

Penzance Harbour, Cornwall

Archaeological Assessment and Heritage Impact Assessment

Cornwall Archaeological Unit



Report No: 2022R039

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Archaeological Assessment and Heritage Impact Assessment

Client	MWJV Ltd
Report Number	2022R039
Date	September 2022
Status	Final
Report author(s)	Jo Sturgess and Connor Motley
Checked by	Andy Jones
Approved by	Andy Jones
Project number	147234
Data location	\\CAU\Live Projects\Penzance harbour assessment 2022
Planning reference	N/A

The project's documentary, digital, photographic and drawn archive is maintained by Cornwall Archaeological Unit.

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Acknowledgements

This study was commissioned by Luise Gambardella-Strapp (Ward Williams Associates) on behalf of MWJV Ltd and carried out by Cornwall Archaeological Unit, Cornwall Council. The Project Manager was Jo Sturgess.

The views and recommendations expressed in this report are those of Cornwall Archaeological Unit and are presented in good faith on the basis of professional judgement and on information currently available.

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Contents

1	Summary	7
2	Introduction	9
2.1	Project background	9
2.2	Methodology	9
2.2.1	Policy and guidance	9
2.2.2	Scope	9
2.2.3	Aims	9
2.2.4	Desk-based assessment	9
2.2.5	Site visit	10
3	Heritage resource	10
3.1	Location and setting	10
3.2	Designated heritage assets	11
3.2.1	Conservation Area	11
3.2.2	Historic Settlement	11
3.2.3	Scheduled Monuments	11
3.2.4	Listed Buildings	11
3.3	Non-designated heritage assets	12
3.4	Archaeological sites	13
3.5	Historical background	14
3.5.1	Medieval (AD 410-1540)	14
3.5.2	Post-medieval (AD 1540-1800)	14
3.5.3	19th century (1800-1900)	15
3.5.4	20th century to present	17
4	Gazetteer	17
5	Statement of Significance	22
6	Proposals	23
6.1	Area 1	23
6.2	Area 2	23
7	Impacts and options for mitigation	23
7.1	Area 1	23
7.2	Area 2	25
8	References	26
8.1	Primary sources	26
8.2	Publications	26
8.3	Websites	26

List of Figures

- Fig 1 Locations of development areas outlined in red with Listed Buildings shaded in yellow.
- Fig 2 Existing plan of Area 1 showing locations of buildings and structures.
- Fig 3 Numbered Listed Buildings within and surrounding Area 1.
- Fig 4 Numbered non-designated heritage assets lying in close proximity and overlooking Area 1.
- Fig 5 Gazetteer map.
- Fig 6 Tithe Map c1840.
- Fig 7 OS First Edition map, surveyed in 1877.
- Fig 8 OS Second Edition map, c1907.
- Fig 9 OS map, c1932.
- Fig 10 Construction of the floating dock c1879 © Morrab Library Ref: M.0260.
- Fig 11 Opening ceremony of floating dock in 1884 © Morrab Library Ref: M.0139.
- Fig 12 Floating dock gates taken in 1890-1900 showing dockside building on the western quayside (now Penwith Marine Services building and Boston building) © Morrab Library Ref: M.0177.
- Fig 13 Armistice celebrations at the floating dock in 1918 © Morrab Library Ref: M.1178.
- Fig 14 Penzance harbour taken in c1920 before the car park was created by infilling the northern end © Morrab Library Ref: M.1596.
- Fig 15 The Rank warehouse building under construction in 1937 © Morrab Library Ref: IND 16PG 069.
- Fig 16 Aerial photograph of the floating dock taken in 1938.
- Fig 17 Quayside buildings along Wharf Road (The Quay) in 1963, now the Waterside Meadery and Penwith Marine Services building © Morrab Library Ref: M.0191.
- Fig 18 View along the western part of the North Pier (Site 1) looking towards the historic bonded store (left), the Grade II Listed dry dock (centre) and St Mary's church (Grade II* Listed) above.
- Fig 19 The Rank Building (Site 9), south west elevation.
- Fig 20 The Rank Building (Site 9), north east elevation.
- Fig 21 The Penwith Marine Services building and Boston building (Site 34) and the Waterside Meadery (Site 41), north east elevations taken from the North Arm.
- Fig 22 The Penwith Marine Services building and Boston building (Site 34) and the Waterside Meadery (Site 41), north east elevations with Grade II Listed Trinity House behind.
- Fig 23 The Penwith Marine Services building and Boston building (Site 34), south west elevations along Wharf Road (The Quay).
- Fig 24 King post trusses dating to c1880 inside the Penwith Marine Services building (Site 34).
- Fig 25 King post trusses dating to c1880 inside the Boston building (Site 34).
- Fig 26 The Waterside Meadery (Site 41), south west elevations along Wharf Road (The Quay).
- Fig 27 The Waterside Meadery (Site 41), right, and Grade II Listed Trinity House Depot, left along Wharf Road (The Quay).

Fig 28 Historic, granite surface and modern toilet block at the western end of the Grade II* South Pier.

Fig 29 Area of car parking between the Waterside Meadery and the western end of the Grade II* South Pier, looking towards the historic Dolphin Tavern.

Fig 30 Granite paving and probable tram turntable base adjacent to derrick dating to c1880 (Site 31).

Fig 31 Tram rails and surface of granite setts (right) dating to c1880 (Site 38) outside the Waterside Meadery.

Fig 32 Grade II Listed Albert Pier taken from outside the Rank building (Site 9).

Fig 33 The Rank building (Site 9), left, and Grade II* Listed South Pier, right.

Fig 34 View taken from the car park Area 2 looking towards the Grade II Listed Albert Pier, left, and the Rank building (Site 9), right, and Grade II* Listed South Pier, beyond.

Fig 35 View of the south side of the car park Area 2 looking towards the Grade II Listed Albert Pier.

Fig 36 Proposal plan for Area 1 showing footprint of new building to on the western quayside, areas of proposed new surfacing and location of new floating pontoon.

Fig 37 Proposal plan for Area 2 showing reconfiguration and proposed fencing.

Abbreviations and acronyms

CAU	Cornwall Archaeological Unit
CIfA	Chartered Institute for Archaeologists
HER	Cornwall and the Isles of Scilly Historic Environment Record
LPA	Local Planning Authority
MCO	Monument number in Cornwall HER
NGR	National Grid Reference
NHLE	National Heritage List Entry
OS	Ordnance Survey

1 Summary

Cornwall Archaeological Unit (CAU) was commissioned by Luise Gambardella-Strapp on behalf of MWJV Ltd to undertake an archaeological assessment and Heritage Impact Assessment to support a proposed planning application for alterations and redevelopment at Penzance Harbour.

Penzance Harbour lies along the south-eastern edge of the town immediately east of Wharf Road. There are two separate areas of proposed development, both of which lie within the Penzance Conservation Area.

The main proposed development area (Area 1) forms part of the floating dock to the north of Battery Rock (located at NGR: SW 4771 3005) and includes the whole of the North Arm (pier), the quayside along Wharf Road (The Quay) and the south western end of the South Pier (see Figs 1 and 2).

The dock comprises the North Arm (pier) on which the Rank Building is sited (Figs 18-22), a quayside along Wharf Road (The Quay) on which the Waterside Meadery, the adjoining Penwith Marine Services building, and the Boston building (Fig 21) are located and the South Pier which is designated as a Grade II* Listed Building.

The earliest references to the South Pier and also a landward quay (in the vicinity of Wharf Road (The Quay) and the Waterside Meadery and adjoining buildings) is in a Charter dating from 1512. However, there are indications of the existence of a pier on the site of the present South Pier long before its first mention.

The other area of proposed development (Area 2) is located some distance to the north of the dock in an area of the harbour which was infilled in the late 1950s for use as a car park (Fig 35). It is currently used for car parking and boat storage and is located between Wharf Road and the Albert Pier (a Grade II Listed Building) at NGR: SW 4766 3042 (see Fig 1).

Proposals for the dock (Area 1) include the demolition of the Penwith Marine Services building, the Boston building and Waterside Meadery, all to be replaced with a new fit for purpose freight-handling building located along Wharf Road (The Quay). They also include the refurbishment or possible demolition and replacement (decision pending a condition survey) of The Rank building on the North Quay to incorporate new harbour welfare facilities and an improved winter boat storage facility with the potential for leisure boat repair/servicing as an all year-round provision. Along the western quayside there are proposals for renewing the public realm surfaces.

Proposals for the car park (Area 2) between Wharf Road and Albert Pier include the reconfiguration of the car park and boat storage layout and the insertion of 1.8m high palisade fencing, bollards and areas of Herras fencing.

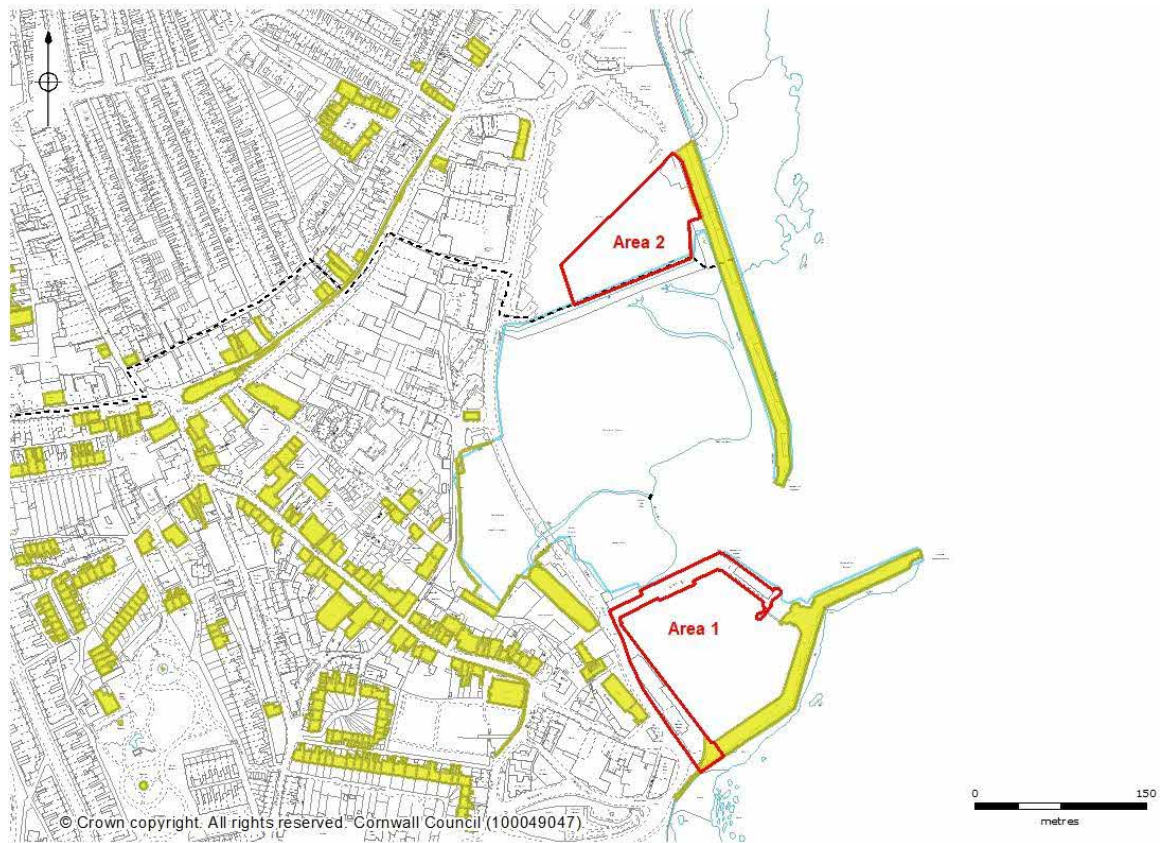


Fig 1 Locations of development areas outlined in red with Listed Buildings shaded in yellow.

