

THE GREEN BANK HOTEL

FALMOUTH

CORNWALL

RESULTS OF A HERITAGE ASSESSMENT



South West Archaeology Ltd. report no.220728



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The Green Bank Hotel, Falmouth, Cornwall

Results of a Heritage Assessment

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Report Version: FINAL01.2
Draft Issued: 28th July 2022
Report Finalised: 22nd November 2022

Work undertaken by SWARCH on behalf of The Green Bank Hotel

SUMMARY

This report presents the results of a Heritage Assessment carried out by South West Archaeology Ltd. (SWARCH) for the proposed development at The Greenbank Hotel, Falmouth, Cornwall.

The Green Bank Hotel stands upon a precipice above the eponymous Green Bank Quay. This part of the town was developed by the Basset family of Tehidy c.1790-1810 as a prestige suburb of an expanding Falmouth, with many excellent early 19th century Regency villas and terraces rising in serried ranks up the hillside. The Green Bank Quay was used by the famous Packet service, and the houses above were built to attractive Packet captains, merchants, and other affluent families. The Hotel is a complex building with origins in the 17th century but was greatly extended and upgraded in the early 19th century to make it a suitable place for commercial travellers of quality to attend and reside. The strong Regency character of parts of the Hotel is in keeping with the dominant aesthetic of the Conservation Area here, but, unlike the Conservation Area, the Hotel continued to grow and expand over the course of the 19th century and 20th century. There are Late Regency/Early Victorian, Late Victorian, Imperial Colonial, and Art Deco elements to the standing building. Mid- and later 20th century contributions to the Hotel detract from the good parts of the Hotel and the Conservation Area.

The Green Bank Hotel is caught in an overlapping web of setting constraints. The redline boundary of the site contains one Grade II Listed structure (the Quay), it lies in close proximity to 20+ other Listed structures or buildings, it stands within the Falmouth Conservation Area, and provides a key view from Flushing Conservation Area, that village having very strong historical links to the Falmouth. Proposed changes to the physical structure of the Hotel have the potential to impact the character of the Falmouth Conservation Area, and on the setting of designated heritage assets in its immediate vicinity. That impact could be beneficial, neutral, or adverse, depending on the nature of the asset and the extent of the proposed changes. Careful consideration is required to avoid what are usually perceived as adverse effects.



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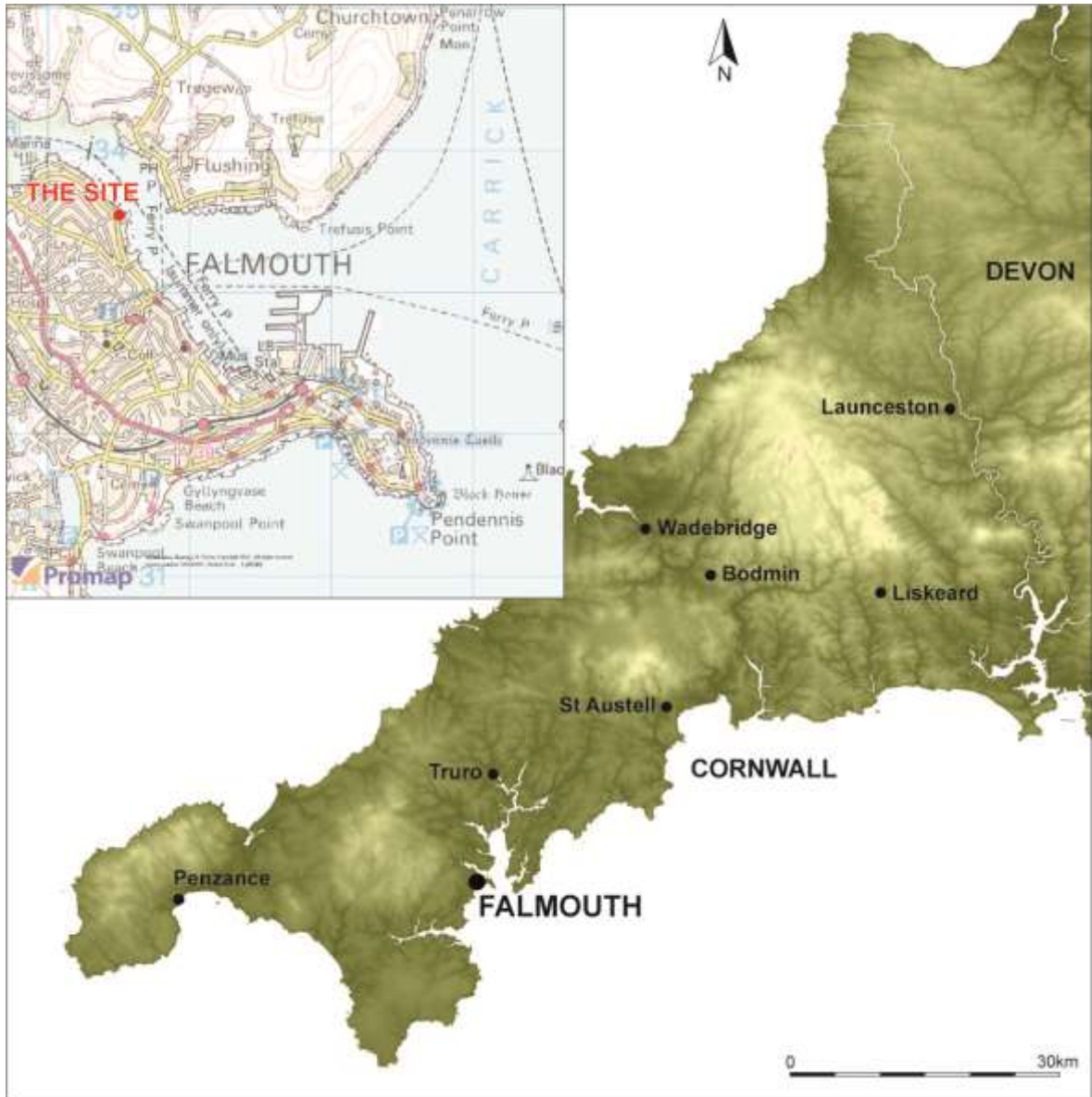


FIGURE 1: SITE LOCATION.

1.0 INTRODUCTION

LOCATION:	THE GREENBANK HOTEL
PARISH:	FALMOUTH
COUNTY:	CORNWALL
CENTROID NGR:	SW 80505 33587
PLANNING REF:	PRE-APPLICATION
SWARCH REF:	FGH22

1.1 PROJECT BACKGROUND

South West Archaeology Ltd. was commissioned by Lawrence Associates (the Agent) on behalf of a Private Client to prepare a heritage assessment for The Green Bank Hotel, Falmouth, Cornwall. The work was undertaken in accordance with best practice and ClfA guidelines.

1.2 SITE LOCATION

The site lies at the north-eastern edge of Falmouth, on the Fal estuary with residential and commercial developments surrounding. The site stands at a height of c.3m AOD. The natural soils of this area are recorded as Urban (SSEW 1983). These overlie the metamorphic metabreccia of the Porthleven Breccia Member (BGS 2022).

1.3 HISTORICAL AND ARCHAEOLOGICAL BACKGROUND

Falmouth was established in the early 17th century by the Killigrews of Arwenack Manor, its early nucleus around Moor Road known as *Smithick*. The settlement gained borough status in 1661 and grew rapidly, the decision to station the Post Office Packet Service here in 1688 contributing to that growth. The Green Bank Hotel formed part of the estate of Penwerris Barton; located to the north of the town, it was only incorporated into the town in 1892. Penwerris was owned by the Basset family of Trehidy, and the quaysides were developed to take advantage of the growth of Falmouth. The Hotel lies directly above the Green Bank Quay, built in the 17th century, and probably did originate as an inn serving seafarers and travellers using the quays. In the early 19th century the Bassets developed the area as a prestige suburb of the town, and the Hotel was upgraded to match. Over the course of the 19th and early 20th century the Hotel building has been extended to meet demand and expectation, as the population of the town increased and, from 1863, railway tourism took off. The lands of Penwerris Barton were sold by the Tehidy Estate in 1913.

The Hotel lies within the Falmouth Conservation Area, which is designated as *'an area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance'*. Falmouth has also been the subject of a Cornwall and Scilly Urban Survey report (CSUS, 2005) which includes descriptions of the various character areas of the town, including the Waterfront, which is described as *'Falmouth's historic working focus and raison d'être. Its historic topography and fabric form a striking and distinctive area of townscape, both from land and water'*. It makes recommendations for regeneration works that include improving waterfront building elevations, maintaining and conserving historic quay walls and structures, using characterisation as a guide for change, to reduce or remove waterfront parking, recognise the potentially harmful impact of large scale linear waterfront development, improve access, seek greater use of underused plots, encourage waterfront views from commercial premises and to create interpretation materials to increase the appreciation of the waterfront.

The Historic Landscape Characterisation (HLC) records the site as lying within an area of Settlement, older core: pre-1907: *Settled areas from larger farming settlements*.

The site has been subject to a previous archaeological assessment carried out by Cornwall Council's Historic Environment Service (Projects) in 2008, but no intrusive archaeological fieldwork has been undertaken on the site.

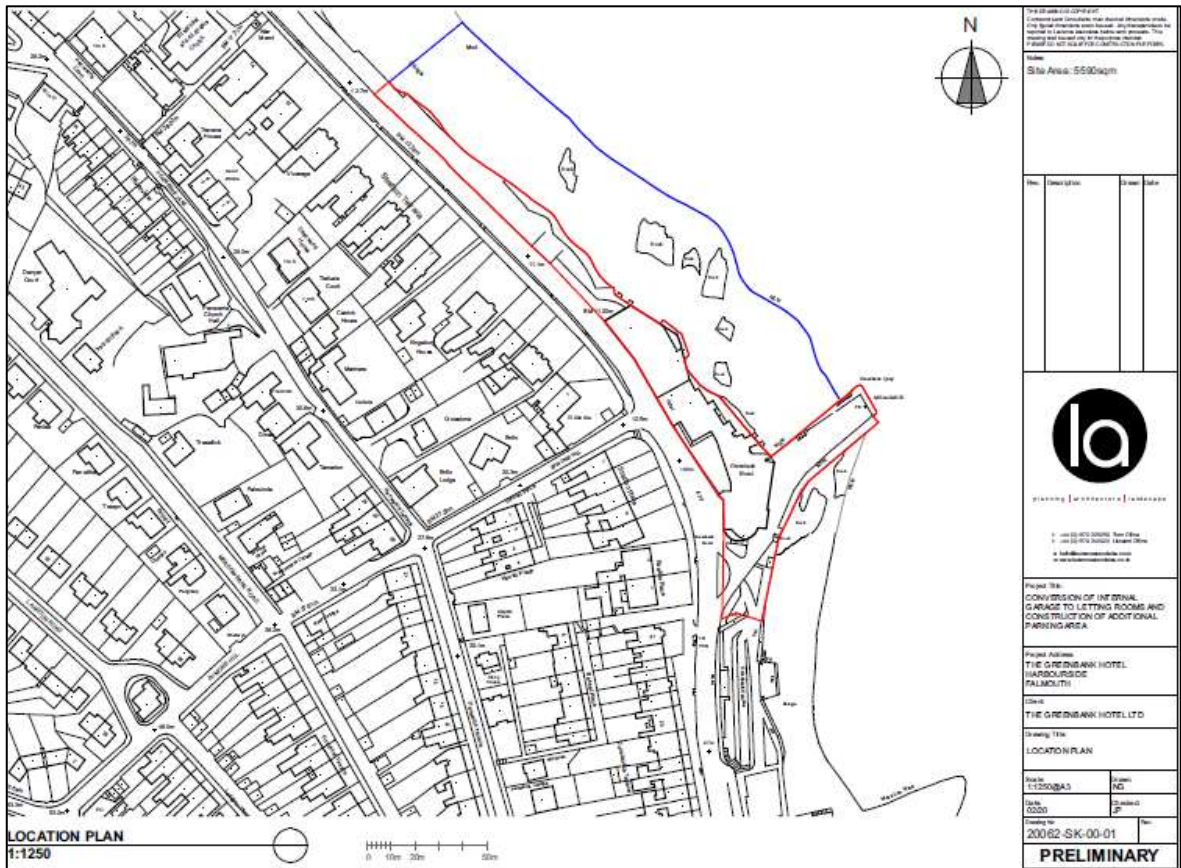


FIGURE 2: LOCATION MAP (SUPPLIED BY THE AGENT).

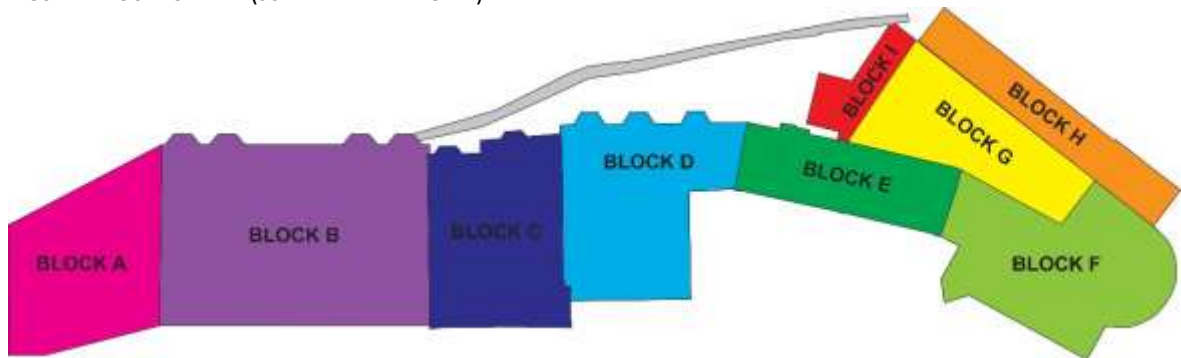


FIGURE 3: BLOCK PLAN (BASED ON SUPPLIED DRAWINGS).

