



Princess Yachts Ltd

Princess Yachts Ltd, Newport Street, Plymouth, PL1 3QG

Planning and Heritage Statement

Job Number: 34136

Latest Revision: FINAL

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1. Introduction

- 1.1. This Planning and Heritage Statement (statement) has been prepared by Bailey Partnership's Chartered Town Planning service on behalf of Princess Yachts Ltd (the applicant) in support of a full planning application for:

“Essential repairs to the seawall and associated sea structure.”

- 1.2. The following supporting documents that should be read in conjunction with this statement:

- Application form
- CIL Form
- Cover letter
- Planning and Heritage Statement (this Statement)
- Flood Risk Assessment and Drainage Strategy
- Construction Environment Management Plan
- Wildlife and Geology Trigger Table
- Ecology Report (to follow)
- Biodiversity Budget Table (to follow)
- Sustainability Statement
- Climate Emergency Compliance Form
- Drawings:
 - PYSW-BPC-01-ZZ-D-A-0201-P01_Location Plan
 - PYSW-BPC-01-ZZ-D-A-0202-P01_Block Plan
 - PYSW_BPC_01_00_D_S_0201_Repair Phasing and Overview GA
 - PYSW_BPC_01_00_D_S_0301_Seawall Repair GA
 - PYSW_BPC_01_00_D_S_8101_Seawall Repair Pile Cap RC
 - PYSW_BPC_01_ZZ_D_S_0501_Seawall Repair Section

- 1.3. This statement provides a description of the site and proposed development and an analysis of the main design considerations raised by the proposals. It contains reference to both local and national planning policy and provides an overall assessment of the proposal.

2. Site Location, Heritage Assets and Description of Development

- 2.1. The site is known as “Princess Yachts Limited, Newport Street, Plymouth, PL1 3QG” and will herein be known as “the site”,
- 2.2. The site is located within the Stonehouse area of Plymouth, located approximately 2.25km from the City Centre. The site benefits from a number of different transport modes, including rail (2.3km), coach (1.8km) and further bus services (Royal Parade, 1.7km) offering wider connectivity to all areas of Plymouth and its hinterlands.
- 2.3. The proposed development site forms part of the larger Princess Yachts International Ltd Newport Street site which manufactures luxury yachts. The site itself comprises a section of the north-east seawall in addition to a small section of Unit 3 which fronts both the water's edge and Newport Street.
- 2.4. The surrounding area predominantly consists of industrial and commercial units and residential properties. To the north and west of the site lies Stonehouse Creek, the east Durnford Street, the south a car retail showroom and residential properties.
- 2.5. As shown in Figure 1 below, Stonehouse Peninsula Conservation Area is located to the south of the site, and the Devonport Conservation Area is located to the west. Nevertheless, the site itself is not located within a Conservation Area.

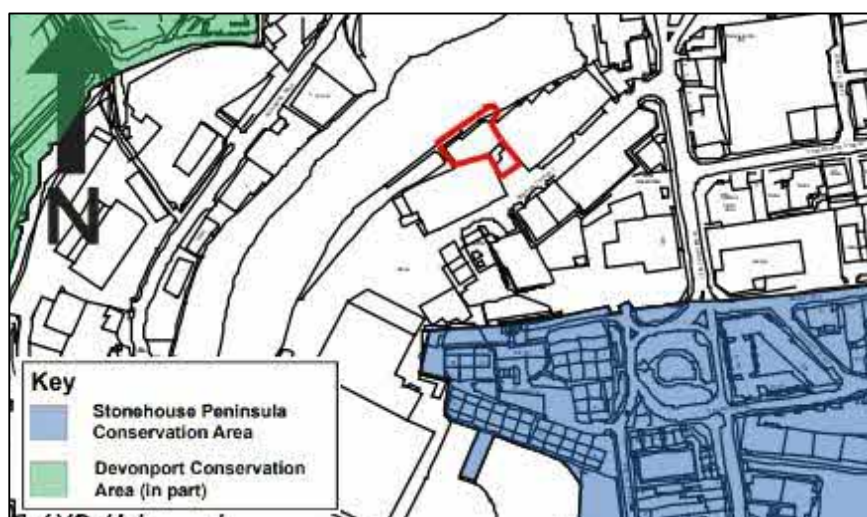


Figure 1: An extract of Stonehouse Peninsula Conservation Area map with the application site outlined in red.¹

¹ <https://www.plymouth.gov.uk/sites/default/files/ConservationAreaMapStonehousePeninsula.pdf>, edited by Author.

- 2.6. Whilst we recognise that the application site itself is not a heritage asset, there are a number of listed buildings and a scheduled monument located within the nearby vicinity (Figure 2) which contribute to the setting of the proposal and require great weight given their conservation. Consequently, the setting of these heritage assets must be considered as part of the assessment of this full planning application.