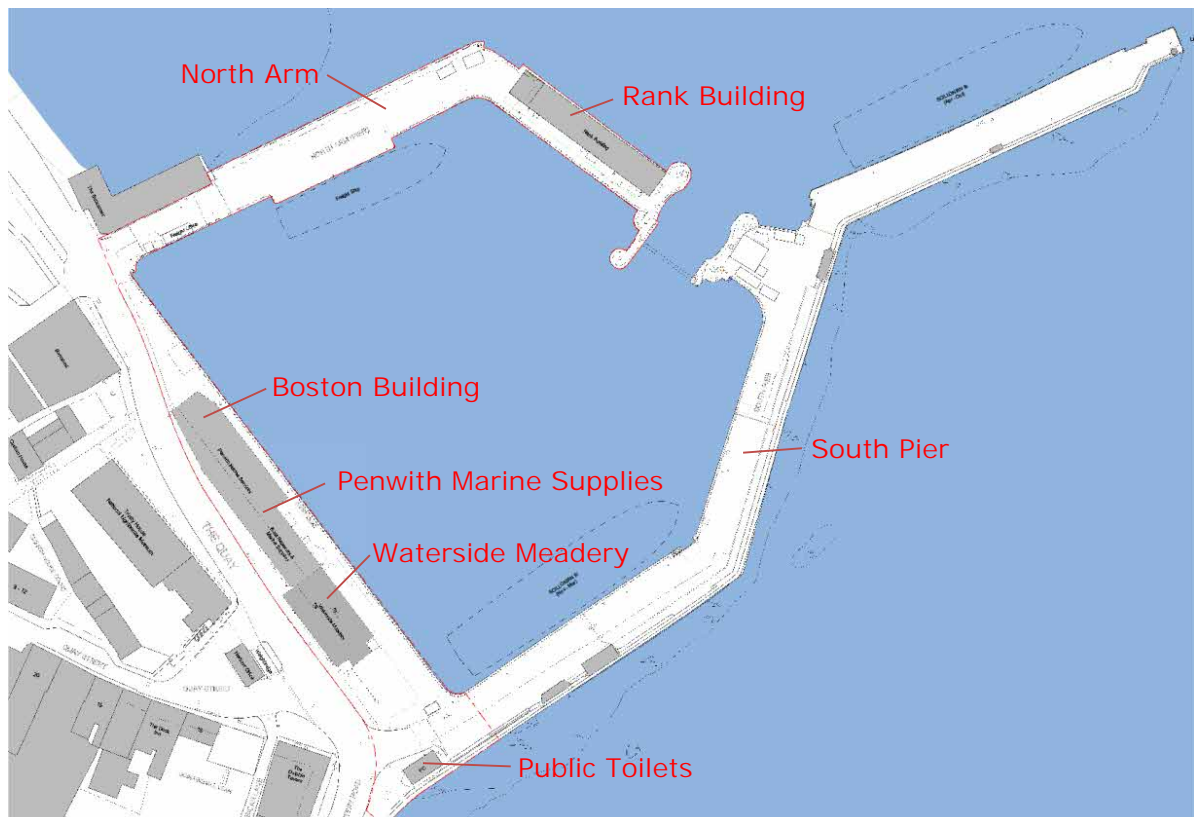


Fig 2 Existing plan of Area 1 showing locations of buildings and structures.

2 Introduction

2.1 Project background

This Archaeological Assessment and Heritage Impact Assessment (HIA) was commissioned by Luise Gambardella-Strapp (Ward Williams Associates) on behalf of MWJV Ltd in August 2022 to support a planning application for improvements to Areas 1 and 2 as shown on Figure 1. The proposals form part of the UK Government-backed Town Deal for Penzance.

The planning application(s) will consist of proposals for two separate areas (Figs 1 and 2). Proposals for the dock (Area 1) include the demolition of the Penwith Marine Services building, the Boston building and Waterside Meadery, all to be replaced with a new fit for purpose freight-handling building located along Wharf Road (The Quay). They also include the refurbishment or possible demolition and replacement (decision pending a condition survey) of The Rank building on the North Quay to incorporate new harbour welfare facilities and an improved winter boat storage facility with the potential for leisure boat repair/servicing all year-round provision. On the western quayside there are proposals for new public realm landscaping to include resurfacing.

Proposals for the car park (Area 2) between Wharf Road and Albert Pier include the reconfiguration of the car park and boat storage layout and the insertion of 1.8m high palisade fencing, bollards and areas of Herras fencing.

2.2 Methodology

2.2.1 Policy and guidance

The Heritage Impact Assessment takes account of various relevant aspects of national and local planning policies and guidance including:

- Government guidance on conserving and enhancing the historic environment;
- The National Planning Policy Framework (NPPF) (2018) – specifically policies for ‘conserving and enhancing the historic environment’ (paragraphs 184-202)
- The Cornwall Local Plan (2016) – specifically policy 24;
- The Ancient Monuments and Archaeological Areas Act (1979);
- The Planning (Listed Buildings and Conservation Areas) Act (1990);

2.2.2 Scope

This assessment is focussed on heritage assets identified within the proposal areas themselves (referred to as ‘Area 1’ (the dock, see Figure 1 for location) and ‘Area 2’ (the car park, see Figure 1 for location). The assessment also identifies relevant heritage assets within close proximity around these sites and considers potential impacts upon designated and non-designated heritage assets within this wider area (referred to as the ‘study area’).

2.2.3 Aims

The primary aims of this study are to assess the following:

- the resource of identified heritage assets, both designated and non-designated, within the study area that are relevant to the site;
- the potential for non-designated heritage assets within the site, including any demonstrably of equivalent significance to designated assets;
- the significance of the identified and potential heritage assets and resource within the site;
- the impacts of the proposal upon the significance of heritage assets and the settings of designated heritage assets within the study area; and
- appropriate measures for mitigating impacts upon the heritage assets and resource within the study area.

2.2.4 Desk-based assessment

This study was undertaken in accordance with the Chartered Institute for Archaeologist’s (CIfA) guidance on undertaking desk-based assessment (CIfA 2020).

Significance

In determining the significance of heritage assets CAU have followed guidance issued by Historic England (English Heritage 2008). The following criteria have been used to measure significance:

- Evidential – ‘the potential of a place to yield evidence about past human activity’;
- Historical – ‘derives from the ways in which past people, events and aspects of life can be connected through a place to the present’;
- Aesthetic – ‘derives from the ways in which people draw sensory and intellectual stimulation from a place’; and
- Communal- ‘derives from the meanings of a place for the people who relate to it, or for whom it figures in their collective experience or memory’.

Settings

In evaluating aspects of the settings of heritage assets CAU have followed Historic England’s guidance on the subject (2017).

Sources

During the desk-based assessment historical databases and archives were consulted in order to obtain information about the history of the site and study area and the structures and features that were likely to survive. The main sources consulted were as follows:

- Cornwall and Scilly Historic Environment Record (HER); accessed via the Heritage Gateway.
- The National Heritage List for England (a searchable database of designated heritage assets, excluding conservation areas).
- Cornwall Council’s mapping service for Conservation Areas and Listed Buildings.
- GIS data accessible to CAU.
- Early maps, records, and photographs (see Section 8.1).
- Published histories (see Section 8.2).
- Websites (see Section 8.3).

2.2.5 Site visit

A site visit was undertaken on Friday 5th August 2022 by Jo Sturgess and Connor Motley. This involved a walk over of the site. A basic photographic record was made of the two areas and notes were made on heritage assets which may be affected by the development.

3 Heritage resource

This section presents a summary of the historical development of the study area, provides detail of designated and non-designated heritage assets that have been identified and identifies potential heritage assets that may lie within the site.

3.1 Location and setting

The historic harbour occupies a large area of the coast on the eastern side of the town, located on the sheltered western side of Mount’s Bay. The harbour area stretches along the coast from the bus and train stations to the north, down to the South Pier located on the northern side of Battery Rocks. The floating dock (Area 1) and car park (Area 2) are both located within the historic harbour area. The floating dock (Area 1) is located at the far south end of the harbour centred at SW 4771 3005, and the car park (Area 2) is located at the north end of the harbour on infilled land centred at SW 4766 3042 (see Figs 1 and 2).

The main focus of the harbour historically was at the southern end and included part of the South Pier and a wharf side extending northwards from it, before the construction of the floating dock here in c1880. Further to the north vessels were historically beach

landed, and in 1845-1846 the Albert Pier was constructed to form an enclosed harbour at the north end to afford protection of the fishing fleet.

The floating dock at the south end of the harbour, constructed in c1880 to adjoin the earlier South Pier, is an enclosed dock with dock gates to the west located between the South Pier and the North Arm. As part of the c1880s works the South Pier was widened with gate pier added, the pre-existing wharf along the western side was extended eastwards, the North Arm and gates were added, and a building constructed on the western quayside. Although repairs to the dock have been made since, the structure plan and layout has remained substantially unchanged since it was built in c1880. The South Pier is currently used as a passenger terminal for access to the Scillonian ferry.

Early 20th century alterations to the dock include extensions to the building on the western quayside to its present footprint (now the Waterside Meadery, Penwith Marine Services building and Boston building) and the construction of the Rank building in 1937 on the North Arm built to a Modernist industrial design.

On the western, town side, of the floating dock a variety of historic buildings associated with the workings of the harbour and later dock remain in situ. These include Trinity House Depot, Trinity House, the Custom House with adjoining former fish cellar, a store at Penzance Shipyard with adjoining bonded store (now Boatshed Bar and Restaurant and the Penzance Dry Dock offices), the Dry Dock at Penzance Shipyard, The Dolphin Tavern (Fig 29), The Dock Inn, The Weighbridge Office, and a former quayside store (now The Buccaneer shell shop).

An area of the harbour at the northern end, between the Albert Pier and Wharf Road was infilled in the late 1950s–early 1960s to create a car park. This area remains in use as a car park and also has hardstanding for boat storage. Area 2 occupies the south eastern part of the car park, immediately adjacent to the Grade II Listed Albert Pier and the Penzance Sailing Club building.

3.2 Designated heritage assets

3.2.1 Conservation Area

Both development areas (Areas 1 and 2) lie within the Penzance Conservation Area.

3.2.2 Historic Settlement

The western quayside of the dock (Area 1) including the western end of the South Pier, the Waterside Meadery, the Penwith Marine Services building, and the Boston building all lie within the Historic Settlement of Penzance.

3.2.3 Scheduled Monuments

There are no Scheduled Monuments within the dock (Area 1) or within the car park (Area 2).

There are no Scheduled Monuments within the immediate vicinity within the study area.

However, there is one Scheduled Monuments outside the study area which has far reaching views to the harbour. This is Lescudjack Castle (NHLE:1003270) an Iron Age hillfort, situated approximately 520m to the north of Area 2 on the summit of a ridge with commanding views over Mounts Bay.

3.2.4 Listed Buildings

(See Figures 1 and 3).

The South Pier of the dock is designated as a Grade II* Listed Building (NHLE 1096159) [7]. The western end of this Pier lies within development Area 1 and the remainder of the South Pier overlooks the whole of Area 1.

There are no Listed Buildings within Area 2 although the eastern edge of the area lies immediately up against the Albert Pier which is designated as a Grade II Listed Building (NHLE 1350358) [6]. Area 2 is overlooked by the whole of the Albert Pier.

In close proximity to, and overlooking Area 1 are the following Listed Buildings (See Fig 3 for locations):

- Trinity House Depot (NHLE 1210362) [1].
- Trinity House (National Lighthouse Centre) (NHLE 350316) [2].
- Custom House (IOS Steamship co.) (NHLE 1143972) [3].
- Store at Penzance Shipyard (NHLE 1096158) [4].
- Dry Dock at Penzance Shipyard (NHLE 1096157) [5].
- Albert Pier (NHLE 1350358) [6].

At a slightly greater distance away is the parish church of St Mary (a Grade II* Listed Building – NHLE: 1220507) situated upslope at the bottom of Chapel Street. In this elevated position the church has clear views over the harbour (see Figs 12 and 18).



Fig 3 Numbered Listed Buildings within and surrounding Area 1.

3.3 Non-designated heritage assets

There are several non-designated heritage assets both within and in close proximity to the dock, Area 1.

Those lying within Area 1 are shown on the gazetteer map (Fig 5) and include:

The North Arm and western quay, built between 1879-1884 to create a floating dock for Penzance (Sites 1 and 35 in gazetteer).

The Rank Building, built in 1937 as a warehouse for flour and grain (Site 9 in gazetteer).

The Waterside Meadery, Penwith Marine Services building and the Boston building, first built in c1880 when the floating dock was first constructed (c1880) and later extended in the early 20th century to its present footprint (Sites 34 and 41 in gazetteer).

