

CASTLE DRIVE FALMOUTH CORNWALL

Results of a Cartographic Desk-Based Assessment
& Walkover Survey



The Old Dairy
Hacche Lane Business Park
Pathfields Business Park
South Molton
Devon
EX36 3LH

Tel: 01769 573555
Email: mail@swarch.net

Report No.: 141022
Date: 22.10.14
Author: J. Bampton

**Castle Drive,
Falmouth,
Cornwall**

**Results of a Desk-Based Cartographic Assessment
& Walkover Survey**

For

Chris Parker of Parker Associates (the agent)

On Behalf Of

Azure Oil Services (the Client)

By



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Project Director: Colin Humphreys
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Report: Joe Bampton
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Summary

South West Archaeology Ltd. was asked to undertake a desk-based cartographic research and walkover survey on land off Castle Drive, Falmouth, Cornwall. The site lies on the headland of Pendennis and within the fortifications that protected the harbour at Falmouth. The site specifically occupies an area that incorporates a number of WWII zig-zag trenches and a modern subterranean fuel depot.

Despite place-name evidence harking back to an Iron Age origin for Pendennis, and the extensive evidence of activity during post-Henrician fortification, the historical and cartographic analysis would suggest earlier archaeological deposits on the eastern half of the site would have been destroyed by WWII developments and earlier quarrying.

On the eastern half of the site the walkover survey identified the remains of the World War II fuel tanks and associated outbuildings and shelters. No archaeological remains were identified on the western half of the site, largely because most of the area was covered in dense scrub, and the potential here is greater than in the east, despite the fact it would have been kept clear to fulfil its strategic military function as a glaxis.

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Acknowledgements

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The staff at the Cornwall Studies Library

1.0 Introduction

Location: Land off Castle Drive

Parish: Falmouth

County: Cornwall

1.1 Background

South West Archaeology Ltd. (SWARCH) was commissioned by Chris Parker of Parker Associates (the Agent) on behalf of Azure Oil Services (the Client) to undertake desk-based research and a walkover survey on land at Castle Drive, Falmouth, Cornwall (see Figure 1) prior to an application for planning consent to develop the site for residential accommodation. This area falls within Zone T (The Pendennis Isthmus) of the *Fortress Falmouth Conservation Plan* (Linzey 2000). Note this is *not* a visual impact assessment, and no attempt has been made to quantify the effect of any proposed development on the setting of nearby or adjacent heritage assets.

1.2 Historical Background

Place-name evidence may suggest that Pendennis was originally an Iron Age promontory fort (*pen+dinas* meaning *promontory+fort*). The Pendennis Castle we see today was part of a series of castles built along the coast by Henry VIII following his divorce from Catherine of Aragon and the subsequent threat of invasion. Pendennis was expanded during the reign of Elizabeth I to enclose the majority of the headland within a curtain wall with bastions and fortified gatehouse with a barracks inside. Further works took place throughout the 17th and 18th centuries. These included earthworks thrown up during the Civil War as Royalists occupied the site during a siege in 1646. The fortifications were augmented whenever external threats loomed, as in the early 19th century from Napoleonic France, and in the later 19th and mid 20th century in the run up to the World Wars (HER No. 18709.41).

1.3 Archaeological Background

The area is discussed by Richard Linzey in the English Heritage *Conservation Plan* (2000) and the CAU report on the headland (1992). Some archaeological investigation took place in and around the hornworks in the 1980s and 1990s, and established that the ground had been significantly and repeatedly disturbed (CAU 1985, 1994).

1.4 Topographical and Geological Background

The site lies on the Pendennis headland just north of Pendennis Castle and immediately south-east of Falmouth Docks train station. The bedrock beneath the site belongs to the Portscatho Formation and is comprised of interbedded sandstones with argillaceous rocks (BGS 2014). Due to landscaping and terracing during the 1940s, the soils on the site are likely to have been thoroughly disturbed.

1.5 Methodology

The desk-based assessment was carried out by J. Bampton and was undertaken with reference to the IfA guidelines on the preparation of archaeological assessments (IfA 2008). The necessary research was conducted at the Cornwall Studies Library and online using the ProMap Online Historic Maps service. The walkover survey was carried out on 30th May 2014 by Joe Bampton.

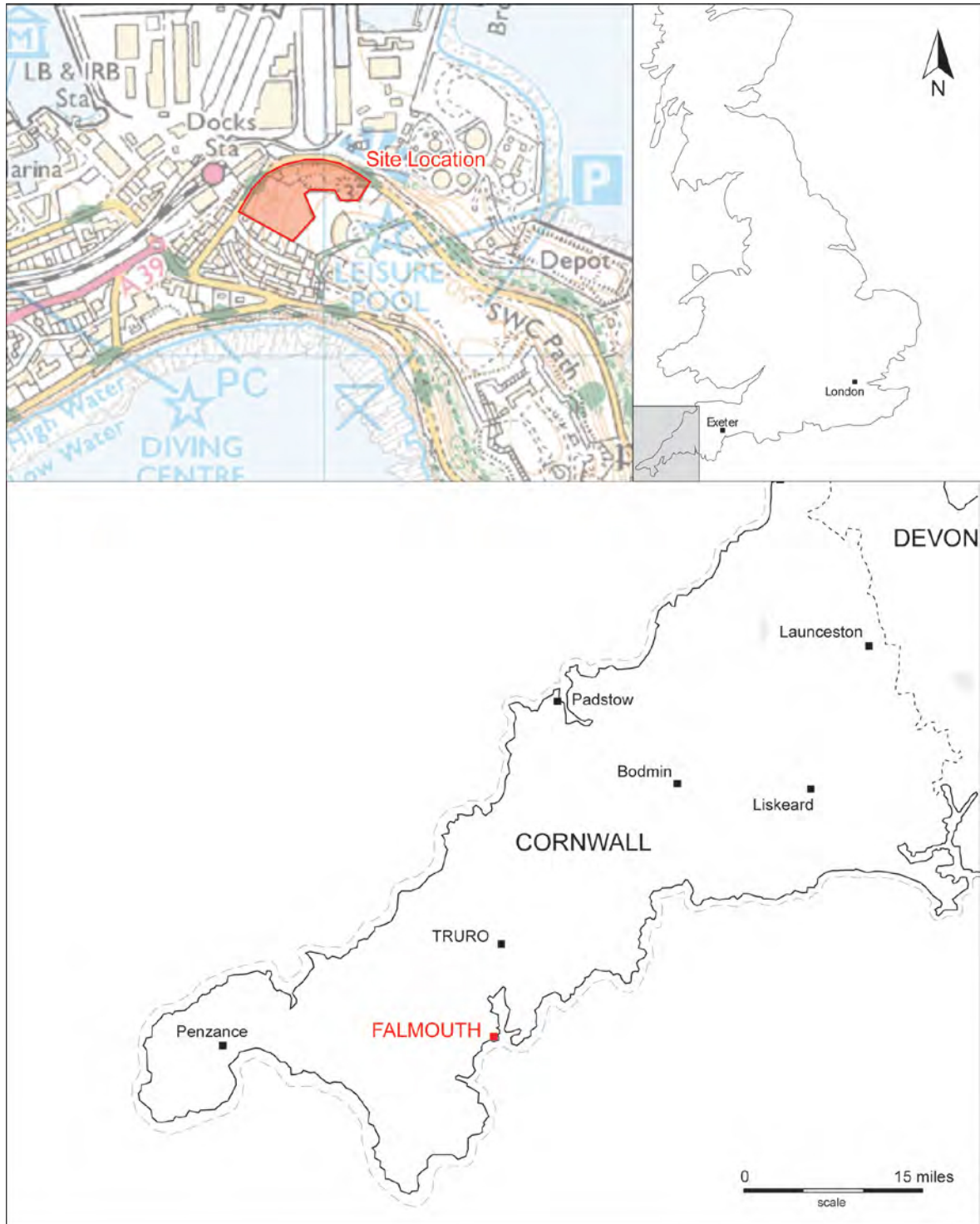


Figure 1: Site location (the proposed site is indicated).