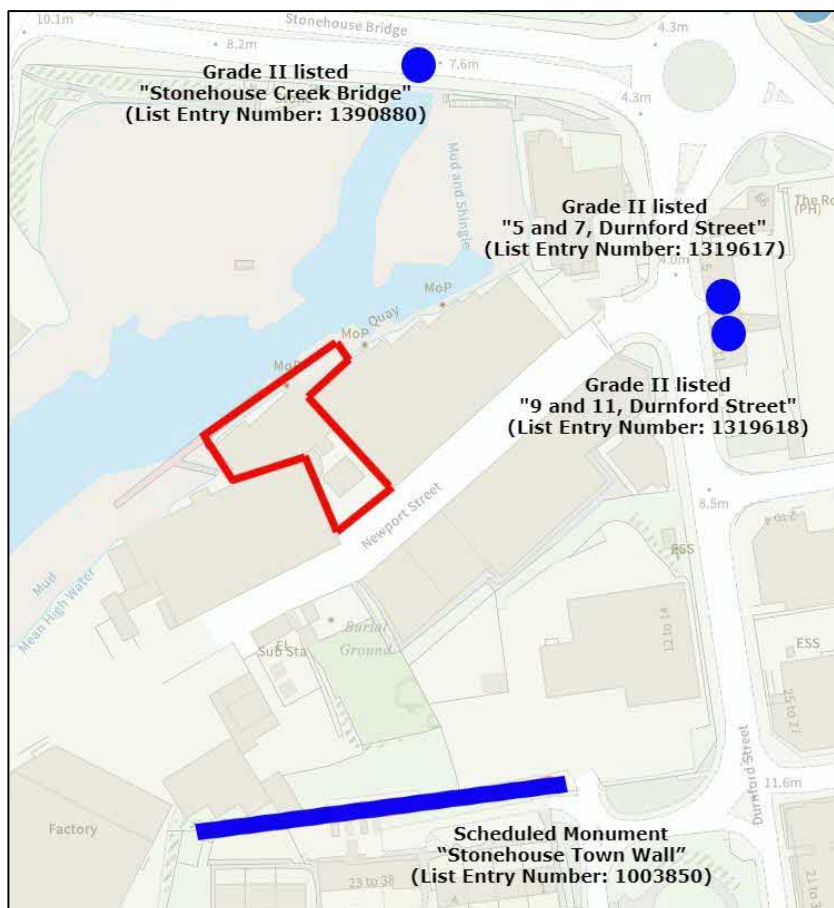


Figure 2: The heritage assets within the nearby vicinity (marked in blue) with the application site outlined in red.²

- 2.7. Most notably, 100m to the north of the site lies the Grade II listed “Stonehouse Creek Bridge” (List Number Entry: 1390880) (Appendix A), listed as being built 1767 to 1796 by Jon Smeaton. Today the bridge has been altered, nevertheless it is still considered to be a good example of an 18th Century bridge by a major Georgian engineer.

² <https://historicengland.org.uk/listing/the-list/map-search/>, edited by Author.

- 2.8. Located 100m south of the application site resides “Stonehouse Town Wall” Scheduled Monument (list entry number: 1003850) (Appendix B), which was built circa 15th Century as protection against French raids.
- 2.9. Finally, located 130m to the east of the site lies “5 and 6, Durnford Street” (List Entry Number: 1319617) (Appendix C) and “9 and 11, Durnford Street” (List Entry Number: 1319618) (Appendix D) which are both Grade II listed.
- 2.10. The site is located within Flood Zone 3 and Plymouth’s Critical Drainage Area.
- 2.11. There are no other “footnote 7” policies³ other than those listed above as set out in the National Planning Policy Framework (the Framework) which apply to this site.

Proposals

- 2.12. Recent surveys of the reinforced concrete marine substructure and slab have found that, due to its location in the tributary to the River Tamar (a tidal estuary), subjected to constant varying heights of seawater, the sea structure is in a poor condition and in need of substantial repairs. In addition, it has been found that the seawall to the north of Unit 3 is defective, with loose or missing stone blocks and bulging and cracking of the seawall. As a result, there is ongoing movement to the seawall.
- 2.13. Accordingly, substantial repairs to reinstate the seawall and sea structure are required, to ensure that the structures do not fall into greater disrepair, and potentially collapse.
- 2.14. A number of options to repair the seawall were explored. However, it was concluded that a partial demolition of Unit 3 to enable works to be undertaken land side, was the most efficient, while minimising environmental impacts on the River Tamar.
- 2.15. Accordingly, the proposals seek to repair the existing seawall and sea structure to ensure that they remain in safe working condition, while extending their operational service life. The proposals will safeguard the buildings and ultimately the economic activity within Princess Yachts.

³ *“The policies referred to are those in this Framework (rather than those in development plans) relating to: habitats sites (and those sites listed in paragraph 181) and/or designated as Sites of Special Scientific Interest; land designated as Green Belt, Local Green Space, an Area of Outstanding Natural Beauty, a National Park (or within the Broads Authority) or defined as Heritage Coast; irreplaceable habitats; designated heritage assets (and other heritage assets of archaeological interest referred to in footnote 68); and areas at risk of flooding or coastal change.”* (Footnote 7, the Framework)

- 2.16. A separate application has been submitted for the demolition of a section of Unit 3 to allow access to the seawall and sea structure to undertake the repairs.

3. Relevant Planning History

Site Planning History

- 3.1. In this instance the most recent and relevant planning history for the site is:
- 3.2. **83/03992/FUL** for “*Erection of covered boat testing facility*” was granted conditionally on 24th January 1984.
- 3.3. **84/04433/REM** for “*Single storey extension to factory*” was granted conditionally on 6th February 1985.
- 3.4. **84/03752/OUT** for “*Outline application to erect two storey industrial building*” was granted conditionally on the 30th July 1986.
- 3.5. **90/01317/FUL** for “*Erection of finishing shop together with office and canteen and formation of new entrance and gates in newport street*” was granted conditionally on 12th July 1990.
- 3.6. **94/00840/52** for “*Non-illuminated name sign*” was granted conditionally on 22nd August 1994.
- 3.7. **95/00060/50** for “*Provision of open canopy and two storey office extension and erection of replacement finishing shed and office*” was granted conditionally on 10th March 1995.
- 3.8. **95/01329/50** for “*Construction of dock*” was granted conditionally on 14th February 1996.
- 3.9. **18/00122/ADV** for “*Signage on exterior of buildings*” was granted conditionally on 6th April 2018.
- 3.10. **23/00353/ADV** for “*Signage on exterior of three buildings*” was granted conditionally on 20th March 2023

4. The Adopted Development Plan (DP)

- 4.1. Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990 requires planning applications to be determined in accordance with the provisions of the Development Plan (DP) unless material considerations indicate otherwise.
- 4.2. In this instance the Plymouth and South West Devon Joint Local Plan (adopted March 2019) is the adopted DP and contains the planning policies relevant to the determination of this application.
- 4.3. The relevant DP policies are as follows:
 - Policy SPT1: Delivering sustainable development
 - Policy SPT11: Strategic approach to the historic environment
 - Policy SPT12: Strategic approach to the natural environment
 - Policy PLY20: Managing and enhancing Plymouth's waterfront
 - Policy PLY37: Strategic infrastructure measures for the City Centre and Waterfront Growth Area
 - Policy DEV1: Protecting health and amenity
 - Policy DEV2: Air, water, soil, noise, land and light
 - Policy DEV20: Place shaping the quality of the built environment
 - Policy DEV21: Development affecting the historic environment
 - Policy DEV35: Managing flood risk and water quality impacts
- 4.4. In this instance there is no adopted Neighbourhood Plan.
- 4.5. The above policies are dealt with in Section 6.