Remains of historic surfaces and tram rails along the western quayside, including the circular granite base for a tram turntable (Sites 31 and 38 in gazetteer).

Capstans and mooring posts (many associated with the initial construction of the floating dock in c1880) (Sites 3, 4, 6-8, 10, 11, 13-29, 32, 33, 36, 37, 39, 40 and 42 in gazetteer).

Non-designated heritage assets lying in close proximity and overlooking Area 1 are shown numbered in Figure 4 and include:

The Dolphin Tavern (MCO63583) on the corner of Quay Street, The Quay and Barbican Lane (which appears 18th or early 19th century in date but may have earlier origins) [1].

Barbican Lane (MCO63701) a historic lane with surface of granite setts and granite paving and its historic roadside wall (MCO63702) [2] and [3].

The Dock Inn on Quay Street (which appears 19th century in date but may have earlier origins) [4].

The Weighbridge Office (MCO63582) and weighing machine (MCO63585) (built between c1907 and c1930) [5] and [6].

A fish cellar (MCO60390) adjoining the front of the Grade II Listed Customs House (built before 1880) [7].

The Boatshed Bar and Restaurant and the Penzance Dry Dock offices (MCO60265) (both built originally as a bonded store and pre-date the c1880) [8].

Buccaneer shell shop at the north west corner of the floating dock (early 20th century probable storage building) [9].

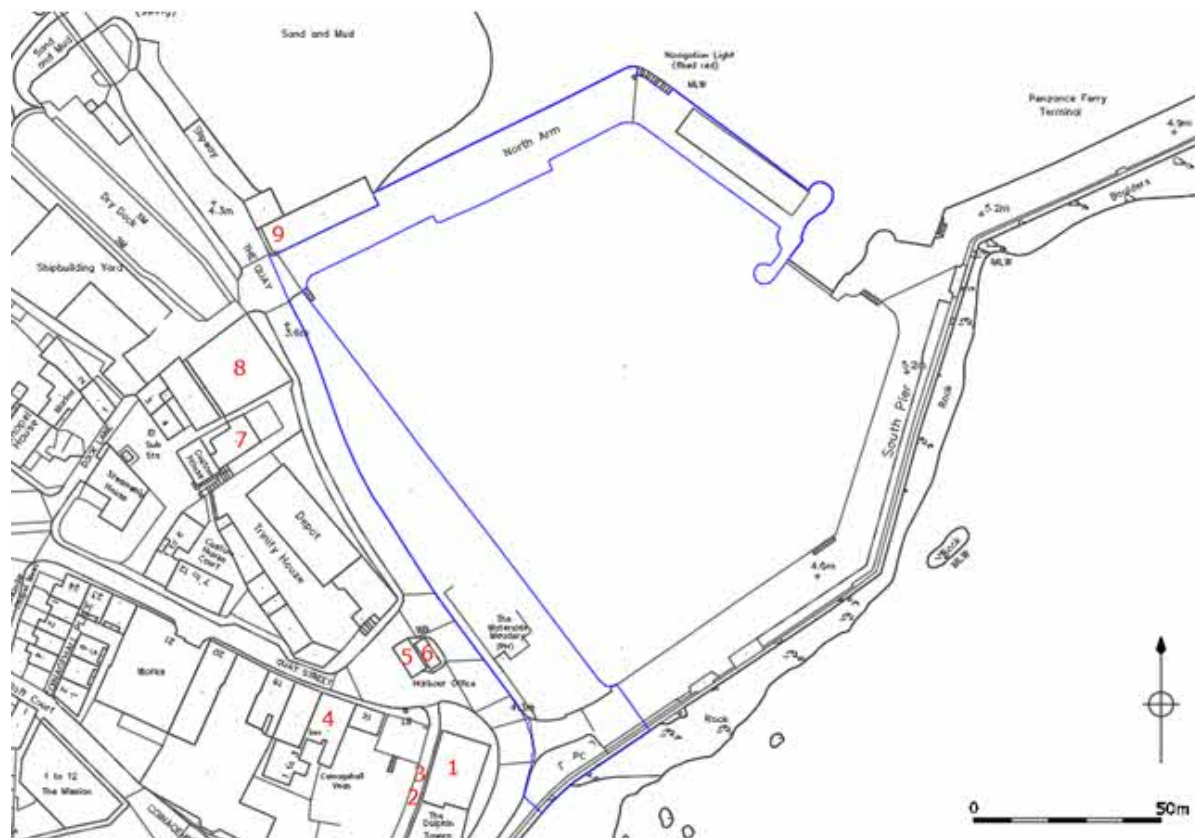


Fig 4 Numbered non-designated heritage assets lying in close proximity and overlooking Area 1.

3.4 Archaeological sites

There are several archaeological sites both within and in close proximity to the dock, Area 1.

The South Pier (MCO25108, Site 44 in gazetteer) is first recorded in 1512 but has earlier origins (Sheppard 1980, 2). A quay (MCO4866) is also mentioned at this date. The exact extent of these features is unknown, although the early pier is likely to survive within the present South Pier which has been further extended and widened in the post-medieval period.

The site of a slipway (MCO60263) and wharf (Site 35 in gazetteer) predating the c1880 western quayside of the floating dock. The slipway is located in the area of the existing Penwith Marine Supplies building and the former wharf edge runs along the western side of the existing buildings.

The site of a jetty (MCO60262, Site 30 in gazetteer) predating the c1880 western quayside of the floating dock. The jetty is shown extending from the earlier wharf out into the harbour just to the north of the existing Boston building on the 1877 OS map.

The original settlement of Penzance (MCO63494) which predates the 14th century planted town, is likely to have been a small fishing settlement clustered around the area immediately west of the South Pier.

3.5 Historical background

3.5.1 Medieval (AD 410-1540)

The settlement of Penzance is first recorded in 1284 when it is spelt 'Pensans' (Gover 1948). The name is Cornish and contains the elements 'Pen' meaning 'head' or 'promontory', and 'Sans' meaning 'holy' or 'saint'. Penzance can be rendered into English as the Holy Headland or the Promontory of the Saint (Padel 1985).

The medieval town of Penzance seems to have developed from the large Domesday manor of Alverton. A reference to Penzance in the 1322 manorial survey of Alverton describes the settlement as having 29 burgesses, eight boats, and number of lodges for foreign fishermen (Cahill and Russell 2003, 15). This settlement is likely to have been located close to the shore, immediately west of the present South Pier. The first record of a chapel in this area was in 1327. This was St Anthony Chapel which is no longer extant but was originally located close to the harbour within the small settlement (Cahill and Russell 2003, 15-16).

The date at which a pier was first built at Penzance is not known with certainty. Documentary evidence clearly indicates that by the early 14th century Penzance was already supporting a small fishing fleet, but the date at which a pier was built to protect these vessels is not recorded. Furthermore, it is difficult to envisage that the known early 15th century expansion of the town, relying as it did on access to the sea was not accompanied by the construction of a pier. There was certainly a pier in existence before 1512, for in that year Henry VIII issued a charter which refers to the 'kaye and bulwarks' as already existing. The form of the earliest pier is known from an illustration of around 1540 (British Library: Cotton MS Augustus I i 34), which indicates that it occupied the site of the existing South Pier and extended in a straight line from the shore. The pier at this time may have been up to 85m long and probably survives within the fabric of the existing South Pier (NHLE 1096159).

3.5.2 Post-medieval (AD 1540-1800)

It is claimed that the harbour at Penzance was the first place in England where tobacco was smoked (by Walter Raleigh) in the 16th century.

After an attack on Penzance by the Spanish in 1595 (claimed to be the last Spanish invasion of England), resulting in many of the houses being burnt down, the town was extensively rebuilt. In 1614 a Charter of Incorporation was granted to Penzance, already the customs port for the Cape Cornwall to Lizard area, giving the town rights to hold markets and fairs. Hals in 1740 states 'the old town was comparatively all new built of brick and stone and augmented with a greater number of houses than before' (Penwith District Council 2010, 13).

Up until the mid 17th century the nearby harbours at Marazion and Mousehole were more important than Penzance, but from 1663 when the town was granted stannary town status and local tin production significantly increased, the port became busier, more prosperous and dwarfed the importance of its neighbours. Indeed, the wealth of the whole town and its hinterland depended on the success of the port, and this is reflected in the constant upgrading of the facilities. The fortunes of the harbour were inevitably closely linked to those of the metal mining industry and the revenues would have been

used to pay for the documented extensions and upgrades of the South Pier and harbour area. The port would have been busiest in the periods proceeding the coinage fairs, but throughout the year coastal shipping and ocean going vessels seeking shelter would have made frequent use of the facilities. The second major export from the pier was hogsheads of pilchards many of which were sent to Mediterranean countries (NHLE 1096159).

The town by this point had become a significant market town and port capable of deep water trading with Ireland and Europe (Cahill and Russell 2003, 16). Trade continued well during the 17th and 18th centuries, with shipments of timber, salt, iron, coal and grain arriving at the harbour, fulfilling the needs of the expanding tin industry in Cornwall. Herring and pilchard were exported to Europe and around Britain (Cahill and Russell 2003, 18).

In 1745-6, following years of remedial repairs, the existing South Pier was repaired, rebuilt and extended by Penzance Corporation with much of the work being supervised by Tobias Vibert. Considerable contemporary documentation, including details of workers and sources of stone and lime, relating to this work survives (NHLE 1096159).

The earliest significant extension to the length and alignment of the South Pier was carried out in 1764-68 to provide deeper water and increased landing facilities for the increasingly busy and prosperous port. The contract for the work was awarded to Thomas Richardson of Plymouth, who agreed to build a 170 foot long by 40 foot wide battered wall for £2,900. This contract was never fulfilled and instead a 113 foot length together with a colonnade store was completed by a directly employed labour force in 1768 (NHLE 1096159).

A contract to complete the work unfinished by Richardson was awarded to local masons in 1785 and despite some dispute concerning its quality, it appears to have been completed. A second colonnade store (since removed) was added at this time (NHLE 1096159).

The final section of the new alignment of the South Pier was started in 1764 and completed in 1811-12 by Edward Hambleton at a cost of about £6,500. A third colonnade was added at this time (NHLE 1096159).

3.5.3 19th century (1800-1900)

In 1805 Penzance harbour was the first place in the country to receive news of Nelson's victory and death at Trafalgar.

In the period between 1812 and 1840 a number of relatively small scale, but significant, works were completed around the harbour including the provision of: mooring posts; bollards; capstans; a light; protective timber baulking; new paving; a crane; new access road; protective wall and quay. Additional remedial works were also carried out, especially as a result of the considerable damage caused by a severe storm on 20 January 1817 (NHLE 1096159).

The Albert Pier was constructed in 1845-1846 to give protection to the Mount's Bay fishing fleet by enclosing the northern end of the harbour. It was named the Albert Pier following a visit from Queen Victoria and Prince Albert in 1846 when Prince Albert landed at the pier (NHLE 490125). In 1853 the Albert Pier was extended, and at the same time the final extension to the South Pier was built on a third alignment. This new length of the South Pier was built using the same ashlar bond facing techniques employed at the Albert Pier (NHLE 490125). A small lighthouse built at the seaward end of the South Pier bears the inscription "PIER EXTENDED 1853 T.S. BOLITHO MAYOR". The new length of pier was widened in 1871 (NHLE 1096159).

Trinity House established their warehouse next to the harbour in 1861.

The Tithe map of c1840 (Fig 6) is not detailed enough to show the structures in the harbour area at this date but does show the South Pier. The First Edition OS map, surveyed in 1877 (Fig 7) shows much more detail of the area prior major remodelling being undertaken in the following years.

Between 1879 and 1884 major works were undertaken in the harbour area. These works included the construction of a floating dock adjoining the north side of the South Pier

(Figs 10-13 and 16) and the complete remodelling of the seafront from the South Pier northwards as far as New Town Lane to insert a new road linking the two ends of the harbour resulting in the construction of Wharf Road, The Quay and the Ross Bridge and the creation of Abbey Basin.

The scheme for the floating dock provided an area that would be in water at all states of the tide, enabling vessels to remain afloat, hence the name 'floating dock'. As part of the construction of the new floating dock the South Pier was widened with gate pier added, the pre-existing wharf to the west was extended eastwards, the North Arm and gates were added, and a building constructed on the new western quayside (now extended to form the Boston building, Penwith Marine Services and Waterside Meadery). After 1884 the structure of the new floating dock and South Pier changed very little, and work seems to have included mainly minor repairs and renewals.