2.0 Results of the Desk-Based Cartographic Assessment

2.1 Summary of the Desk-Based Assessment



Figure 2: Ordnance Survey Old Series Map of 1809. The approximate location of the site is indicated.

The site lies on Pendennis headland just north of Pendennis Castle and immediately south-east of Falmouth Docks train station. Place-name evidence suggests Pendennis was an Iron Age promontory fort (*pen+dinas* meaning *promontory+fort*). The Pendennis Castle we see today was part of a series of castles built along the coast by Henry VIII following his divorce from Catherine of Aragon and the subsequent threat of invasion. Pendennis was expanded during the reign of Elizabeth I to enclose the majority of the headland within a curtain wall with bastions and fortified gatehouse with a barracks inside. Further works took place throughout the 17th and 18th centuries. These included earthworks thrown up during the Civil War as Royalists occupied the site during a siege in 1646. The fortifications were augmented whenever external threats loomed, as in the early 19th century from Napoleonic France, and in the later 19th and mid 20th century in the run up to the World Wars (HER No. 18709.41) (see Appendix 1). A detailed and comprehensive historical account of the headland can be found in the CAU report 1992RO12 (1992).

The site itself occupies the same area as a number of WWI/WWII zig-zag trenches (HER No. 25087) and a modern fuel store (HER No. MCO42205). This store includes an underground fuel dump with six storage tanks with an administrative building, pumping house and air raid shelter. It has recently been restored and is again being used as a fully-operational oil storage site.

2.2 Historical and Cartographic Analysis

Colonel Lillys' 1715 survey (see Figure 3), the 1820 map (see Figure 4) and the 1846 contour survey (Figure 5) of the headland, all show slight changes in the boundaries of the site through the 18th and early 19th centuries. The south-eastern boundaries wrap around and respect the 1646 crownwork (HER No. MCO42205). The crownwork was an extension of the 1627 hornworks and outer headland defences. Although it was not completed, it did escape demolition between 1788 and 1793 when some of the outer defences were levelled to prevent their use by an attacking force. Plans from this time do show a palisade running south-west and east from the crownwork (Linzey 2000). The area of the crownwork was sometimes referred to as Uptons Mount or the lunette. The boundary bisecting site remained unchanged during that time. The western field formed part of a single large enclosure on the 1715 map that had been subdivided into three fields by 1820. The eastern field is wider than its modern-day equivalent, as this shows the layout prior to the development of *Castle Drive* and changes to the other field boundaries. It appears as a single field in 1715 and 1820, but by 1846 its south-eastern boundary had been removed and a new boundary instated slightly to the north-west, orientated north-east by south-west.

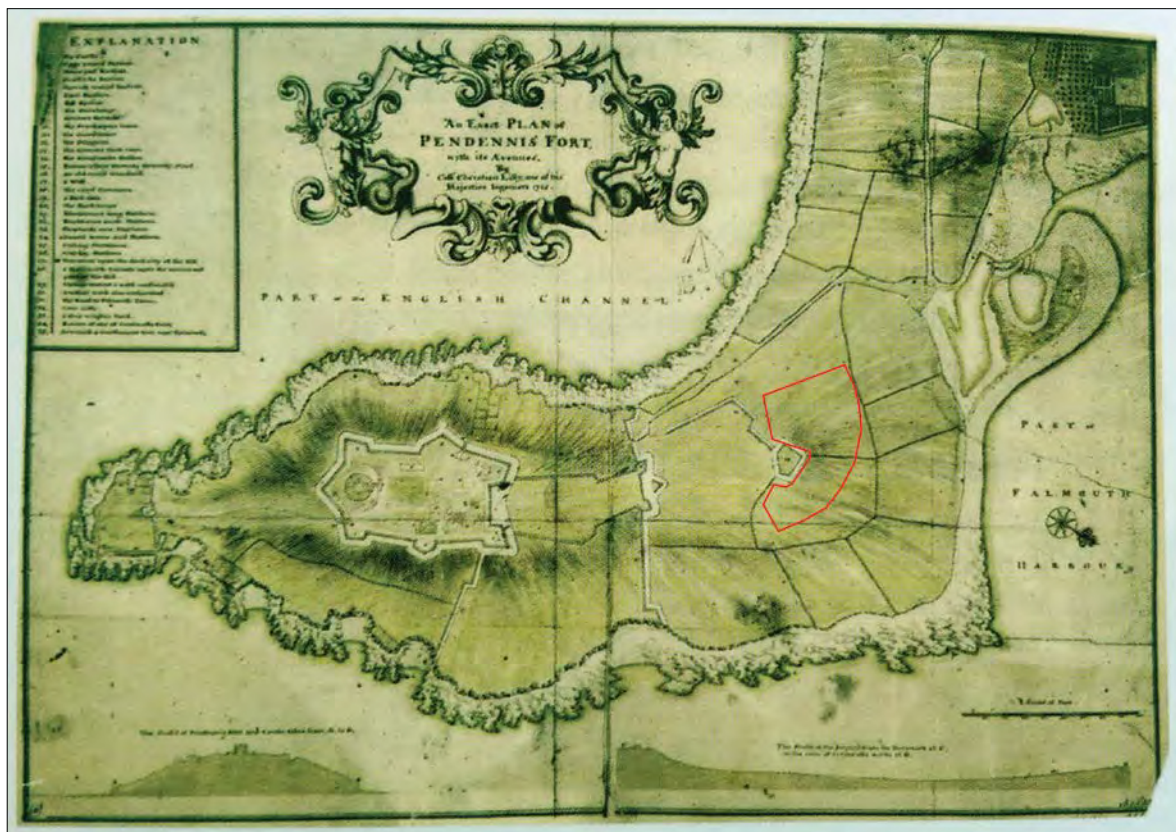


Figure 3: Colonel Christian Lillys' Map of 1715 (BL Kings MS.45). The site is indicated in red.

In the early 19th century the Ordnance assigned numbers to the fields on the headland for the better management of its estates. In the 1840's and 1850's the site was held by a Mr Anthony Thomas, who had disputes over the condition and use of the fields occupying the glacis (the slope up to the defences of the fortress). From these disputes there is evidence of land use; being left with furze (rough scrub), tilled and being banned from constructing on the slope lest it compromise visibility in the defence of the castle. By the later 19th century, a quarter of these fields had been quarried and, by the 20th century, a third had been built on for housing.

