Medieval shipyard	19th century	181490	32244
MCO62427	PENDENNIS - C19 cottage	19th century	182068	32062
MCO62449	PENDENNIS - C19 fields	19th century	181901	32300
MCO62450	PENDENNIS - C19 field barn	19th century	181787	32212
MCO6907	FALMOUTH - Post Medieval gas works	19th century	180945	32820
MCO29278	FALMOUTH - C20 coastguards cottages	19th century	181899	32165
MCO32165	GYLLYNG STREET - C19 nonconformist meeting house	19th century	180994	32490



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HER ID	Name	Period	Easting	Northing
MCO62464	PENDENNIS - C19 drive	19th century	182188	31980
MCO54262	FALMOUTH - Post Medieval school	19th century	181039	32397
MCO25087	PENDENNIS - C20 fortification	Modern	181925	32292
MCO42585	FALMOUTH - Modern military site	Modern	181349	32300
MCO42586	FALMOUTH - Modern military base	Modern	181229	32499
MCO42890	FALMOUTH - Modern house	Modern	182032	32134
MCO66947	PENDENNIS POINT - C20 wreck	Modern	181764	31945
MCO74458	FALMOUTH - C20 bunker	Modern	181931	32335
MCO74459	FALMOUTH - C20 shelter	Modern	181940	32345
MCO74460	FALMOUTH - C20 wall	Modern	181989	32349
MCO74461	FALMOUTH - C20 pipe	Modern	182035	32327
MCO74462	FALMOUTH - C20 tank	Modern	182055	32319
MCO74463	FALMOUTH - C20 air raid shelter	Modern	181983	32306
MCO25084	PENDENNIS - C20 water tower	Modern	182078	32164
MCO25086	PENDENNIS - C20 barracks	Modern	182094	32253
MCO42205	FALMOUTH - Modern fuel store	Modern	181994	32325
MCO54263	FALMOUTH - Modern church institute	Modern	180968	32632
MCO62435	PENDENNIS - C20 urinal	Modern	182021	32045
MCO62455	PENDENNIS - C20 laundry	Modern	182045	32158
MCO62459	PENDENNIS - Modern leisure centre	Modern	182030	32235
MCO62471	PENDENNIS - C20 house	Modern	182302	32208
MCO74454	FALMOUTH - C20 yard	Modern	182025	32338
MCO74455	FALMOUTH - C20 administration building	Modern	182011	32345
MCO74456	FALMOUTH - C20 pump room	Modern	181937	32321
MCO74457	FALMOUTH - C20 building	Modern	181919	32328
MCO58738	FALMOUTH - Modern memorial plaque	Modern	180885	32844
MCO59549	BANK PLACE, FALMOUTH - Post Medieval hospital	Modern	181102	32412
MCO59551	THE DELL, FALMOUTH - Post Medieval fishponds	Modern	181196	32140
MCO59554	THE BAR, FALMOUTH - Modern jetty	Modern	181315	32437
MCO59555	THE BAR, FALMOUTH - Post Medieval quay	Modern	181501	32309
MCO59556	FALMOUTH DOCKS - Post Medieval iron foundry	Modern	181742	32543
MCO59557	FALMOUTH DOCKS - Modern building	Modern	181924	32526
MCO59559	FALMOUTH DOCKS - Modern pump house	Modern	182121	32379
MCO59566	CLIFF ROAD, FALMOUTH - Modern promenade	Modern	181450	31905
MCO59567	CLIFF ROAD, FALMOUTH - Modern seat, Modern shelter	Modern	181542	31956
MCO60801	TREFUSIS POINT - Modern wreck	Modern	181823	33422
MCO60857	TREFUSIS POINT - Modern wreck	Modern	181770	33413
MCO62460	PENDENNIS - Modern housing	Modern	181912	32192
MCO61940	FALMOUTH - Modern commemorative plaque	Modern	180932	32691
MCO42777	FALMOUTH - Modern flying boat station, Modern flying boat station	Modern	181471	33603
MCO11695	ARWENACK - Modern military base	Modern	181229	32307
MCO42206	FALMOUTH DOCKS - Modern fuel store	Modern	182199	32350



HER ID	Name	Period	Easting	Northing
MCO42209	FALMOUTH DOCKS - Modern water storage barge	Modern	181542	32437
MCO42236	FALMOUTH, HMS FORTE II - Modern air raid shelter, Undated house	Modern	181599	32239
MCO42237	FALMOUTH, HMS FORTE III - Modern house	Modern	181149	32490
MCO42243	FALMOUTH - Modern anti aircraft battery	Modern	180900	32550
MCO42375	KILN QUAY - Modern pillbox	Modern	181562	33603
MCO42392	FALMOUTH - Modern embarkation hard	Modern	181319	32400
MCO50119	KILN QUAY - Modern pillbox	Modern	181553	33646
MCO50120	TREFUSIS POINT - Modern military base	Modern	181731	33626
MCO50121	FALMOUTH - Modern military base	Modern	181237	32410
MCO50122	FALMOUTH - Modern military base	Modern	181391	32283
MCO50123	FALMOUTH - Modern barrage balloon site	Modern	181673	32568
MCO50124	FALMOUTH - Modern embarkation hard	Modern	181243	32474
MCO50125	FALMOUTH - Modern slipway	Modern	181258	32439
MCO50126	FALMOUTH - Modern embarkation hard	Modern	181401	32425
MCO50127	FALMOUTH - Modern embarkation hard	Modern	181567	32483
MCO50128	FALMOUTH - Modern slipway	Modern	181614	32521
MCO53463	TREFUSIS POINT - Modern gun emplacement	Modern	181950	33590
MCO62457	PENDENNIS - World War Two balloon barrage	Modern	182134	32174
MCO62458	PENDENNIS - World War Two balloon store	Modern	182078	32190
MCO74470	PENDENNIS - World War Two bomb crater	Modern	181925	32142
MCO74729	FALMOUTH - World War Two barrage balloon site	Modern	181270	32360
MCO42197	FALMOUTH - Modern embarkation hard	Modern	181350	32517
MCO29278	FALMOUTH - C20 coastguards cottages	Modern	181899	32165
MCO42890	FALMOUTH - Modern house	Modern	182032	32134
MCO62455	PENDENNIS - C20 laundry	Modern	182045	32158
MCO25084	PENDENNIS - C20 water tower	Modern	182078	32164
MCO25086	PENDENNIS - C20 barracks	Modern	182094	32253
MCO62457	PENDENNIS - World War Two balloon barrage	Modern	182134	32174
MCO62458	PENDENNIS - World War Two balloon store	Modern	182078	32190
MCO62459	PENDENNIS - Modern leisure centre	Modern	182030	32235
MCO62460	PENDENNIS - Modern housing	Modern	181912	32192
MCO62471	PENDENNIS - C20 house	Modern	182302	32208
MCO42205	FALMOUTH - Modern fuel store	Modern	181994	32325
MCO42205	FALMOUTH - Modern fuel store	Modern	181994	32325
MCO42205	FALMOUTH - Modern fuel store	Modern	181994	32325
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MCO42205	FALMOUTH - Modern fuel store	Modern	181994	32325
MCO42205	FALMOUTH - Modern fuel store	Modern	181994	32325
MCO74454	FALMOUTH - C20 yard	Modern	182025	32338
MCO74455	FALMOUTH - C20 administration building	Modern	182011	32345
MCO74456	FALMOUTH - C20 pump room	Modern	181937	32321
MCO74457	FALMOUTH - C20 building	Modern	181919	32328