A newspaper article in The Cornish Telegraph dated Wednesday 29 October 1879 describes the construction of the new floating dock and further harbour works as follows:

'The new piers will consist of outer and inner walls, the intervening space being filled with the excavations from the bed of the dock. The walls are to be built of granite of that class of work known as random rubble and it is stipulated that the mortar shall be of blue lias lime, the pointing to be Portland cement. In order make the walls water-tight they will be puddled at the back. The masonry of the re-walling of the existing south and west wharves will be precisely of the same character as the new piers. Mr. P. G. Coak, who has done a very good job at the northern end of the harbour, is the contractor for the masonry of the dock. Messrs. Freeman will supply the granite, in large and small blocks, at 11d ton placed in waggons at the quarry New Mill. In addition to the stones in the existing south and west walls to be re-used, there will be about 20,000 tons of granite used, about 12,000 tons for the dock. The granite will be brought from New Mill to the site of the dock for 2s 1d per ton by various carriers. The contractor for the excavation of the dock is Mr. Williams, whose previous work in the harbour has given satisfaction: and it is estimated that in the interior the dock he will take out some 30,000 cubic yards. On an average, the bed of the dock will be excavated six feet. The scheme also includes long-talked-of and much needed work -the connection of the wharves, and the providing of a level road from Newlyn and the west to the railway-station. This road will relieve the narrow streets of the town of a great deal traffic, which is not unattended with danger during the mackerel season. At the end of the present Custom House wharf the road will run past Mathews's premises for 270 feet, where a swing bridge will be thrown across an entrance to Mathews's new graving-dock, to be constructed Mr. Bobbins, and to Coulson's wharf and the Abbey-street slip. This plate and angle-iron lattice bridge will have span of 40 feet, and be 25 feet wide, including footpath supported by cantilevers. From the bridge the road is to be continued by a viaduct of masonry piers and wrought-iron girders, with twelve spans, each 25 feet from centre to centre; and from thence it will be carried on an embankment till it joins the Albert wharves. The swing-bridge will supplied by the Thames Iron Works Co., whose contract for this, as well as the dock gates, was accepted before the recent rise in the price of iron. The engineers are Messrs. Beardmore and Barnes and R. H. Twigg, of Westminster, whose plans were awarded the premium of £50 offered by the Corporation. The resident engineer is Mr. G. H. Small, the borough surveyor, and the clerk of the works is Mr. Adamson, of Croydon, who has had large experience in dock and sea-wall work.'

When the tin and copper mining industry declined in the latter years of the 19th century, the harbour continued operating as an important commercial port handling a variety of products including: china clay; cement, potatoes; grain and flour; coal; artificial manure and flowers before finally succumbing to the impact of road transport in the mid 20th century.

3.5.4 20th century to present

The c1907 OS map (Fig 8) is the first available map to show the layout of the floating dock. This shows a quayside building on the western quay (now the Waterside Meadery, Penwith Marine Services Building and Boston building), a small building/shed adjacent to the North Pier terminal, the two capstans on the North Pier terminal (sites 3 and 6) and locations of mooring posts. It also shows a crane just to the north west of the building on the western quay with tram rails leading from the quay edge to the north west end of the Trinity House Depot. These rails and the circular granite setting of a turntable still survive outside the Trinity House Depot, and the circular granite setting for a turntable on the quayside also still survives (site 31).

The c1932 OS map (Fig 9 see also Figs 16 and 17) indicates that the quayside building on the western quay (now the Waterside Meadery, Penwith Marine Serves Building and Boston building) had been extended to its present footprint by this date. It also shows that a quayside building (now the Buccaneer shell shop) had been constructed by this date (Fig 14) and that the small building adjacent to the North Pier terminal had been enlarged. The crane, tram rails and turntables were also still in use at this date.

In 1937 the Rank building was constructed at the eastern end of the North Pier as a new large warehouse for imported grain and flour (Fig 15). Messrs. Joseph Rank Limited were millers from Hull whose company and outlets expanded across many parts of the country at this time. Prior to the construction of the Rank building, Messrs. Joseph Rank Ltd had occupied another building at the floating dock but in 1930 plans were put in place for a new purpose built warehouse to serve increase in shipments and ensure the employment of 40 men at the dock working for the company (Cornishman - Thursday 15 October 1931).

In 1959 the northern end of the harbour between Wharf Road and the Albert Pier was infilled to create a new car park.

A short extending arm with a mooring post was added to the south side of the North Pier terminal at some point between 1955 and 1988. Repairs and resurfacing were also carried out on the North Pier during the 1960s and 1970s.

A toilet block was constructed at the western end of the South Pier probably in the 1980s.

4 Gazetteer

(See Fig 5 for site locations).

Site 1: North Pier

HER number: MCO60388

Grid reference: SW 4770 3011

Date: 1879-1884

The North Pier (or North Arm) of the floating dock was constructed between 1879 and 1884. A newspaper article indicates that the new floating dock, of which the North Pier is a part, was constructed from New Mill granite. The inside of the pier was filled with the excavation material from the deepening of the dock, the walls were bonded with Blue Lias lime mortar and pointed with Portland cement. The existing South Pier and western quayside walls were extended outwards at the same time to the same specification (The Cornish Telegraph 1879, 8).

Site 2: North pier extension

HER number: N/A

Grid reference: SW 47755 30090

Date: Between 1975 and 1988

A short extending arm with a mooring post was added to the south side of the end of the North Pier sometime between 1975 and 1988 (HARB 14CF 096, Cornwall County Council 1988).

Site 3: North capstan

HER number: N/A

Grid reference: SW 47767 30109

Date: 1879-1884

A capstan on the north side of the North Pier terminal which dates to the pier's construction in 1879-1884.

Site 4: Three hooks around the north capstan

HER number: N/A

Grid reference: SW 47769 30112

Date: c1880

Three large iron hooks around the north capstan (site 3) which may be original to the pier.

Site 5: Post

HER number: N/A

Grid reference: SW 47762 30101

Date: 20th century

An iron post probably used for tying ropes.

Site 6: South capstan

HER number: N/A

Grid reference: SW 47758 30099

Date: 1879-1884

A capstan on the south side of the North Pier terminal which dates to the pier's construction in 1879-1884.

Site 7: Hook next to south capstan

HER number: N/A

Grid reference: SW 47755 30098

Date: c1880

A large iron hook next to the south capstan (site 6) may be original to the pier.

Site 8: Mooring post

HER number: N/A

Grid reference: SW 47752 30088

Date: Between 1975 and 1988

A mooring post situated on the pier extension built between 1975 and 1988 (HARB 14CF 096, Cornwall County Council 1988).

Site 9: Rank building

HER number: N/A

Grid reference: SW 47742 30120

Date: 1937

The Rank building was constructed in 1937 for Messrs Joseph Rank Ltd, millers of Hull. This company had a warehouse for imported flour at the floating dock before the Rank building was built in 1937 (Cornish Post and Mining News 1931, 8). The two-storey building is located at the eastern end of the North Pier and is of Modernist design constructed from shuttered, reinforced concrete and painted white (Figs 15, 16 19, 20, 33 and 34). The harbour master's office is currently located at the south east end of the building.

Site 10: Mooring post

HER number: N/A

Grid reference: SW 47722 30138

Date: 1879-1884

A mooring post which probably dates to the construction of the pier between 1879 and 1884.

Site 11: Mooring post

HER number: N/A

Grid reference: SW 47718 30141

Date: 1879-1884

A mooring post which probably dates to the construction of the pier between 1879 and 1884.

Site 12: Mooring post

HER number: N/A

Grid reference: SW 47713 30131

Date: mid-late 20th century

A mooring post possibly inserted during repair work to the North Pier in the 1970s.

Sites 13-26: Mooring posts

HER numbers: N/A

Grid references: Site 13: SW 47711 30138, Site 14: SW 47707 30128, Site 15: SW 47706 30137, Site 16: SW 47695 30131, Site 17: SW 47692 30120, Site 18: SW 47678 30123, Site 19: SW 47662 30115, Site 20: SW 47664 30106, Site 21: SW 47660 30105, Site 22: SW 47649 30109, Site 23: SW 47649 30100, Site 24: SW 47635 30093, Site 25: SW 47628 30088, Site 26: SW 47627 30083

Date: 1879-1884

Mooring posts which probably date to the construction of the North Pier between 1879 and 1884.

Site 27: Site of capstan

HER number: MCO60261

Grid reference: SW 4763 3007

Date: Pre 1879

A 'Capstan' was marked at this location on the Ordnance Survey first edition 1:2500 map but is no longer extant (MCO60261).

Site 28: Mooring post

HER number: N/A

Grid reference: SW 47631 30078

Date: 1879-1884

A mooring post which probably dates to the construction of the floating dock between 1879 and 1884.

Site 29: Mooring post

HER number: N/A

Grid reference: SW 47638 30067

Date: 1879-1884

A mooring post which probably dates to the construction of the floating dock between 1879 and 1884.

Site 30: Site of post medieval jetty

HER number: MCO60262

Grid reference: SW 4765 3007

Date: Pre 1879

A 'Jetty' extending into Penzance harbour was recorded on the Ordnance Survey first edition 1:2500 map but is no longer extant (MCO60262).

Site 31: Tram turntable base and granite surface

HER number: N/A

Grid reference: SW 47640 30065

Date: 1879-1884

The circular granite setting for a tram turntable remains in situ along with a surviving section of granite flagstone surface on the western quayside to the north of the Boston building (Fig 30). A crane/derrick is shown in this location on historic maps and photographs and tram rails are shown on the c1907 OS map (Fig 8) leading from this spot to the northern end of the Trinity House Depot for offloading goods from vessels and transporting them into the depot. Outside the northern end of the Trinity House Depot a similar circular granite setting for a turntable survives with the rails still in situ. The rails and turntables are likely to be contemporary with the construction of the floating dock in c1880.

Site 32: Mooring post

HER number: N/A

Grid reference: SW 47650 30053

Date: 1879-1884

A mooring post which probably dates to the construction of the floating dock between 1879 and 1884.

Site 33: Mooring post

HER number: N/A

Grid reference: SW 47662 30036

Date: 1879-1884

A mooring post which probably dates to the construction of the floating dock between 1879 and 1884.

Site 34: Penwith Marine Services building and Boston building

HER number: N/A

Grid reference: SW 47660 30032

Date: 1879-1884 and extended to present footprint c1918

This warehouse/store/workshop is first depicted in photographs dated c1890 (M.0177, FF Ref. 22974). It was probably built as part of the new floating dock constructed between 1879 and 1884. The building had been extended to the north east and south east by 1918 (M.1596, M.1178). Internally, the original structure survives with king post trusses. The exterior Onduline cladding is modern and a small section of the roof covering at the north west end of the Boston building is now missing (Figs 16, 22, 23, 24 and 25).

Site 35: Site of a pre-1879 slipway and western quayside

HER number: MCO60263

Grid reference: SW 4765 3002

Date: Pre-1879

A slipway and the location of the earlier wharf front is marked on the First Edition OS map surveyed in 1877 (MCO60263, Fig 7). As part of the construction of the floating dock between 1879 and 1884 the slipway was covered over, and the western quayside extended outwards to the north east.

Site 36: Mooring post

HER number: N/A

Grid reference: SW 47668 30029

Date: 1879-1884

A mooring post which probably dates to the construction of the floating dock between 1879 and 1884.

Site 37: Mooring post

HER number: N/A

Grid reference: SW 47677 30016

Date: 1879-1884

A mooring post which probably dates to the construction of the floating dock between 1879 and 1884.

Site 38: Tram rails and historic surface

HER number: N/A

Grid reference: SW 47681 30010

Date: 1879-1884

A section of historic tram rails for the movement of goods survives in situ between the Waterside Meadery and the quay edge. Between the rails and the Waterside Meadery there is also an area of surviving historic surface constructed from granite setts (Fig 31).

Site 39: Mooring post

HER number: N/A

Grid reference: SW 47688 30004

Date: 1879-1884

A mooring post which probably dates to the construction of the floating dock between 1879 and 1884.

Site 40: Site of capstan

HER number: MCO60262

Grid reference: SW 4767 2999

Date: Pre 1877

A 'Capstan' is marked at this location on the Ordnance Survey first edition 1:2500 map surveyed in 1877 but is no longer extant (MCO60262).

