



# Hayle Harbour Building, Structures & Archaeological Remains: An Inventory



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ING RED UK (Hayle Harbour) Limited

Hayle Harbour - Buildings, Structures & Archaeological Remains: An Inventory

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# Hayle Harbour

Buildings, Structures and Archaeological Remains:  
An Inventory

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# **Hayle Harbour: Buildings, Structures and Archaeological Remains An Inventory**

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# **1. Introduction and Methodology.**

## **Introduction**

This Inventory of the buildings, structures and archaeological remains within the historic harbour of Hayle is submitted in support of the Outline Planning Application for the development of the Hayle Harbour, made on behalf of ING RED UK (Hayle Harbour) Ltd.

The report draws on previous work undertaken by the Cornwall Archaeology Unit, culminating in the Hayle Harbour Historical Assessment executed by Nick Cahill and the Unit in July 2000. That assessment, which covered the whole of Hayle, included an extensive inventory. This, and the gazetteer that was produced as part of the Conservation Management Plan 2006, form the basis of ING's Historical Report, augmented with further research and walk-about survey.

The area covered is that defined by the ING Outline Planning Application red line boundary plan, reference Figure 1.

## **Structure of Report**

The inventory commences with reference to common historical features found throughout the Hayle Harbour area. (Section 2)

Section 3 reports on specific features within the harbour and is structured to reflect the geography of the Harbour as follows:

- 3.1 Carnsew Quay (prefix CQ)
- 3.2 South Quay (SQ)
- 3.3 Penpol Creek and Pool (PC)
- 3.4 East Quay (EQ)
- 3.5 Merchant Curnow's Quay (MCQ)
- 3.6 Swing Bridge (SB)
- 3.7 North Quay (NQ)
- 3.8 Cockle Bank (CB)

Section 4 indicates the sources of information used and Section 5 includes charts locating each of the features.

## **Grid References**

All Grid References are taken from the 2005 copy of the OS site plan at 1: 1250, except where there is a possible archaeology site identified by the Cornish Archaeology Unit.

However where there is seen a need to cross reference with the Cornish Archaeology Unit's work the SLR report uses its own grid reference in preference to the Unit's, where the Unit's reference to more than one individual site, where we have centred the reference.

## **Text References**

The numbers at the reference points refer to the material outlined in Sources

There have been a number of meetings with local historians and their comments have been mentioned in the text where there is no corroborative evidence from other sources. This is not to doubt those historians but is merely prudent scholarship.

The inventory makes reference to the significance of the features listed and their baseline condition the criteria for these references is laid out in Tables 1 and 2.

<b>TABLE 1: SIGNIFICANCE/VALUE OF CULTURAL HERITAGE RESOURCE</b>	
<b>Importance</b>	<b>Examples of receptor</b>
International and National	World Heritage Site, Sites of International importance Scheduled Monuments (SMs), Grade I and II* Listed Buildings, Sites of National importance
Regional/County	Conservation Areas, Registered Parks and Gardens (Statutory Designated Sites), Grade II Listed Buildings, Sites of Regional/County importance Sites and Monuments Record/Historic Environment Record
Local/Borough	Sites with a local or borough interest Sites with a borough value or interest for education or cultural appreciation Sites that are so badly damaged that too little remains to justify inclusion into a higher grade
Low local	Sites with a local or parish interest Sites with a low local value or interest for education or cultural appreciation Sites that are so badly damaged that too little remains to justify inclusion into a higher grade
Negligible	Sites or features with no significant value or interest. Sites which are so badly damaged that too little remains to justify inclusion into a higher grade.

<b>TABLE 2: BASELINE CONDITION</b>	
<b>Condition</b>	<b>Examples</b>
Very Good	Sites that require no work to ensure survival
Good	Sites that require a small amount of remedial work to bring them up to a very good standard.
Fair	Sites that require a moderate amount of work to ensure survival
Poor	Sites that are badly damaged and require a substantial amount of remedial work to ensure their survival
Very Poor	Sites which are so badly damaged that too little remains to justify inclusion into a higher grade.