HER ID	Name	Period	Easting	Northing
MCO74458	FALMOUTH - C20 bunker	Modern	181931	32335
MCO74459	FALMOUTH - C20 shelter	Modern	181940	32345
MCO74460	FALMOUTH - C20 wall	Modern	181989	32349
MCO74461	FALMOUTH - C20 pipe	Modern	182035	32327
MCO74462	FALMOUTH - C20 tank	Modern	182055	32319
MCO74463	FALMOUTH - C20 air raid shelter	Modern	181983	32306
MCO42205	FALMOUTH - Modern fuel store	Modern	181994	32325
MCO42205	FALMOUTH - Modern fuel store	Modern	181994	32325
MCO42205	FALMOUTH - Modern fuel store	Modern	181994	32325
MCO42205	FALMOUTH - Modern fuel store	Modern	181994	32325
MCO42205	FALMOUTH - Modern fuel store	Modern	181994	32325
MCO42205	FALMOUTH - Modern fuel store	Modern	181994	32325
MCO42205	FALMOUTH - Modern fuel store	Modern	181994	32325
MCO42205	FALMOUTH - Modern fuel store	Modern	181994	32325
MCO25087	PENDENNIS - C20 fortification	Modern	181925	32292



Plate 1) view over the southern section of the Site showing the former 20th century workshop, facing southeast.



Plate 2) View of Queen's Wharf, facing northwest.

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Plate 3) View of the open revetment at the northern end of Northern Arm, facing northeast.



Plate 4) View across the Northern Arm, facing south.

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Plate 5) View of the timber structure on the eastern side of the Northern Arm, facing north.



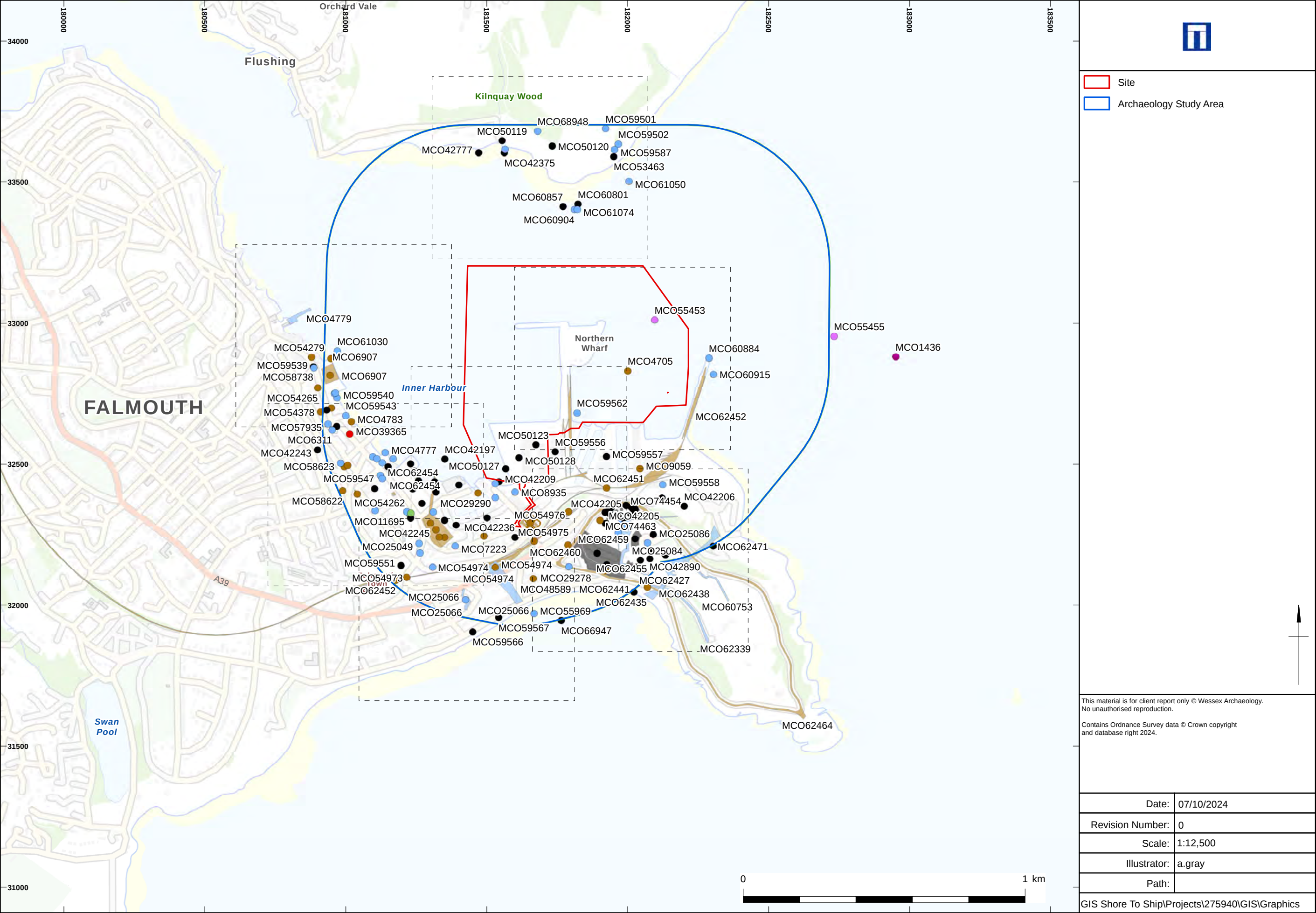
Plate 6) View of the Dutchy Wharf, facing east.