1.4 METHODOLOGY

This archaeological assessment was undertaken in accordance with best practice. The heritage assessment follows the guidance outlined in: Conservation Principles: policies and guidance for the sustainable management of the historic environment (English Heritage 2008), The Setting of Heritage Assets (Historic England 2015), Seeing History in the View (English Heritage 2011), Managing Change in the Historic Environment: Setting (Historic Scotland 2010), and with reference to Guidelines for Landscape and Visual Impact Assessment 3rd Edition (Landscape Institute 2013).

2.0 NATIONAL AND LOCAL POLICIES

2.1 NATIONAL POLICY

General policy and guidance for the conservation of the historic environment are now contained within the *National Planning Policy Framework* (Department for Communities and Local Government 2021). The relevant guidance is reproduced below:

Paragraph 189

Heritage assets range from sites and buildings of local historic value to those of the highest significance, such as World Heritage Sites which are internationally recognised to be of Outstanding Universal Value. These assets are an irreplaceable resource, and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations.

Paragraph 194

In determining applications, local planning authorities should require the applicant to describe the significance of any heritage assets affected, including the contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should be consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which a development is proposed includes or has the potential to include heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.

Paragraph 195

Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this assessment into account when considering the impact of a proposal on a heritage asset, to avoid or minimise conflict between the heritage asset's conservation and any aspect of the proposal.

Paragraph 206

Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites, and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably.

A further key document is the Planning (Listed Buildings and Conservation Areas) Act 1990, in particular section 66(1), which provides *statutory protection* to the setting of Listed buildings:

In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

2.2 LOCAL POLICY

Policy 24: *Cornwall Local Plan: Strategic Policies 2010-2030:*

Policy 24: Historic environment

Development proposals will be permitted where they would sustain the cultural distinctiveness and significance of Cornwall's historic rural, urban and coastal environment by protecting, conserving and where appropriate enhancing the significance of designated and non-designated assets and their settings.

Development proposals will be expected to:

- *sustain designated heritage assets;*
- *take opportunities to better reveal their significance;*
- *maintain the special character and appearance of Conservation Areas, especially those positive elements in any Conservation Area Appraisal;*
- *conserve and, where appropriate, enhance the design, character, appearance and historic significance of historic parks and gardens;*
- *conserve and, where appropriate, enhance other historic landscapes and townscapes, including registered battlefields, including the industrial mining heritage;*
- *protect the historic maritime environment, including the significant ports, harbours and quays.*

Development within the Cornwall and West Devon Mining Landscape World Heritage Site (WHS) and its setting should accord with the WHS Management Plan. Proposals that would result in harm to the authenticity and integrity of the Outstanding Universal Value, should be wholly exceptional. If the impact of the proposal is neutral, either on the significance or setting, then opportunities to enhance or better reveal their significance should be taken.

All development proposals should be informed by proportionate historic environment assessments and evaluations (such as heritage impact assessments, desk-based appraisals, field evaluation and historic building reports) identifying the significance of all heritage assets that would be affected by the proposals and the nature and degree of any effects and demonstrating how, in order of preference, any harm will be avoided, minimised or mitigated.

Great weight will be given to the conservation of the Cornwall's heritage assets. Where development is proposed that would lead to substantial harm to assets of the highest significance, including undesignated archaeology of national importance, this will only be justified in wholly exceptional circumstances, and substantial harm to all other nationally designated assets will only be justified in exceptional circumstances.

Any harm to the significance of a designated or non-designated heritage asset must be justified. Proposals causing harm will be weighed against the substantial public, not private, benefits of the proposal and whether it has been demonstrated that all reasonable efforts have been made to sustain the existing use, find new uses, or mitigate the extent of the harm to the significance of the asset; and whether the works proposed are the minimum required to secure the long term use of the asset.

In those exceptional circumstances where harm to any heritage assets can be fully justified, and development would result in the partial or total loss of the asset and/or its setting, the applicant will be required to secure a programme of recording and analysis of that asset, and archaeological excavation where relevant, and ensure the publication of that record to an appropriate standard in a public archive.

Proposals that will help to secure a sustainable future for the Cornwall's heritage assets, especially those identified as being at greatest risk of loss or decay, will be supported.

3.0 HISTORICAL AND ARCHAEOLOGICAL BASELINE

3.1 INTRODUCTION

The *direct impact* of a proposed development concerns the physical effect a development may have on heritage assets within, or immediately adjacent to, the site. As such, robust assessment requires a clear understanding of the value and significance of the *archaeological/architectural* potential of a site. This is achieved via a staged process of investigation. This section provides the archaeological and historical baseline for the Hotel, to understand how and why it developed as it did, and determine the physical constraints on any planned development.

3.2 HISTORICAL BACKGROUND

3.2.1 HISTORICAL BACKGROUND

The history and development of Falmouth is well known, and its development as expressed through the built environment is explored in detail in the Conservation Area Appraisal (Berry 1998) and the CSUS document (CAU 2005). To summarize:

During the medieval period Penryn was the principal port on the Fal Estuary, with Arwenack Manor, seat of the Killigrew Family 1385-1700, the main settlement in the Falmouth area. In 1539-45 the castles at Pendennis and St Mawes were constructed, and in later 16th century Falmouth Haven acquired victualling facilities. Sir John Killigrew (IV) sought permission to develop the port 1613×17, and a map of c.1613 appears to show a small group of structures (12 houses, four inns, and a row of cellars) in the Smithick area of the later town. The growth and potential of the settlement must have been clear, as in 1613 Helston, Penryn and Truro petitioned against the proposal for a new town here. After the Civil War Sir Peter Killigrew successfully obtained permission to a transfer of customs from Penryn to Falmouth, and in 1652 the Customs and Excise established its presence. Sir Peter also obtained a weekly market and two annual fairs. In 1661 it was formally incorporated as a town, and the parish of Falmouth carved out of St Budock. The Green Bank area remained part of St Budock until it was incorporated into the town in 1892. A big stimulus to early growth was the establishment of the Post Office Packet Station in 1688. The town steadily grew throughout the 18th century to become the largest town in Cornwall by 1801. The Packet was removed to Southampton in the 1850s and the town briefly declined, but two dry docks were built in 1859, and the arrival of the railway in 1863 promoted the tourist trade, marking a significant increase in prosperity.

In contrast to central Falmouth, which was associated with the Manor of Arwenack, the Green Bank was owned by the Basset Family of Tehidy, Lords de Dunstanville, as part of the Barton of Penwerris. The Barton had been sold by Killigrews in c.1660 (perhaps to help finance the development of Falmouth?) to the Pendarves family of Roscrow, passing via female heir to the Bassets in c.1711. The quay at the Green Bank is reputed to date to the later 17th century and represent an attempt to cash in on the burgeoning prosperity of the nearby town, a boost to which was the use of Green Bank Quay by the Packet service. Nos. 1 and 2 Stratton Terrace were built in the 1790s, and most of the houses here had been built by 1827. The houses along Dunstanville Terrace were constructed in the early 1800s. The Greenbank area, and particularly the area to the west and north of the Green Bank Hotel were deliberately developed in the 1810s-20s as a 'prestige suburb' to the town (CSUS 2005, 29), dubbed *Greenbank or Dunstanville Town* by Lysons (1814). Like the Bassets, the Trefusis family of Trefusis encouraged the development of Flushing for precisely the same reasons, but with less success.

The Green Bank Hotel is reputed to have 17th century origins, a private residence that became *The Ship Inn*, *The Kings Arms* in 1785, then the *Commercial Packet Hotel*, *Greenbank*. It was the *Green Bank Hotel* from c.1815. Given its position relative to an early quay, owned by a dynamic and wealthy local family, it is likely the Hotel *did* originate as a commercial inn serving seafarers and

traders. In 1813 it was taken over by Thomas Selley and he is credited with making it a gentleman's hotel for Packet Captains. Major elements of the 19th century Hotel were clearly built during the Regency period (see below), and this will reflect a major overhaul of the premises to bring it in line with the fashionable suburb it found itself within.

It was named as one of the four principal inns in the town in 1827 (Thomas 1827, 97) and 1895 (Murray 1895), and it was a suitable location for prestigious sales (the Manor of Arwenack in 1848, *comprising nearly the whole town of Falmouth*, in 1848 KK: 333.330942378) or meetings (for the shareholders of the Cornwall Railway in 1858, KK: X394/68). Prior to the advent of the railway it was the destination of a coach service from The Old London Inn in Exeter (additional detail from Mitchley 2020).

In July 1913 a sales catalogue was issued for the Penwerris Estate. The proposed sale included many of the notable streets in the area (including Stratton Terrace, Dunstanville Terrace, Tehidy Terrace, and North Parade) as well as the Green Bank Hotel. In c.1914 the wharves, fish cellars, warehouses etc. along the Green Bank were swept away, and the Green Bank Gardens laid out.

The Census throws a light on the size and scale of the Hotel during the period 1841-1911 (Table 1):

TABLE 1: CENSUS ENTRIES FOR THE GREEN BANK HOTEL (ABBREVIATIONS: SIL = SISTER-IN-LAW; BIL = BROTHER-IN-LAW).

Date	Address	Proprietor	Description	Servants	Visitors
1841	Greenbank	Thomas Selley Sen. Thomas Selley Jun.	Innkeeper	9 female servants 3 male servants	10
1851	Green Bank House	William Selley Elizabeth Selley Louisa Brendon (SIL) Henrietta Huggins (cousin)	Innkeeper - Barmaid -	Cook Chambermaid x2 Kitchen Maid Waiter Waitress Washerwoman x2 Boots Under Boots Hostler Ostler Post Boy	9
1861	Green Bank Hotel	William Selley Elizabeth Selley William Selley (son) Louisa Brendon (SIL) Thomas Selley (brother) Ellen Smith (niece)	Hotel Keeper - - Assistant in the hotel bar Retired farmer -	Barmaid Under barmaid Cook Chambermaid x2 Child's Maid Kitchen Maid Waitress x2 Washerwoman x2 Boots Under Boots Ostler	12
1861	Green Bank Hotel Tap	Hannah Yeoman Edward Yeoman	Innkeeper Innkeeper	1 male servant	-
1871	Green Bank Hotel	John Mitchell Martha Mitchell Marth Mitchell (daughter) Frederick Mitchell (son)	Hotel Keeper - - -	Cook Chamber Maid Kitchen Maid Laundress Waitress Billiard Marker Porter	12
1871	Green Bank Hotel Tap	Edward Yeoman Susan Yeoman	Innkeeper -	-	-
1881	Green Bk Hotel	John Mitchell Martha Mitchell Mary Mitchell (daughter) Arthur Mitchell (nephew)	Hotel Proprietor - - -	Barmaid General Servant Chambermaid x2 Pantry Maid Waitress Billiard Marker Boots Second Porter Scullery Maid	9

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1891	Green Bank Hotel	Martha Mitchell Frederick Mitchell Alice Mackenzie (niece) Mildred Mackenzie (niece) Katie Mackenzie (niece)	Hotel Keeper Assistant Hotel Keeper - - -	Barmaid Cook Chambermaid Under Chambermaid Hotel Assistant Kitchen Maid Pantry Maid Waitress x2 Billiards Marker Under Boots Ostler	28 (Inc. 2 Servants)
1901		Marta Mitchell Katherine Mackenzie (sister)	Hotel Keeper Hotel Keeper	Cook Chambermaid x2 Housemaid x2 Housekeeper Kitchen Maid Waitress Boots Page Waiter x2	26
1911		Martha Mitchell Mary Lanksbury (sister) Frances Lanksbury (BIL)	Hotel Proprietor - -	Chambermaid x2 Cook Kitchen Maid Waitress Hotel Assistant Hotel Porter	10

The Census data is of interest for several reasons, as it charts the ebb and flow of the Hotel and the type and number of servants considered appropriate to staff it. The appearance of a *billiard marker* reflects the acquisition of a fashionable billiards table, and the loss of an *ostler* after 1891 reflects a decline in personal horse use/ownership. It is of interest that in 1861 and 1871 a separate *Hotel Tap* (i.e. separate bar) was recorded, presumably to separate genteel hotel guests from general seafarers and dock workers. Lastly, there is a big jump in guest numbers between 1881 and 1891, and this may well reflect an increase in the number of available rooms (see the section on phasing, below).



FIGURE 4: EXTRACT FROM THE 1840 ST BUDOCK TITHE MAP, SHOWING THE SITE (INDICATED) (TNA).

3.2.2 CARTOGRAPHIC SOURCES

While the early large-scale maps (e.g. Ordnance Survey surveyor's draft map of 1809) show the quay at Green Bank, the first suitably detailed cartographic source available to this study is the 1840 tithe map of St Budock parish (Figure 4). The town had expanded beyond its original limits into the parish of St Budock and this suburb was only incorporated into the town in 1892. The map labels

the Hotel (no.1336), described in the apportionment as *Green Bank Hotel, Stables, Yard, and Outhouses*. The layout is very much as it appears on later maps, the exception being the two narrow ranges shown on the footprint of Blocks A and B. These would have been service buildings to the Hotel, probably the *Stables, Yard and Outhouses*.

The Hotel was owned by Lady Basset and leased to Thomas Selley (noted above). Thomas Selley is also listed as the tenant at the nearby Barton of Penwerris, c.0.6km to the west, although the 1841 Census has that occupied by one Mary Furse. The narrow strip to the north of the Hotel (no.1368 but this number shared by five other locations in the suburb) was owned by Lady Basset, leased to Thomas Dunkin, and described as *manor, quarries, wastrel, building ground etc*. The road leading down to the Quay, and the Quay itself (no.1367) was also owned by Lady Basset, described as *Private Road, Terrace, Green Bank Quay etc*.



FIGURE 5: EXTRACT FROM THE 1880 1:500 SCALE OS MAP OF THE AREA, SURVEYED 1877 (CORNWALL SHEET LXXI 12.6) (NLS). THE SITE IS INDICATED.