5. Other Material Planning Considerations

National Planning Policy Framework 2023 (Framework)

- 5.1. The Framework sets out the Government's planning policies for England and how these are expected to be applied.
- 5.2. The Framework is an important material consideration that, on its own, is of such weight that it can justify a decision contrary to the relevant policies of the DP.
- 5.3. Paragraph 8 sets out the three dimensions to sustainable development which are "*economic, social and environmental*".
- 5.4. Paragraph 11 of the Framework states that there is a:

"...presumption in favour of sustainable development... for decision-taking this means:

c) Approving development proposals that accord with the development plan without delay..." (Paragraph 11, the Framework).

- 5.5. Paragraph 38 of the Framework states:

"Local planning authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available, including brownfield registers and permission in principle, and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible." (Paragraph 38, the Framework) [BP emphasis].

- 5.6. The Framework attaches great importance to the design of the built environment and considers good design to be a key aspect of sustainable development.
- 5.7. The Framework aims to build a strong, competitive economy, putting considerable weight on the need of the planning system to support sustainable development.

Heritage

- 5.8. Paragraphs 197, 199, 200, 202, 203 of the Framework are relevant for the determination of an application which affects a designated heritage asset.

5.9. This statement provides the following assessment in relation to the relevant paragraphs of the Framework in terms of heritage.

5.10. Paragraph 197 states:

“In determining planning 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.”* (Paragraph 197, the Framework) [BP emphasis].

5.11. Paragraph 199 states:

*“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”* (Paragraph 199, the Framework) [BP emphasis].

5.12. As noted in paragraphs 2.5 to 2.9 of this statement, the application site is not of historic interest itself. Nevertheless, there are listed buildings, a scheduled monument and two Conservation Areas within the nearby Vicinity. Setting aside whether the proposals amount to “substantial” harm, some weight should be given to the assets’ conservation (listed buildings, scheduled monument and Conservation Areas).

5.13. Accordingly, the above forms the basis of the assessment of the proposals.

5.14. Paragraph 200 states:

*“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:***

- **grade II listed buildings**, or **grade II registered parks or gardens**, **should be exceptional**;
 - **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 exceptional.** (Paragraph 200, the Framework) [BP emphasis].
- 5.15. Again, as above, it is acknowledged that any resulting harm to the significance of any nearby heritage assets requires clear and convincing justification. Of those designated heritage assets listed in paragraph 200, only the scheduled monument is considered as being of the “highest significance”.
- 5.16. Paragraph 201 states:
- “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. ...”* (Paragraph 201, the Framework) [BP emphasis].
- 5.17. Considering the scope of the works which seek to repair a section of seawall and sea structure, it is clear that there will be negligible external alterations to the overall appearance of the site and area. The majority of the works are structural and will be undertaken landside and underground. Any works to the seawall and sea structure will be as existing to ensure that the appearance of the overall water setting is not changed. This will ensure that the setting and context of the heritage assets are not eroded as a result of the proposals. Accordingly, it is clear that the proposals would cause less than substantial harm to the significance of the heritage assets and no harm to the character or appearance of the Conservation Areas.
- 5.18. Accordingly, it is clear that “substantial harm” would therefore not arise as a result of the proposals. The proposals would result in “less than substantial harm”.

5.19. Paragraph 202 of the Framework states:

*“Where a development proposal will lead to **less than substantial harm** to the significance of a designated heritage asset, this harm should be weighed against the **public benefits** of the proposal including, where appropriate, securing its optimum viable use” (Paragraph 202, the Framework) [BP emphasis].*

5.20. The Planning Practice Guidance offers the following guidance on defining “public benefits”:

“Public benefits may follow from many developments and could be anything that delivers economic, social or environmental objectives as described in the National Planning Policy Framework (paragraph 8)” (Paragraph: 020 Reference ID: 18a-020-20190723).

5.21. In this instance the proposals would result in the following public benefits:

- The proposals will repair the currently dilapidated seawall and sea structure, which in turn, will ensure the protection and welfare of users of the site (achieving a social objective);
- The proposals will ensure that Princess Yachts can continue to operate from the site, safeguarding the production and economic activity within the site (economic and social objective);
- The proposals, being undertaken from land side, will ensure that there is minimal impact on the River Tamar, protecting both the water quality and ecology (achieving an environmental objective);
- The proposal would perform an economic role, in the short term, through the creation of employment during the construction phase and money would return to the local economy through the purchase of local services during construction (achieving an economic and social objective).

5.22. It is clear from the evidence submitted that the proposals will not result in substantial harm, and there are public benefits that weigh in favour of approval.

National Design Guide

5.23. The updated National Design Guide (published in October 2019) forms part of the Government's Planning Practice Guidance and is a material consideration in the planning decision making process.

- 5.24. The National Design Guidance demonstrates what good design means in practice, setting out the “ten characteristics of well-designed places” and how they work together to: create its physical character; help nurture and sustain a sense of community; and positively address environmental issues affecting climate. These ten characteristics contribute towards the cross-cutting themes for good design as set out in the Framework.

Supplementary Planning Documents

- 5.25. Whilst not comprising part of the adopted DP the Plymouth and South West Devon Supplementary Planning Document (SPD) (July 2020) is a relevant material consideration in the decision making process.
- 5.26. Plymouth and South West Devon Climate Emergency Planning Statement (adopted November 2022) sets out how the city will respond to climate change.
- 5.27. These SPDs above have been considered in the assessment in Section 6.

Conservation Area Appraisal and Management Plans

- 5.28. Despite not being located within a Conservation Area, due to the close proximity of the application site to the Stonehouse Peninsular Conservation Area and Devonport Conservation Area, regard has been given to both the Stonehouse Peninsular Conservation Area Appraisal and Management Plan (March 2007) and the Devonport Conservation Area Appraisal and Management Plan (March 2007) to produce this statement. These documents have enabled a clear understanding of the special architectural and historic character of the areas.