## 2. Common Features.

There are a number of common features of harbour furniture that reoccur throughout the harbour. These are illustrated below with an explanation of how they fit into workings of the harbour. Some of these features are so common, such as ladders, that they are not specifically mentioned in the Section 3.

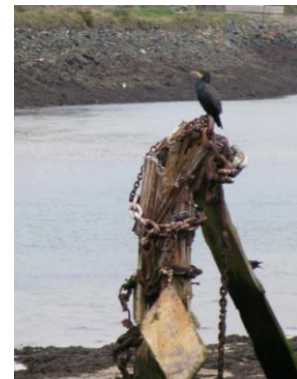
### 2.1. Bollards

There are a number of bollards on the dockside the oldest type being made of granite there is at least one made of wood. All the bollards are plotted on the gazetteer map; the granite type and one example in wood also have a separate entry and photograph. This type of mooring is associated with the larger vessels that once dominated the trade in the harbour. None of these structures are listed. The one illustrated right is a common type found around the docks and is part of a mine riser – pipe of bolted parts attached to a pump and used to draw water out of the mines. These pipes are about 9 foot in length and were cast at the Harvey Foundry.



### 2.2. Warping Posts

There are two granite posts that are over a metre high and might well have been used as warping posts rather than bollards; one lies on the bank of Penpol Creek Pool. The position of one or two of the other granite posts, although not a metre high, suggest a similar purpose. There are two other surviving warping posts standing at each end of the Cockle Bank – these are wooden mounted with chains and hooks. The need for these posts arises from the difficulty of manoeuvring a sailing ship within such a restricted harbour. There are separate entries for these features.



### 2.3. Rings, Chains and Hooks

There are numerous means of securing ships and boats to the quays, rings, chains and hooks. Many of the heavy duty ones probably date from the days of larger vessels many have been added over the years of the use of the harbour. They are so common that none have been plotted on the map or mentioned among the gazetteer entries.





## 2.4. Ladders

All the old quayside ladders have been replaced by 64 modern aluminium alloy ladders, about the same number of the old. Many of the old ladders were in bad condition and becoming unsafe there was also a couple of wooden ladders which had come to the end of their useful life. Leaving them in place was regarded as a serious Health and Safety hazard. Some of the old ladders are lying about the docks; some are finding a new life – one at least as a plant frame.

None of the new ladders are recorded nor where the old ones were positioned – the position of the new is close to that of the old. Our picture shows an old ladder on the east Quay.



## 2.5. Steps

There are a number of sets of stairs let into the wharf side, often on the knuckle of the wharf. These are associated with the working of small boats, such as rowing boats, rather than larger sea-going vessels. They are usually sited on the ends or corners of Quays to ensure that they do not interfere with the mooring of the cargo carrying ships and boats.



## 2.6. Railway Lines

There was an extensive railway network on the quays and wharves of the harbour. Much of the lines systems are still in situ and visible – in places border markers such as that at North Quay are made out of old railway track. Some of the fishermen are using rail ties as weights for lobster pots etc. There is a plot of the extent of the rail system and mention within the body of the gazetteer in one or two specific cases but on the whole there is no systematic recording – the most extensive survival is on North Quay. There is no doubt more will be found when work begins on refurbishment.



## 2.7. Scoria Blocks

Possibly a unique feature to Hayle is the use of scoria blocks for building. Scoria is the lumps of the slag from the copper smelting moulded into rectangular building blocks. This appears to have been done exclusively by the Copperhouse Company and therefore where ever it is used one assumes CCC work. These blocks were used for quay walls, roadways, steps, and buildings and are to found all over the harbour and Copperhouse. There is even an example of its use at Grigg's Quay at the St Erth end of the Causeway.