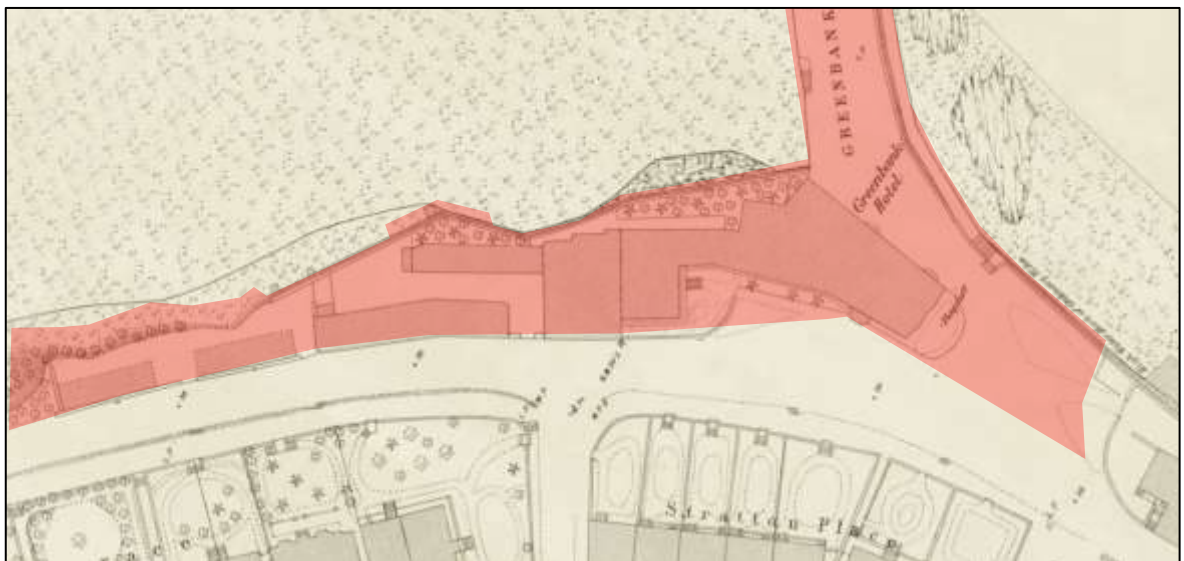


FIGURE 6: EXTRACT FROM THE 1:500 TOWN PLAN SHOWING THE HOTEL IN DETAIL (NLS).

The next cartographic source is the 1:500 scale Ordnance Survey (OS) town plan of Falmouth (Figures 5-6). The layout of the area is very similar to that of 1840. The long narrow structure shown between Block D and the cliff edge has been lost, and the battered retaining walls appear to be

shown. To the north of Block A two long, narrow buildings with open sides and front are shown. These might be additional service structures, perhaps coach houses, or unrelated to the Hotel. The extra detail of this map shows the gardens between Blocks B and D and the river, and the formal approach to Block D from the south, and the open-sides veranda around Block D.

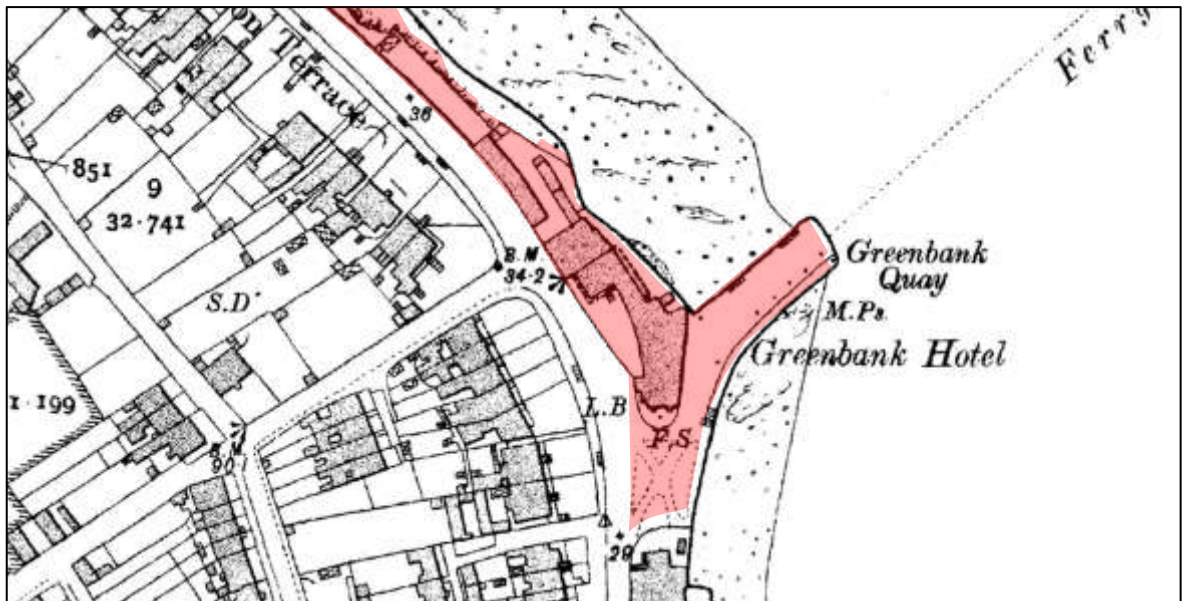


FIGURE 7: EXTRACT FROM THE C.1908 2ND EDITION OS 25" MAP, SURVEYED 1906 (CORNWALL SHEET LXXI.12) (PROMAP). THE SITE IS INDICATED.



FIGURE 8: EXTRACT FROM THE 2ND EDITION MAP SHOWING THE HOTEL IN DETAIL (PROMAP).

The next cartographic source is the c.1908 25" scale OS map (Figures 7-8). The layout of the area and the Hotel is again very similar to that of 1880. The changes include: a narrow, open-fronted structure shown along the river side of Block D, probably another veranda; a small structure shown projecting from Block I; the replacement of the original porch to Block F; and two square bay windows added to the southern end of Block F. To the north, the two open-sided buildings have been removed leaving only a small glass house; we may speculate it became another garden (or perhaps a kitchen garden?).



FIGURE 9: EXTRACT FROM THE 1935 3RD REVISION OS 25" MAP, SURVEYED 1933 (CORNWALL SHEET LXXI.12) (NLS). THE SITE IS INDICATED.



FIGURE 10: EXTRACT FROM THE 3RD REVISION MAP SHOWING THE HOTEL IN DETAIL (NLS).

The next cartographic source is the 1935 25" scale OS map (Figures 9-10). The layout of the area and the Hotel is again very similar to that of c.1908, although there have been some dramatic changes. By this date the service ranges to the north had been replaced by a single large and somewhat irregular structure, the immediate precursor of Blocks A and B. A small porch is shown extending to the east from Block G, and a semi-circular addition is shown attached to the south side of Block F. The larger porch on the west side of Block F had also been extended to the north.

The next cartographic source is the 1969×70 25" scale OS map (Figures 11-12). The layout of the area and the Hotel is again very similar to that of 1935. The footprint of the structure on the site of Blocks A and B is more regular, and two small rectangular extensions are shown on the east side of Block D (bay windows?). By this date Block H had been added to the east side of Block G, and perhaps the porch along the western side of Block F extended by another bay to the south.



FIGURE 11: EXTRACT FROM THE 1969x1970 REVISION OF THE OS 25'' MAP (PROMAP). THE SITE IS INDICATED.

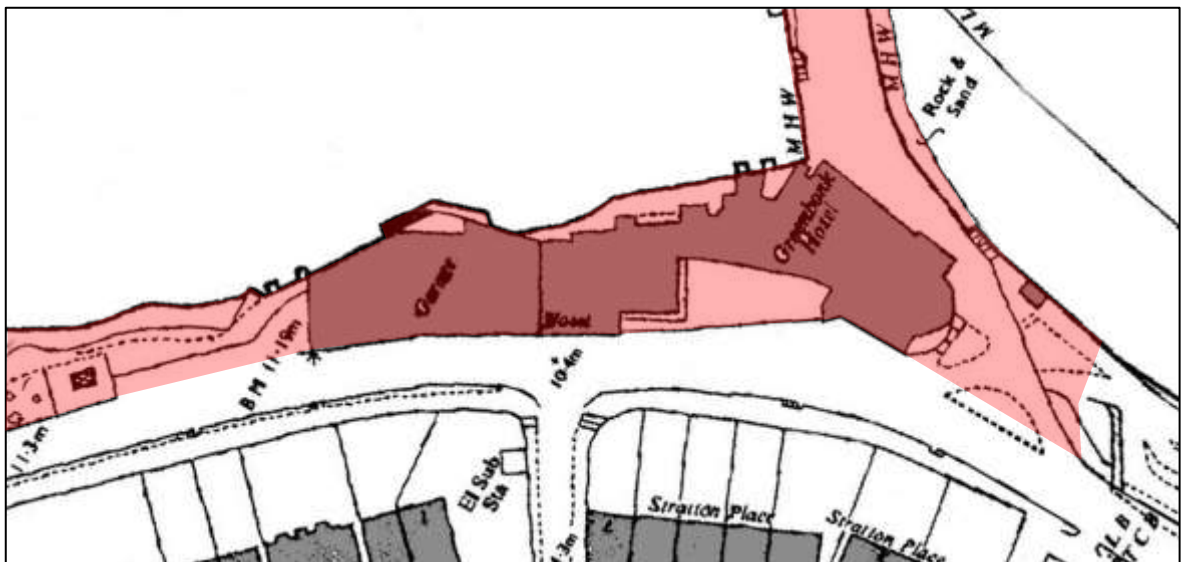


FIGURE 12: EXTRACT FROM THE 1969x70 MAP SHOWING THE HOTEL IN DETAIL (PROMAP).

3.3 AERIAL PHOTOGRAPHY

Readily available commercial aerial photography (not illustrated) shows the Hotel and its environs as changing relatively little during the period 2001-2021. The only significance additional came in 2007x09 when a semi-circular patio was built adjoining the southern end of Block F, mirroring the arc of the early 20th century extension here. The 1946 RAF vertical aerial photo (Figure 13) is of more use as it shows the large building on the footprint of Blocks A and B to be a single-storey structure consisting of two long, narrow, parallel buildings (labelled *garages* in Figure 12). Planning applications were made to demolish the garages in 1947 and 1989; the current structure is most likely to date to the early 1990s.



FIGURE 13: VERTICAL AERIAL PHOTOGRAPH SHOWING THE GREEN BANK AREA IN 1946. THE SITE IS INDICATED (SOURCE: CAU 2008 REPORT).

3.4 HISTORIC IMAGES AND PHOTOGRAPHS



FIGURE 14: A VIEW OF THE GREEN BANK FROM THE NNW BY WILLIAM DANIELL, PRODUCED IN 1825 (DANIELL 1825). IT IS UNCLEAR FROM THIS DEPICTION WHETHER BLOCK D HAS BEEN CONSTRUCTED, OR WHETHER A PRECURSOR STRUCTURE IS SHOWN.

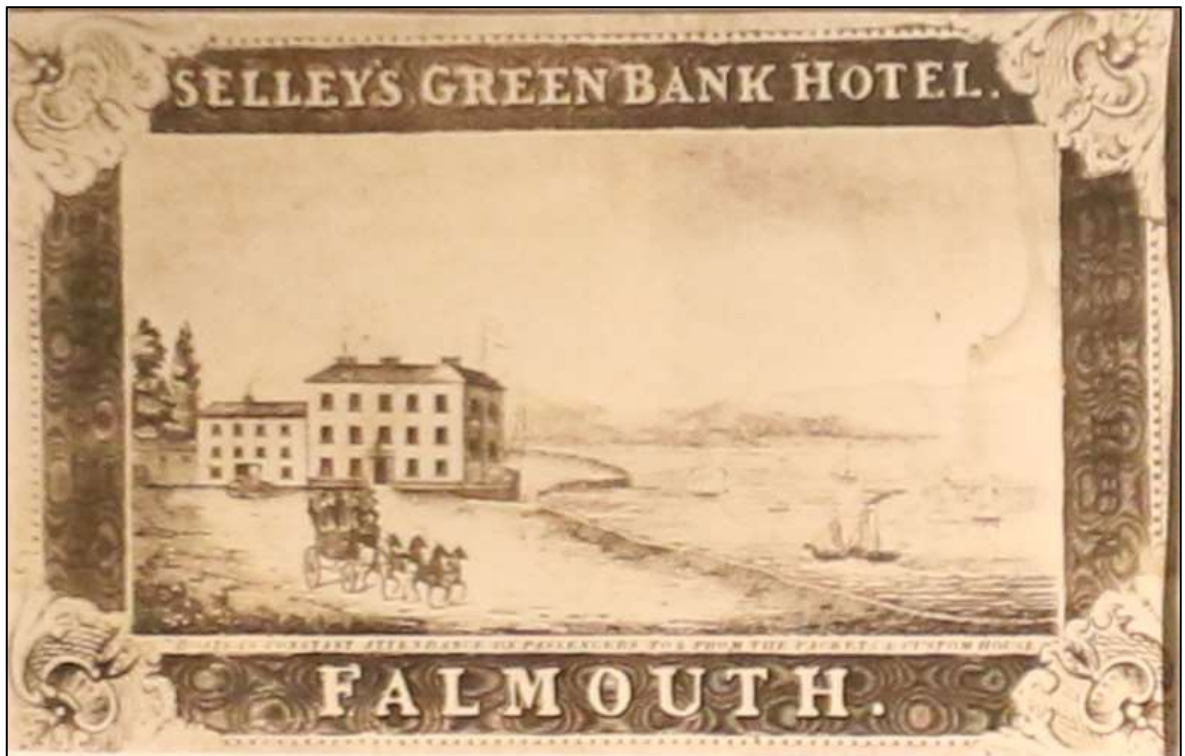


FIGURE 15: AN EARLY 19TH CENTURY FLYER FOR *SELLEY'S GREEN BANK HOTEL*. IN THIS IMAGE BLOCK F, ARTISTIC LICENCE HAS ENLARGED BLOCK F RELATIVE TO BLOCK E, WHICH IS ONLY SHOWN AS A THREE-STOREY STRUCTURE (IMAGE FROM THE HOTEL COLLECTION).