Site 41: The Waterside Meadery

HER number: N/A

Grid reference: SW 47679 29998

Date: c1918

The north west part of this building was probably first constructed at the same time as the floating dock (1879-1884), as part of a larger store/warehouse incorporating part of the Penwith Marine Services building and Boston building. It appears to have been extended to its present footprint by 1918 (M.1596, M.1178). It was converted for use as a Meadery in 1970 (www.thewatersidemeadery.uk/) (Figs 26 and 27).

Site 42: Mooring post

HER number: N/A

Grid reference: SW 47696 29992

Date: 1879-1884

A mooring post which probably dates to the construction of the floating dock between 1879 and 1884.

Site 43: Public Toilets

HER number: N/A

Grid reference: SW 47696 29992

Date: c1980s

A late 20th century toilet block (Fig 28).

Site 44: South Pier

HER number: MCO25108

Grid reference: SW 47696 29992

Date: c1990

There has been a pier at this site since at least 1512, however this structure underwent upgrades and extensions in 1745, 1782 and 1812, another extension in 1848-1853 (MCO25108), and finally the arm and gate terminal creating the floating dock was added in c1880 when the western section of the pier was also widened. The pier is a Grade II* Listed Building (List Entry Number: 1096159). A small part of the pier at the western end lies within the project area and is surfaced with historic granite setts.

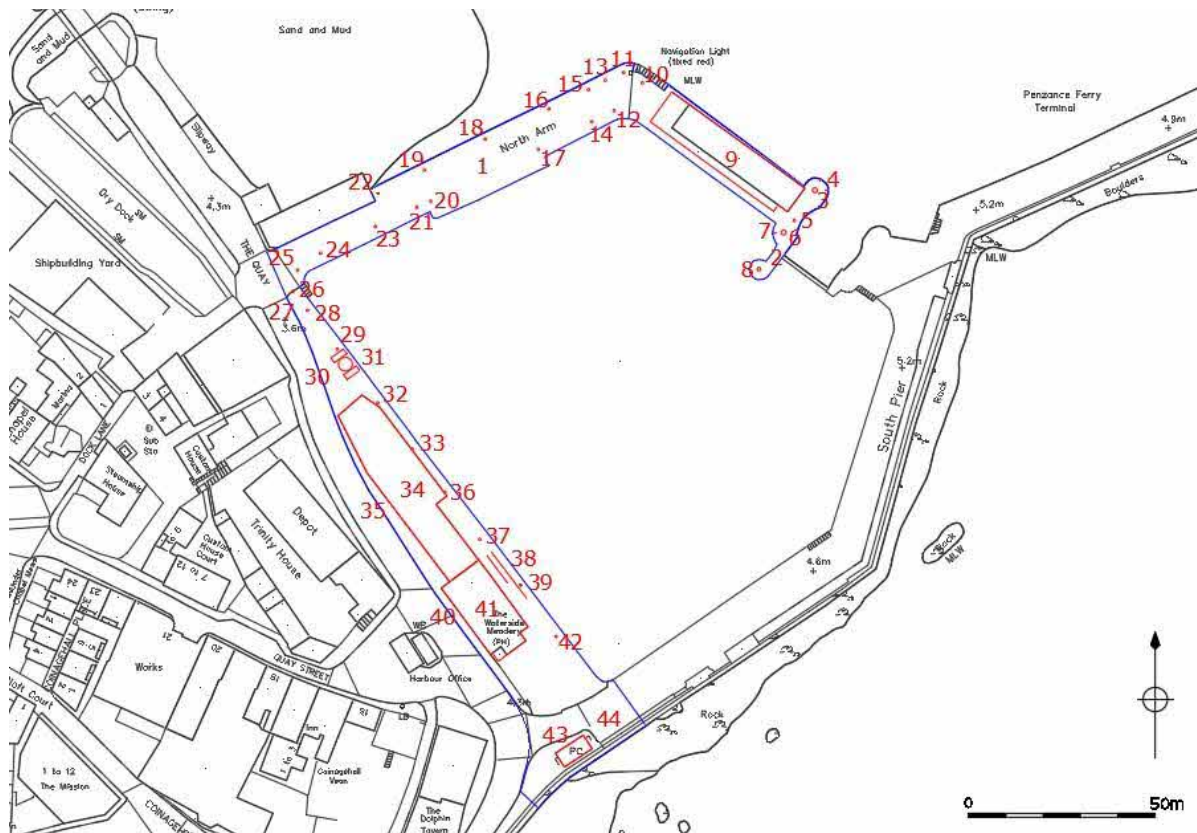


Fig 5 Gazetteer map.

5 Statement of Significance

The evidential, historical, aesthetic and communal values of the harbour are high. It has a long history dating back to at least the medieval period and developed into an important seaport by at least 1512.

Area 1 includes part of the Grade II* Listed South Pier which has origins stretching back to at least the early 16th century, but probably much earlier. This part of the development area, along with the western part of the west quayside has high evidential and historical values in relation to its location within the earliest part of Penzance which pre-dates the 14th century. It has high significance for its potential to reveal evidence associated with the earliest settlement at Penzance and maritime activities here through history.

The majority of Area 1 (the North Arm and the western quayside) were constructed between 1879 and 1884 as a new floating dock undertaken by the Corporation of Penzance and seen at the time as absolutely necessary to provide for the legitimate trade of the port. Although this part of the structure is not designated as a Listed Building it is an integral part of the historic harbour and closely associated with the Grade II* Listed South Pier which also underwent widening at this time to accommodate the new floating dock.

There are a variety of Grade II Listed Buildings and other non-designated heritage assets directly to the west and, south and north of Area 1, overlooking the floating dock, all of which are either associated with the maritime history of the harbour or serving the people who worked there. Their close association with the dock is significant and adds to the historic group value of the setting.

There are buildings and structures within Area 1 which can be classified as non-designated heritage assets. These are significant in illustrating the historic development of the floating dock from c1880 onwards and its maritime history. The adjoining buildings along the western quayside (the Waterside Meadery, the Penwith Marine Services building and the Boston building) all appear to have been built when the floating dock was first constructed in c1880 but were extended to the north, south and east at some point between c1907 and c1932. Also, along the western quayside there are surviving areas of granite setts and flagstone surfaces, a circular granite setting for a tram turntable and tram rails, all of which appear to date to the c1880 construction of the floating dock. The Rank Building which stands on the North Arm was constructed in 1937 as a flour and grain warehouse for Messrs. Joseph Rank Ltd (millers) and is a good example of Modernist industrial architecture of the 1930s.

The Albert Pier which encloses the harbour to the north of the floating dock is a Grade II Listed Building which was built in 1845-1846 to give protection to the Mount's Bay fishing fleet. It was named the Albert Pier following a visit from Queen Victoria and Prince Albert in 1846 when Prince Albert landed at the pier. The pier has high evidential, historical, aesthetic and communal values and adds strong significance to the setting of the harbour. Both Areas 1 and 2 lie within the setting of the Albert Pier.

Penzance harbour has high communal value. It is highly valued by the local community both past and present and has a large and geographically widespread community of attachment, comprising people who use the maritime facilities, who live on the Isles of Scilly or visit on holidays and also the people who work there. The South Pier is currently used as a passenger terminal for access to the Scillonian ferry which has sailed from here since the 1920s. The association with this historic ferry service adds to the high communal value of the dock.

Both built environment and archaeological values in and around the harbour and dock are high.

On the national stage the South Pier at Penzance is reputed to be the site of at least three notable events. The first is the claim to be the first place in England that tobacco was smoked (by Sir Walter Raleigh), the second as the site of the last invasion of England (by the Spanish) in 1595 and the third where news of Nelson's victory and death at the battle of Trafalgar was first received (NHLE 1096159).

6 Proposals

(See proposal drawings Figs 36 and 37).

Detailed proposals for alterations have not yet been determined. However, outline proposals for each area are as follows:

6.1 Area 1

Demolition of the Penwith Marine Services building, the Boston building and Waterside Meadery, all to be replaced with a new fit for purpose, two-storey, freight-handling building located along Wharf Road (The Quay).

Either the refurbishment or possible demolition and replacement (decision pending a condition survey) of The Rank building on the North Arm to incorporate new harbour welfare facilities and an improved winter boat storage facility with the potential for leisure boat repair/servicing all year-round.

A new floating pontoon alongside eastern side of the North Arm.

Along the western quayside there are proposals for new replacement surfaces.

6.2 Area 2

The Harbour Car Park at the north end of the harbour (Fig 35) is to be redeveloped as part of the Town Deals programme. The proposals are shown on Figure 37. This scheme features newly designated parking and boat storage areas (seasonal), new palisade fencing (1.8m high) and movable Herras fencing, reconfiguring the existing car park, 90 Parking Spaces including 5 disabled (Apr to Sep), 20 trailer boat spaces (Apr to Sep), up to 30 boat spaces (Apr to Sep), lay up for up to 140 boats (Oct to Mar) and improved security.

7 Impacts and options for mitigation

7.1 Area 1

Proposal for demolition of the Penwith Marine Services building, the Boston building and Waterside Meadery, all to be replaced with a new fit for purpose, two-storey, freight-handling building located along Wharf Road (The Quay).

Impacts

The demolition of the existing buildings along the western quayside will have a negative impact in the loss of historic fabric within the Conservation Area. The buildings appear to have been constructed in c1880 as part of the design for the new floating dock and were then extended to their present footprint in the early 20th century. They are very much part of the history of the floating dock. Although the external treatment of these buildings is modern, the historic structures survive beneath. The demolition work may also have a negative impact on any surviving archaeological features below ground such as the pre-1880 quayside and historic surfaces.

It is proposed that the new freight-handling building will be constructed on the site of the existing Waterside Meadery and Penwith Marine Services building. The external design, materials, height and mass would need to be given careful consideration to avoid any harmful impacts to the setting of the Conservation Area and surrounding heritage assets. Construction of the new building may also have a negative impact on any surviving archaeological features below ground such as the pre-1880 quayside and historic surfaces.

Mitigation options

Consideration could be given to conversion and alteration of the existing buildings rather than wholesale demolition. The structures are very much part of the history of the floating dock.

If demolition is accepted, it is recommended that a Historic Building Record is undertaken prior to any of these works being undertaken. It is also recommended that an archaeological watching brief is undertaken during demolition and during groundworks for the new building.

Careful consideration should be given to the design of the new two-storey building including use of suitable materials, height and mass in order to avoid causing harm to the character and setting of the Conservation Area and surrounding heritage assets.

Proposal for either the refurbishment or possible demolition and replacement of the Rank building on the North Arm to incorporate new harbour welfare facilities and an improved winter boat storage facility with the potential for leisure boat repair/servicing all year-round.

Impacts

The Rank building was constructed in 1937 on the North Arm of the floating dock. It is a good example of Modernist industrial architecture of the time and remains intact with few alterations. The refurbishment of this building would have a positive impact in retaining the 1930s structure and character but may have some negative impacts in the potential loss of historic fabric and plan-form.

If demolition of the building is undertaken there will be a negative impact in the loss of historic fabric and architectural character and the understanding of the historic development of the floating dock.

If the present building is deemed to be beyond repair, the external design, materials, height and mass of a replacement building here would need to be given careful consideration to avoid any harmful impacts to the setting of the Conservation Area and surrounding heritage assets. Construction of the new building may also have a negative impact on any surviving archaeological features below ground such as historic surfaces and earlier structures.

Mitigation options

Consideration could be given to conversion and alteration of the existing building, if possible, rather than demolition. The Rank building represents an important phase in the historic development of the floating dock and is a good example of Modernist industrial architecture of the 1930s.

If demolition is accepted, it is recommended that a Historic Building Record is undertaken prior to any of these works being undertaken. It is also recommended that an archaeological watching brief is undertaken during any groundworks associated with demolition or for the construction of a new building.

If a replacement building is required, careful consideration should be given to its design including use of suitable materials, height and mass in order to avoid causing harm to the character and setting of the Conservation Area and surrounding heritage assets.

Proposal for a new floating pontoon alongside eastern side of the North Arm.