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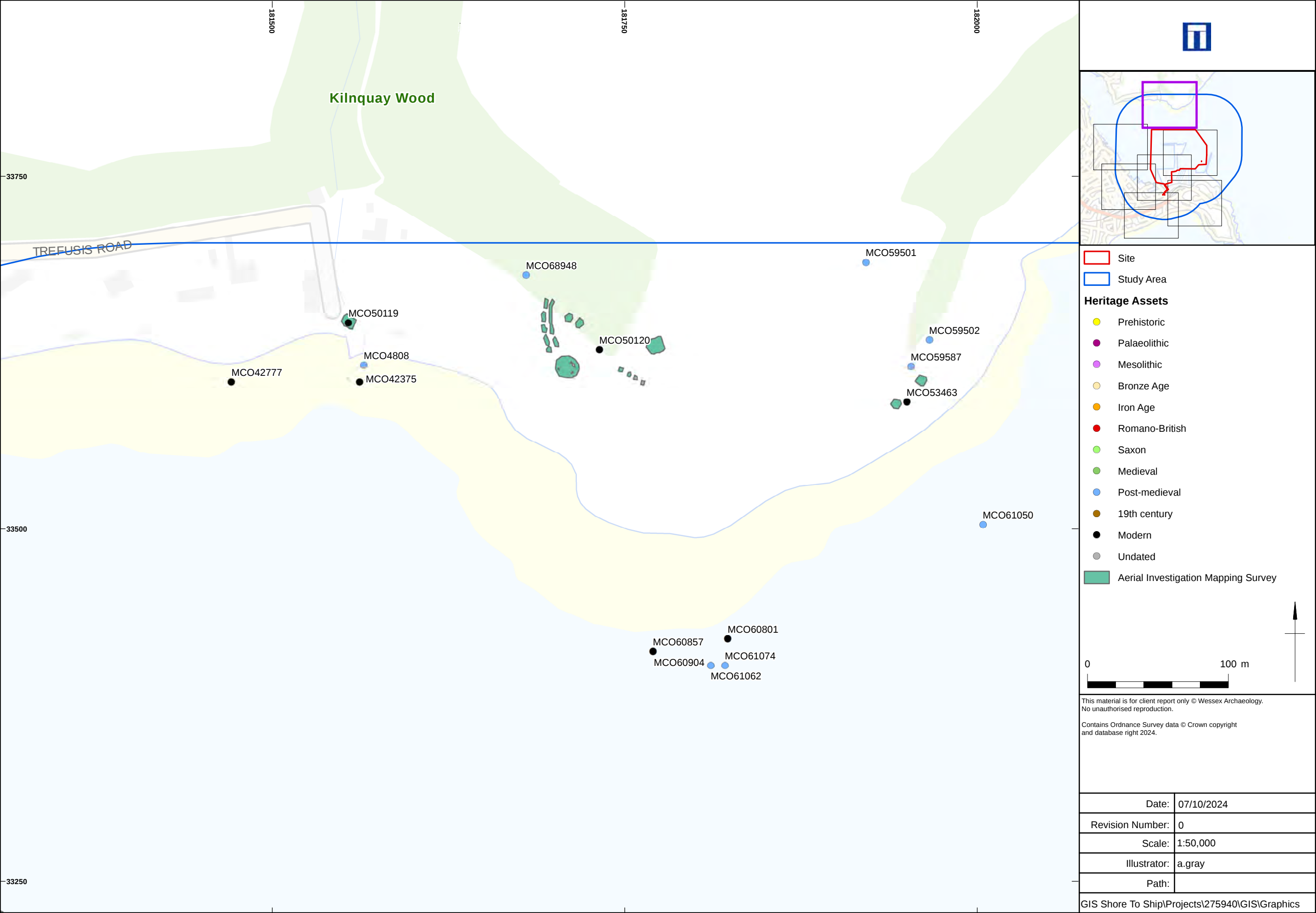
Plate 7) View across the County Wharf, facing south.