## 2.8. Loading Shoots Slots

There are a number of examples of 'slots' created in the quay wall probably to take loading shoots. These appear to be almost exclusively on the Penpol side of the South Quay but there is one other surviving example on the Carnsew Quay. The gap in the quay side wall is approximately 1.5 metres



## 2.9. Training Walls.

Channels in the harbour were partially kept clear of silt and sand with a force of water created by the retaining of tidal water and releasing it under pressure the direction being determined by training walls. These walls are usually curved to give this desired direction. All the Training walls that exist are subject to a gazetteer entry.





### 3.1. Carnsew Quay

<b>Structure:</b> Carnsew Timber Store	
<b>Location:</b> Carnsew Quay	
<b>Grid Ref:</b> SW 5563 3721	
<b>Statutory Protection:</b> Within Conservation Area.	
<b>Our Ref:</b> CQ1	<b>PRN No:</b> 139018
<b>CAU Ref:</b> 45	<b>Other:</b>

**Structure Type:** Building

**Dates:** C late 19<sup>th</sup> century with additions

**Description:** The roadside wall and that to the south are irregular stone block walls, probably originally just retaining walls, standing to a height of just over 2 metres, this is topped with a brick ventilated brick wall which together with the timber roof structure were added in about 1900. There is a round glazed addition at the north end, probably as a shop front added in the late 20<sup>th</sup> century.



#### Photographs

Photo No	Object and orientation	Note
DSCN 2391	Store looking SW	
DSCN 2392	Ditto looking NE	

**History:** Built as a timber store between 1877 and 1907 (map evidence) is now partly occupied by Jewsons the Builders Merchants – part of the south end occupied by a Diving Company. The Carnsew Pool Quay that ran to the north west of the store once had a timber pool where the timber was ‘seasoned’.

**Significance:** Local: “The only surviving complete structure of Harvey’s extensive complex on the wharves.”

**Baseline Condition:** Good

**Proposals:** The building is not part of the present scheme

**References:** 2, 19, 20, 16a

<b>Structure:</b> Carnsew Pool	
<b>Location:</b> Carnsew Quay	
<b>Grid Ref:</b> SW 5525 3720	
<b>Statutory Protection:</b> Within Conservation Area.	
<b>Our Ref:</b> CQ2	<b>PRN No:</b> 139019
<b>CAU Ref:</b> 46	<b>Other:</b>

**Structure Type:** Water Area

**Dates:** 1834

**Description:** Enclosed pool of water filled and emptied by the tide – the action controlled by sluices. The outer walls are mainly constructed from irregular stone and slag, with completed quay walls at the north-eastern corner. The quay area has been partially filled in with earth and rubble – this appears to have been part of former potential development where there was an attempt to gain more land for building.

The photograph right is looking south-west



#### Photographs

Photo No	Object and orientation	Note
IMG 001	Ariel view looking south-west	Carnsew pool is top left
Historic photo 18	Ariel View looking north-east	Carnsew bottom left

**History:** Constructed in 1834 for the Harvey Company to serve as a reserve of water to flush the channel of South Quay to help clear it of silt and sand. The area was also used for docking at the Carnsew Pool Quay – these were accessed via the lock gates at the north east corner of the Pool.

**Significance:** International/National: crucial part of the historic fabric.

**Baseline Condition:** Good

**Proposals:** To retain the contained water and create a channel to the Carnsew Quay area.

**Necessity of change:** As an important feature of the harbour the repair is necessary.

**Gain/Loss:** This is a very positive move and will enhance the historic features of the area and contribute positively the Conservation area.

**Justification:** The work makes a positive contribution.

**References:** 2, 9

<b>Structure:</b> Quayside Edge	
<b>Location:</b> Carnsew Quay	
<b>Grid Ref:</b> SW 5554 3723	
<b>Statutory Protection:</b> Grade II and within Conservation Area.	
<b>Our Ref:</b> CQ3	<b>PRN No:</b> 139021
<b>CAU Ref:</b> 48	<b>Other:</b>

**Structure Type:** Dock installation

**Dates:** late 18<sup>th</sup> early 19<sup>th</sup> century

**Description:** Quay edge of Carnsew Pool of granite coping stones now partially covered by earth and rubble and the water edge is now over 3 metres from the remains of the quay. Some of these coping stones are missing, probably stolen by local gardeners. This quay is quite an extensive structure and a local historian (Rob Lello) suggests that it is of fine dressed granite.