Marine Management Organisation (MMO)

- 5.29. The Marine and Coastal Access Act 2009 provides that a marine licence is required from the MMO for certain activities carried out within the UK marine area. Activities requiring a marine licence include dredging; removal of any substance or object; or construction either in the sea, or on, or under the sea bed.
- 5.30. As a portion of the proposed works are below the Mean High Spring tide level, an application to the MMO for a marine licence will be submitted for the proposal.

6. Assessment

- 6.1. The following assessment will consider the relevant adopted Development Plan policies, the Framework and all other material planning considerations before reaching a balanced conclusion.

Principle of Development

- 6.2. Policy SPT1 of the DP requires development to be in accordance with the principles of sustainable development. This includes a sustainable economy where strategically important economic assets are protected for the purpose of economic activity.
- 6.3. Princess Yachts is a significant employer in Plymouth. The proposal will ensure that the sea defences at Princess Yacht do not fall into a further state of disrepair and in worst case collapse, putting the economic activity at risk at Princess Yachts. Accordingly, it is clear that these works will safeguard an employment site and land which supports marine related uses.
- 6.4. To ensure that any works have minimal impact on the River Tamar, the sea defence works will be undertaken from the land side.
- 6.5. Accordingly, it can be agreed that the proposals are in accordance with Policies SPT1, PLY20 and PLY37 of the DP and the Framework.

Historic Environment and Visual Amenity

- 6.6. Whilst an assessment against the relevant paragraphs of the Framework are set out above in Section 4 of this statement offers a brief assessment against the relevant DP policies.
- 6.7. Policy DEV21 of the DP states that development proposals will need to sustain the local character and distinctiveness of the area by conserving and where appropriate enhancing its historic environment and their settings, according to their national and local significance. The heritage assets have been considered in paragraphs 2.5 to 2.9 above, and it is clear from the assessment provided (paragraphs 5.12 to 5.22) that the proposals will result in “less than substantial harm” and the public benefits weigh in favour of approval..
- 6.8. In terms of any impact on the visual amenity of the area, it is considered that the proposals will be sympathetic to the existing heritage assets in the nearby vicinity. All works will be carried out using materials to those which have been previously

accepted and utilised at the site, to ensure that there is limited change to the existing overall waterfront setting. Accordingly, it is clear that the loss of the structure through the proposals will not harm the setting of the nearby heritage assets.

- 6.9. Overall, it is considered that the proposals are acceptable in terms of design. It is also considered that following development, the significance and setting of the nearby listed buildings would be preserved. The proposal therefore accords with Policies SPT11 and DEV21 of the DP and the Framework.

Design and Materials

- 6.10. Policy DEV20 of the DP sets out that proposals are required to meet good standards of design, whilst positively contributing to both townscape and landscape, and protecting and improving the quality of the built environment.
- 6.11. The proposals look to repair the seawall and seastructure in a similar construction and materials to those previously accepted at the site. The repairs to the sea wall will use recovered or matching stone. As mentioned in paragraph 6.6 above, this will ensure that there is limited change to the existing waterfront setting and thus protect the quality of the built environment.
- 6.12. Accordingly, it can be agreed that the proposals accord with Policy DEV20 of the DP.

Amenity

- 6.13. Policy DEV1 of the DP deals with ensuring development proposals safeguard the health and amenity of the local community.
- 6.14. Policy DEV2 of the DP sets out that development should avoid harmful environmental impacts and health risks for both new and existing development arising from soil, air, water, land, or noise pollution or land instability. The policy also states that development should prevent deterioration of water quality.
- 6.15. A Construction Environmental Management Plan has been submitted in support of this application which addresses how any potentially adverse impacts associated with the development will be managed.
- 6.16. Accordingly, it can be agreed that the proposals are in accordance with Policies DEV1 and DEV2 of the DP.

Ecology

6.17. Information to follow.

Flood Risk and Drainage

6.18. The Flood Risk Assessment and Drainage Strategy submitted in support of this application confirms that the development proposals and surface water disposal principles are not considered to create or increase the flood risk to the proposed site or adjacent sites. Nevertheless, the report confirms that modelled flooding data to include climate change shows that the site will likely be subject to flood water inundation to a depth of 350mm above existing ground level for a 1% AEP event.

6.19. The report also confirms that the demolition of the building is not expected to alter the existing surface water network from its existing scenario.

6.20. Accordingly, it can be agreed that the proposals are in line Policy DEV35 of the DP.

Significant Benefits of the Proposal

6.21. The proposals are clearly supported by the adopted DP and the Framework, as discussed in detail above, and therefore should be approved in accordance with paragraph 11 of the Framework.

6.22. The proposals will also deliver a significant social and economic benefit through the creation of jobs during the construction phase and long term once the construction is completed through direct and indirect employment.

6.23. Short term and long term economic and social benefits would arise from the purchase of local services and facilities during construction and operation respectively.

6.24. Furthermore, the proposals will provide opportunities for biodiversity net gain.

7. Conclusion

- 7.1. The proposals are clearly supported by the adopted DP and the Framework, as discussed in detail in Section 6 above, and therefore should be approved in accordance with paragraph 11 of the Framework.
- 7.2. Furthermore, there are significant social, economic and environmental benefits resulting from the proposals (as set out at paragraphs 6.21 to 6.24), which carry substantial weight in its favour.
- 7.3. Accordingly, we respectfully request that the proposals should be approved without delay.

Appendix A

STONEHOUSE CREEK BRIDGE

Official list entry

Heritage Category: **Listed Building**

Grade: **II**

List Entry Number: **1390880**

Date first listed: **03-Jun-2004**

List Entry Name: **STONEHOUSE CREEK BRIDGE**

Statutory Address 1: **STONEHOUSE CREEK BRIDGE**

This List entry helps identify the building designated at this address for its special architectural or historic interest.