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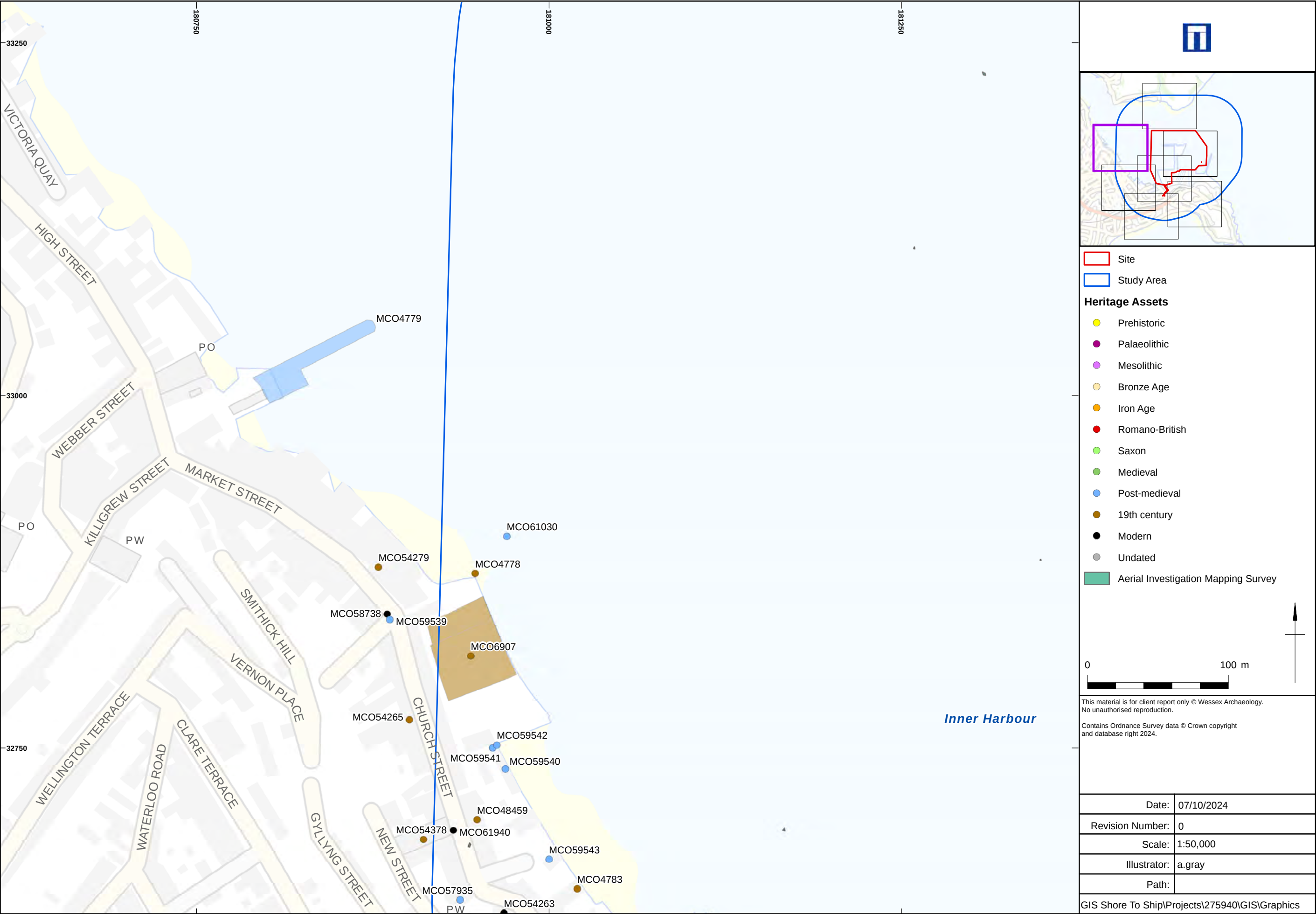
Site and Non-designated Heritage Assets within the Archaeology Study Area