#### Photographs

Photo No	Object and orientation	Note
DSCN 2431	Quay edge looking NE	Quay under rubble to right
DSCN 2530	Quay edge looking SW	
DSCN 2351	Ditto looking NE	

**History:** The Quays were originally built in late 18<sup>th</sup> century and appear to have continued in use after the construction of Carnsew Pool in 1834 – hence the need for the lockgates.

**Significance:** Regional: a very early feature of the harbour and an early contact with the Harvey Company.

**Baseline Condition:** Much of the features condition is unknown, apart from hearsay evidence as it is mostly buried. The coping stones which are above ground are in very good condition but some are missing presumed stolen.

**Proposals:** To leave as found

**Necessity of change:** There is to be no change to this feature.

**Gain/Loss:** The effect on the feature is neutral but the listed structure will be retained.

**Justification:** No justification needed.

**References:** 2, 6, 9, Rob Lello

<b>Structure:</b> Pipe	
<b>Location:</b> Carnsew Quay	
<b>Grid Ref:</b> SW 5562 3735	
<b>Statutory Protection:</b> Within Conservation Area.	
<b>Our Ref:</b> CQ4	<b>PRN No:</b> none
<b>CAU Ref:</b> none	<b>Other:</b>

**Structure Type:** feature

**Dates:** early 20<sup>th</sup> century

**Description:** Length of cast iron pipe internal diameter of 0.53 metres and 3metres long, lying on the ground between the Carnsew Pool and the path.



**Photographs**

Photo No	Object and orientation	Note
DSCN 2430	Pipe section looking NE	

**History:** This is one of the mine risers that were cast at the Harvey foundry – by the state of the boltholes it has been used. Sections of these pipes were bolted together and set into mines attached to pumps and used to drain water from the mine workings. A number of these pipes have been used round the harbour as mooring post and this one might have been used for this purpose, been dug up and discarded.

**Significance:** Local: the pipe may well be a feature that could be used in future interpretation of the site but is only probably only useful in that context. However there is a potential use as part of the interpretation of Harvey's foundry generally.

**Baseline Condition:** Fair/good

**Proposals:** Will be left on site to be considered as interpretation material for the next phase of the scheme.

**Necessity of change:** No change at this point.

**Gain/Loss:** At this point it is a positive move to retain the feature for possible use.

**Justification:** Retention of an historic artefact.

**References:** 22

<b>Structure:</b> Pool Entrance	
<b>Location:</b> Carnsew Quay	
<b>Grid Ref:</b> SW 5564 3734	
<b>Statutory Protection:</b> Grade II listed and within Conservation Area.	
<b>Our Ref:</b> CQ5.1.	<b>PRN No:</b> 139024
<b>CAU Ref:</b> 51	<b>Other:</b>

**Structure Type:** Dock Installation

**Dates:** 1834

**Description:** Area to the extreme south-east of the Pool, lock type structure with the remains of two lock gates now in a ruinous condition. The area is partially filled in..



#### Photographs

Photo No	Object and orientation	Note
DSCN 2191	Area from south	
DSCN 2192	Ditto	
DSCN 2431	Ditto	

**History:** The Pool entrance acts as a lock containing the gates that kept the water within the Pool which was then used to scour the channel. The gates could be open to allow shipping into the Pool.

**Significance:** Regional: crucial part of the development of the dock system especially associated with the Harvey Company.

**Note:** This is a listed structure and is also subject to a separate listed building application and a detailed justification within in the PPG 15 Statement that accompanies the Outline Planning Application.

**Baseline Condition:** Good

**Proposals:** To undertake any necessary repairs, to install a barrier and modern controlled sluicing system and to create a channel to the main body of water in the Pool.