Unless the List entry states otherwise, it includes both the structure itself and any object or structure fixed to it (whether inside or outside) as well as any object or structure within the curtilage of the building.

For these purposes, to be included within the curtilage of the building, the object or structure must have formed part of the land since before 1st July 1948.

[Understanding list entries \(https://historicengland.org.uk/listing/the-list/understanding-list-entries/\)](https://historicengland.org.uk/listing/the-list/understanding-list-entries/)

[Corrections and minor amendments \(https://historicengland.org.uk/listing/the-list/minor-amendments/\)](https://historicengland.org.uk/listing/the-list/minor-amendments/)

Location

Statutory Address: **STONEHOUSE CREEK BRIDGE**

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

District: **City of Plymouth (Unitary Authority)**

Parish: **Non Civil Parish**

National Grid Reference: **SX4622254421**

Details

740-1/0/10068 Stonehouse Creek Bridge 03-JUN-04

II Bridge. 1767-9; by John Smeaton. Abutments raised circa 1828. Arch blocked, sluices installed and carriageway widened on north side 1966. Limestone rubble with freestone dressings; repaired in concrete. The south side has central round arch with moulded extrados, keystone and flanking rusticated piers. The arcading of the abutments is a result of a raising of the abutments and a widening of the bridge in about 1828. When the bridge was widened for dual carriageways in about 1966 the parapet was replaced by railings and the north side was buried in earth. Although altered Stonehouse Bridge is a good example of an C18 bridge by a major Georgian engineer. SOURCE: Overton, Nigel; Stonehouse Creek Bridge, Plymouth; report by Plymouth City Museum and Art Gallery; January 2003.

Legacy

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

Legacy System number: **492329**

Legacy System: **LBS**

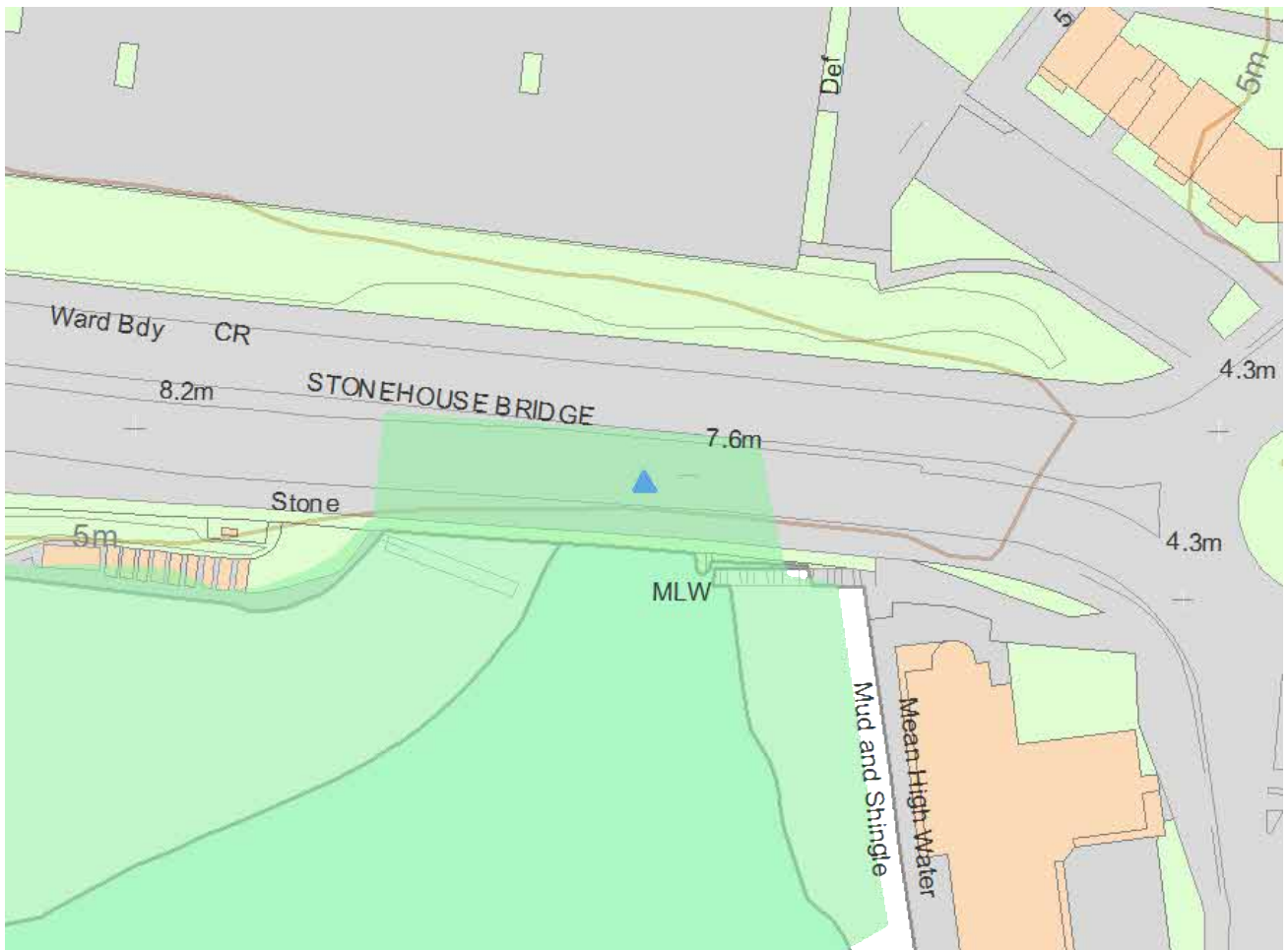
Sources

Books and journals

Overton, N, Stonehouse Creek Bridge, Plymouth, (2003)

Legal

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



Map

This map is for quick reference purposes only and may not be to scale.
This copy shows the entry on 07-Dec-2023 at 11:23:43.