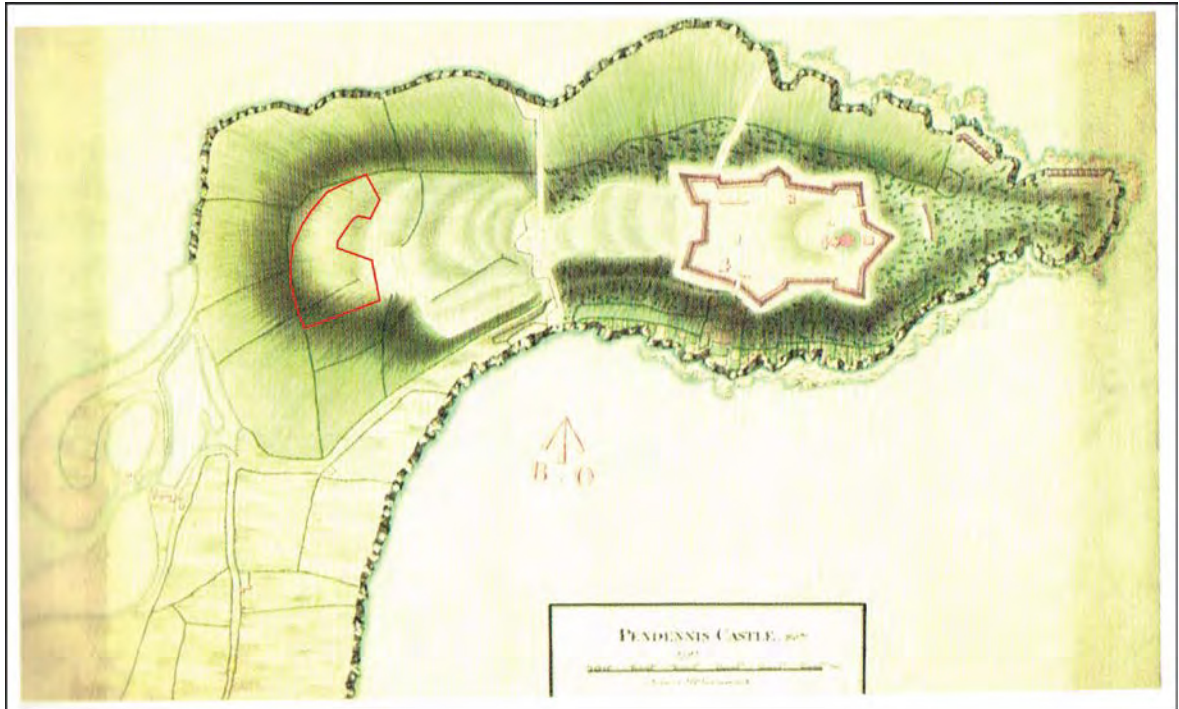


Figure 4: Map of Pendennis headland from 1820 (EH Historic Plans Room).

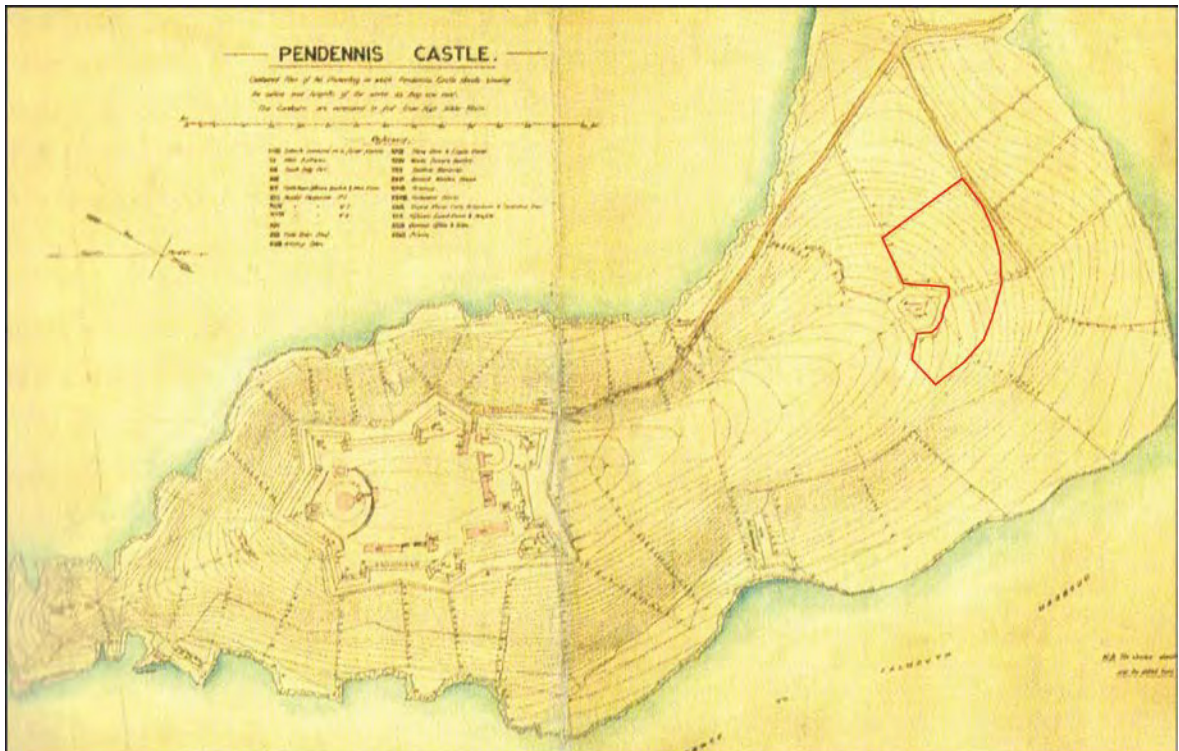


Figure 5: Contour survey map from 1846 (EH Historic Plans Room).

By the time of the 1888 Ordnance Survey 1st Edition map Castle Drive (built c.1865) is shown for the first time. The field boundary created by 1846 had been removed, and the field now formed part of the large enclosure flanking Castle Drive running up to Pendennis Castle. However, a natural boundary of scrub roughly defines the field as it is today at its south-eastern end. The western field had been further subdivided into three smaller enclosures. The field adjacent to the south-west had been developed with housing and railway works associated with the docks and quarry by this time.

By the time of the 2nd Edition survey of 1909, the field boundaries as they exist today had been established, with the removal of the smaller enclosures in the western field and the creation of the south-eastern boundary of the eastern field.

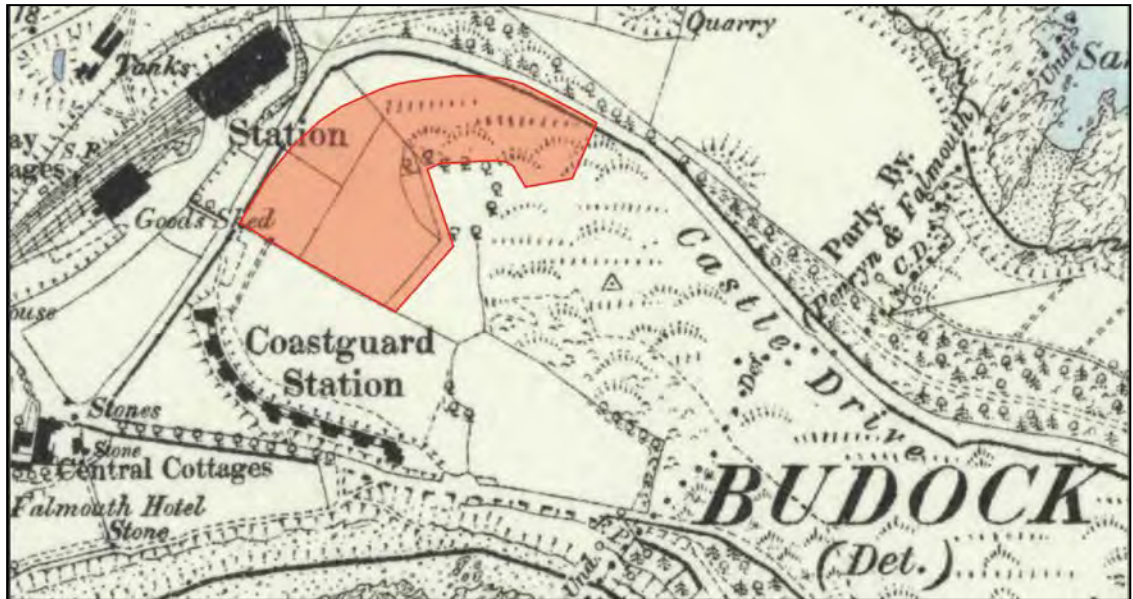


Figure 6: Extract from the 1st Edition Ordnance Survey Map of 1888 (CSL). Site is highlighted.