**Necessity of change:** The installation of an efficient modern sluicing system is part of the process of bringing the harbour back into effective use. The major part of the structure will survive and be enhanced; the old gates are in a very bad condition and beyond repair and conversion to modern requirements.

**Gain/Loss:** The loss will be the view of the historic structure. The gain is the uncovering of that which is buried and the long term survival of the feature.

**Justification:** There is a need to improve the overall sluicing system and the alterations and repairs to this structure are part of that improvement which will be of benefit to the whole proposed development.

**References:** 2, 9 (Brian Sullivan)



<b>Structure:</b> Gates	
<b>Location:</b> Carnsew Quay	
<b>Grid Ref:</b> SW 5564 3734	
<b>Statutory Protection:</b> Grade II listed and within Conservation Area.	
<b>Our Ref:</b> CQ5.2.	<b>PRN No:</b> 139024
<b>CAU Ref:</b> 51	<b>Other:</b>

**Structure Type:** Dock Installation

**Dates:** 1834

**Description:** Two lock type gates at the extreme south of the dock complex, now in a ruinous condition. The gates are in a lock type area, which has been partially filled in.



#### Photographs

Photo No	Object and orientation	Note
DSCN 2184	Distant view of gate from the north	
DSCN 2188	Closer look from the north	
DSCN 2189	Detail of gate from north	
DSCN 2190	Ditto	
DSCN 2191	Gates from south	
DSCN 2192	Ditto	
DSCN 2427	Ditto	

**History:** They were designed to open to let the tide into the Carnsew Pool and then shut to retain the water in the Pool. The sluicing was done via sluice panels in the gate. The associated training wall is now part of the South Quay but once extended into the Carnsew Channel. The gates were also used as lock gates to allow shipping into Carnsew Pool, see association with CQ 3.

**Significance:** Regional: crucial part of the development of the dock system especially associated with the Harvey Company.

**Note:** This is a listed structure and is also subject to a separate listed building application and a detailed justification within in the PPG 15 Statement that accompanies the Outline Planning Application and the changes are dealt with under the report that covers CQ5.1 and SQ4.

**Baseline Condition:** One gate is in an extremely poor condition and is unlikely to withstand any attempt at moving it the other is also in a very poor condition but might be repairable to a state where it could be used as interpretation material.

**Proposals:** One of the gates will be scrapped and an attempt will be made to repair the other after an evaluation, to use as possible interpretation.

**Necessity of change:** : There is a need to replace the present gates, as they are in too bad a condition to be used, with a modern structure that can be use to sluice the area.

**Gain/Loss:** The retention of the one gate, if possible as interpretation, is a positive move, the replacement with a modern sluicing system is also positive. It is of overall benefit to the future condition of the harbour but will restore the area to one of its historic purposes.

**Justification:** The need to restore the sluicing system is of major benefit to the overall scheme, the loss of the gates is largely determined by their very poor condition, the attempt to save the least damaged one is mitigation against this loss.

**References:** 2, 9 (Brian Sullivan)

<b>Structure:</b> Quay Walls	
<b>Location:</b> Carnsew Quay	
<b>Grid Ref:</b> SW 5561 3744	
<b>Statutory Protection:</b> Grade II and within Conservation Area.	
<b>Our Ref:</b> CQ6	<b>PRN No:</b> 139025
<b>CAU Ref:</b> 52	<b>Other:</b>

**Structure Type:** Dock Installation

**Dates:** 1758 extended 1834

**Description:** Quay walls on each side of a causeway between Carnsew Pool and the South Quay Pool. Lined with granite blocks, some with granite ashlar probably filled with rubble. The quay surface is difficult to read because of the current 'dusty' surface but the original probably lies beneath. The wall line extends beyond the sluices (CQ10) and still listed at that point, although the wall to the west has largely gone – see especially photograph DSCN 0229.