Figure 1



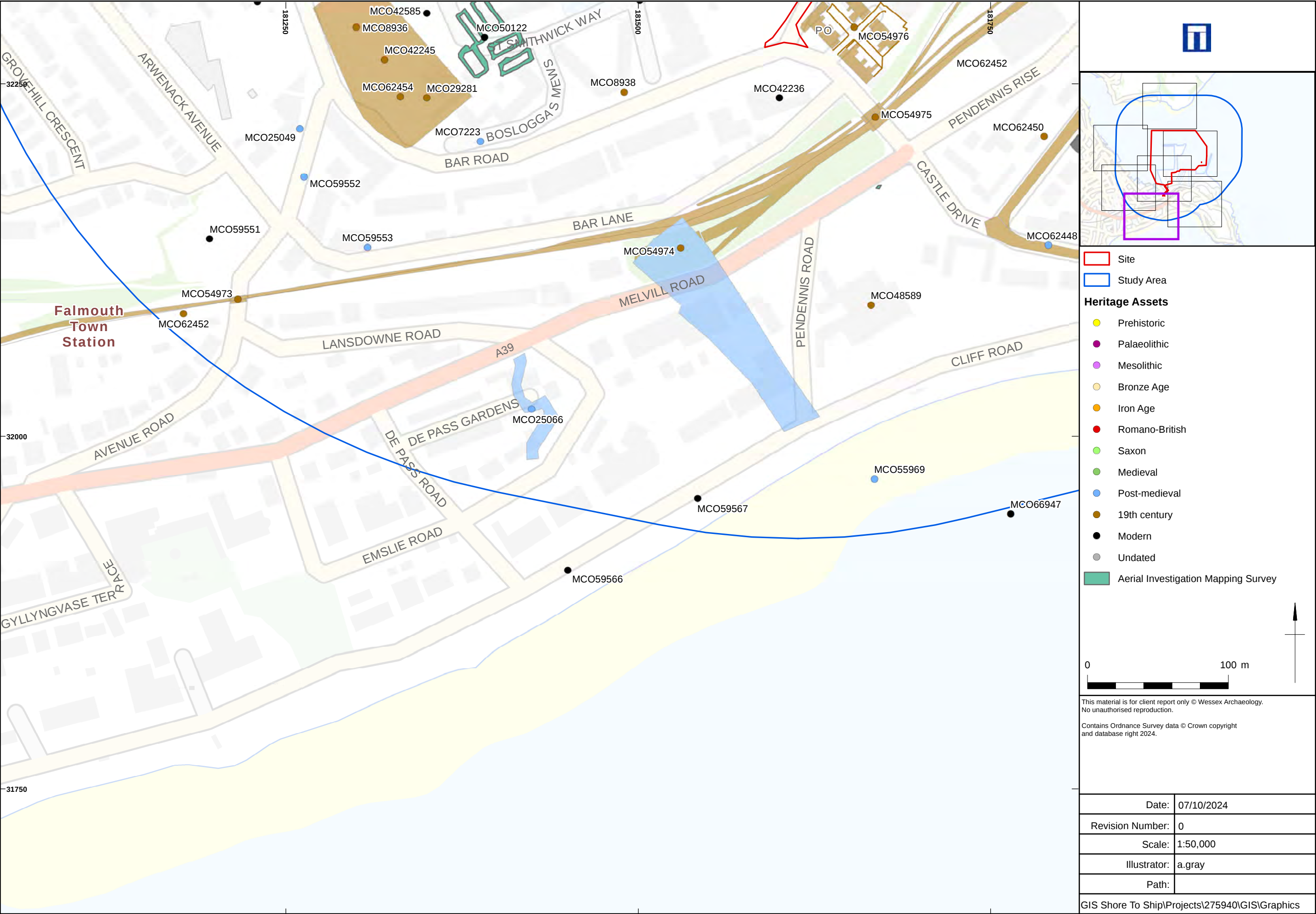
Site, Study Area and Heritage Assets

Figure 2A



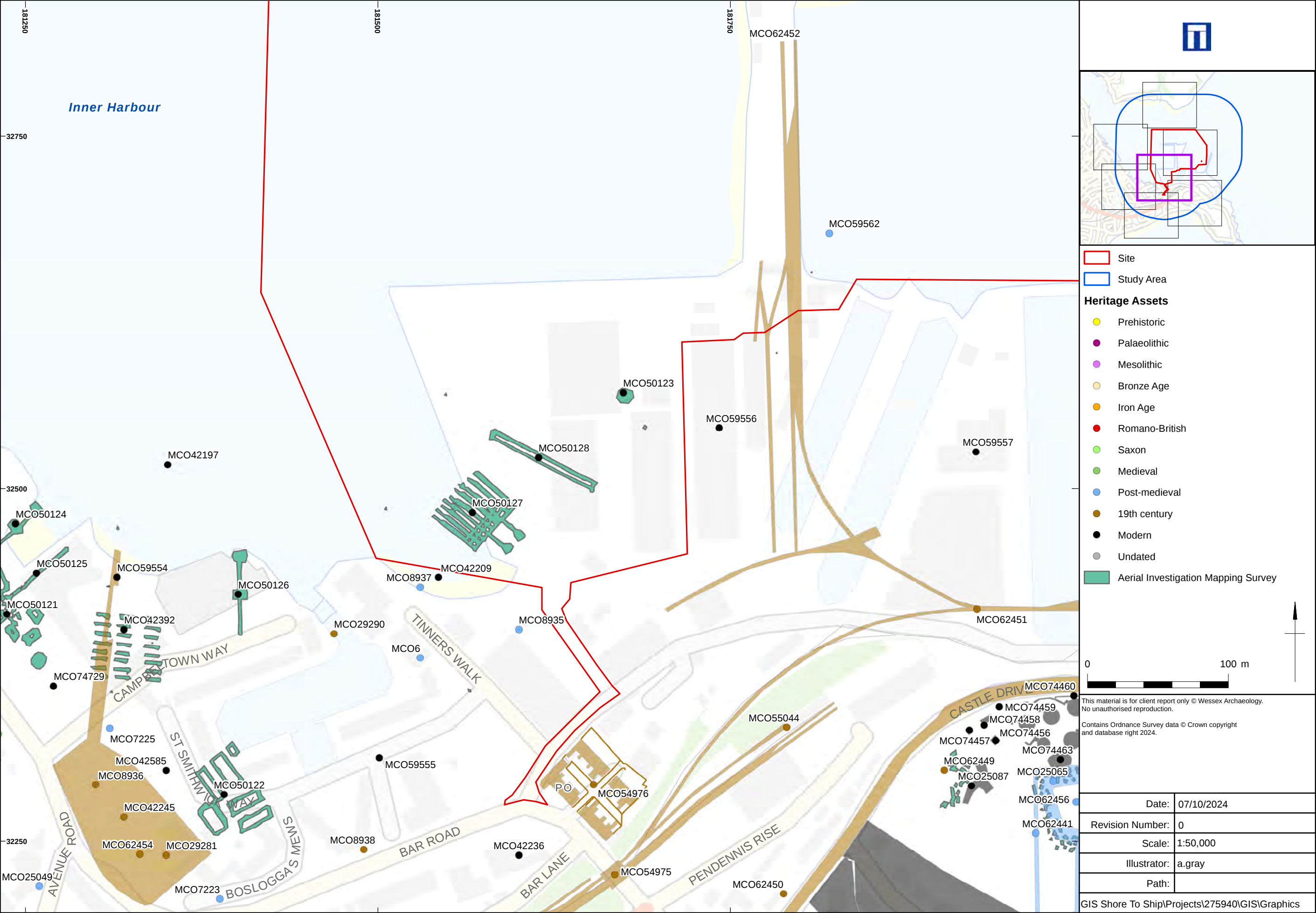
Site, Study Area and Heritage Assets

Figure 2B



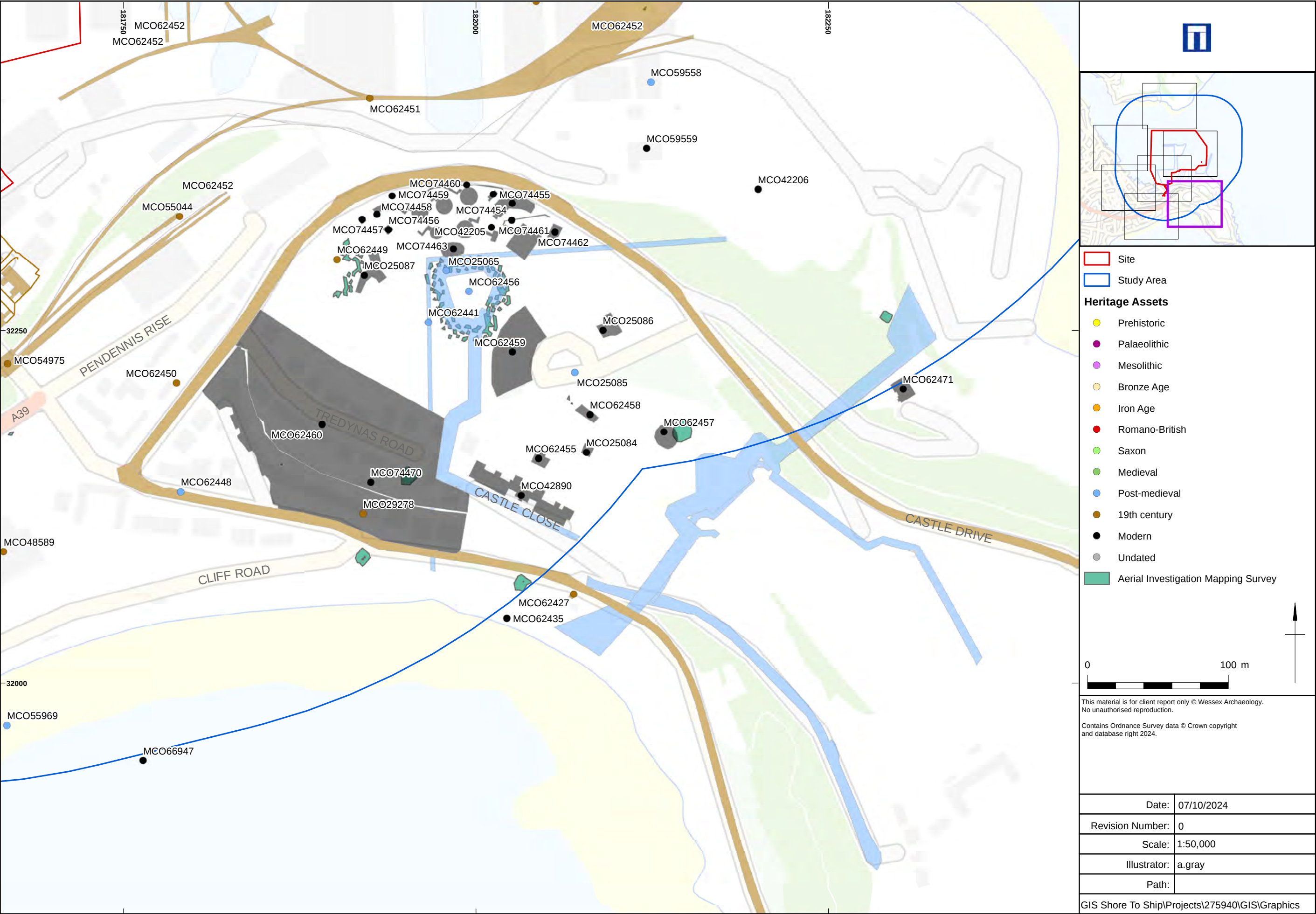