FIGURE 16: ANOTHER EARLY 19TH CENTURY FLYER FOR *SELLEY'S GREEN BANK HOTEL*. THIS IMAGE MORE CLEARLY SHOWS THE RELATIVE HEIGHT OF BLOCKS E AND F. IT MUST PREDATE C.1830 AS BLOCK D AS A LOW BUILDING WITH GATES IS SHOWN INSTEAD (ON THE LEFT). AN ELABORATE PILLARED PORCH IS SHOWN ADORNING THE FRONT OF BLOCK; DETAIL OF THE PORCH WOULD SUGGEST A REGENCY DATE. THIS IMAGE SHOWS THREE WINDOWS IN THE SOUTH WALL, BUT THE PREVIOUS FLYER AND SUBSEQUENT PHOTOGRAPHS ONLY SHOW TWO (IMAGE FROM THE HOTEL COLLECTION).



FIGURE 17: EXTRACT FROM A PHOTOGRAPH TAKEN FROM FLUSHING IN C.1876; THE HOTEL VIEWED FROM THE NORTH-EAST (© FRANCIS FRITH COLLECTION). IN THIS PHOTOGRAPH BLOCK C IS ONLY A SINGLE-STOREY STRUCTURE, AND BLOCK E HAS YET TO BE RAISED TO FOUR STOREYS. BLOCK D PRESENTS AS A CLASSIC LATE REGENCY GENTLEMAN'S RESIDENCE.



FIGURE 18: THE HOTEL IN 1885; VIEWED FROM THE SOUTH (IMAGE FROM THE HOTEL COLLECTION). BLOCK E HAS NOW BEEN RAISED TO FOUR STOREYS, AND THE SOUTH END OF BLOCK F SPORTS TWO SHALLOW BAYS WITH SINGLE SASH WINDOWS. THE WEST PORCH SHOWN ON THE EARLIER DRAWN FLYERS (CONTRAST THIS IMAGE WITH FIGURE 20, BELOW).



FIGURE 19: A LATE 19TH CENTURY FLYER FOR *MITCHELL'S GREEN BANK HOTEL*. IN THIS IMAGE BLOCK F IS SHOWN WITH THE SHALLOW BAYS WITH SASHES. THE BILLIARDS TABLE IS ADVERTISED, AS ARE OMNIBUS SERVICES TO THE RAILWAY STATION, WHICH OPENED IN 1863. (IMAGE FROM THE HOTEL COLLECTION)



FIGURE 20: THE HOTEL IN 1897; VIEWED FROM THE SOUTH (IMAGE FROM THE HOTEL COLLECTION). THE SHALLOW BAYS WITH SASHES ON THE SOUTH SIDE OF BLOCK F HAVE GONE, REPLACED BY CHUNKY LATE VICTORIAN CANTED BAY WINDOWS.

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FIGURE 21: EXTRACT FROM A PHOTOGRAPH TAKEN FROM FLUSHING IN C.1895; THE HOTEL VIEWED FROM THE NORTH-EAST (© FRANCIS FRITH COLLECTION). IN THIS PHOTOGRAPH BLOCK C IS STILL SHOWN AS A SINGLE-STOREY STRUCTURE, BUT BLOCK E HAS BEEN RAISED TO FOUR STOREYS AND NOW DOMINATES BLOCK D.



FIGURE 22: THE HOTEL IN 1904; VIEWED FROM THE SOUTH. THE PORCH ON THE WEST SIDE OF BLOCK F HAS GONE, REPLACED BY A LARGER EDWARDIAN TIMBER STRUCTURE WITH LANTERN (© FRANCIS FRITH COLLECTION).

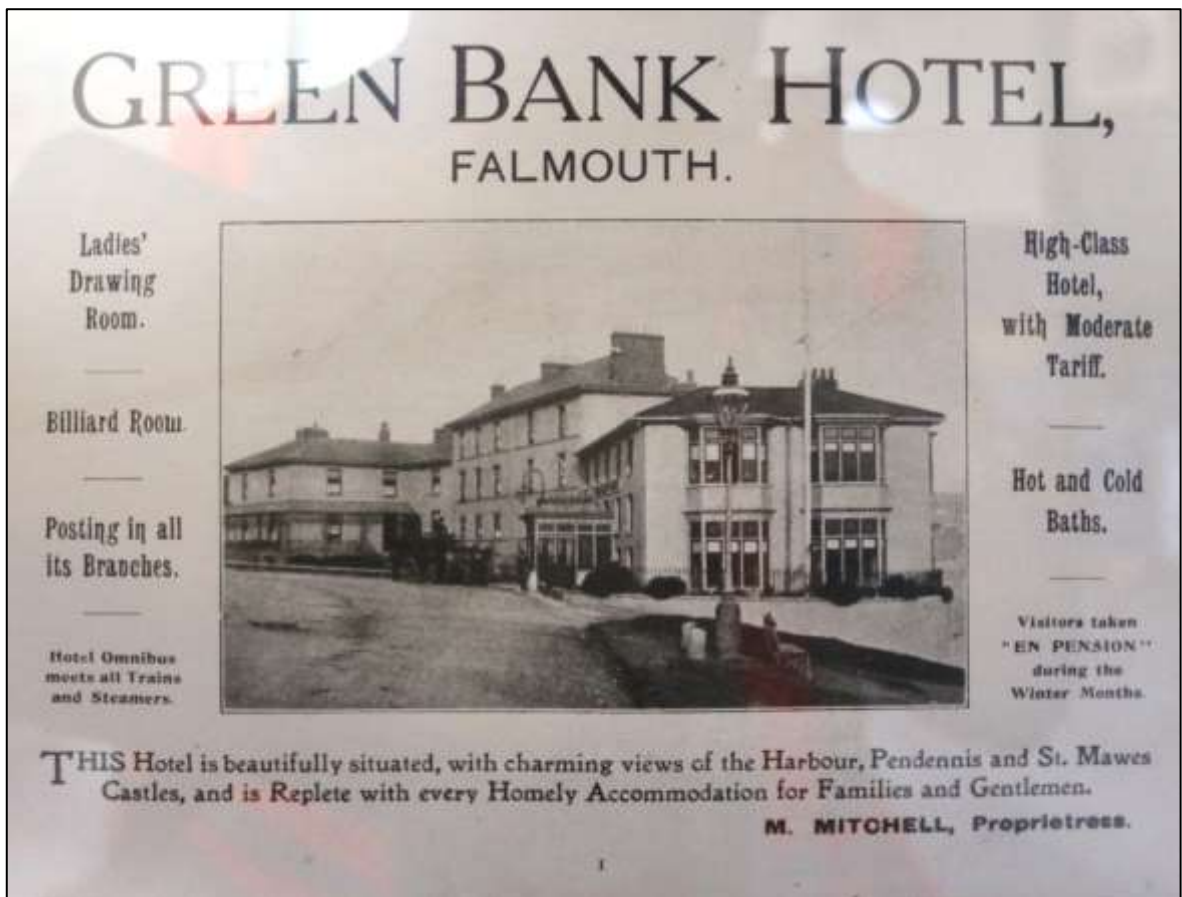


FIGURE 23: A FLYER OF 1904, WITH A VIEW OF THE HOTEL FROM THE SOUTH (IMAGE FROM THE HOTEL COLLECTION).

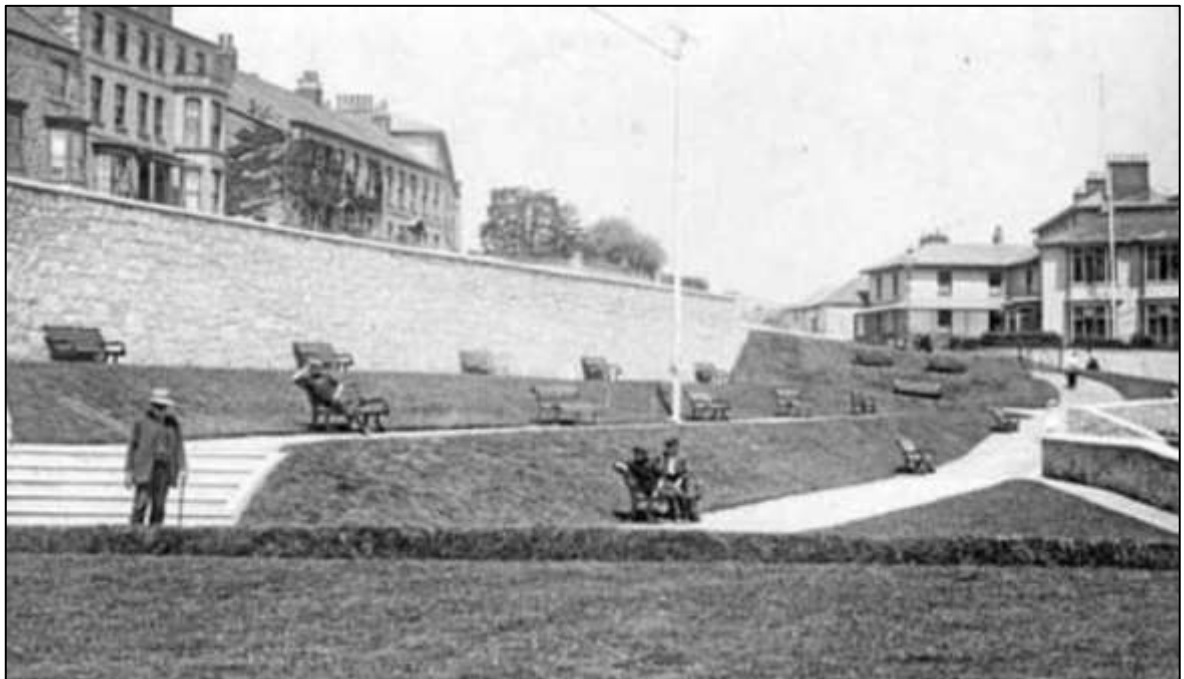


FIGURE 24: GREEN BANK GARDENS C.1920, BEFORE THE APSIDAL EXTENSION TO BLOCK F WAS ADDED; VIEWED FROM THE SOUTH (KK: CORN00428).

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FIGURE 25: EXTRACT FROM A PHOTOGRAPH TAKEN FROM FLUSHING IN C.1920; THE HOTEL VIEWED FROM THE NORTH-EAST (KK: CORN00429). IN THIS PHOTOGRAPH BLOCK C IS *STILL* SHOWN AS A SINGLE-STOREY STRUCTURE. BLOCK D SPORTS THE CANTED BAY WINDOWS.



FIGURE 26: THE HOTEL IN 1933; VIEWED FROM THE SOUTH. THE NEW PORCH HAS BEEN EXTENDED ALONG THE WEST SIDE OF BLOCK F, AND THE SEMI-CIRCULAR EXTENSION ADDED TO THE SOUTH SIDE OF BLOCK F (© FRANCIS FRITH COLLECTION).



FIGURE 27: AN EARLY 20TH CENTURY FLYER FOR THE HOTEL. THE FULL-LENGTH PORCH IS SHOWN ON THE WEST SIDE OF BLOCK F, AS IS THE APSIDAL ADDITION TO THE SOUTH, BUT NOW BLOCK C (FAR LEFT) IS SHOWN AS A SINGLE THREE-STOREY BUILDING, WITH THE GARAGES BEYOND (IMAGE FROM THE HOTEL COLLECTION).

3.5 WALKOVER SURVEY

A rapid walkover of the Green Bank Hotel premises was conducted on the 29th of March 2022 by B. Morris. The weather was dry and clear though overcast. The walkover concentrated on the exterior of the Hotel and its environs, and no attempt was made to undertake historic building recording above and beyond what could readily be observed of the exterior. For references to Blocks A to I, see Figures 3 and 28 (below). A full set of photographs can be found in Appendix 1.

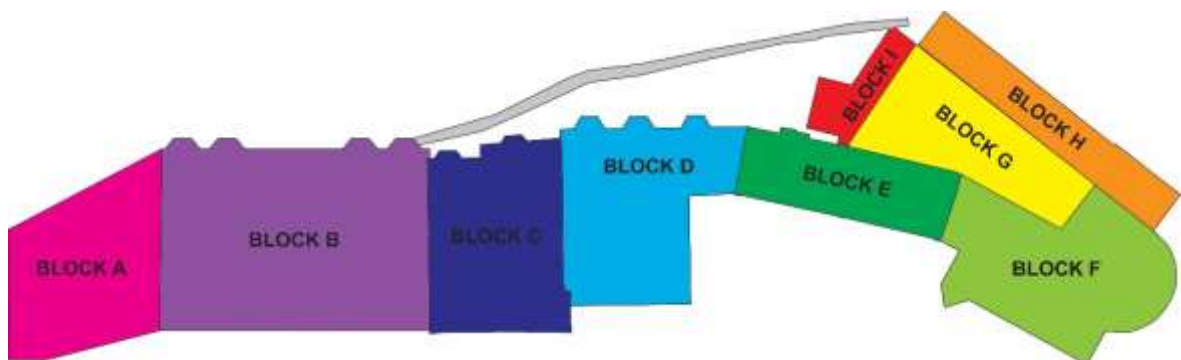


FIGURE 28: BLOCK PLAN (BASED ON SUPPLIED DRAWINGS).

Blocks A to E and Block I are perched above the coastal strip on a platform retained by a strongly-built wall of battered mortared slatestone, supported by two pairs of stone-built buttresses, one pair to each end. To its northern end (adjacent to Block B) this wall has been strengthened by an exterior skin of shuttered concrete. There is phasing in this wall, but it is partially obscured by vegetation and access to the foreshore was restricted by the tide. It appears to be of random rubblestone construction, with more massive stones to the base of the wall. A lower wall continues to the north of the Hotel site, at the base of the foreshore cliff, and it is possible a similar early wall was raised to create the platform below the Hotel. There is no sign of the narrow coursed pitched stonework that characterises the Quay, and the kind of good dressed coursed stonework visible to the base of the foreshore walls to the south of the Hotel is absent.