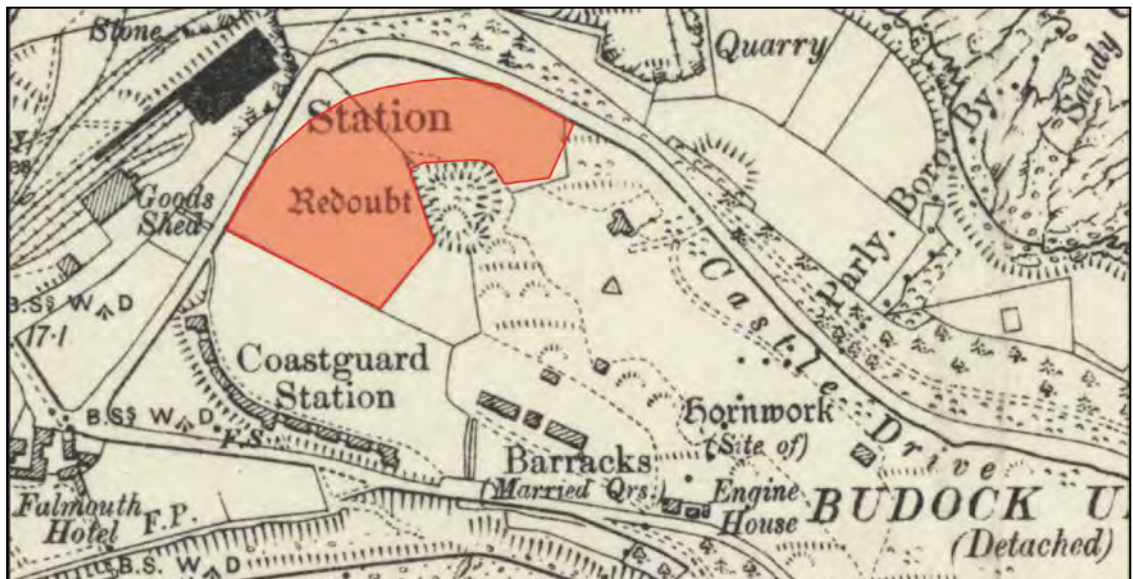


Figure 7: Extract from the 2nd Edition Ordnance Survey Map of 1909 (CSL). Site is highlighted.

The current function of the eastern field as a fuel depot associated with the docks and a bunkering service for ships was developed in preparation for, and during, WWII. This included the installation of six fuel storage tanks alongside an administrative building, pump house and air raid shelter. Cylindrical steel oil tanks were installed in 1930 into what had been an earlier (late 19th century) quarry. The site was bomb-proofed in 1940 to Air Ministry specifications, and was damaged in an early bombing raid, but remained in use up to the present day (Linzey 2000). The western field was left undeveloped during this period, but aerial photography from the 1940s (see Figures 8 and 9) does show earthworks, possibly historic field boundaries instated/removed between 1715 and

1909. The boundaries shown on Figure 9 in the western field are suggestive of allotments, and indeed are labelled as such on the 1933 OS map.

The earthworks that correspond to the existing oil tanks and associated buildings are absent from the 1963 Ordnance Survey Mapping and first visible on the 1972 Ordnance Survey mapping. This reflects the traditional omission of sensitive/MOD facilities from publically-available mapping throughout the 19th and 20th centuries – the Ordnance Survey, like the Met Office, being a functional part of the MOD. Indeed, Pendennis Castle is omitted from both the 1st and the 2nd Edition OS maps. The RAF camouflage determination reconnaissance photo (Figure 9) shows that the area has been landscaped and obscured suggesting works contemporary with those at Middlepoint during the 1930s and 1940s. To meet the RAFs wartime fuel storage demands a number of depots were improved or expanded. In the case of this site it was upgraded to a type C2 facility; existing 4,000 gallon capacity tanks were surrounded with concrete and buried under two and a half feet of earth with battered natural and earth sides (Linzey 2000).



Figure 8: Early post-war aerial photo of Middlepoint (Steene). The site is indicated.



Figure 9: camouflage determination reconnaissance photo from April 1941. The site is indicated.

3.0 The Walkover Survey

The site comprises an area c.150m×112m divided into two fields; a narrow eastern field with an irregular southern boundary and curved eastern boundary that runs along Castle Drive; and a roughly rectangular western field. The eastern field has been comprehensively landscaped as a fuel store during WWII. The western field is overgrown with bracken and bramble scrub (Figure 42). Castle Drive runs along the north-east to north-west boundary of the site, with a modern housing development along Tredynas Road along the south-west boundary. A Civil War crownwork and 20th century public swimming pool complex with car park lie beyond the south and south-east boundaries.



Figure 10: Current entrance to fuel depot/eastern field (viewed from north-east).

Figure 11: Current entrance to fuel depot/eastern field (viewed from north-west).

The eastern field has been landscaped for the positioning and camouflage of a number of gas oil tanks (Figures 14-21). Gas oil is a product of the fractional distillation of petroleum. These were set into the ground and buried, probably at a similar time to the tanks at Middlepoint to the east (i.e. between 1938 and 1941) by ShellMex and BP Oil Ltd. The fuel depot had been built in the 1930s and reinforced and bomb-proofed in the early 1940s (Linzey 2000). As well as the tanks there are five standing structures: a pumping station (Figures 22 & 31), an administration building (Figures 10 & 28, 29), a small open-fronted concrete shelter (Figures 24 & 31), an ancillary building (Figure 27) and an underground air-raid shelter (Figures 25 & 26). Castle Drive is cut into and follows the contour around the headland, and it seems likely the whole of the eastern field will have been fully truncated by the construction of the fuel stores and its defences. This land had already been truncated and potentially reduced in the late 19th century by quarrying (Linzey 2000). The small shelter, air-raid shelter, pumping station and the ancillary buildings occupied the north-west corner of the eastern field, with the buried tanks and current entrance and administrative building occupying the south-eastern three quarters of the site. Many of these buildings appear to have been maintained or redeveloped post-war, possibly during the 1950s or 1960s.



Figure 12: Ships and Castles Leisure centre; viewed from south-east corner of fuel depot (viewed from north).



Figure 13: View of the crownwork from the fuel depot, with the top of fuel tanks in the foreground; viewed from north-east (2m scale).