Impacts

The proposed position of the new floating pontoon is along the east elevation of the North Arm adjacent to the Rank building. The design of the new structure and its method of attachment to the historic pier wall has not yet been established. If consideration is given to a method of attachment that will cause little damage to the pier the impact on the historic fabric should be minimal. The structure will cause some visual impacts in obscuring part of the pier wall and being clearly visible from the Grade II* Listed South Pier.

Mitigation options

The design of the pontoon should aim to minimise any physical impacts to the historic pier itself and any adverse visual impacts to the historic setting and character.

Proposal for new replacement exterior surfaces along the western quayside.

Impacts

Figure 36 shows the extent of the proposed resurfacing of the public realm area hatched in red along the western quayside. It is proposed that this area is resurfaced with modern paving slabs to match those recently laid on the Western Promenade. This will have a negative physical and visual impact on surviving sections of historic granite setts and flagstone surfaces and features such as the tram rails and granite turntable setting (Sites 31 and 38) along the western quayside.

Elsewhere along the western quayside modern finishes such as Tarmac have been laid, and much of this appears to overlay the original granite surfacing of c1880. Any preparatory ground works for a new surface may have a negative impact in removing historic surfaces and features.

Visually a modern replacement paved surface would have a harmful impact on the character and setting of the floating dock, Conservation Area and surrounding heritage assets, and would remove much of the visual historic relationship with the Grade II* Listed South Pier where much of the historic granite surfaces survive.

To the south of the Waterside Meadery an area of industrial grade concrete is proposed (shown hatched in green on Figure 36) in an area currently laid with Tarmac and used for car parking. The new concrete surface will have a neutral visual impact since the historic surfaces are not exposed here. However, any preparatory ground works for this new surface may have a negative impact in removing buried historic surfaces and features.

Mitigation options

It is recommended that covering or replacing existing historic surfaces and features is avoided.

It is considered that modern paving will detract from the historic setting causing harm to the character and setting of the Conservation Area and surrounding heritage assets. Thought could be given to using granite setts to match the existing in areas where they do not survive.

An archaeological watching brief should be undertaken during ground works associated with laying of new surfaces.

7.2 Area 2

Proposals for reconfiguration of car park and boat storage with new fencing.

Impacts

The existing car park was constructed in the late 1950s by infilling the northern end of the harbour between Wharf Road and the Albert Pier. The proposed scheme should therefore have no physical impacts on historic fabric.

The existing galvanised fencing in the area is not sympathetic to the setting of the Grade II Listed Albert Pier or the Conservation Area and its replacement with new fencing could either have a positive, neutral or negative impact on the historic environment depending on design and materials chosen. A height of 1.8m for the new palisade fencing may also have a negative visual impact to the setting and visibility of the Albert Pier.

Other works including installation of new ticket machines, kerbs, bollards and the reconfiguration of car parking spaces will have minimal visual impacts.

Mitigation options

Thought should be given the design, materials, height and colour chosen for the new palisade fencing to minimise visual impacts on the Conservation Area and surrounding heritage assets.

8 References

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M.0139 opening ceremony of floating dock in 1884

M.0177 dock gates 1890-1900

M.1178 Armistice celebrations 1918

M.1596 Postcard aerial view of Penzance Harbour before car park c1920.

IND 16PG 069 Rank building under construction 1937

M.0191 Quayside buildings along Wharf Road (The Quay) in 1963

HARB 14CF 096 Harbour & Old Ross Bridge from St Mary's Church, Penzance 1975

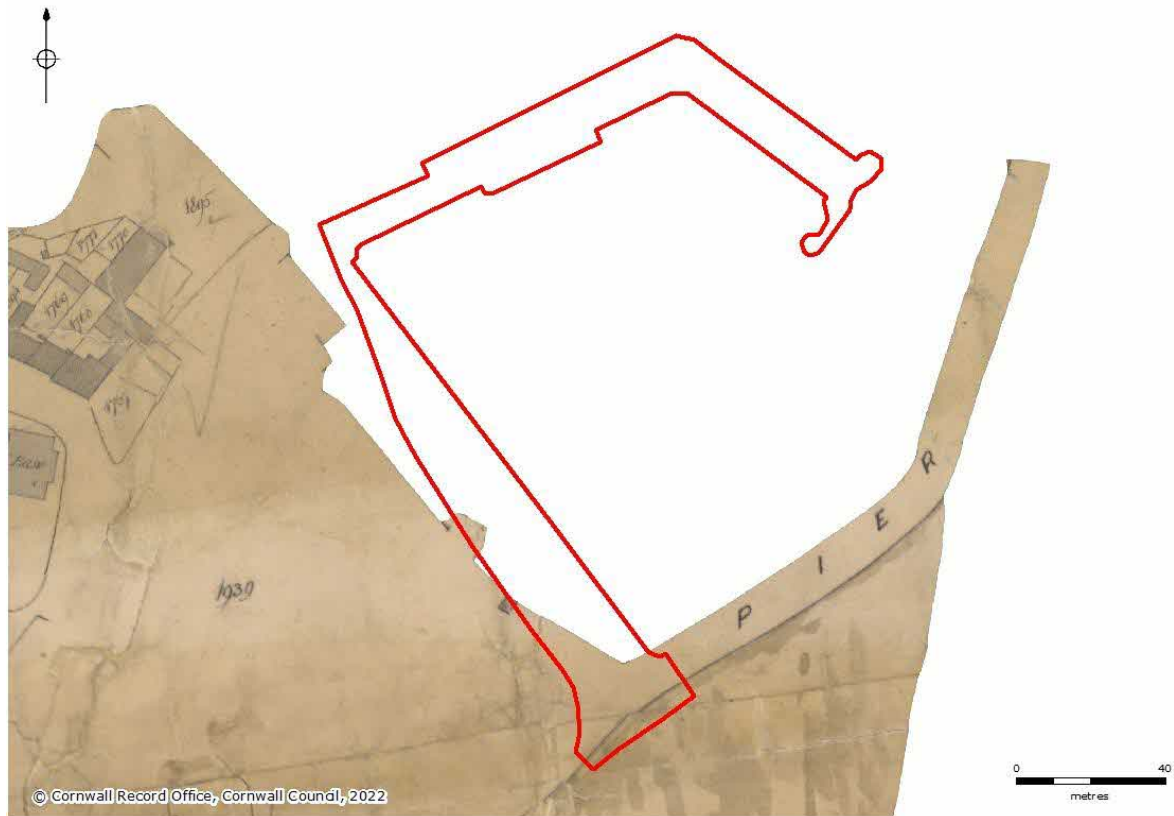


Fig 6 Tithe Map c1840.

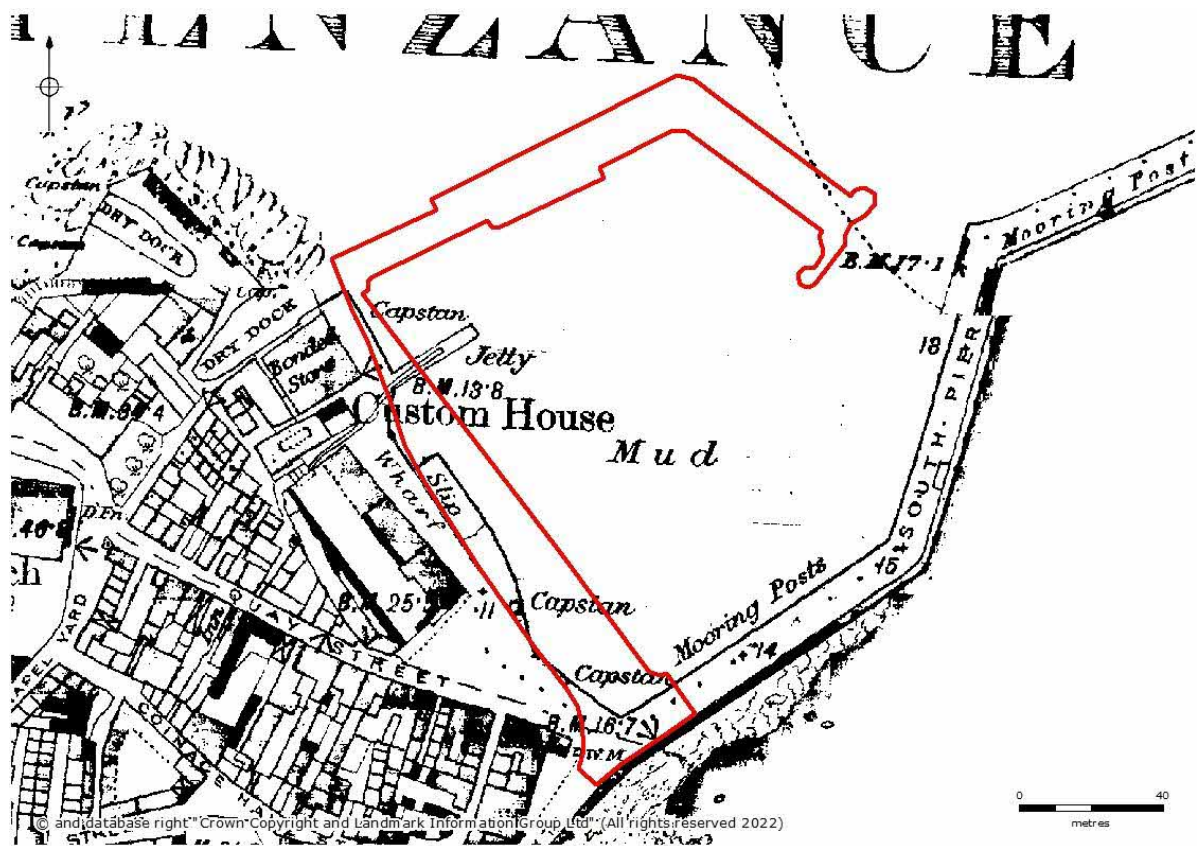


Fig 7 OS First Edition map, surveyed in 1877.

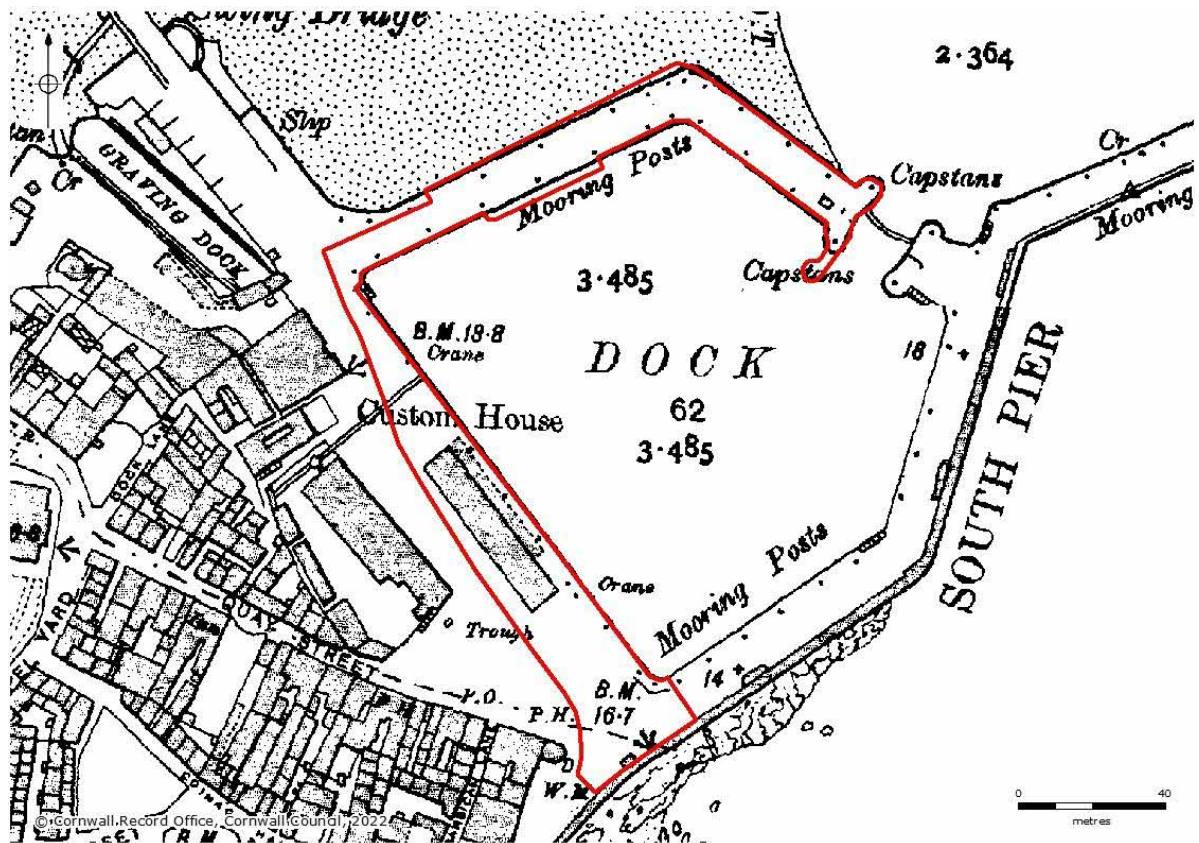


Fig 8 OS Second Edition map, c1907.