Between this wall and the Hotel building is a narrow terrace, providing service access but also some external restaurant seating. The walls of parts of Block A and B rise directly from the retaining wall. The terrace is divisible into four parts. Area 1 by Block B has a low wall of painted concrete block surmounted by a tubular steel rail. The terrace is paved with modern pale yellow square imitation-stone concrete slabs. A galvanised steel staircase rises to a balcony at its northern end. Area 2 by Block C has a narrow wall of stone rubble, the top of which slopes to the seaward side, capped with a thin layer of failing concrete. The terrace has a surface of plain poured concrete. That surface steps down to Area 3, by Block D. The wall of stone rubble is taller with pitched concrete coping. The surface is mixed, with a central concrete path with loose flint cobbles to each side. There are traces of an earlier surface to its northern end, where several worn granite stones are visible, and some very rough cobbling. Lastly, area 4 by Blocks D/I has a stone rubble wall, painted white, with more recent concrete capping and topped with a stainless-steel wire strung between stumpy steel posts. At its southern end it has been partly rebuilt or repaired in concrete block and brick, and a modern rendered wall returns to meet Block I. The surface is concealed below black decking.



FIGURE 29: THE TALL RETAINING WALL BENEATH THE HOTEL, VIEWED FROM THE QUAY. VIEWED FROM THE ESE.



FIGURE 30: THE NARROW TERRACE BETWEEN THE HOTEL AND THE DROP TO THE FORESHORE; VIEWED FROM THE SOUTH-EAST.

To the south-east side and adjacent to the Quay the retaining wall is lost or concealed, and the Hotel extends onto the landward side of the Quay. There is a small area of decking and external seating in a modern style for the *Working Boat Pub* which operates from the basement level of the Hotel. A tarmacked drive extends down to the Quay from the road above (Dunstanville Terrace and Stratton Place) around the southern end of the Hotel. This road is raised up on and retained by a slightly battered wall of mortared random stone rubble over good dressed coursed stonework with narrow parallel slipway and steps. The quay itself is of pitched stonework with low random stone rubble wall above.



FIGURE 31: THE EAST ELEVATION OF THE SOUTHERN PART OF THE HOTEL; VIEWED FROM THE EAST.



FIGURE 32: THE WALLS OF THE GREEN BANK TO THE SOUTH OF THE HOTEL, VIEWED FROM THE QUAY. VIEWED FROM THE EAST.

To the south of the Hotel lies the Green Bank Gardens, a narrow and undistinguished section of public open space laid out in c.1914 following the removal of former dockside structures. Bounded by walls of stone rubble, metalled paths and lawn areas. Dunstanville Terrace (to the south) and Stratton Terrace run immediately to the west of the Hotel; a steep lane (Symons Hill) drops down from the south-west and its junction onto Stratton Terrace is directly in front of Block C. There is car parking along the length of Dunstanville Terrace and Stratton Terrace, though restricted adjacent to the Hotel and at the road junction with Symons Hill.

The ground rises relatively steeply to the west, so on the western side of the road the pavement is raised up by a mortared wall of stone rubble; this wall appears on the earliest photographs and will be of 19th century date. There are steps set back into the pavement walls at regular intervals, usually with tubular steel railings; there are also steel railings either side of the road junction with Symons Hill. Above the pavement are the front gardens of the various large and handsome early 19th terraced and detached houses of this 'prestige suburb'. These gardens are bounded by a mix of low stone walls with iron railings and/or hedge shrubs, those to the north being very mature.

The Hotel side of the road is dominated by hard landscaping. Blocks A to C stand at the roadside. Block D is slightly set back, and Blocks E and F are set further away. Where there is a space between the Hotel and the road it is tarmacked and largely given over to car parking. In the angle between Blocks D and E a set of steps and a ramp drop down to provide access to the ground floor of the Hotel; the walls and steps are later 20th century in date, rendered and painted concrete blocks and concrete surfaces, a tubular steel central handrail. There is some planting (Torquay palms).



FIGURE 33: THE HOTEL VIEWED FROM STRATTON TERRACE; VIEWED FROM THE NORTH-WEST.



FIGURE 34: THE NORTHERN END OF THE HOTEL; VIEWED FROM THE NORTH-WEST.

To the north of Block A and on the east side of the road there is space for 10 parked cars in a bay defined by rendered and painted walls of concrete block. Beyond this there is a long and overgrown green bank separating Stratton Terrace from the foreshore cliff.

3.5.1 DESCRIPTION OF THE HOTEL BUILDINGS

Comprehensive historic building recording was not attempted. This account is provided to evidence the discussion on phasing (below). The Hotel is a complex building, extended horizontally and vertically multiple times over the course of the 19th and 20th century. The following description is divided up into its components. For references to Blocks A to I, see Figure 28.

Some general points can be made. All external surfaces are rendered and painted white. The roofs of the building are varied, mostly hipped in some way, with what are probably 20th century asbestos slates and red terracotta ridge tiles. Fenestration varies considerably between the east elevation (all replaced in the 20th century, almost all white uPVC, almost all in a modern style) and the west elevation (some replaced in the 20th century with uPVC, matching heritage style), in part reflecting which side of the building is most exposed to the weather.

Blocks A and B are wholly modern (1990s) structures of concrete block and steel RSJs. Three storeys, first-floor and attic apartments over ground-floor garage. Rendered and painted to match the other blocks, with heritage detailing (shallow plat band, regular quoins to the corners) the surface effect is nonetheless unconvincingly uniform. The west elevation sports a line of 2x2 sashes with dormers above. The narrow north elevation has a wide garage door with modern patio-style window above. The east elevation features four canted bay windows, five patio doors onto balconies, and dormers. All modern uPVC window treatments. There is a galvanised steel fire escape to the north end.

Block C is of three storeys under a complex U-shaped pitched roof with rendered chimneys with tall pots. Abutted by Blocks B and D, the visible west elevation has a largely symmetrical elevation on a plinth, with plain pilasters to each corner and a shallow plat band separating the floors. A door and three low openings/vents to the ground floor (former windows to match the ones above?), with four windows on the first and second floor. The first-floor windows have an architrave. All windows are uPVC 6x6 sash replacements. The east elevation is stepped and crammed with windows. Three ground-floor 6x2 20th century timber sashes, five narrow 4x4 sashes (most are uPVC), two large two-light uPVC windows, and four canted slate-hung bays windows with uPVC windows.



FIGURE 35: THE WEST ELEVATION OF BLOCK C (LEFT), AND THE WEST AND SOUTH ELEVATIONS OF BLOCK D (CENTRE); VIEWED FROM THE SOUTH-WEST.

Block D is of greater interest. Two storeys with a 'basement' level. The west and south elevations

are visible from the yard and form a symmetrical unity, with a linking structure to Block E. At first-floor level there is a delicate early 19th century veranda of iron trelliswork (mostly original) with glass canopy wrapping around two sides of the building. Beneath the veranda is a basement (ground floor) corridor that runs under wide arches, some now infilled. To the west, a modern heritage style iron railing takes in an external basement area that contains a modern generator or waste water unit. A symmetrical arrangement of 2/2/2/1/2 windows, from north to south, with a door. That door *was* addressed by a flight of steps, but the modern steps now drop to address a forced doorway at 'basement' level. The windows are a mix of tall original 6×6 hornless sashes and 6×6 horned uPVC copies. The one visible 'basement' window is short 8×8 horned sash. The east elevation *was* a symmetrical mirror to the west, with a 3/3/3 arrangement of sashes (but presumably a door on the ground floor), replaced by the 1920s by first- and second-floor canted bay windows, now all in uPVC. Where Block D meets Block E there is an uncomfortably narrow ground-floor door, with partly infilled full-height opening above (access onto a balcony?) and modern square bay window above. At ground-floor level there are three windows and another door, the second door probably forced through a window, and the two smaller windows replacing a single one when the interior was re-ordered.

Block E is probably the earliest (perhaps 17th century in origin) but has been raised twice, to four storeys. It is a structure of two halves: the west elevation is tall, elegant, and well-proportioned. In contrast, the east elevation is a jumbled mess of openings and later accretions. Abutted by Blocks D and F, the west elevation had five openings to each floor separated by shallow plat bands, and there are shallow pilasters to each end and one in the middle, slightly offset to the south. The pilasters match and have a rusticated central panel to the ground- and first floor, a fluted central panel above. At ground-floor level there are two windows (one with a 3×3 sash), a door, a vent and a blocked opening. At first-floor level there are five 8×8 sashes, one horned the rest hornless, with flat-stepped architraves and hoodmould with decorative keystone and voussoirs to centre. At second-floor level there are five 6×6 horned sashes (two uPVC replacements) within reeded architraves with roundels to the upper corners. At third-floor level there are five 3×3 sashes under semi-circular arches with keystone details. The generally pleasing appearance of this elevation is spoiled somewhat by the treatment of the ground-floor openings, and the waste pipes either side of the central pilaster. The east elevation is a mess. Partly concealed behind Blocks G and I and a 1970s lift shaft, there are numerous small single and two-light uPVC windows, with three larger uPVC windows are third-floor level. Waste-water pipes snake across the elevation.



FIGURE 36: THE WEST ELEVATION OF BLOCK E; VIEWED FROM THE WEST.

Block F, at the southern end of the Hotel, is L-shaped, with visible elevations to the west, south and (partly obscured) east. The west elevation is of three storeys but mostly set behind a long single-storey late 19th/early 20th century 'porch'. The historic sources (above) indicate this was a 3/3/2/3/3 elevation with a central door and porch. The current porch conceals all but the northern set of three and the third-floor windows. At third-floor level, there are five 8x8 sashes, two hornless, three horned replacements. The visible ground- and first-floor windows are a 2x2 horned sash and a modern two-light uPVC awning casement. The 'porch' structure is mainly of timber and glass with delicate detailing with Imperial Colonial styling. The south elevation features a single-storey projecting Art Deco apsidal extension but all its glazing now in uPVC. At first-floor level are a pair of canted bay windows, also in uPVC but aping the origin 19th century ones here. The east elevation is almost wholly concealed behind Block H, but a single third-floor canted bay window and patio door is visible, again in uPVC. Internally, there is a central stairhall with late Regency or early Victorian detailing.



FIGURE 37: THE WEST ELEVATION OF BLOCK F; VIEWED FROM THE WEST.

Block G sits in the angle between Block F and E, of two storeys but partly concealed behind Block H. The north elevation is abutted by Block I and sports a single uPVC window. The second-floor east elevation features two canted bay windows and two wide modern windows, all uPVC.

Block H runs along the eastern side of Blocks F and H, two-storey with flat roofs, mid-20th century heavily-glazed structures in concrete and steel. Block I is located into the angle between Blocks E and G, single storey, flat or mono-pitch roofs, rendered block or brick.

In overall appearance, the most historical and aesthetically pleasing elevations are those of Blocks C, D, E and F, but only to the west and south. The other elevations are less pleasing or outright ugly. This is down to two factors. Firstly, unsympathetic adaption of the historic structure in the second half of the 20th century. That adaptation and development prioritised cost over quality, and views *from* the building over views *to* the building. This has been less of an issue for the western elevations as fenestration has suffered less from the weather, and those maritime views which acres of glass are deemed necessary are not an issue. Secondly, the eastern side of the building seems to have developed service functions over time whereas the western side was the presentation façade to landward visitors from at least the early 19th century. Latterly, as they face into the Conservation Area (wherein numerous Listed buildings enjoy a view past or over the Hotel) proposed changes have come under greater scrutiny and subsequent requirement.

3.6 PHASING

This sequence of images of a great importance to understanding the development and origins of the extant building and, together with the measured surveys available, allow a provisional phasing of the building to be attempted (Figures 38-41).

Phase 1: The earliest structural element is the ground- and first floor of Block E. Its dimensions and thick walls would suggest a 17th century or earlier date. The structure could have been domestic but equally, given its location, may have had a maritime function.

Phase 2: Projecting at an angle from Block E to the east is Block G. On the plans the northern part of this block has very thick walls, and this may define a small warehouse or cellar relating to the adjacent quay.

Phase 3: By 1825 Block F has been constructed. Thomas Selley took over the Hotel in 1813 and the strong Regency detailing of this block would suggest it dates to this period, perhaps 1815×25. The historic images would suggest Block E was raised to three storeys, and its west façade modified to match the Regency visuals. In 1927 the Hotel was noted as one of the principal inns in the town (Thomas 1827, 97).

Phase 4a: Between 1825 and 1840 Block D, a fashionable Regency house, had been constructed. We may also surmise the angle between Block F and the Phase 2 build was infilled to finalised Block G. The construction of Block D, to which Thomas Selley and his family would have withdrawn, would have freed up rooms in Blocks E, F, and G for guests and servants. Shortly after Phase 4a the ground-floor part of Block C was built or modified (Phase 4b). However, the precise relationship between Blocks C and D is unclear.

Phase 5: Between 1876 and 1885 Block E was raised to four storeys. This increase in capacity may be reflected in the jump from nine guests to 28 in the 1881 and 1891 Census records.

Phase 6: Between 1877 and 1906 the Regency porch on the west side of Block F was replaced (or possibly encapsulated) with a larger, Edwardian, wood and glass structure. The shallow bays with sashes in the south wall of Block F were replaced with more aggressive canted bay windows. Block C was raised to three storeys.

Phase 7: Between 1906 and 1933 the porch on the west side of Block F was *either* extended to the north *or* wholly replaced, and a single-storey apsidal extension added to the south (the latter occurred after c.1920, following the creation of the Green Bank Gardens). A series of canted bay windows were built along the eastern side of the Hotel, onto Blocks C and E, although it is possible these were added in Phase 6, along with those of Block F.

Phase 8: Between 1933 and 1969 Blocks H and I were added to the east and north of Block G, and (possibly) the porch on the west side of Block F was extended again to the south.

Phase 9: Finally, in the later 20th century a lift shaft was inserted in Block G (mid 1970s) and the garages were demolished and replaced by a single three-storey building with garages beneath and hotel rooms above (early 1990s).