Figure 14: View along the pipework before it enters the east tank; viewed from the north-west.
Figure 15: Inside the east tank; viewed from the north-west.



Figure 16: Entrance of central bunker south of the car park; viewed from the west (2m scale).
Figure 17: Inside the central bunker; viewed from the south-east.



Figure 18: Entrance to the western tank; viewed from the north (2m scale).
Figure 19: Inside the western tank; viewed from the north-east.



Figure 20: Example of a winch located above tanks; viewed from the east.

Figure 21: View across the top of the central bunker pulley, winch and dip-well; viewed from the north.



Figure 22: The pump house; viewed from the west (2m scale).



Figure 23: View along the inside the northern boundary of fuel depot; viewed from the west.

Figure 24: The open-sided shelter at the north-western end of the fuel depot; viewed from the east.



Figure 25: Inside the entrance to the air-raid shelter; viewed from north-west.



Figure 26: Inside the air-raid shelter; viewed from the south-west.



Figure 27: Ancillary structure at the western end of the fuel depot; viewed from the west.



Figure 28: The administrative building at the entrance, west of the car park; viewed from south (2m scale).

Figure 29: The administrative building; viewed from the south-east (2m scale).



Figure 30: The northern boundary of the fuel depot, from the outside; viewed from the west.

Figure 31: The small shelter and pump house from Castle Drive; viewed from the north.

The north-north-east boundary of the site is a concrete reinforced terrace (Figures 23 & 30) that drops down onto Castle Drive and looks out over the docks. The south-eastern boundary is made up of overgrown hedges and scrub land with a copse of trees blocking views up to Pendennis Castle. The irregular south-western boundary is lined with a modern post-and-wire fence with a thin growth of scrub, which allows views through to the side of the Ships and Castles Leisure Centre (built 1992) and the Civil War crownwork (HER No. MCO42205)(Figures 12 & 13). The area between the hornwork and Pendennis Castle was used as a training ground following the demolition of outer defences in the later 18th century. The construction of the swimming pool in the 1990s did result in the demolition of two buildings just to the south of the development area. These were a possible valve house or magazine for small arms ammunition near to Upton Mount (the crownwork) and The Bungalow, a 20th century building that had functioned as a public house; this had, in turn, replaced the Miners Militia barracks. Archaeological investigations in this area demonstrated the top of the plateau within the hornworks had been reduced and the total level area extended (CAU 1985, 1992).

The western field is almost entirely overgrown with scrub; principally bracken on the upper (south) part of the slope and brambles and nettles across most of the lower (north) slope (Figures 33 & 34). As a result, it was almost impossible to identify any archaeological features or earthworks. However, the zig-zag trenches located in this area were still visible as slight earthworks in the early 1990s. In addition, in the 1970s, part of the area was turned into a clock golf course. The south-western boundary is comprised of modern garden fences and concrete block walls (Figure 38); a hedge with trees flanks Castle Drive. The shared irregular boundary to the east has, from this side, a slight eroded bank just north-east of the pumping station (Figures 40 & 41). This boundary has clearly been altered, damaged or allowed to erode, but may represent the remnant Cornish hedgebank visible in the cartographic record as early as 1715. The south-eastern boundary, running away south-west from the Civil War crownwork, is stone-faced Cornish hedgebank up to 1m high; it is lined on its north-west side with granite stone in what look like more recently maintained sections (Figures 32 & 37). It is heavily eroded along its south-western half and barely survives in places, although augmented with modern bank material in the south-west corner on the boundary of the modern housing development to the west. The bank was covered with ivy, bramble and occasional scrubby trees.



Figure 32: The south-eastern boundary of the western field; viewed from the north-east.



Figure 33: The western field; viewed from the east.



Figure 34: The western field, looking over to the docks; viewed from the south-east.



Figure 35: The Civil War crownwork, showing the swimming pool to the south; viewed from the north-west.



Figure 36: As above, showing the south-west part of the crownworks.



Figure 37: Detail of the south-eastern boundary of the western field; viewed from the north-west (2m scale).



Figure 38: The western field, the south-western boundary; viewed from the east.



Figure 39: A small area devoid of scrub in western field; viewed from the north-east (2m scale).



Figure 40: The western field, the southern half of the north-east boundary adjacent to the crownworks, showing the slight earth bank; viewed from the north (2m scale).



Figure 41: The western field, the northern end of north-eastern boundary, showing the swimming pool in distance; viewed from the north-west.

A route through the scrub had been cleared around the edge of the field, and two pathways cleared roughly east-west across the field. The removal of the brambles, bracken and nettles exposed patches of natural shillet, suggesting the topsoil was very shallow. It is likely that had any modern demolished structures been present in these areas, they would have been visible. A small area within the field was devoid of scrub and contained short grass, which may or may not reflect some active or alternative use of the field in this area (Figure 39).