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Appendix B

Stonehouse Town Wall

Official list entry

Heritage Category: **Scheduled Monument**

List Entry Number: **1003850**

Date first listed: **30-Apr-1935**

Date of most recent amendment: **26-Jun-2013**

Location Description: Alphanumeric NGR SX4622954207

Location

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

District: **City of Plymouth (Unitary Authority)**

Parish: **Non Civil Parish**

National Grid Reference: **SX4621254205**

Summary

The remains of a C15/C16 town wall built as protection for business interests against French raids. It is constructed of coursed limestone and overlooks Plymouth Sound.

Reasons for Designation

Stonehouse Town Wall is scheduled for the following principal reasons:

* Rarity: as a late C15 or early C16 town wall, linked to a blockhouse, the monument is unusual nationally as an example of a civic defensive work; * Survival: although reduced by later alterations and the removal or decay of some features, it survives reasonably well; * Potential: it retains potential for improving our understanding of this type of construction. * Group value: with the Western Kings Artillery Tower and blockhouse C15/C16 defences built by the Edgumbe family (both a scheduled monument, National Heritage List for England 1003849 and a listed building Grade II, NHLE entry 1129960).

History

In medieval England all large towns, and the majority of the medium-sized towns, were provided with defences. For those settlements that had Roman and Anglo-Saxon origins, the medieval defences tended to follow the line of any previous fortifications. Numerous medieval towns throughout England were initially enclosed by a bank, often surmounted by a palisade, and a ditch. The first Royal licences for town defences were granted in the C13, leading to the construction of high curtain walls adjoining interval or mural towers (sometimes referred to as bastions) and gateways. The major gateways were invariably flanked by gatehouse towers. An outer ditch was often dug near to the curtain wall. Such features were usually sufficient defence against attack from the armaments of the time, such as catapults, and they offered significant resistance to sustained siege attack. While military concerns were of paramount importance in their design, the impressive nature of many town defences, reflecting the considerable resources required for their construction and maintenance, indicates that they were also important symbols of municipal pride. Furthermore, they served as a means of control on goods entering a town and facilitated the collection of tolls and dues.

During the C16, the increasing use of gunpowder artillery in warfare reduced the effectiveness of many traditional forms of fortification around towns. Direct bombardment from cannon meant that even the highest and strongest curtain walls could be demolished. As a result, the defences around many towns were modified, which allowed weapons with heavier calibres to be deployed. The growth of many towns in England from the later C18 resulted in the wholesale destruction of large parts of former defensive circuits, which had, up until that time, been a considerable factor in determining the principal extent of urban development. Where they were constructed, town defences played a significant role in shaping the centre of many towns, a legacy, which in many cases, survives to this day. Town defences are therefore important to understanding the formation and development of individual urban centres.

Stonehouse, one of three towns incorporated in Modern-day Plymouth, was noted in the Domesday Book in 1086. In 1369 Mr Stephen Dunford was granted the land of East Stonehouse. He later married Miss Cecilia Stonehouse and added West Stonehouse and Maker to his holdings thus creating the port of Stonehouse. In circa 1493 Sir Piers Edgumbe married into the Dunford family. Stonehouse Manor Wall is understood to have formed

part of a defensive scheme built by him in the late C15 or early C16 to protect his business interests from French raids. The wall is depicted on a pictorial harbour chart of c1540, at the south end of the town, crenellated, with a bastion, main gate and polygonal blockhouse. It is thought to have continued as a town wall in the C17. In C18 quarry work to the northern side of wall exposed a large area of the limestone rock base; this area was later used as a cemetery. In the late-C18 Stone Hall was built on the south side of the wall, which was used as a property boundary. In the C19 an ancillary building, which today survives as a ruin, was incorporated into the west end of the surviving wall. In the mid-C20 Plymouth City Council built Stonehall Flats to the south of the wall. This included landscaping around the base of the wall, and a lean-to shed was built against it. In the late-C20 a garage and forecourt were built to the north. This fragment of wall is the only known above ground survival of the earlier defensive structure.

The site was originally scheduled in 1935 when it was mistakenly identified as the manor wall to the now demolished house. However subsequent assessments of the structure conclude that the wall is the southern part of the former Stonehouse town wall. It is now interpreted as having served a dual purpose, primarily as a defensive structure built by a private merchant family to defend their business and economic interests, but also as a symbol of the status and wealth of the town of Stonehouse. In 1993 a condition survey was carried out in preparation for repair works which were begun in 1994. No further gun ports were noted. A photographic record and measurement survey were carried out as part of this work. In 2012 approval was granted to repair the town wall stone work.

Details

This site includes part of the town walls of Stonehouse and is situated on a limestone cliff overlooking Plymouth Sound to the south. The town itself was to the north. The surviving visible length of walling measures up to 110m long and is constructed of roughly coursed rubble limestone and stands up to 4.5m high. In the central section it retains a battlemented parapet and sentry walk. The south side has a crenellated top and limestone string course below, which represented the location of the wall-walk on the other side. There is a granite gun-port close to modern ground level, now blocked. The north side originally had a wall walk, and only a small section of this survives, in the middle of the surviving length of wall. Quarrying to the ground on the right side of wall has led to an 8.5m drop between the wall and the quarry floor.

Legacy

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

Legacy System number: **PY 180**

Legacy System: RSM - OCN

Legal

This monument is scheduled under the Ancient Monuments and Archaeological Areas Act 1979 as amended as it appears to the Secretary of State to be of national importance. This entry is a copy, the original is held by the Department for Culture, Media and Sport.



Map

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End of official list entry



[Back to top](#)

Appendix C

5 AND 7, DURNFORD STREET

Official list entry

Heritage Category: **Listed Building**

Grade: **II**

List Entry Number: **1319617**

Date first listed: **09-Jan-1975**

Date of most recent amendment: **09-Nov-1998**

List Entry Name: **5 AND 7, DURNFORD STREET**

Statutory Address 1: **5 AND 7, DURNFORD STREET**

This List entry helps identify the building designated at this address for its special architectural or historic interest.

Unless the List entry states otherwise, it includes both the structure itself and any object or structure fixed to it (whether inside or outside) as well as any object or structure within the curtilage of the building.

For these purposes, to be included within the curtilage of the building, the object or structure must have formed part of the land since before 1st July 1948.