The complex timeline highlights the structural interest of the property, which has been modified and adapted by successive owners/tenants to attract the desired clientele. However, it is not based on a programme of historic building recording and must therefore remain tentative.



FIGURE 38: GROUND FLOOR, PROVISIONAL BLOCK PHASING (BASED ON SUPPLIED PLANS).



FIGURE 39: FIRST FLOOR, PROVISIONAL BLOCK PHASING (BASED ON SUPPLIED PLANS).



FIGURE 40: SECOND FLOOR, PROVISIONAL BLOCK PHASING (BASED ON SUPPLIED PLANS).

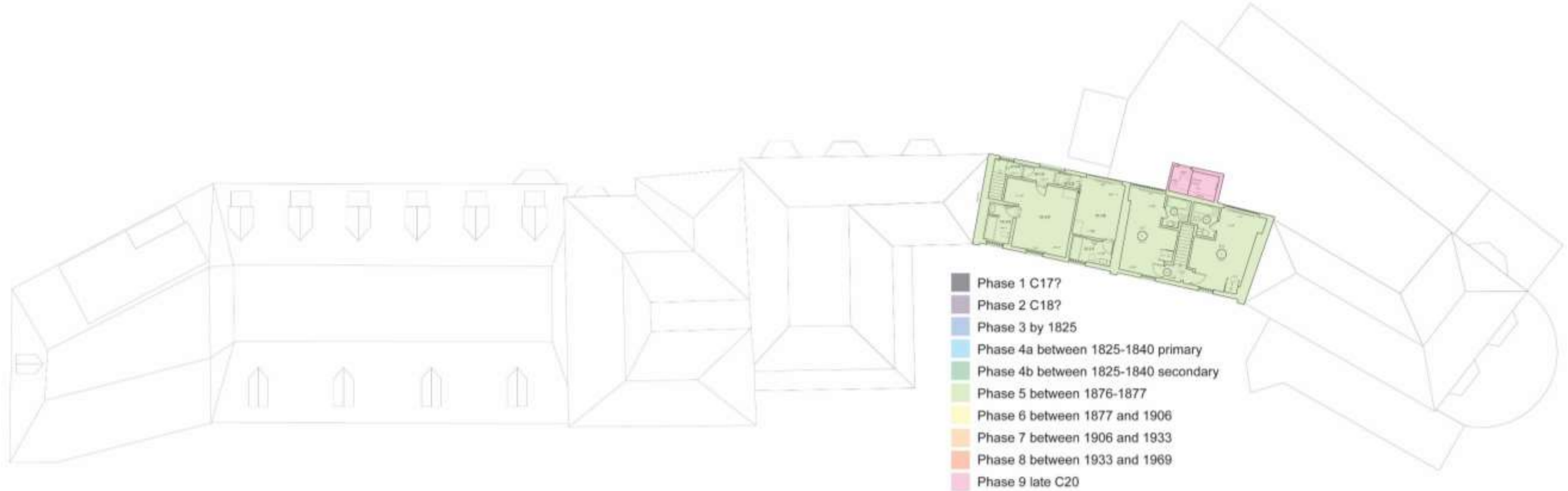


FIGURE 41: THIRD FLOOR, PROVISIONAL BLOCK PHASING (BASED ON SUPPLIED PLANS).

3.7 HER DATA

The Cornwall and Scilly Historic Environment Record (HER) has 55 entries for the area within 500m of the Green Bank Hotel, from the medieval to modern periods. Not unexpectedly, given the 17th century origins of the town of Falmouth, and its location, most of these entries relate to post-medieval structures and waterfront/maritime activities.

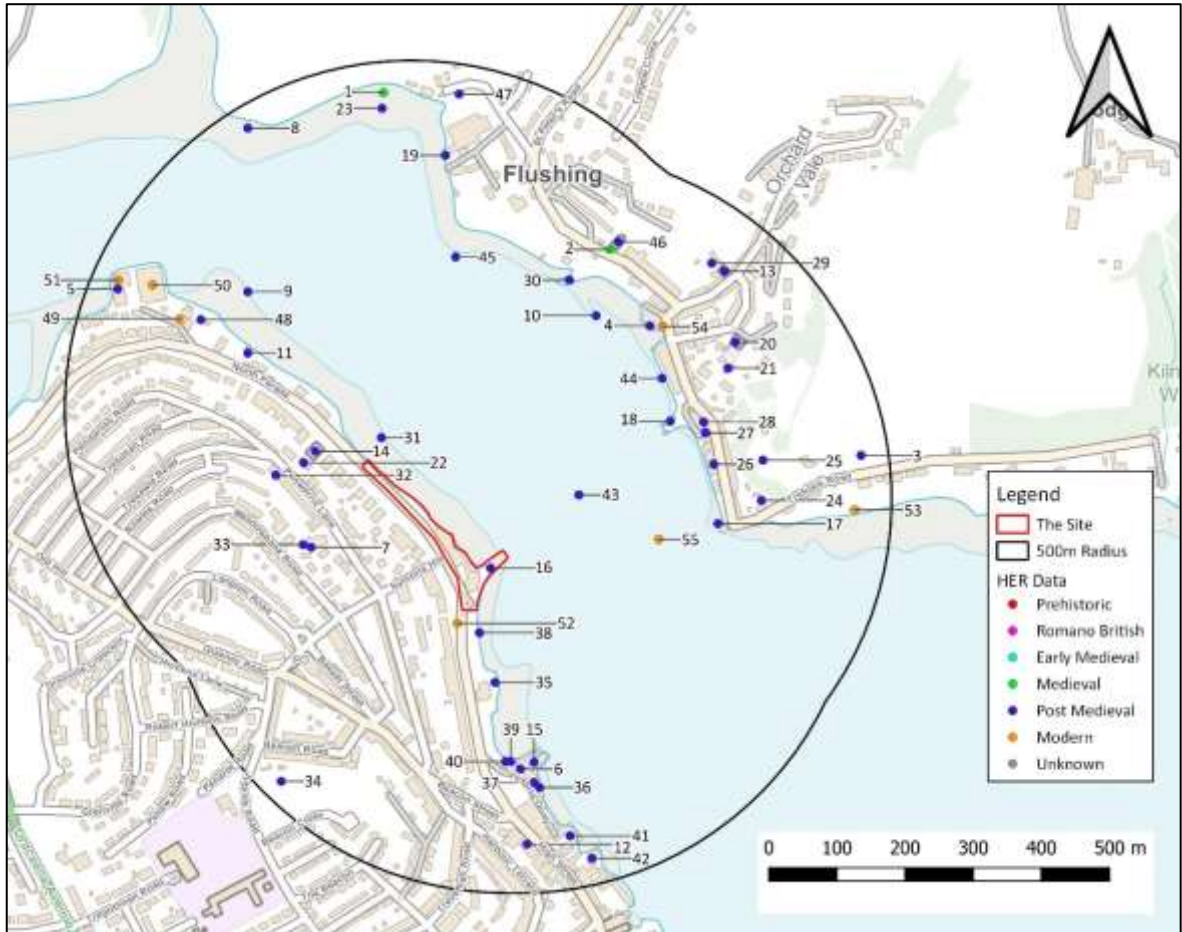


FIGURE 42: MAP SHOWING HERITAGE ASSETS WITHIN 500M OF THE SITE RECORDED IN THE CORNWALL AND SCILLY HISTORIC ENVIRONMENT RECORD. CONTAINS OS DATA © CROWN COPYRIGHT AND DATABASE RIGHT 2022. THE SITE IS INDICATED.

TABLE 2: DETAILS OF THE HERITAGE ASSETS; ASSETS IN FLUSHING INDICATED IN GREEN (CCHER).

No	Mon UID	Name	Summary
1	MCO50110	LITTLE FALMOUTH - Medieval wreck	A wooden boat lies wrecked near to Little Falmouth.
2	MCO5268	FLUSHING - Medieval cross	The head of a wheel-headed cross, found in 1891 at Portloe and now standing in Flushing churchyard.
3	MCO12869	WHEAL CLINTON - Post Medieval mine	
4	MCO18549	FLUSHING - Post Medieval fish cellar	Possibly extant Post Medieval fish cellar recorded on the Tithe Map of 1839
5	MCO18582	PENRYN - Post Medieval fish cellar	Boyer's Post Medieval fish cellars at Penryn are recorded up to the year 1963 on OS mapping. It is not certain whether parts of the building remain extant.
6	MCO18618	FALMOUTH - Post Medieval fish cellar	Possibly extant Post Medieval fish cellars known as Pye's Cellars are shown on the 1st Edition OS 6" map of Falmouth for 1877 and a map of 1972
7	MCO28661	FALMOUTH - Post Medieval quarry	A quarry at Penwerris, Falmouth, is recorded on historic Ordnance Survey maps and is still extant.
8	MCO29282	LITTLE FALMOUTH - Post Med. oyster beds	
9	MCO29283	FALMOUTH - Post Medieval oyster beds	
10	MCO29284	FLUSHING - Post Medieval oyster beds	An oyster bed is marked on the 1877 OS 1st Edition 1:2500 and c1907 OS 2nd Edition historic maps, covering an extensive area at the head of the beach foreshore.
11	MCO29285	FALMOUTH - Post Medieval saw mill	A sawmill is recorded at this location on the 1st Edition OS map of 1877.

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No	Mon UID	Name	Summary
12	MCO32166	OLD TOWN - Post Medieval nonconformist chapel, Post Medieval town hall	Congregational chapel, built 1710, later 1715 became the town hall, now a shop and is the earliest Congregational chapel in Cornwall.
13	MCO32295	FLUSHING - Post Medieval nonconformist chapel	
14	MCO45852	PENWERRIS - Post Medieval church	A C19 Anglican church in Falmouth.
15	MCO4781	FALMOUTH - Post Medieval quay	
16	MCO4782	FALMOUTH - Post Medieval quay	Greenbank quay is recorded on the Tithe Map c1840 and is still in use. Listed GII.
17	MCO4784	FLUSHING - Post Medieval quay	New Quay at Flushing is early C18 and still survives.
18	MCO4785	FLUSHING - Post Medieval quay	A C17 or C18 quay at Flushing still survives and is still used by the ferry crossing from the Prince of Wales pier, Falmouth.
19	MCO4819	LITTLE FALMOUTH - Post Medieval quay	
20	MCO53032	FLUSHING - Post Medieval school	School recorded on the 1st and 2nd Editions of the 1:2500 1880 and 1907 OS maps.
21	MCO53033	FLUSHING - Post Medieval school	School (Boys and Girls) recorded on the 1st Edition 1:2500 1880 OS map. Later Infants school on the 2nd Edition 1:2500 1907 OS map.
22	MCO53045	FALMOUTH - Post Medieval school	National School, c 1827 to rear of St Michael's Church, Stratton Terrace. Recorded on the 1st Edition of the 1:2500 OS map. Still extant, in use as a Church Hall.
23	MCO59586	LITTLE FALMOUTH - Possible Post Medieval timber pond	The approximate location of a possible timber pond at Little Falmouth was recorded on an early 19th century chart.
24	MCO59507	FLUSHING - Post Medieval quarry	A quarry at Flushing recorded on the c1840 Tithe map and historic OS maps.
25	MCO59508	FLUSHING - Post Medieval bowling green	The Bowling Green at Flushing is recorded on the c1840 Tithe map and is still in use.
26	MCO59509	SEAHORSES, FLUSHING - Post Medieval salt baths	A salt baths at Flushing was recorded by the Fal Estuary Historic Audit.
27	MCO59510	THE BARKHOUSE, FLUSHING - Possible Post Medieval bark house	A bark house at Flushing was recorded by the Fal Estuary Historic Audit.
28	MCO59512	FLUSHING - Post Medieval fish cellar, Post Medieval storehouse	A Post Medieval storehouse, possibly a fish cellar, at Flushing was recorded by the Fal Estuary Historic Audit. Not certain whether any part of the building remains extant.
29	MCO59513	HIGH STREET, FLUSHING - Post Medieval quarry	A quarry at High Street, Flushing, is recorded on the c1840 Tithe map and historic OS maps.
30	MCO59514	LITTLE FLUSHING, FLUSHING - Post Medieval boat yard, Post Medieval quay	A quay and boat yard at Little Flushing is recorded on the c1840 Tithe map. The quay is still extant.
31	MCO59522	GREENBANK, FALMOUTH - Post Medieval oyster beds	Oyster Beds to the west of Greenbank Quay were recorded on historic OS maps.
32	MCO59523	PENWERRIS, FALMOUTH - Modern quarry	A small quarry at Penwerris, Falmouth, is recorded on the second edition OS map.
33	MCO59524	PENWERRIS, FALMOUTH - Post Medieval quarry	A quarry at Penwerris, Falmouth, is recorded on historic OS maps.
34	MCO59525	BEACON, FALMOUTH - Post Medieval quarry	A quarry on the Beacon, Falmouth, was recorded on historic OS maps.
35	MCO59526	GREENBANK HOUSE, FALMOUTH - Post Medieval quay	A quay at Greenbank House, now the Royal Cornwall Yacht Club, is recorded on historic OS maps.
36	MCO59527	PYE'S CELLARS, FALMOUTH - Modern boat yard	A boat yard near to Pye's Cellars, Falmouth, was recorded on the second edition 1:2500 OS map but is no longer extant.
37	MCO59528	PYE'S CELLARS, FALMOUTH - Modern slipway	A slipway near to Pye's Cellars recorded on the second edition 1:2500 OS map is possibly still extant.
38	MCO59529	GREENBANK GARDENS, FALMOUTH - Post Medieval quay, Modern public park	A small quay at Greenbank Gardens, Falmouth, is recorded on historic OS maps and is now part of a small public park.
39	MCO59530	WELL BEACH, FALMOUTH - Post Medieval quay	A small quay at Well Beach, Falmouth, was recorded on historic OS maps adjoining Pye's Cellars.
40	MCO59531	WELL BEACH, FALMOUTH - Post Medieval spring, Post Medieval well	As the name suggests, Well Beach, Falmouth, has a well or spring exiting through an arch next to a small quay at Pye's Cellars.
41	MCO59536	JANE'S COURT, FALMOUTH - Post Medieval quay	A quay at Jane's Court, Falmouth, is recorded on historic OS maps.
42	MCO59537	BRITON'S YARD, FALMOUTH - Post Medieval quay	A quay at Briton's Yard, Falmouth, is recorded on the c1840 Tithe map and historic OS maps.
43	MCO59560	PENRYN RIVER - Post Medieval ferry crossing	A ferry crossing between Flushing and Greenbank Quays was recorded on historic OS maps.
44	MCO59563	FLUSHING BEACH - Post Medieval wreck	The wreck of the 'I'll Away' was recorded on Flushing Beach by the Fal Estuary Historic Audit.
45	MCO59675	LITTLE FALMOUTH, PENRYN RIVER - Possible Post Medieval oyster beds	A line of stones in the intertidal area near Little Falmouth, possibly a bank is perhaps associated with an oyster bed.