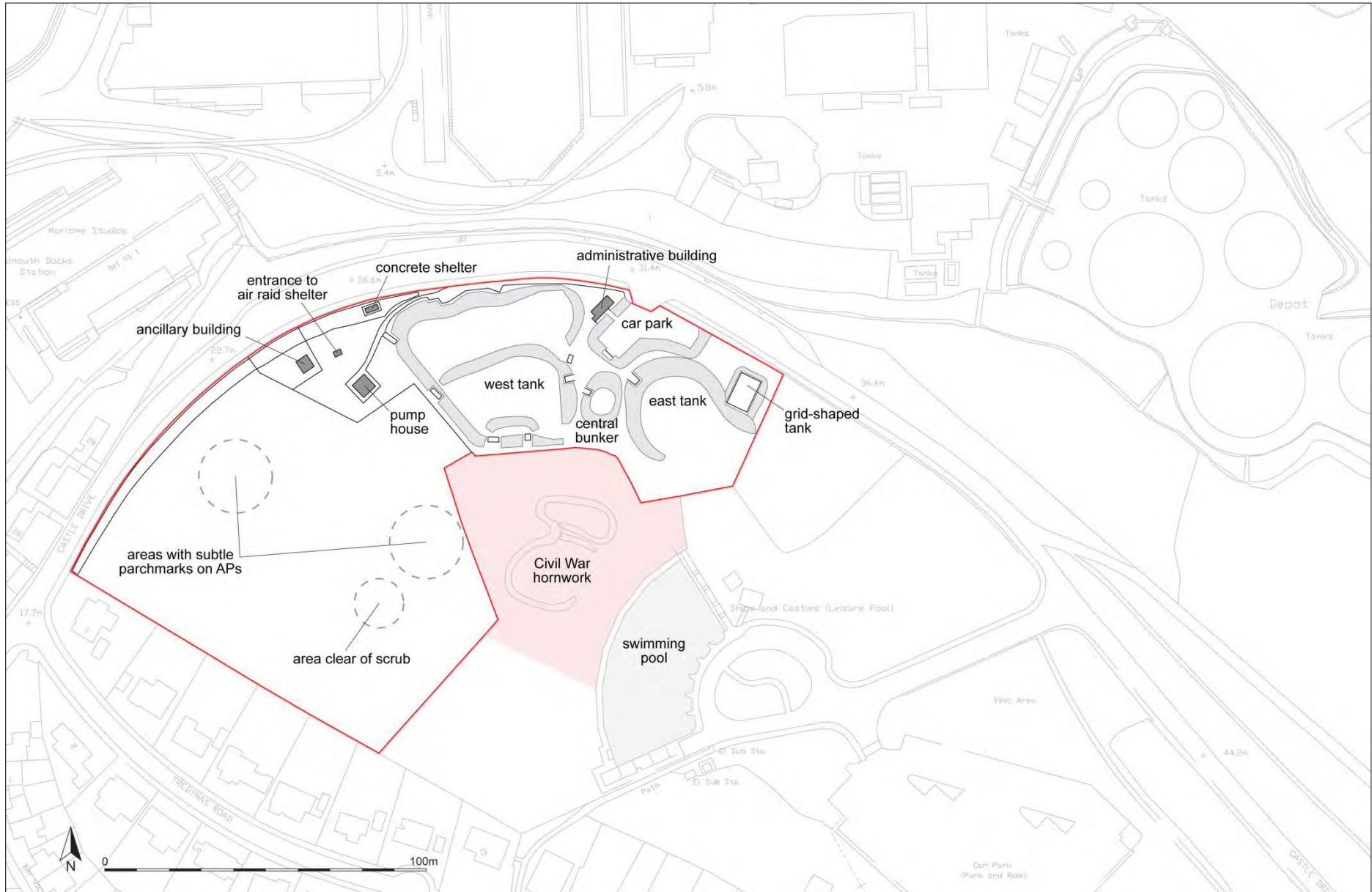


Figure 42: Locations of structures within the site boundary.

4.0 Summary of Archaeological Potential

The entire site lies within the Conservation Area associated with the Pendennis Castle headland (Figure 43).

It is likely most of the eastern field has been partly or fully truncated by late 19th century quarrying and subsequent WWII and later developments associated with the fuel storage depot. The extant structures on the site, while essentially modern, remain of local and regional importance, to the development and use of the Falmouth docks, and the wider role played by Falmouth during WWII.

The C2 fuel storage tanks adhere to an Air Ministry standard design for which the designation C2 indicates their resistance to aerial bombardment; as such, further recording of these structures is probably unnecessary. The other buildings on the site, and the interrelationships between buildings and other machinery there, may warrant further investigation in order to quantify what it present and understand how they functioned. The level of recording required would be largely dependent on the quality and accessibility of MOD records.

The western field includes part of the Scheduled area around the Civil War crownwork immediately to the south of the site. The Scheduled area stretches down to a break in slope, but does not appear to contain any archaeological earthworks. However, the field is far too overgrown for any subtle features (like the zig-zag ditches visible in 1992) to be identified, and any buried features – for instance, the substantial ditches that are likely to have been associated with the crownwork – would be completely concealed.

The western field formed part of the northern glacis associated with Pendennis Castle. As such, a variable level of landscaping will have taken place in order to provide clear fields of fire. What this means in terms of the truncation of archaeological deposits is unclear, although the topsoil was observed to be very shallow in some areas. Subsequent use of the field for farming (in the 19th century) and allotments (during WWII) will also have obscured any evidence for earlier use; however, it is entirely possible remains of Prehistoric, Romano-British or early medieval date could survive in what is, in topographical terms, a very prominent location.

5.0 Conclusions

The site is located at the northern end of the Headland at Pendennis, overlooked by a Scheduled Civil War crownwork, and forming part of the glacis associated with the post-medieval and modern fortress. Given the place-name, and its topographical prominence, the headland is likely to have been important in the Prehistoric and Romano-British periods as well. However, hard evidence for earlier occupation has yet to be identified.

The site can be split into two, very different, halves. The eastern field contains the WWII fuel depot, and while the structures and storage tanks here may warrant further recording, it is unlikely any earlier buried deposits survive. The western field remained in agricultural use, although landscaped as a glacis and thus may have suffered some degree of truncation. However, multi-period buried archaeological remains may survive, most notably the ditches of the Civil War crownwork that are likely to extend some distance into the site, and the WWI/WWII zig-zag trench(es).

It is important to note that this is not a visual impact assessment, and makes no attempt to quantify the potential effect of any proposed development on the setting of nearby and adjacent heritage assets.

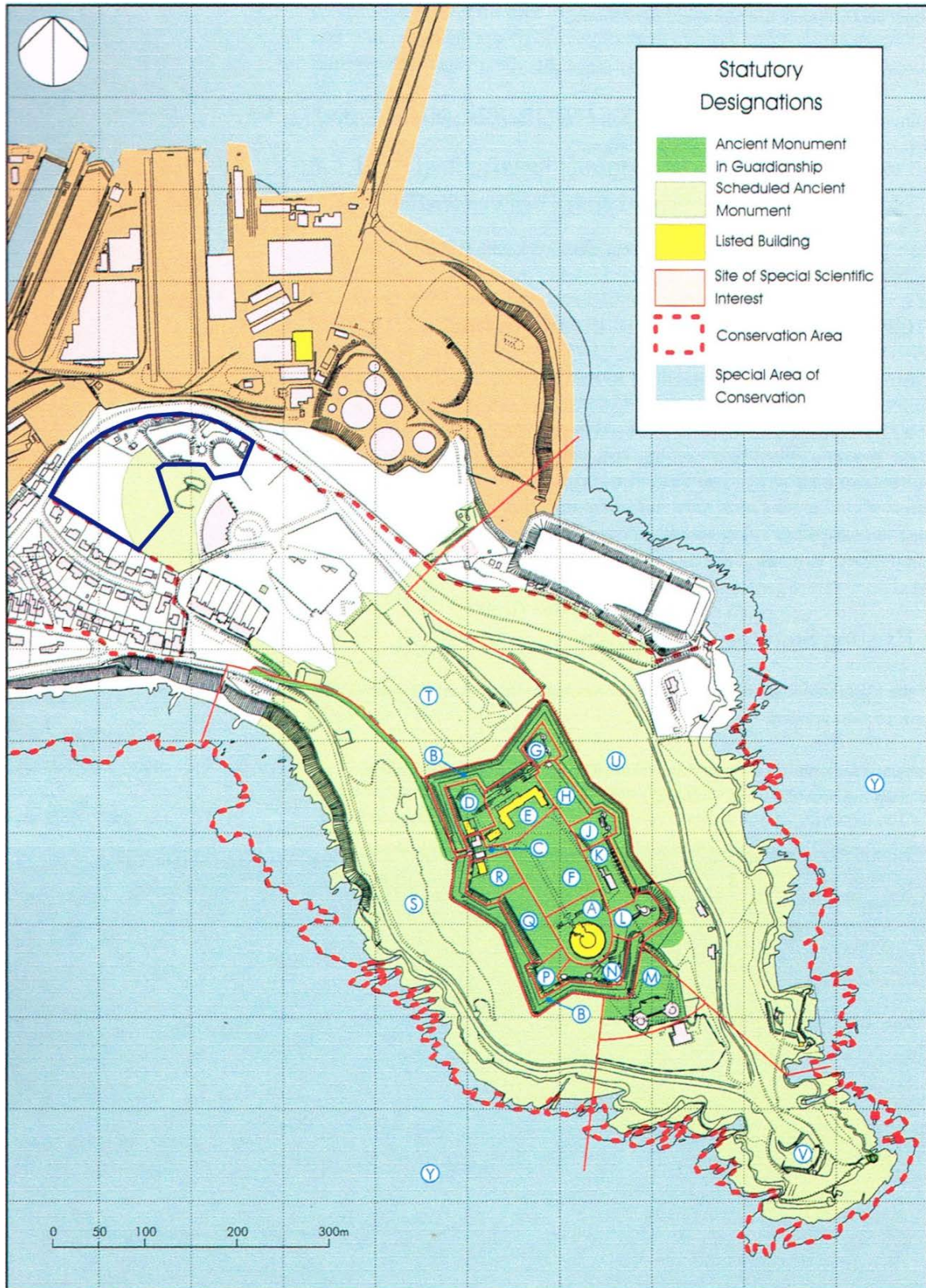


Figure 43: Map of conservation designations; the approximate area of the site is bounded in blue (Linzey 2000a Fig.11a).