Site, Study Area and Heritage Assets

Figure 2D



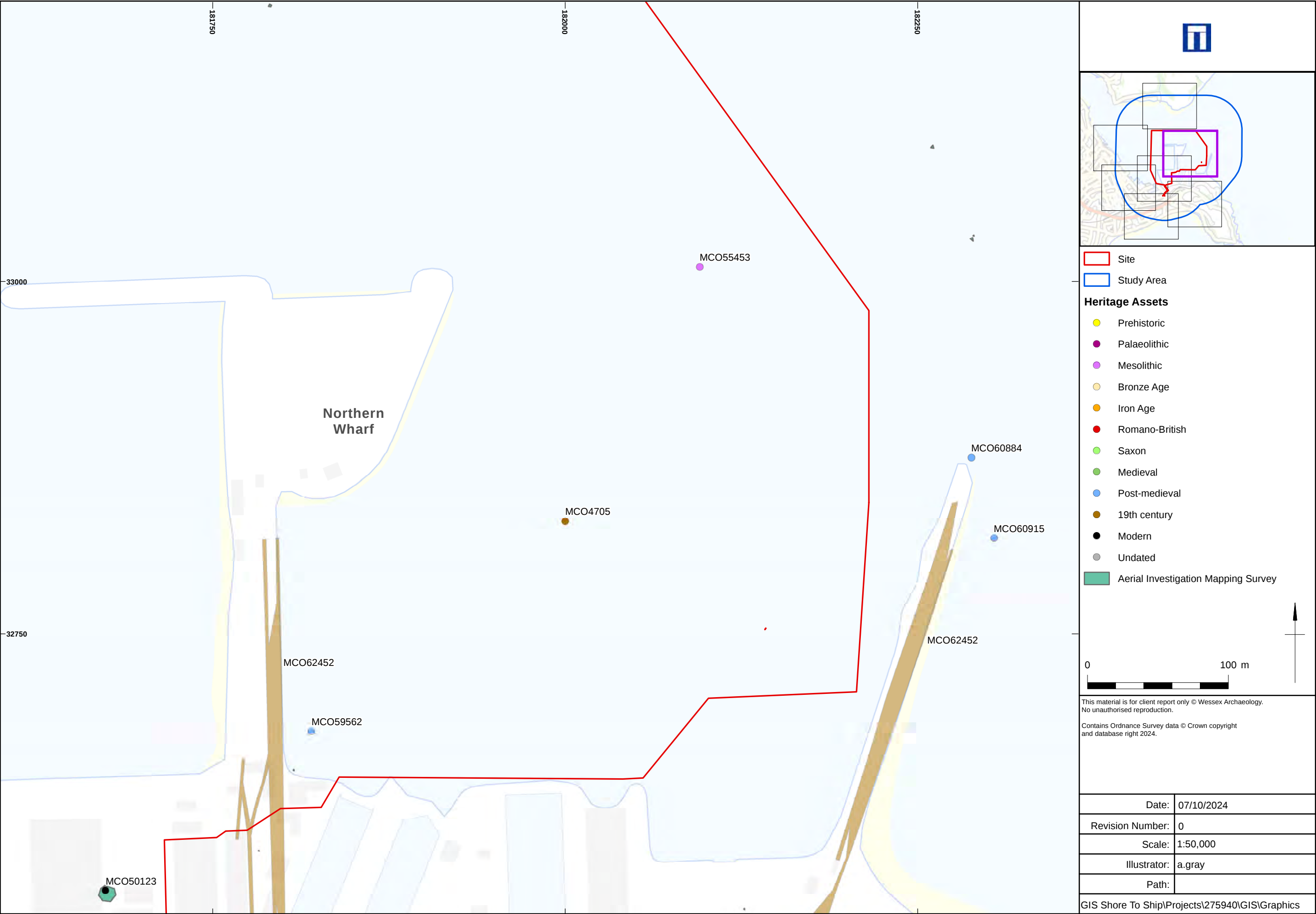
Site, Study Area and Heritage Assets

Figure 2E



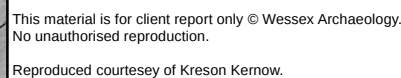
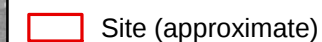
Site, Study Area and Heritage Assets