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No	Mon UID	Name	Summary
46	MCO6314	FLUSHING - Post Medieval church	The Anglican church at Flushing was built in 1842 in mock-Norman style.
47	MCO6596	LITTLE FALMOUTH - Post Medieval dock	A Grade II Listed dry dock at Little Falmouth recorded on historic maps has been partially infilled.
48	MCO7224	FALMOUTH - Post Medieval lime kiln	A lime kiln at Beach Cottage close to North Parade was recorded on the c1840 Tithe map but is no longer extant.
49	MCO42201	FALMOUTH - Modern road block, tank trap	
50	MCO42238	FALMOUTH, HMS FORTE IV - Modern boat yard	HMS Forte IV was used as a base for the small vessels of the coastal defence during World War II.
51	MCO42588	FALMOUTH - Modern military site	
52	MCO56062	FALMOUTH - Modern telephone box	A K6 telephone kiosk, designed by Sir Giles Gilbert Scott in 1935 survives on the west of Dunstanville Terrace, Falmouth.
53	MCO59506	FLUSHING - Modern boat house	A boat house at Flushing is recorded on the second edition 1:2500 OS map.
54	MCO59511	FLUSHING - Modern slipway	The slipway at Flushing was recorded by the Fal Estuary Historic Audit.
55	MCO59561	PENRYN RIVER - Modern ferry crossing	A ferry crossing between Flushing Quay and Prince of Wales Pier is recorded on historic OS maps.

3.8 PREVIOUS ARCHAEOLOGICAL WORK

Archaeological fieldwork in the immediate vicinity of the Green Bank Hotel is limited to a single short inspection of a void beneath the High Street (CAU 2010). A small number of desk-based assessment work has been undertaken (e.g. CAU 2007; Statement Heritage 2018), including a previous assessment of the Green Bank Hotel itself (CAU 2008). The site is included within a number of more extensive area surveys, most usefully the Falmouth Conservation Area Appraisal (Berry 1998) and the Cornwall and Scilly Urban Survey (CAU 2005).

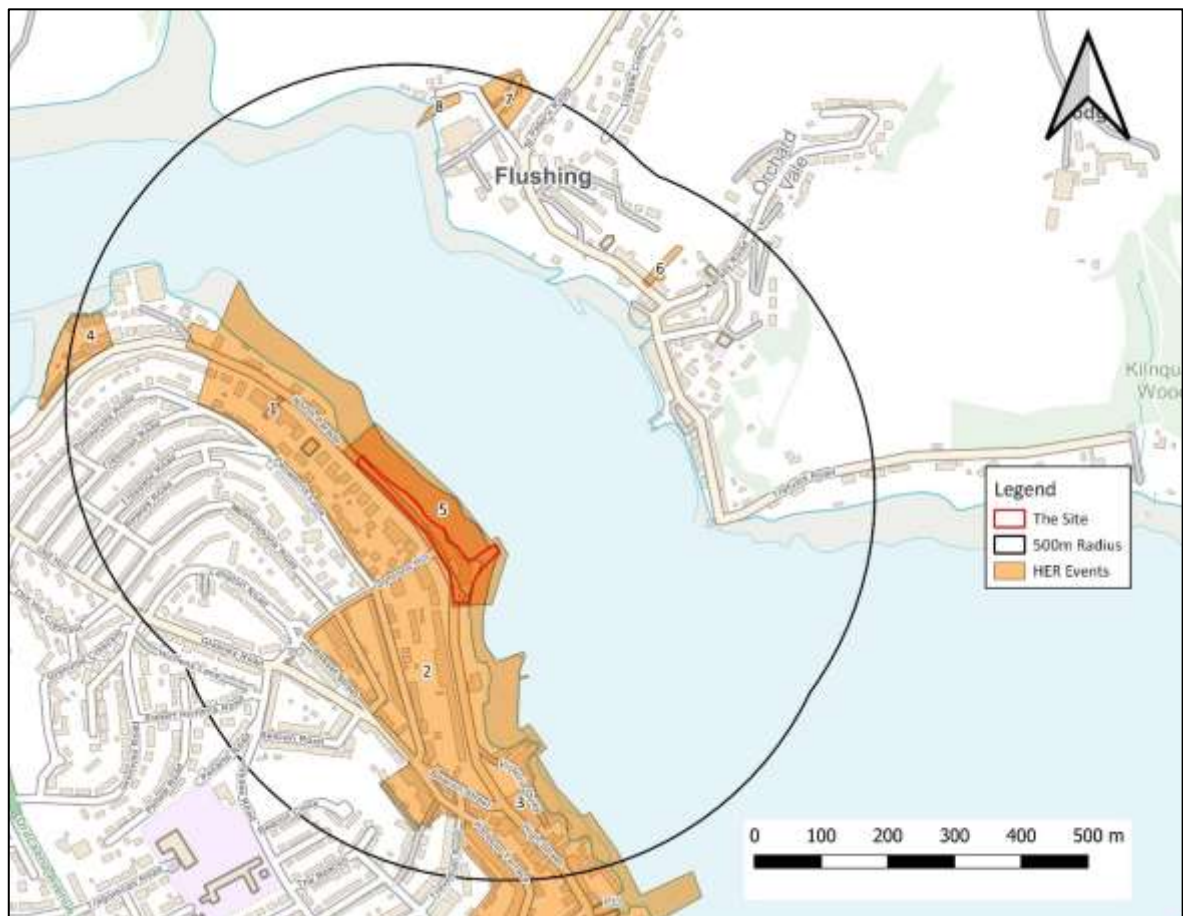


FIGURE 43: MAP SHOWING EVENT RECORDS WITHIN 500M OF THE SITE, AS RECORDED BY CORNWALL COUNCIL HER. CONTAINS OS DATA © CROWN COPYRIGHT AND DATABASE RIGHT 2022. THE SITE IS INDICATED.

TABLE 3: EVENT DATA; ASSETS IN FLUSHING INDICATED IN GREEN (CCHER).

No	EvUID	RecordType	Name
1	ECO5011	Event - Interpretation	5 Tehidy Terrace, Falmouth, TR11 2SZ [HIA, Statement Heritage 2018]
2	ECO2700	Event - Interpretation	Falmouth Conservation Area [CA Appraisal 1998] Falmouth CSUS [CAU 2005]
3	ECO3003	Event - Survey	Falmouth High Street void [watching brief, CAU 2010]
4	ECO2661	Event - Interpretation	Falmouth, 18-24 North Parade [desk-based assessment, CAU 2007]
5	ECO2201	Event - Interpretation	Greenbank Hotel, Falmouth [desk-based assessment, CAU 2008]
6	ECO5066	Event - Intervention	Kemphorne House, 4 St Peters Rd, Flushing, Falmouth, TR11 5TP
7	ECO3149	Event - Intervention	St Peter's Road, Little Falmouth, Flushing, Cornwall - Archaeological Monitoring
8	ECO1921	Event - Interpretation	The Dry Dock, Little Falmouth Yacht Yard, Flushing

3.9 DESIGNATED HERITAGE ASSETS

The Historic England National List contains 75 entries for designated heritage assets within 500m of the site. These included: two Grade II* Listed buildings (51 High Street and The Old Town Hall), 72 Grade II Listed buildings or structures (including 14 within c.50m of the site boundary), and one Scheduled Monument (a wayside cross in the churchyard at Flushing). 37 of these lie across the Fal in Flushing. One designated heritage asset (Green Bank Quay, GII) falls within the site boundary. In addition, the historic structures of both Flushing and Falmouth are protected by Conservation Area status; the green Bank Hotel lies within the Falmouth Conservation Area.

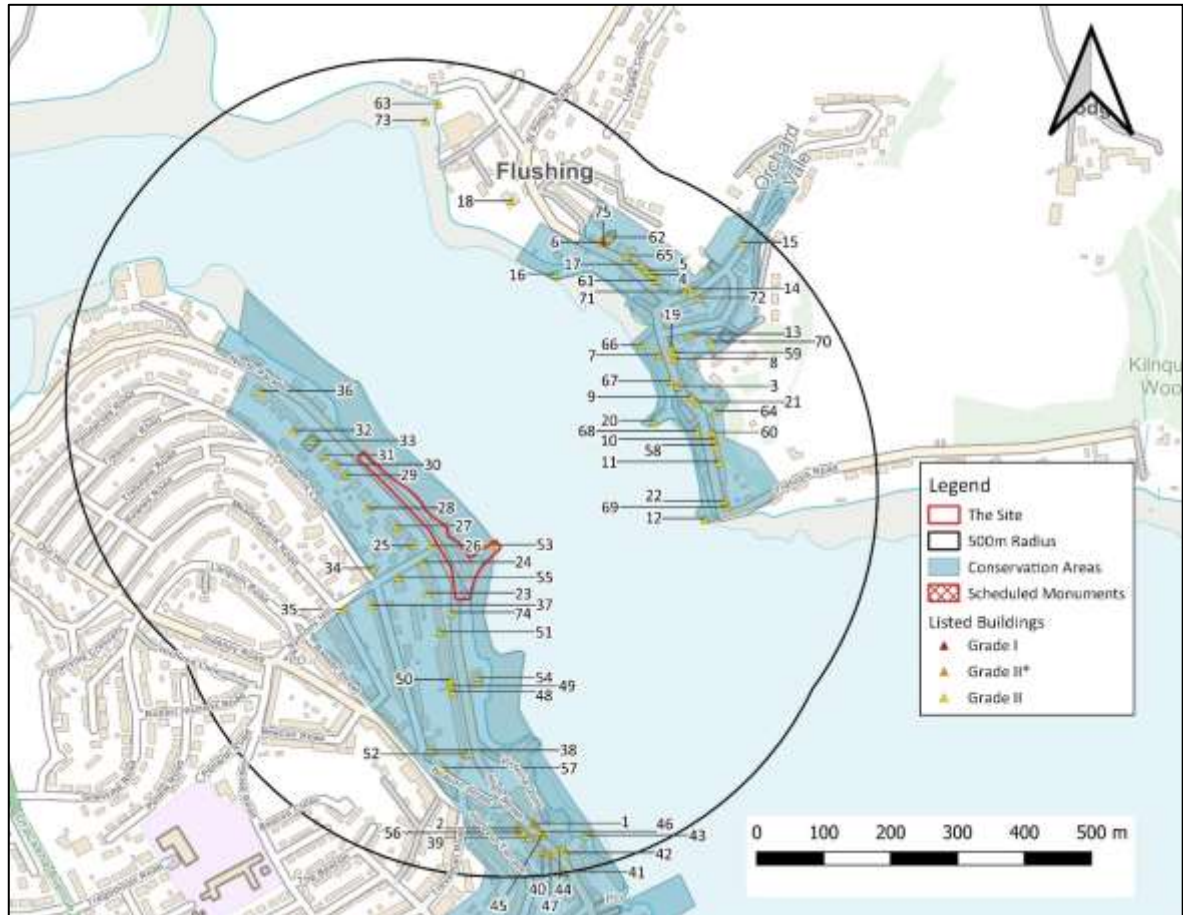


FIGURE 44: MAP SHOWING DESIGNATED HERITAGE ASSETS WITHIN 500M OF THE SITE (HISTORIC ENGLAND NATIONAL LIST). CONTAINS OS DATA © CROWN COPYRIGHT AND DATABASE RIGHT 2022. THE SITE IS INDICATED.

TABLE 4: DESIGNATED ASSETS; ASSETS IN FLUSHING INDICATED IN GREEN (CCHER).