6.0 Bibliography and References

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- Google Maps** 2014: <http://maps.google.co.uk>
- Historic Environment Records** 2012: *Heritage Gateway*. <http://www.mapping.cornwall.gov.uk>
- Promap** 2012: <http://www.promap.co.uk/>

Appendix 1
Gazetteer of sites recorded in the HER

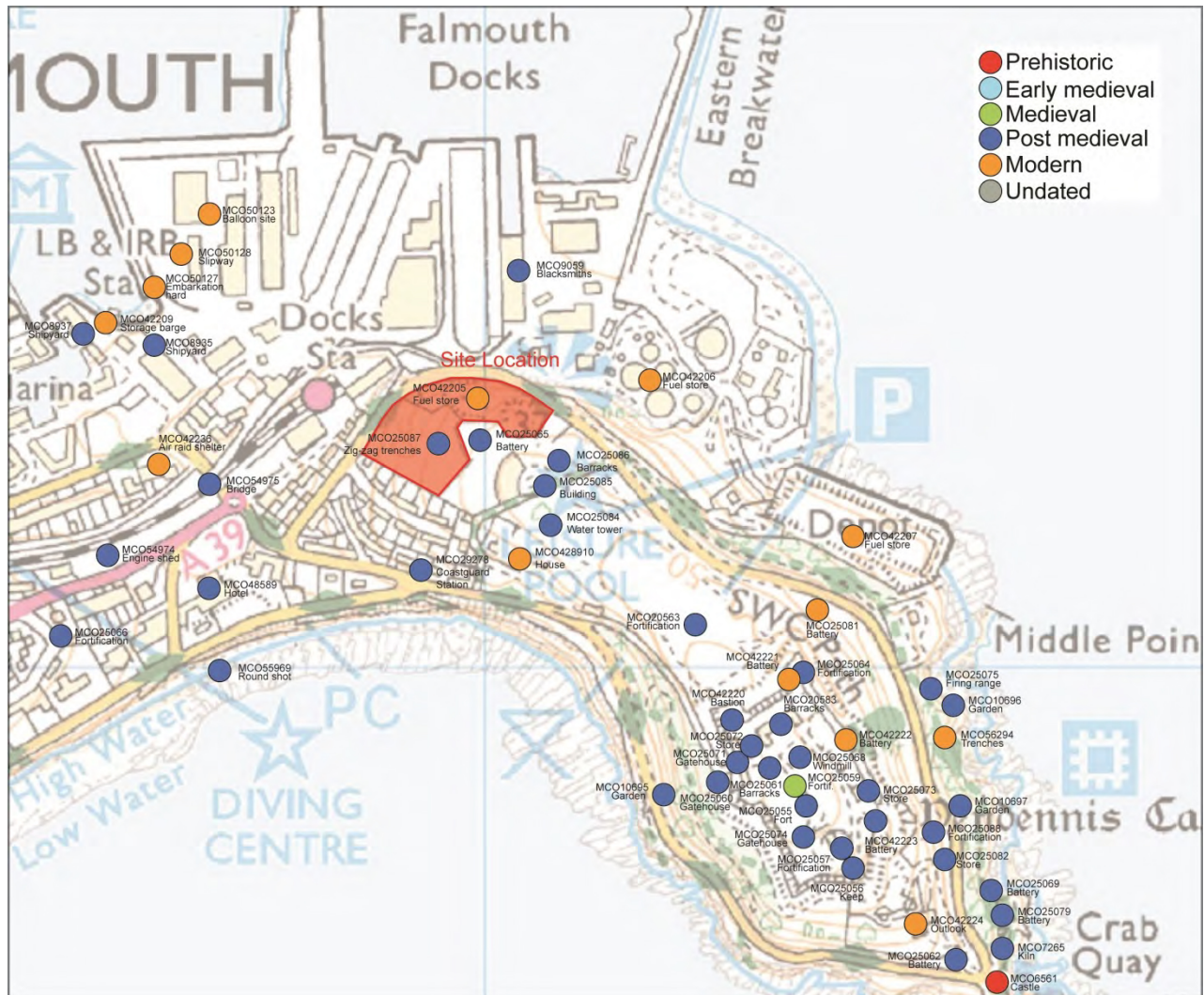


Figure 17: Map of relevant HER sites.

Mon. ID	Site Name	Record	Notes
MCO29278	Falmouth – Post-Medieval coastguard station	Extant Structure	The map of 1972 shows extant buildings at this position
MCO42890	Falmouth – Modern House	Extant Structure	Castle Close. These are seven Army Married Quarters built in the early 1900's
MCO25084	Pendennis – Post-Medieval water tower	Extant Structure	A stone-built water tower, square in plan, is visible in aerial photographs
MCO25086	Pendennis – Post-Medieval Barracks	Extant Structure	A prefabricated officers' mess is said to be incorporated in a C20 bungalow on this site
MCO25085	Pendennis – Post-Medieval Building	Extant Structure	A small building with reinforced steel doors was constructed as part of the defences of Pendennis Castle in the early C20
MCO25065	Pendennis – Post-Medieval Battery	Extant Structure	Uptons Mount battery, with earthworks running from it were constructed in the Civil War by the Royalist defenders of Pendennis Castle against Parliamentary siege works
MCO42205	Falmouth – Modern Fuel store	Extant Structure	An underground fuel dump featuring 6 storage tanks
MCO25087	Pendennis – Post-Medieval Fortification	Extant Structure	Zig-zag trenches were dug at this location during WWI/WWII
MCO25063	Pendennis – Post-Medieval Fortification	Extant Structure	Set of earthworks crossing the neck of the peninsular to the north-west of Pendennis Castle and enclosing the summit of the area so defined.
MCO10695	Pendennis – Post-Medieval garden	Extant structure	Pleasure gardens extending along the SW slopes of Pendennis Point.
MCO25062	Pendennis Castle – post-medieval Battery	Extant Structure	Half Moon Battery was originally built in the Elizabethan period
MCO42224	Pendennis Castle – Modern observation point	Extant Structure	A two-level concrete construction battery observation post built to control the nearby Half Moon Battery
MCO25082	Pendennis – Post-Medieval storehouse	Extant Structure	These structures functioned as an oil store, a generator house, and a control room for submarine mines