Figure 2F



Site, Study Area and Heritage Assets

Figure 2G

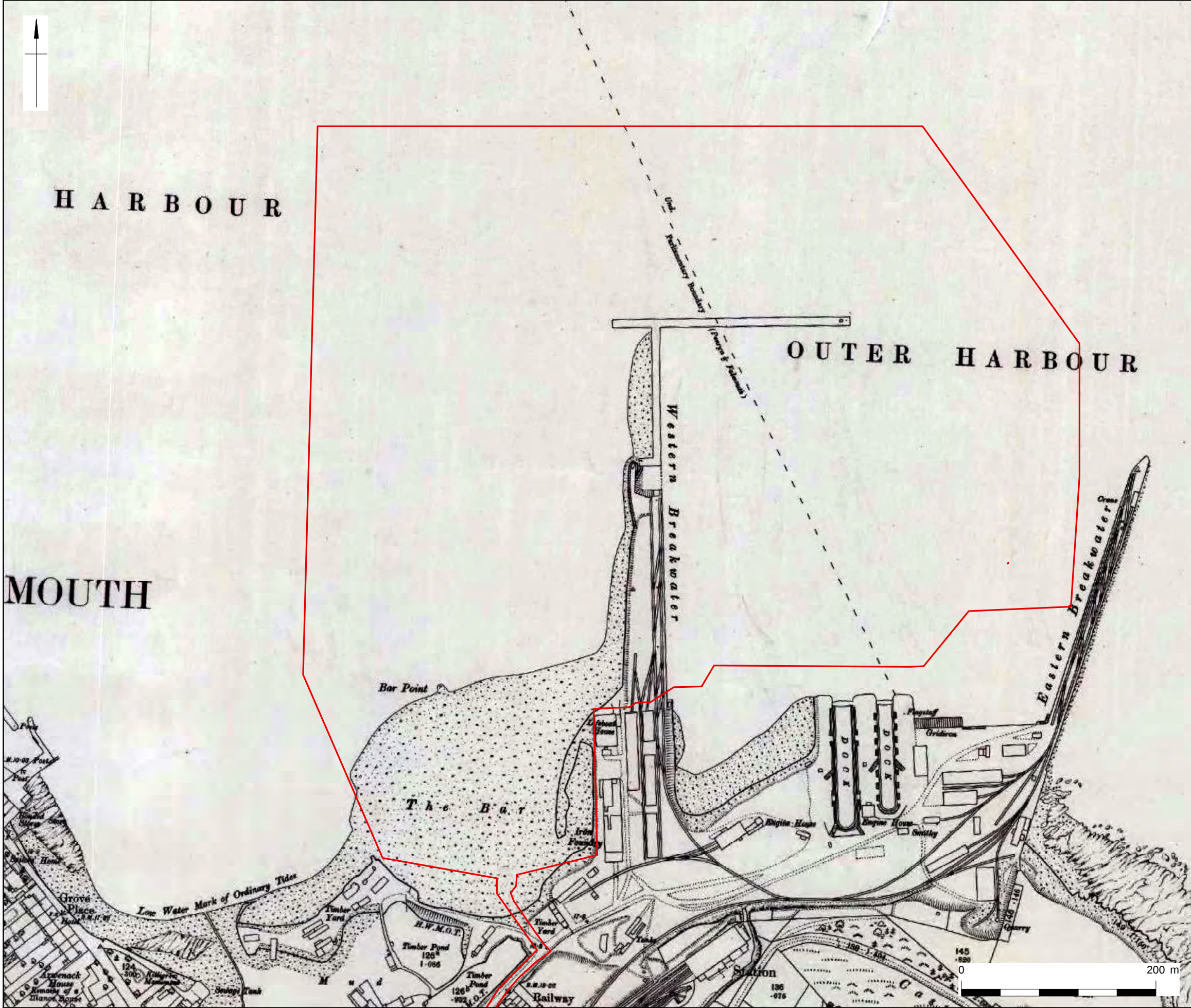


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Revision Number:	0
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Illustrator:	Thomas_P
Path:	