No.	List Entry	Name	Grade
1	1270039	51, HIGH STREET	II*
2	1270068	THE OLD TOWN HALL	II*
3	1141565	K6 TELEPHONE KIOSK, FLUSHING QUAY	II
4	1141611	NANKERSEY HOTEL	II

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No.	List Entry	Name	Grade
5	1141612	5 AND 6, ST PETER'S ROAD	II
6	1141613	CROSS AT APPROX 3M SOUTH WEST OF CHURCH OF SAINT PETER	II
7	1141614	THE OLD BAKERY	II
8	1141615	13, TREFUSIS ROAD	II
9	1141616	FERRY QUAY AND INCLUDING RAISED PAVEMENT TO WEST	II
10	1141617	CLINTON HOUSE	II
11	1141618	ROCKSIDE AND INCLUDING BOSCARNE	II
12	1141619	NEW QUAY	II
13	1141625	BUTE COTTAGE	II
14	1141628	2,3 AND 4, KERSEY ROAD	II
15	1141629	17, KERSEY ROAD	II
16	1160442	LITTLE FLUSHING QUAYS	II
17	1160717	7, ST PETER'S ROAD	II
18	1160735	LAWNCLIFFE AND SUN HOUSE	II
19	1160758	W. BUTLAND FAMILY BUTCHER	II
20	1160767	FERRY QUAY AND WALLING ALONG WATERFRONT TO NORTH AND SOUTH	II
21	1160771	25 AND 26, TREFUSIS ROAD	II
22	1160783	NEWQUAY LODGE	II
23	1269964	NOS.1 AND 2 AND ATTACHED FRONT GARDEN WALLS AND RAILINGS	II
24	1269965	3-7, STRATTON PLACE	II
25	1269966	1 AND 2, STRATTON TERRACE	II
26	1269967	ROAD FRONTAGE WALLS TO NO.2	II
27	1269968	4 AND 5, STRATTON TERRACE	II
28	1269969	7 AND 8, STRATTON TERRACE	II
29	1269970	THE VICARAGE	II
30	1269971	GOODWINDS	II
31	1269972	14, STRATTON TERRACE	II
32	1269973	16, 17 AND 18, STRATTON TERRACE	II
33	1269974	CHURCH OF ST MICHAEL	II
34	1269976	ERIN LODGE	II
35	1269977	ROSE COTTAGE	II
36	1269978	NOS.1-9 (CONSECUTIVE) AND ATTACHED FRONT AND REAR GARDEN WALLS	II
37	1269992	NOS.18 AND 19 AND ATTACHED FORECOURT WALLS AND RAILINGS	II
38	1269995	1-5, PROSPECT PLACE	II
39	1270027	6, HIGH STREET	II
40	1270028	CARNES COTTAGE	II
41	1270029	18, HIGH STREET	II
42	1270034	41, HIGH STREET	II
43	1270035	WAREHOUSE AND QUAY WALLS TO REAR OF NUMBER 41	II
44	1270036	42, HIGH STREET	II
45	1270037	49, HIGH STREET	II
46	1270038	HAWKINS HOUSE	II
47	1270040	GATEWAY AND STREET FRONTAGE WALLS OF FORMER STABLES AT CARN'S YARD	II
48	1270050	NO. 10 AND ATTACHED STEPS, FORECOURT WALLS AND REAR BOUNDARY WALL ON RIGHT	II
49	1270051	12 AND 13, DUNSTANVILLE TERRACE	II
50	1270052	NUMBERS 14 AND 15 AND ATTACHED REAR GARDEN WALL	II
51	1270053	HAZELMERE	II
52	1270054	NUMBERS 1-4 (CONSECUTIVE) AND ATTACHED FORECOURT WALLS AND RAILINGS	II
53	1270058	GREENBANK QUAY	II
54	1270059	ROYAL CORNWALL YACHT CLUB	II
55	1270067	NUMBERS 1-4 AND ATTACHED GARDEN WALL AT REAR RIGHT OF NUMBER 1	II
56	1270069	4, 5 AND 5A, HIGH STREET	II
57	1270130	2 AND 4, BEACON TERRACE	II
58	1310397	31A, TREFUSIS ROAD	II
59	1310430	10, TREFUSIS ROAD	II
60	1310433	CLONMORE	II
61	1310442	KERSEY HOUSE	II
62	1310448	CHURCH OF ST PETER AND GATE-PIERS, GATES, WALL, AND RAILING TO SOUTH WEST	II
63	1310586	DOCK	II
64	1328633	28, ST JOHN'S HILL	II
65	1328634	ARUNDELL HOUSE	II
66	1328635	FISH CROSS QUAYS	II
67	1328636	FLUSHING POST OFFICE	II
68	1328637	QUAY COTTAGE	II
69	1328638	NEWQUAY HOUSE	II
70	1328640	SANDS COTTAGE	II
71	1328641	1, KERSEY ROAD	II
72	1328642	37, KERSEY ROAD	II
73	1328644	QUAYS	II

No.	List Entry	Name	Grade
74	1389438	K6 TELEPHONE KIOSK	II
75	1015066	WAYSIDE CROSS IN ST PETER'S CHURCHYARD, FLUSHING	SM
		FALMOUTH CONSERVATION AREA	CA
		FLUSHING CONSERVATION AREA	CA

The Green Bank Hotel is caught in an overlapping web of setting constraints. The redline boundary contains one Grade II Listed structure (the Quay), it lies in close proximity to 20+ other Listed structures or buildings, it stands within one Conservation Area, and provides a key view from a second Conservation Area which has strong historical links to the first.

NPPF paragraph 200 states: *Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting) [emphasis added] should require clear and convincing justification.* That justification arises either from public benefit, or where the any harm or loss is offset by the benefit of bringing a site back into use. Listed Buildings and their setting are protected by Statute, as are Conservation Areas.

Clearly, a change to the physical structure of the Hotel has the potential to impact the character of the Falmouth Conservation Area, and on the setting of designated heritage assets in its immediate vicinity. That impact could be beneficial, neutral, or adverse, depending on the nature of the asset and the extent of the proposed changes. In general, careful consideration is required to avoid what are usually perceived as adverse effects.

3.10 SUMMARY AND STATEMENT OF SIGNIFICANCE

The Green Bank Hotel is a large and rambling structure that reflects a long history of piecemeal development and adaptation within a very constrained site. It seems likely it was established in the 17th century alongside the Quay, and was presumably a typical wharveside inn, perhaps with some warehousing attached. However, its size and status was greatly enhanced in the early 19th century in tandem with the development of Dunstanville Town when it became one of the principal hotels in Falmouth. Over the course the 19th and early 20th century it expanded both laterally and vertically to provide more accommodation and better entertainment. During the second half of the 20th century it continued to expand, the more recent elements less successfully integrated into the hotel narrative.

Evidential Value

Defined as the ability of a place or site to contribute to future knowledge and understanding, the Hotel holds considerable evidential value. While it is likely the process of repair and alteration will have stripped out most period fixtures and fittings, it is clear (most obviously the stairhall in Block F) that much remains to be understood about the development of the building. The footprint of the building is also likely to seal archaeological deposits laid down before the site was consolidated; these kinds of quayside areas are often rich in archaeological artefacts.

Historical Value

The Hotel has great historical value as a notable place within the development of Dunstanville Town and Falmouth more generally. It was associated with the Killigrews, Pendarves, and Bassets, who were all major local gentry families. It was associated with the Falmouth Packet, an integral part of the story of Falmouth, with many Packet captains living in Dunstanville Town and Flushing. In more recent time it can be associated with Kenneth Grahame (*Wind in the Willows*). It provides a well-documented illustration of how commercial hotels developed in a particular place and time, in both historical and vernacular terms. There are good examples of Regency, Victorian, Imperial Colonial and Art Deco detailing, and the west elevation of Block E is particularly good, where its upwards extension is reflected in its different architraves.

Aesthetic Value

The aesthetic value of the Hotel, and its contribution to the overall appearance of the Conservation Area, is mixed. The west elevations of Blocks C, D, E and F are, on the whole, attractively composed and its history of development readily intelligible. Many of the original features have been retained or sympathetically replaced. The piecemeal history of development has created a pleasing jumble of structures and rooflines in keeping with, and makes a positive contribution to, the early 19th century aesthetic of the area. Admittedly, there are elements (noted above) which detract from its appearance but, on balance, not to the detriment of the overall effect. In contrast, the same process of piecemeal development has led to the creation of an ugly east elevation, through the loss of historic fenestration and unsympathetic adaption in the 20th century. It leaves the impression the owners (pre-1999) were attempting to create a fashionable 'modern' hotel within the carcass of 200-year-old structure. The confusing jumble of uPVC windows and openings actively detracts from the appearance of the Hotel and the Conservation Area when viewed from the Quay, the water, and Flushing.

Communal Value

Communal value is limited but will be present, given the Hotel has been used as a venue for multiple public and private gatherings over the years. It cannot, however, be associated with any one specific group for which it holds especial significance.

Authenticity

The building remains a working hotel and thus retains that functional authenticity. Some internal features survive in some parts of the building. The degree to which its historical or structural value has been eroded by adaption and change in the 20th century is also an authentic reflection of changing priorities for holidaymakers in the post-War period.

Integrity

The building survives in good order.

Summary

The structure is in good condition overall and remains a working hotel serving the local and regional community. The value and significance of the building is difficult to quantify. In absolute terms, the intrinsic value and quality of the building, due to the degree and extent of 20th century change and alteration, would indicate it is not worthy of Listing and is thus of strictly *local* importance. However, most of the houses nearby have been Listed solely on external appearance, and the historical associations of the Hotel, and its parallel development with the town and Post Office Packet Service, would indicate it is *highly* significant within its local context. It also contributes in a positive way to the overall appearance of the Conservation Area (albeit only its western elevations). On that basis the Hotel should be treated as a non-designated heritage asset of comparable value to a Grade II building.

4.0 CONCLUSION

The Green Bank Hotel stands upon a precipice above the eponymous Green Bank Quay. This part of the town was developed by the Basset family of Tehidy c.1790-1810 as a prestige suburb of an expanding Falmouth, with many excellent early 19th century Regency villas and terraces rising in serried ranks up the hillside. The Green Bank Quay was used by the famous Packet service, and the houses above were built to attractive Packet captains, merchants, and other affluent families. The Hotel is a complex building with origins in the 17th century but was greatly extended and upgraded in the early 19th century to make it a suitable place for commercial travellers of quality to attend and reside. The strong Regency character of parts of the Hotel is in keeping with the dominant aesthetic of the Conservation Area here, but, unlike the Conservation Area, the Hotel continued to grow and expand over the course of the 19th century and 20th century. There are Late Regency/Early Victorian, Late Victorian, Imperial Colonial, and Art Deco elements to the standing building. Mid- and later 20th century contributions to the Hotel detract from the good parts of the Hotel *and* the Conservation Area.

The Green Bank Hotel is caught in an overlapping web of setting constraints. The redline boundary of the site contains one Grade II Listed structure (the Quay), it lies in close proximity to 20+ other Listed structures or buildings, it stands within the Falmouth Conservation Area, and provides a key view from Flushing Conservation Area, that village having very strong historical links to the Falmouth. Proposed changes to the physical structure of the Hotel have the potential to impact the character of the Falmouth Conservation Area, and on the setting of designated heritage assets in its immediate vicinity. That impact could be beneficial, neutral, or adverse, depending on the nature of the asset and the extent of the proposed changes. Careful consideration is required to avoid what are usually perceived as adverse effects.

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APPENDIX 1: SUPPORTING PHOTOGRAPHS



1. LEFT: THE FIRE ESCAPE ALONG THE EAST SIDE OF BLOCK A; VIEWED FROM THE SOUTH-EAST.
2. RIGHT: AREA 1, THE NORTHERN TERRACE, VIEWED FROM THE SSE.



3. THE EASTERN ELEVATION OF THE HOTEL; VIEWED FROM THE NNW.



4. VIEW FROM THE AREA 1, NORTHERN TERRACE, TOWARDS PENDENNIS AND FALMOUTH DOCKS; VIEWED FROM THE NORTH-WEST.



5. THE VIEW FROM AREA 1, NORTHERN TERRACE, TOWARDS FLUSHING; VIEWED FROM THE SOUTH-WEST.



6. AREA 3, THE CENTRAL TERRACE, SURFACE TREATMENTS AND WALL; VIEWED FROM THE NNW.



7. AREA 4, THE SOUTHERN TERRACE, SURFACE TREATMENTS AND WALL; VIEWED FROM THE SOUTH-EAST.



8. LEFT: THE EAST ELEVATION OF BLOCK D; VIEWED FROM THE SOUTH-EAST.



9. RIGHT: THE TOP OF THE RETAINING WALL; VIEWED FROM THE SOUTH-EAST.



10. THE EAST ELEVATION OF BLOCK E; VIEWED FROM THE NORTH.



11. THE EAST ELEVATION OF BLOCKS A AND B (CENTRE) AND C (LEFT); VIEWED FROM THE ESE.



12. THE EAST ELEVATIONS OF BLOCKS E (RIGHT OF CENTRE), G, H, AND I; VIEWED FROM THE NORTH-EAST.



13. THE GREEN BANK AND HOUSES ALONG DUNSTANVILLE TERRACE, VIEWED FROM THE QUAY; VIEWED FROM THE NORTH-EAST.



14. THE VIEW BACK TO THE QUAY FROM THE GREEN BANK GARDENS; VIEWED FROM THE SOUTH-WEST.



15. THE VIEW DOWN TO THE HOTEL FROM ALONG DUNSTANVILLE TERRACE; VIEWED FROM THE SOUTH.



16. THE SOUTH APPROACH TO THE HOTEL; VIEWED FROM THE SOUTH.



17. DETAIL OF THE ROAD IMMEDIATELY TO THE WEST OF THE HOTEL; VIEWED FROM THE SOUTH-EAST.



18. THE HOUSES OF STRATTON PLACE, NOS. 1-2 WITH 3-7 TO THE RIGHT, ALL GRADE II LISTED; VIEWED FROM THE EAST.



19. THE WEST ELEVATION OF BLOCK F; VIEWED FROM THE WEST.



20. THE WEST ELEVATION OF BLOCK E; VIEWED FROM THE WEST.



21. THE WEST AND SOUTH ELEVATION OF BLOCKS C (LEFT) AND D (CENTRE); VIEWED FROM THE SOUTH-WEST.



22. THE SOUTH ELEVATION OF BLOCK D; VIEWED FROM THE SOUTH.



23. THE SOUTH ELEVATIONS OF NOS. 3-7 STRATTON PLACE, GRADE II LISTED, AS VIEWED FROM IN FRONT OF BLOCK E; VIEWED FROM THE EAST.



24. THE WEST ELEVATIONS OF BLOCKS D (LEFT), E (CENTRE-LEFT) AND F (RIGHT); VIEWED FROM THE NORTH-WEST.



25. THE WEST ELEVATIONS OF BLOCKS A AND B (LEFT) AND BLOCK C (RIGHT); VIEWED FROM THE SOUTH-WEST.



26. THE NORTHERN APPROACH TO BLOCKS A AND B; VIEWED FROM THE NORTH-WEST.



27. THE PROPERTIES ON STRATTON TERRACE OVERLOOKING THE HOTEL. NOS. 1-2 (LEFT) AND 4-5 (CENTRE) ARE LISTED GRADE II; VIEWED FROM THE NORTH.



28. THE VIEW OF THE HOTEL AND FALMOUTH FROM THE FERRY QUAY IN FLUSHING; VIEWED FROM THE NORTH-EAST.



29. DETAIL OF THE ABOVE. THE HOTEL IS INDICATED.



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