[Understanding list entries \(https://historicengland.org.uk/listing/the-list/understanding-list-entries/\)](https://historicengland.org.uk/listing/the-list/understanding-list-entries/)

[Corrections and minor amendments \(https://historicengland.org.uk/listing/the-list/minor-amendments/\)](https://historicengland.org.uk/listing/the-list/minor-amendments/)

Location

Statutory Address: **5 AND 7, DURNFORD STREET**

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

District: **City of Plymouth (Unitary Authority)**

Parish: **Non Civil Parish**

National Grid Reference: **SX4630954352**

Details

PLYMOUTH

SX4654SW DURNFORD STREET, Stonehouse 740-1/60/880 (East side) 09/01/75 Nos.5 AND 7 (Formerly Listed as: DURNFORD STREET, Stonehouse Nos.3-11 AND 17 (Odd))

GV II

2 town houses with later shops. Late C18 or early C19. Stucco with stucco detail; roof hidden behind parapet with moulded cornice; 2 dormers breaking parapet to No.5 (le|), dormer behind parapet to No.7; brick end stack on le|; rendered axial stack over party wall. Double-depth plan. EXTERIOR: 3 storeys plus attic; 2:2-window range. No.5 has projecting windows to upper floors: moulded cornices over paired windows to 2nd floor directly above moulded cornices over paired keyed semicircular arched openings; No.7 with windows in plain openings; all windows 4-pane sashes. Ground floor of No.5 has full-width entablature with moulded cornice, and panelled end and central pilasters, the moulded entablature extends over a house doorway to No.7, then there is a large carriage doorway with rusticated pilasters, the head of the doorway rising higher and spanned by a shallow keyed segmental arch with bracketed cornice; panelled house doorway and planked carriage doorway with ventilated top panels. INTERIOR: not inspected.

Listing NGR: SX4630954352

Legacy

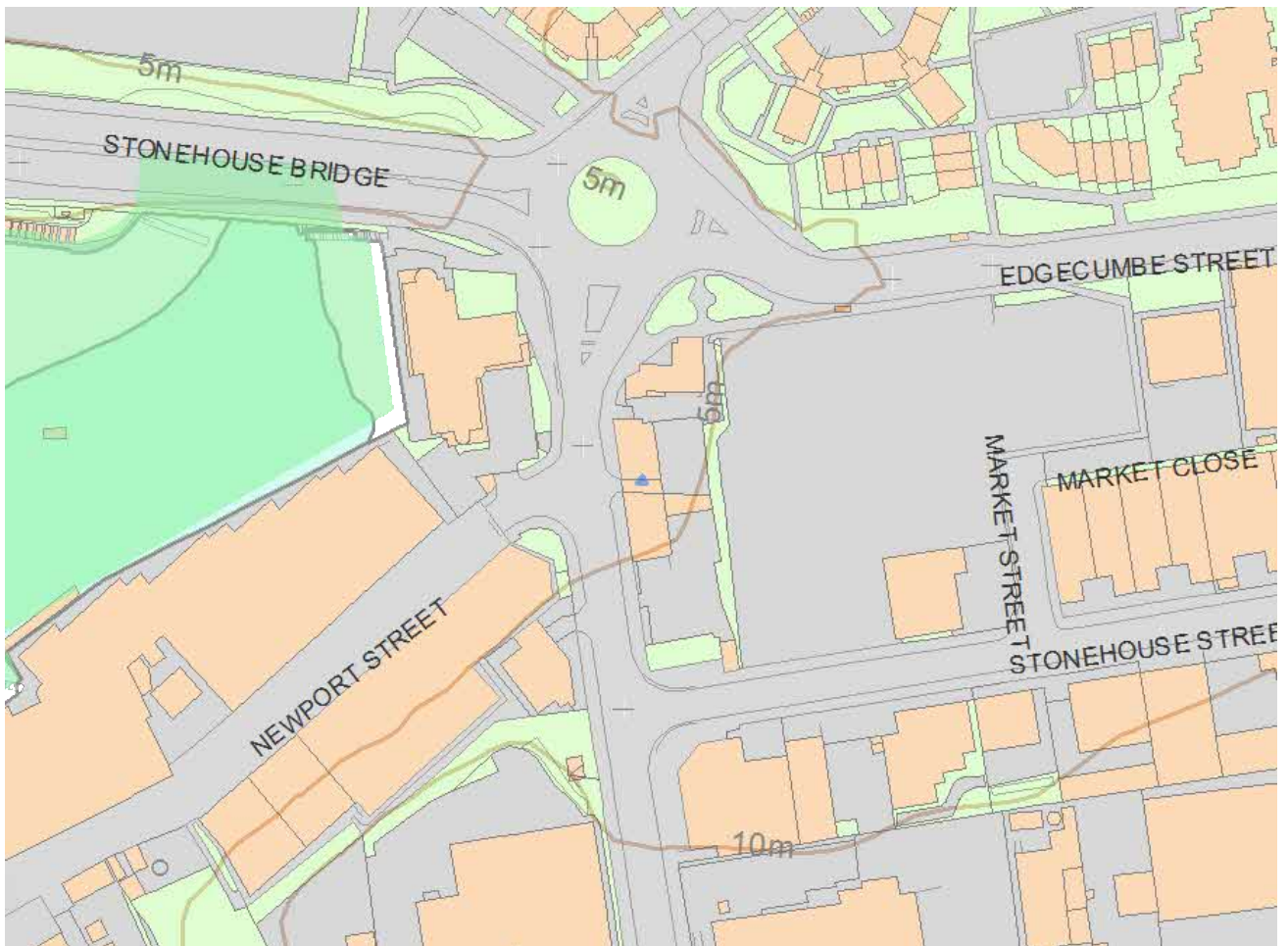
The contents of this record have been generated from a legacy data system.

Legacy System number: **473339**

Legacy System: **LBS**

Legal

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



Map

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End of official list entry

Appendix D

9 AND 11, DURNFORD STREET

Official list entry

Heritage Category: **Listed Building**

Grade: **II**

List Entry Number: **1319618**

Date first listed: **09-Jan-1975**

Date of most recent amendment: **09-Nov-1998**

List Entry Name: **9 AND 11, DURNFORD STREET**

Statutory Address 1: **9 AND 11, DURNFORD STREET**

This List entry helps identify the building designated at this address for its special architectural or historic interest.