GIS Shore To Ship\Projects\275940\GIS\Graphics

1690 Plan of the estate of Peter Killigew

Figure 3



Site

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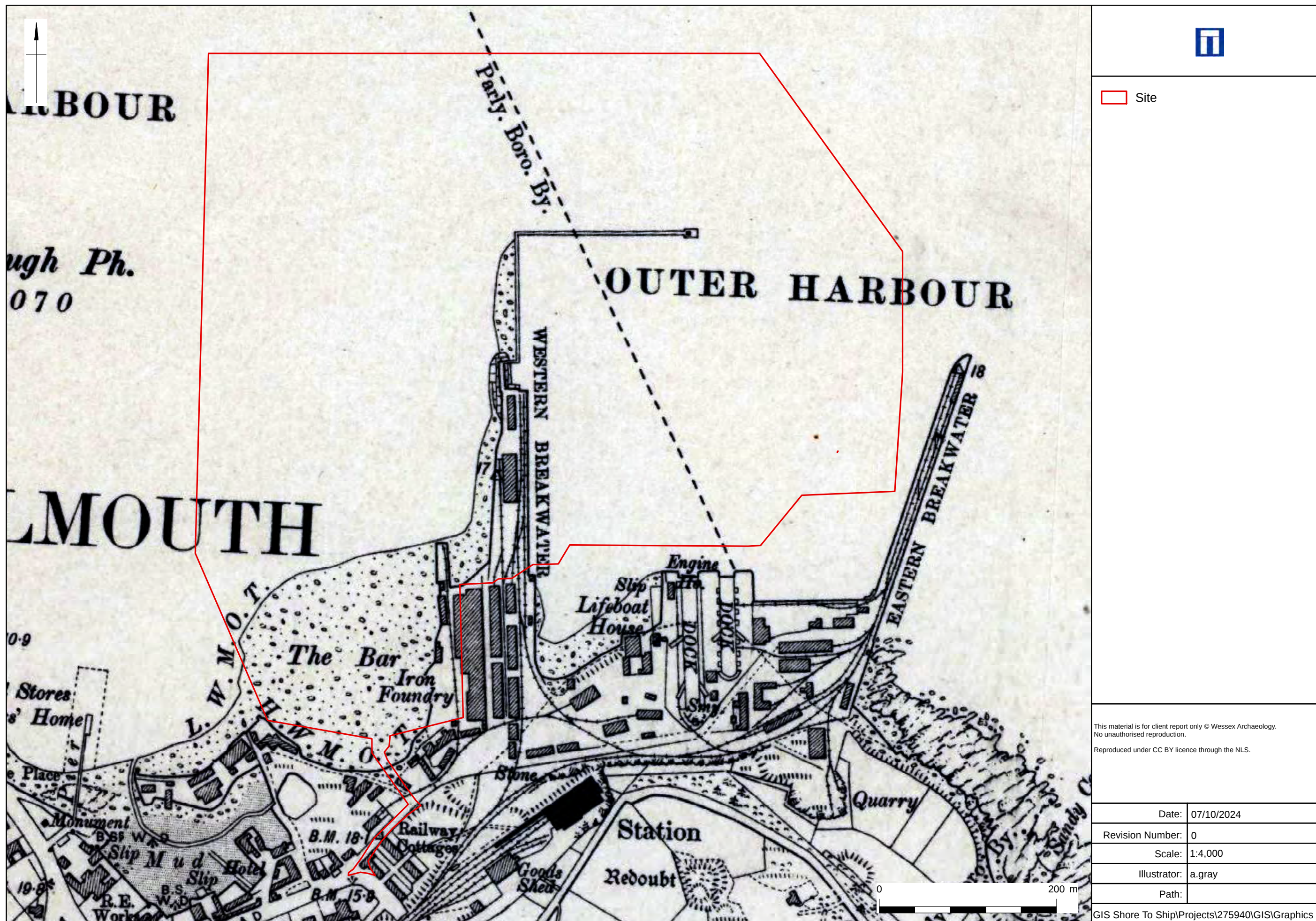
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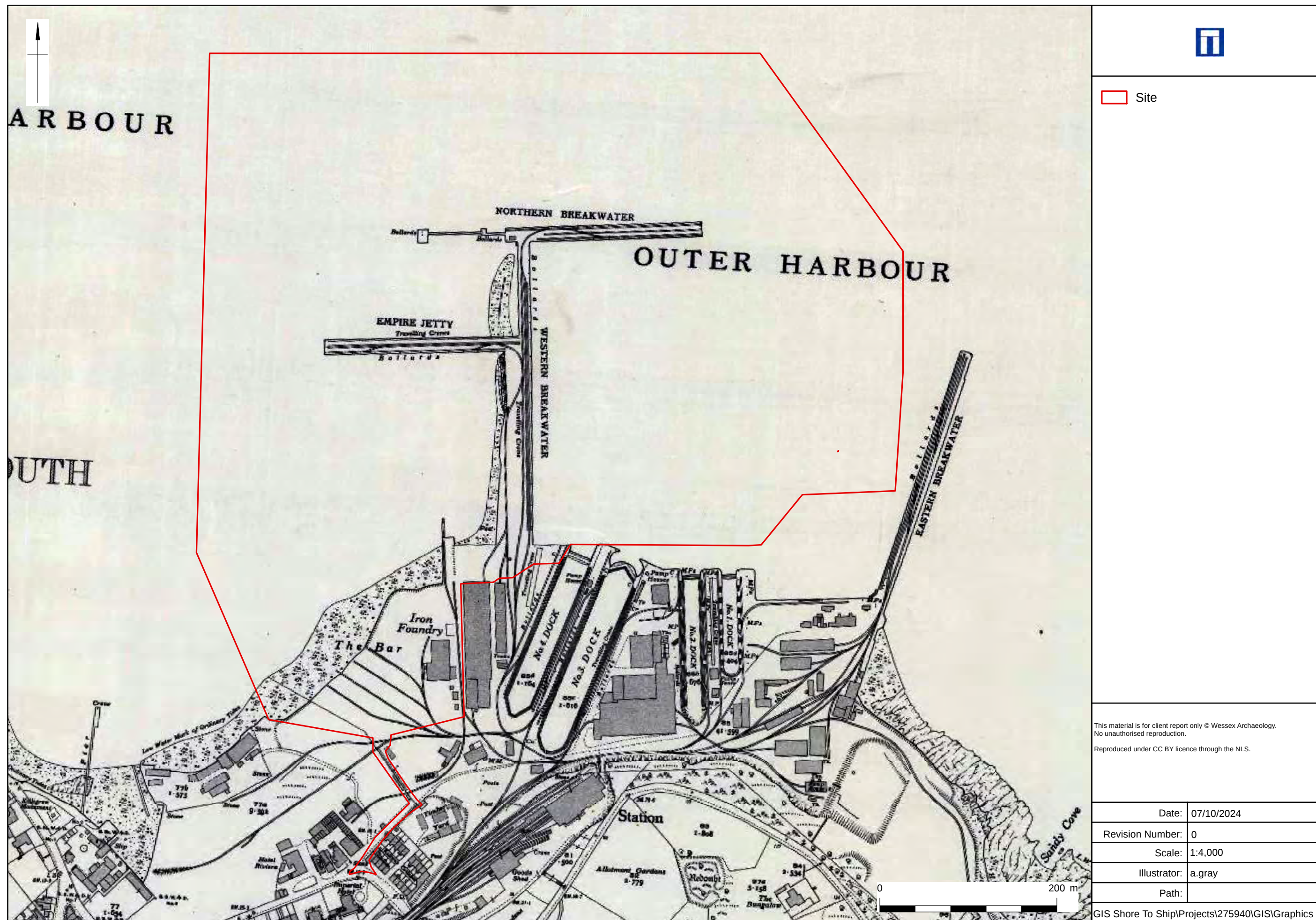
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Revision Number:	0
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Illustrator:	a.gray
Path:	

GIS Shore To Ship\Projects\275940\GIS\Graphics

1875 edition OS map (25")

Figure 4





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