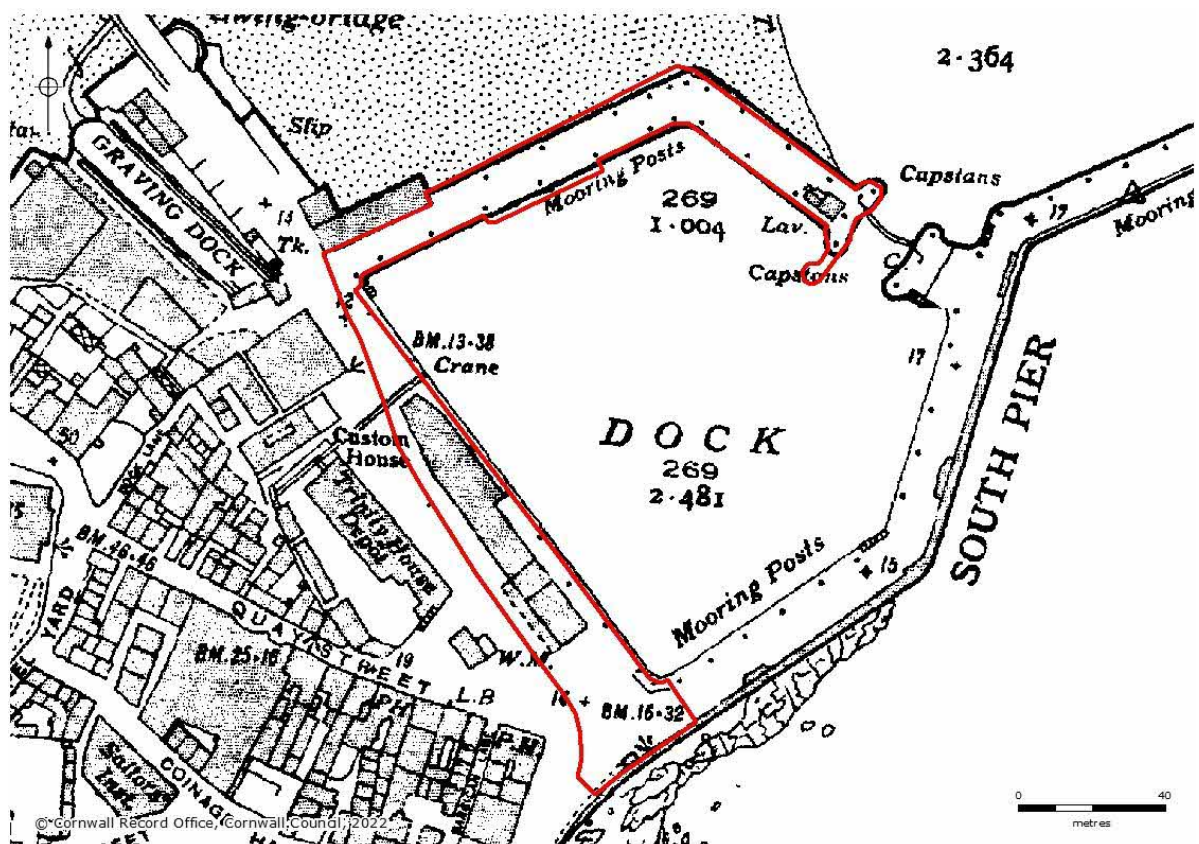


Fig 9 OS map, c1932.



Fig 10 Construction of the floating dock c1879 © Morrab Library Ref: M.0260.



Fig 11 Opening ceremony of floating dock in 1884 © Morrab Library Ref: M.0139.



Fig 12 Floating dock gates taken in 1890-1900 showing dockside building on the western quayside (now Penwith Marine Services building and Boston building) © Morrab Library Ref: M.0177.



Fig 13 Armistice celebrations at the floating dock in 1918 © Morrab Library Ref: M.1178.



Fig 14 Penzance harbour taken in c1920 before the car park was created by infilling the northern end © Morrabb Library Ref: M.1596.



Fig 15 The Rank warehouse building under construction in 1937 © Morrabb Library Ref: IND 16PG 069.



Fig 16 Aerial photograph of the floating dock taken in 1938.



Fig 17 Quayside buildings along Wharf Road (The Quay) in 1963, now the Waterside Meadery and Penwith Marine Services building © Morrab Library Ref: M.0191.



Fig 18 View along the western part of the North Pier (Site 1) looking towards the historic bonded store (left), the Grade II Listed dry dock (centre) and St Mary's church (Grade II* Listed) above.

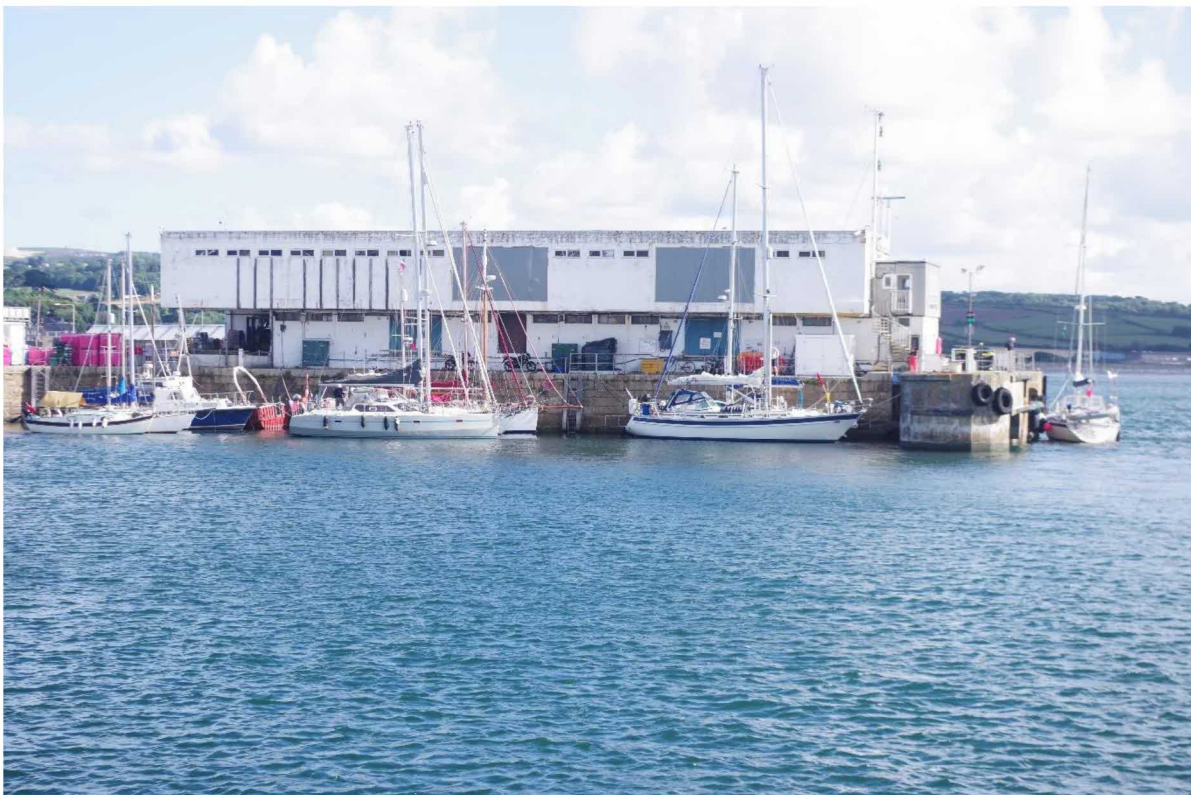


Fig 19 The Rank Building (Site 9), south west elevation.



Fig 20 The Rank Building (Site 9), north east elevation.

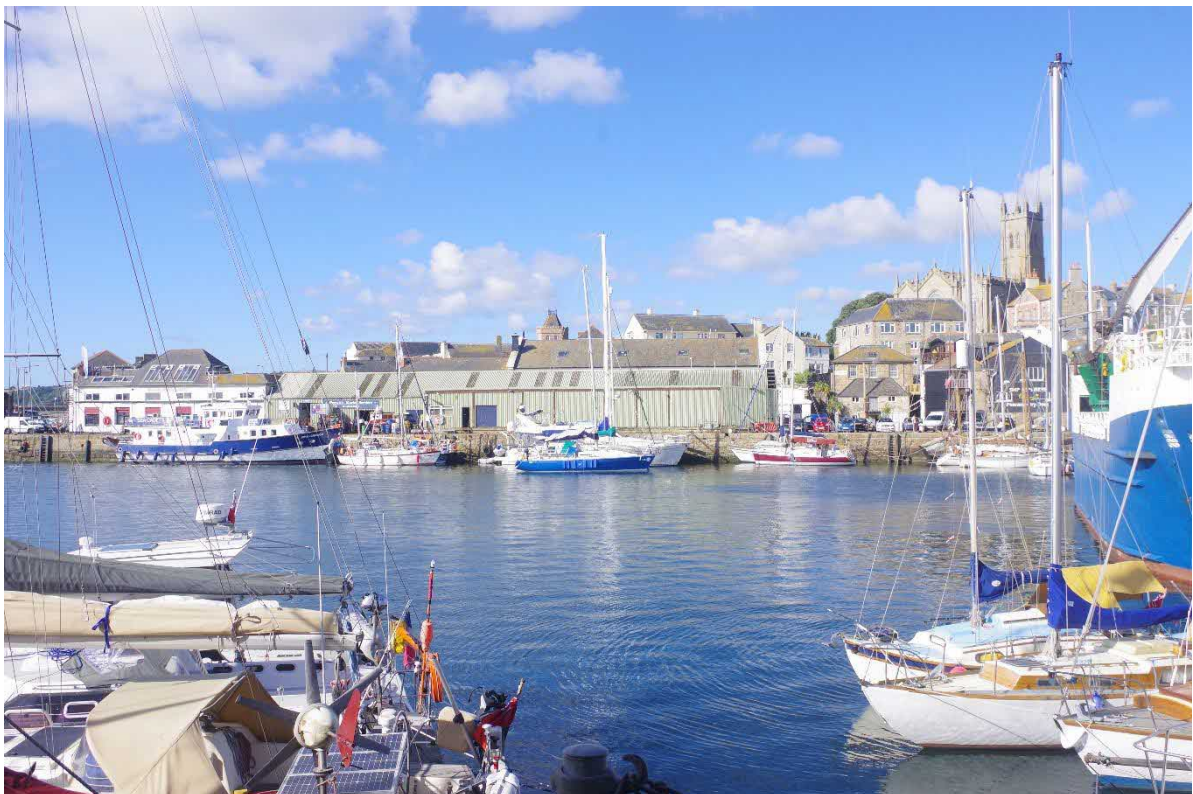


Fig 21 The Penwith Marine Services building and Boston building (Site 34) and the Waterside Meadery (Site 41), north east elevations taken from the North Arm.



Fig 22 The Penwith Marine Services building and Boston building (Site 34) and the Waterside Meadery (Site 41), north east elevations with Grade II Listed Trinity House behind.



Fig 23 The Penwith Marine Services building and Boston building (Site 34), south west elevations along Wharf Road (The Quay).



Fig 24 King post trusses dating to c1880 inside the Penwith Marine Services building (Site 34).



Fig 25 King post trusses dating to c1880 inside the Boston building (Site 34).



Fig 26 The Waterside Meadery (Site 41), south west elevations along Wharf Road (The Quay).