Unless the List entry states otherwise, it includes both the structure itself and any object or structure fixed to it (whether inside or outside) as well as any object or structure within the curtilage of the building.

For these purposes, to be included within the curtilage of the building, the object or structure must have formed part of the land since before 1st July 1948.

[Understanding list entries \(https://historicengland.org.uk/listing/the-list/understanding-list-entries/\)](https://historicengland.org.uk/listing/the-list/understanding-list-entries/)

[Corrections and minor amendments \(https://historicengland.org.uk/listing/the-list/minor-amendments/\)](https://historicengland.org.uk/listing/the-list/minor-amendments/)

Location

Statutory Address: **9 AND 11, DURNFORD STREET**

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

District: **City of Plymouth (Unitary Authority)**

Parish: **Non Civil Parish**

National Grid Reference: **SX4631054342**

Details

PLYMOUTH

SX4654SW DURNFORD STREET, Stonehouse 740-1/60/881 (East side) 09/01/75 Nos.9 AND 11 (Formerly Listed as: DURNFORD STREET, Stonehouse Nos.3-11 AND 17 (Odd))

GV II

Pair of town houses with later shops. Late C18. Stucco on probable studwork; dry slate mansard roof with 3 segmental-arched roof dormers with late C19 4-pane horned sashes; brick end stacks. Double-depth plan. 3 storeys plus attic; 3-window (2:1-window) range. Tripartite sashes: early or mid C19 hornless sashes to No.9, later horned sashes to No.11. Ground floor has late C19 pilastered shopfronts with consoles and moulded entablature: No.9 with 3 lights le| of original doorway and 2 lights in original window opening right of doorway; No.11 with 3 wider transomed lights on le| and doorway with glazed and panelled door on the right. INTERIOR: not inspected.

Listing NGR: SX4631054342

Legacy

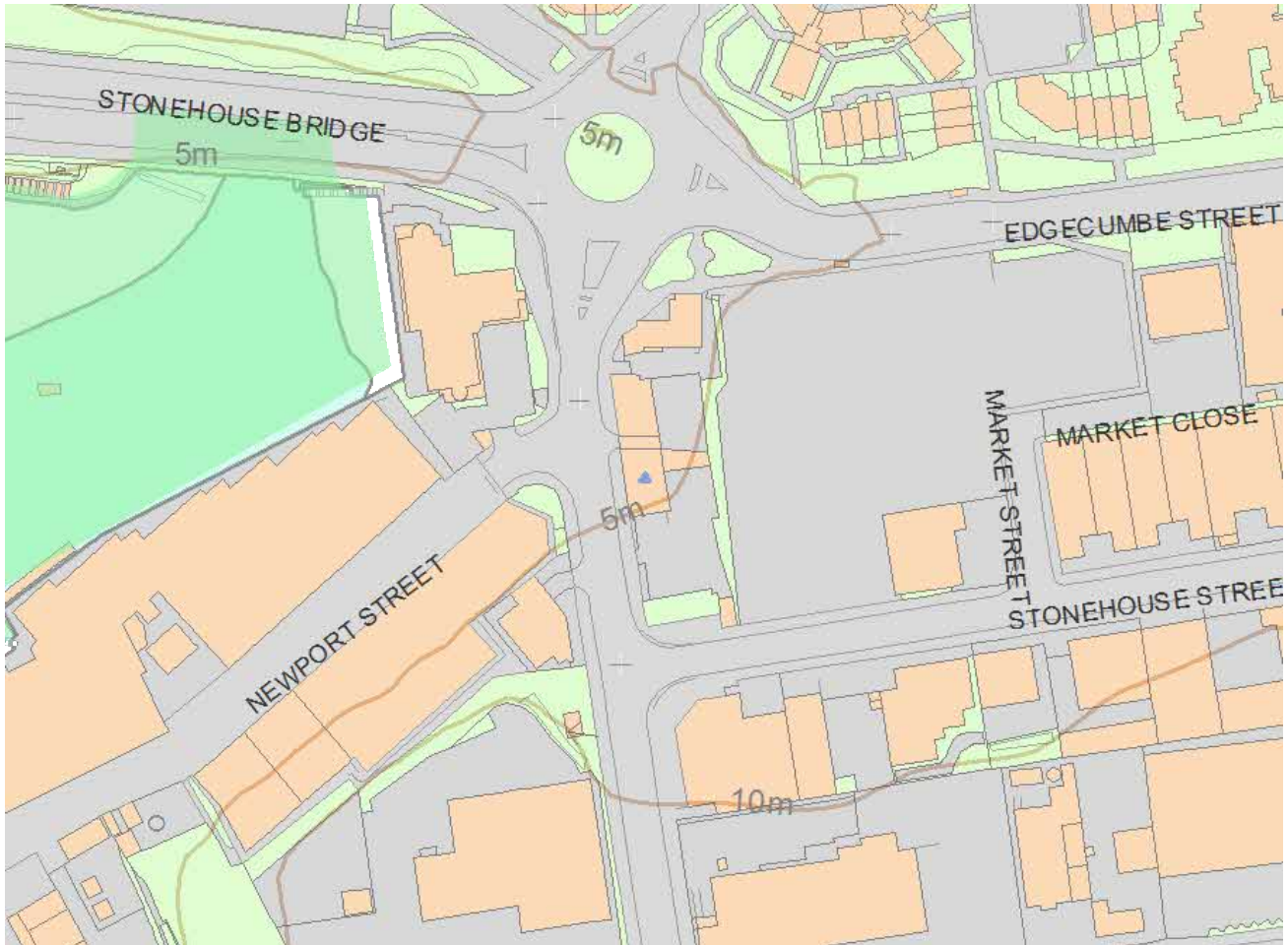
The contents of this record have been generated from a legacy data system.

Legacy System number: **473340**

Legacy System: **LBS**

Legal

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



Map

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