MCO25088	Pendennis – Post-Medieval fortification	Extant Structure	Zig zag trenches were dug at this location
MCO10697	Pendennis – Post-medieval garden	Extant Structure	Gardens are shown on the 1880 OS map. This represents an extension in the early mid C19 of the gardens
MCO56294	Pendennis Headland – Modern zig-zag trenches	Extant Structure	At least four sections of zig-zag type trenches, dug to provide cover under fire, or for training purposes
MCO10696	Pendennis – Post-Medieval garden	Extant Structure	May have been officer's pleasure gardens
MCO25075	Pendennis – Post-Medieval firing range	Documentary Evidence	A rifle range is shown on the 1880 OS map
MCO42222	Pendennis Castle – Modern battery	Extant Structure	No 3 East Bastion was built between 1901 and 1905
MCO25073	Pendennis – Post-Medieval storehouse	Extant Structure	This building constructed c.1800 is used as a storehouse
MCO42223	Pendennis Castle – Post-Medieval battery	Extant Structure	Bastion No 4, Bell Bastion or One Gun Battery was constructed in 1894/5 to house a 6-inch breech loading gun
MCO25057	Pendennis – Post-Medieval Fortification	Extant Structure	The multi-angular chemise enclosing a gun platform around the round tower at Pendennis
MCO25056	Pendennis – Post-Medieval Keep	Extant Structure	The Henrician round tower, the central element of Pendennis Castle, is thought to have been built 1540-1545
MCO25074	Pendennis – Post-Medieval gatehouse	Extant Structure	The small ruined gate or lodge house through which the Henrician Castle at Pendennis is now entered
MCO25055	Pendennis – Post-Medieval Fort	Extant Structure	Commanding position at the entrance to Carrick Roads and has been the site of fortifications from the Iron Age to the C20
MCO25076	Pendennis – Post-Medieval fortification	Documentary Evidence	In the 1890's the Elizabethan fortress at Pendennis was re-fortified on a large scale with new emplacements in the existing bastions
MCO25068	Pendennis Castle – Post-Medieval Windmill	Documentary Evidence	A windmill is shown within the walls of Pendennis Castle on a drawing of the early 1660's
MCO25061	Pendennis – Post-Medieval barracks	Demolished Structure	Within the Elizabethan fortress at Pendennis were numerous buildings - particularly barracks - which have since been removed
MCO25083	Pendennis – Post-Medieval barracks	Extant Structure	The barrack block at Pendennis Castle was built in 1901
MCO25072	Pendennis – Post-Medieval storehouse	Extant Structure	A two-storey storehouse was built inside the gate of Pendennis Castle in the early C19
MCO25071	Pendennis – Post-Medieval gatehouse	Extant Structure	The gatehouse of Pendennis Castle C17 date
MCO25060	Pendennis – Post-Medieval gatehouse	Documentary Evidence	Norden's drawing of Pendennis Castle in 1728 shows the original gatehouse of the Elizabethan fortress
MCO42220	Pendennis Castle – Post-Medieval bastion outwork, Post-Medieval magazine	Extant Structure	Simthwicks Bastion has probably been in existence since the Castle was extended in the C16
MCO42221	Pendennis Castle – Modern battery	Extant Structure	Carrick Mount Bastion was built between 1901 and 1904 to counter the threat of small enemy vessels entering Falmouth Harbour
MCO25064	Pendennis – Post-Medieval fortification	Extant Structure	A further civil war fortification, within the area cut off by the hornworks
MCO6561	Pendennis – Iron Age cliff castle	Documentary Evidence	The name indicates the site of a promontory fort or cliff castle
MCO7265	Pendennis Point – Post-Medieval lime kiln	Documentary Evidence	A lime kiln is shown at this location on the 1st Edition 1:2500 OS map
MCO25079	Crab Quay – Post-Medieval battery	Extant Structure	Crab Quay battery first constructed in the C17-C18
MCO25069	Pendennis – Post-Medieval battery	Extant Structure	Crab Quay platform with a rectangular building used as a store, is marked on a plan of Pendennis Castle in 1715
MCO42207	Falmouth Docks- Modern fuel store	Extant Structure	The site features four large oil fuel storage tanks, built underground
MCO25081	Pendennis – Modern battery	Extant Structure	Middle Point Battery was constructed as a twin 6pdr anti-motor torpedo boat battery in 1941
MCO42206	Falmouth Docks – Modern fuel store	Extant Structure	The site features 5 above ground metal oil fuel storage tanks built in 1939
MCO9059	Falmouth Docks – Post-Medieval Blacksmiths workshop	Documentary Evidence	A "smithy" recorded at this location on the 1st Edition OS map of 1877
MCO50123	Falmouth – Modern Barrage Balloon site	Documentary Evidence	Aerial photographs taken in 1946 show a barrage balloon site approx 11m across at this location
MCO50128	Falmouth – Modern slipway	Documentary Evidence	The site of a WW2 slipway is visible on aerial photographs taken in 1946
MCO50127	Falmouth – Modern embarkation hard	Documentary Evidence	The site of a WW2 embarkation hard is visible on aerial photographs
MCO42209	Falmouth Docks – Modern water storage barge	Extant Structure	A concrete hulled dumb barge produced by the Ministry of Transport during WW2
MCO8937	Falmouth – Post-Medieval shipyard	Documentary Evidence	A shipyard at Falmouth, occupied by F Symons, is listed by Piggott in 1830 and shown at this location on the Tithe Map of 1841.
MCO8935	Falmouth – Post-Medieval shipyard	Documentary Evidence	Bar House and shipwright's yard in Falmouth is shown on the Tithe map of 1841
MCO54975	Bar Road – Post-Medieval railway bridge	Extant Structure	A bridge carrying the line of the Cornwall Railway over the public road at 312m 36c.
MCO42236	Falmouth, HMS FORTE II – Modern air raid shelter	Extant Structure	HMS Forte II dealt with mail to and from the Naval Sick Bay
MCO54974	Falmouth – Post-Medieval engine shed	Documentary Evidence	Two-road engine shed at Falmouth, which originally had a very small turntable to the east.
MCO48589	Falmouth – Post-Medieval hotel	Extant Structure	The existing C19 hotel has had an entrance porch and N wing added, designed by Silvanus Trevail
MCO25066	Pendennis – Post-Medieval fortification	Documentary Evidence	Entrenchments constructed by the Parliamentarians besieging Pendennis Castle
MCO55969	Falmouth – C18 cast iron round shot	Find	A heavily corroded cast-iron round shot found on the rocky foreshore at Castle Beach

Table Listing all of the HER's plotted on map above

Appendix 2
Additional Photographs from Walkover Survey



Car park at entrance to fuel depot off *Castle Drive*; viewed from the north.



East side of car park; viewed from the west.



'Grid-shaped' tanks at the eastern end of the fuel depot; viewed from the north-east (scale 2m).



View from the west side of the eastern tank, looking towards the docks; viewed from the south-east.



Dip-well or gas-release valve above tank 22; viewed from the south.



Stairwell down to the central bunker, south-west of the administrative building; viewed from north-east.



Further example of crank above tank 23; viewed from the south.



The entrance to the west tank, south side of fuel depot; viewed from the north-west (scale 2m).



The pump house; viewed from the east.



The pump house; viewed from the north.



Pump house (viewed from south-west).



Entrance to the tank at western end of the depot; viewed from the west.



Entrance to air raid shelter; viewed from the south-east.



Ancillary building; viewed from the north-east.



Entrances to the southern tanks; viewed from the west (scale 2m).



Natural soil visible following the removal of scrub.



Photo showing the dense scrub in the western field; viewed from the south-west (scale 2m).



Ancillary building and alternative entrance to fuel depot from Castle Drive, at the western end of the depot; viewed from the north-west.



West corner of site from Castle Drive; the leisure centre can be seen in the distance; viewed from the west.



The Old Dairy
Hacche Lane Business Park
Pathfields Business Park
South Molton
Devon
EX36 3LH

Tel: 01769 573555
Email: mail@swarch.net