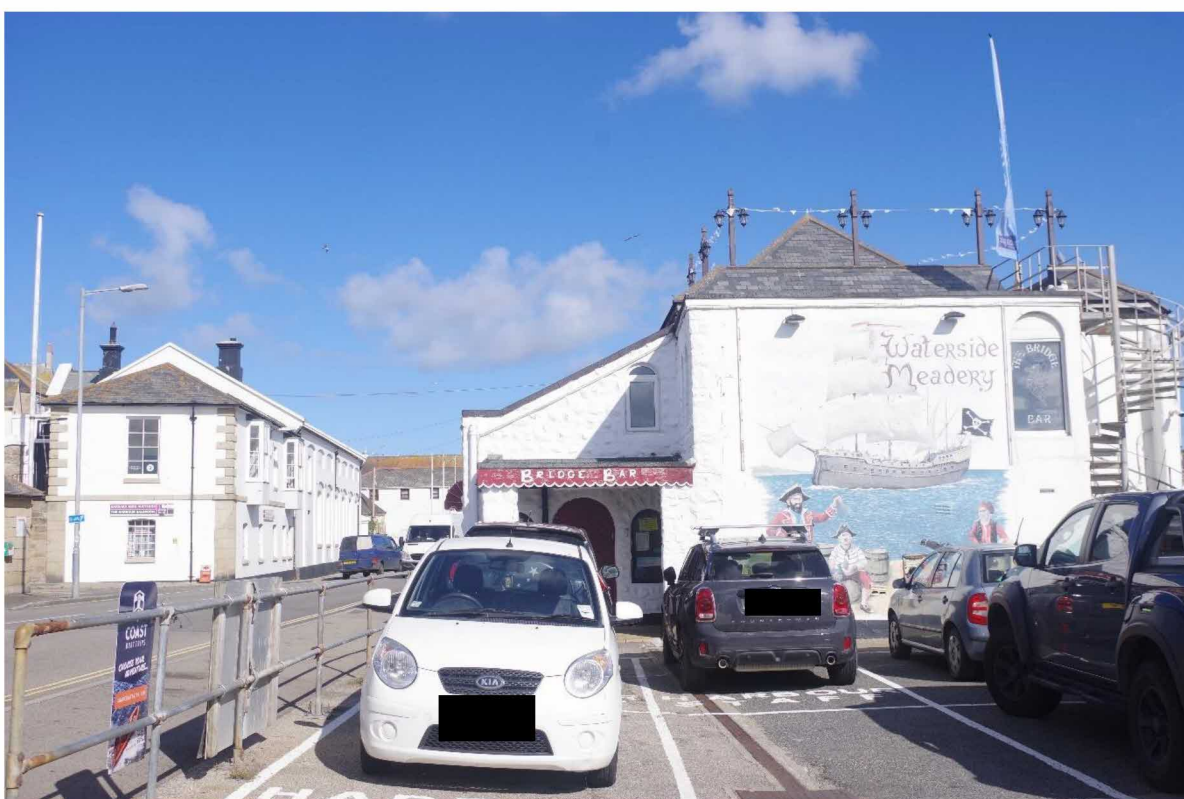


Fig 27 The Waterside Meadery (Site 41), right, and Grade II Listed Trinity House Depot, left along Wharf Road (The Quay).



Fig 28 Historic, granite surface and modern toilet block at the western end of the Grade II South Pier.*



Fig 29 Area of car parking between the Waterside Meadery and the western end of the Grade II South Pier, looking towards the historic Dolphin Tavern.*



Fig 30 Granite paving and probable tram turntable base adjacent to derrick dating to c1880 (Site 31).



Fig 31 Tram rails and surface of granite setts (right) dating to c1880 (Site 38) outside the Waterside Meadery.



Fig 32 Grade II Listed Albert Pier taken from outside the Rank building (Site 9).



Fig 33 The Rank building (Site 9), left, and Grade II* Listed South Pier, right.



Fig 34 View taken from the car park Area 2 looking towards the Grade II Listed Albert Pier, left, and the Rank building (Site 9), right, and Grade II* Listed South Pier, beyond.

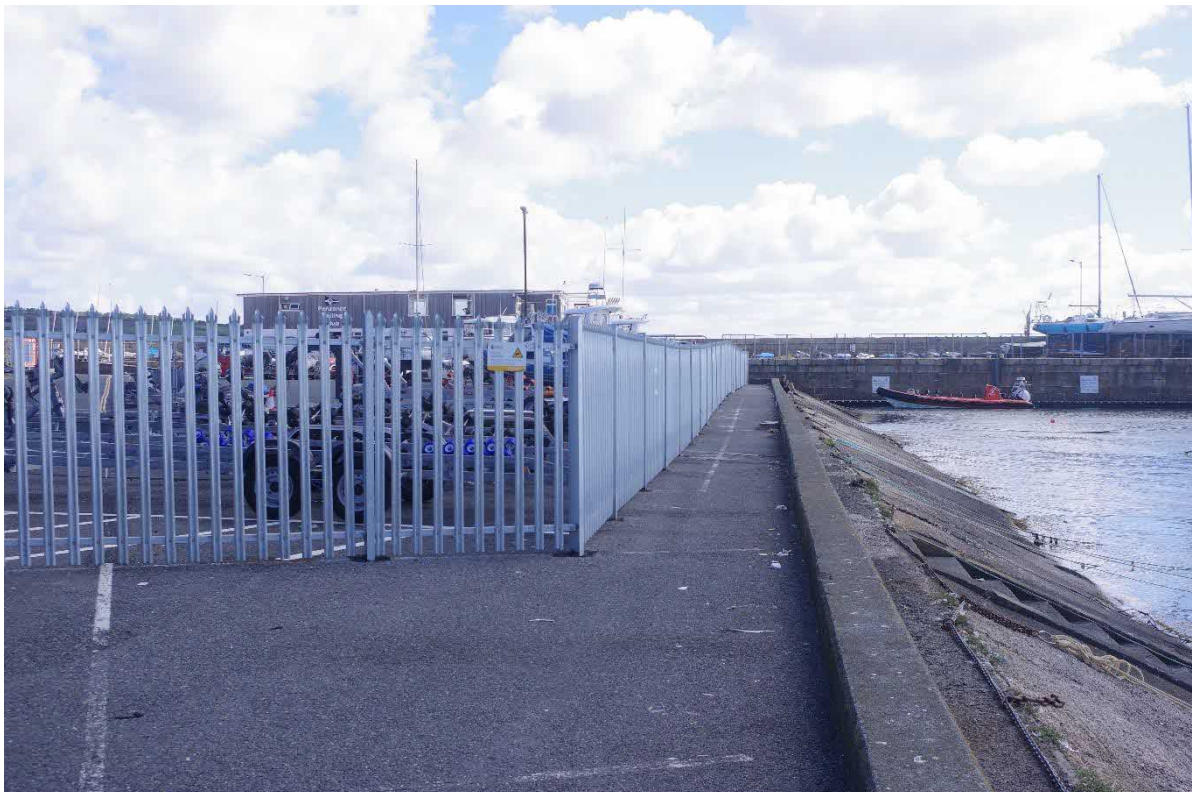
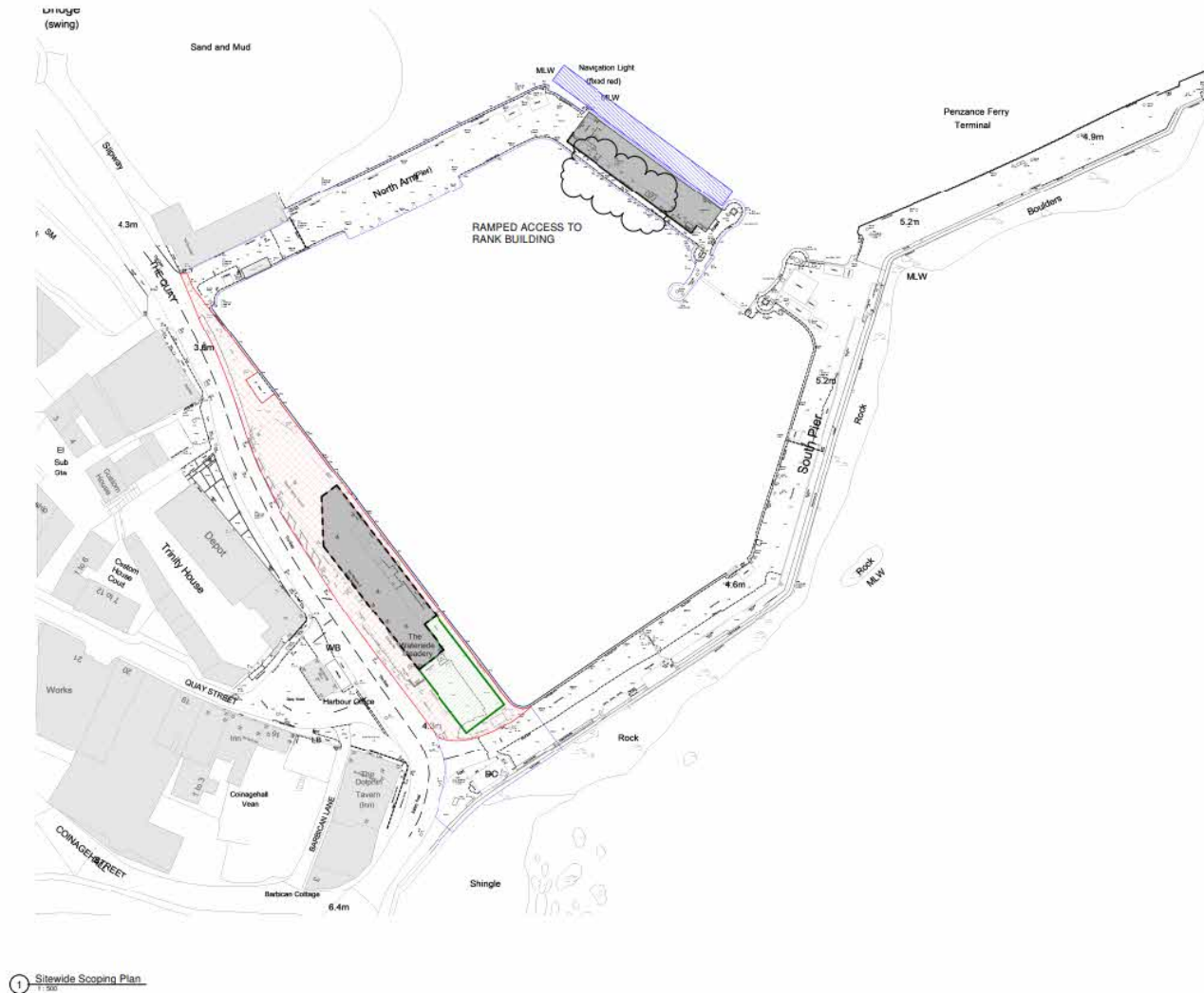


Fig 35 View of the south side of the car park Area 2 looking towards the Grade II Listed Albert Pier.



NOTES

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NOTES:
This drawing contains the following model files:
3817-PBWC-00-XX-MS-A-001 (01) (P1)

AMENDMENTS			
Rev. No	Revision Description	Rev. Date	Issued by
1	First Issue	27.11.20	JS

KEY

ZONE	AREA	SPECIFICATION
[Red hatched]	1200	NEW EXTERNAL WORKS TREATMENT. GRADE TO MATCH THAT OF WESTERN PROM. ALLOW FOR ALL PREPARATORY WORKS REQUIRED TO TAKE NEW SURFACE FINISHES.
[Green hatched]	220	NEW EXTERNAL WORKS TREATMENT - INDUSTRIAL GRADE CONCRETE TO SUIT LOADING VEHICLE USAGE REQUIREMENTS.
[Grey hatched]	300	NEW FREIGHT BUILDINGS
[Blue hatched]	380	NEW FLOATING PONTON - TO BE DEMOUNTABLE IN EVENT OF STORM.
[White box]		SITE BOUNDARY

DRAFT

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MWJV

Project Number: 3817
Project Name: Penzance Harbour
Penzance
Cornwall

Title
Site Scope Plan

Project
3817 - PBWC - 00 - XX - DR - A - 1201

Purpose of Issue	Status	Revision
For Information	SO	P01.0

Scale
As indicated@A1

Director In Charge	Project Architect	Off. Project No.
CT	IB	3817

Fig 36 Proposal plan for Area 1 showing footprint of new building to on the western quayside, areas of proposed new surfacing and location of new floating pontoon.

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