#### Photographs

Photo No	Object and orientation	Note
DSCN 0175	Quay wall (north) looking S	
DSCN 0229	Quay wall just north west of sluice looking NW	Corner of sluice can be seen bottom right
DSCN 0181	Quay wall north west of sluice looking W	
DSCN 0176	Ditto	
DSCN 2167	South Quay Pool looking NNW	The quay is to the left
DSCN 2187	Quay wall looking W	

**History:** The quay was part of the 1758 construction associated with the work of George Blewett the builder of St Michael's Mount Harbour. The Harvey Company extended the Quay in 1834.

**Significance:** International/National: crucial part of the early history of the harbour complex and also the Harvey connection.

**Note:** This is a listed structure and is also subject to a separate listed building application and a detailed justification within in the PPG 15 Statement that accompanies the Outline Planning Application.

**Baseline Condition:** Mixed - parts of the wall are in good condition, parts fair but with areas of collapse.

**Proposals:** To repair where necessary and rebuild the collapsed areas.

**Necessity of change:** The walls of the harbour of necessity require repair.

**Gain/Loss:** This is a positive move as the repair involves the restoration of original fabric of the harbour.

**Justification:** This is a very positive move as it involves the restoration of the historic fabric of the Harbour.

**References:** 2, 9, (Brian Sullivan)

<b>Structure:</b> Mooring/warping post	
<b>Location:</b> Carnsew Quay	
<b>Grid Ref:</b> SW 5564 3737	
<b>Statutory Protection:</b> Curtilage of Listed structure and within Conservation Area	
<b>Our Ref:</b> CQ7	<b>PRN No:</b> none
<b>CAU Ref:</b> none	<b>Other:</b>

**Structure Type:** Dock furniture

**Dates:** probably 1837

**Description:** Granite post stands over a metre high – may have lost part of the top.



#### Photographs

Photo No	Object and orientation	Note
DSCN 2433	Granite post looking SSE	

**History:** The position of the post suggests that it is part of the 1837 Harvey's work on the Quay. It would be difficult to manoeuvre a ship out of the Carnsew Pool and the position of the post and its size suggests it was a warping post rather than just a mooring post.

**Significance:** Regional: an important part of the early working of the docks – further investigation might make it potentially an important part of the interpretation of the working of the docks.

**Note:** This is a listed structure and is also subject to a separate listed building application as part of the listed harbour wall and a detailed justification within in the PPG 15 Statement that accompanies the Outline Planning Application.

**Baseline Condition:** Old damage, the remains are in a fair condition.

**Proposals:** To clear the area around the post to repair the surface and to retain the post.

**Necessity of change:** Part of the general repair and restoration.

**Gain/Loss:** This is a positive move as the repair involves the restoration of original fabric of the harbour.

**Justification:** A positive move with the retention of an historic structure.

**References:** 22,

<b>Structure:</b> Loading slot?	
<b>Location:</b> Carnsew Quay	
<b>Grid Ref:</b> SW 5564 3738	
<b>Statutory Protection:</b> Grade II, within Conservation Area.	
<b>Our Ref:</b> CQ8	<b>PRN No:</b> none
<b>CAU Ref:</b> none	<b>Other:</b>

**Structure Type:** Dock furniture

**Dates:** C1837

**Description:** Gap in the quay wall with a slop leading down to the sea wall, a drop of about 1.5 metres. The slope is surfaced with stone setts.



#### Photographs

Photo No	Object and orientation	Note
DSCN 0222	Quay slot looking NNE	
DSCN 2186	Quay slot looking SW	
DSCN 2434	Slot looking NE	
DSCN 2435	Ditto looking NNE	

**History:** The purpose of the slot and slope are yet unknown' its position suggests that it was not associated with cargo handling as it is unlikely spot to moor a ship. It is cart width and suggests that it was for taking sand thrown onto that side by the working of the training wall on the opposite side. (Rob Lello) suggests that it was for loading and unloading ships and was a means by which a barrow plank could be adjusted according to the tide – this is described in the field notes attached. Lello suggested that this type of loading slot was common but there little visual evidence for this although there appear to be a number on the north side of South Quay – further investigation of the quays would help to establish the number there might have been on the harbour.

**Significance:** Regional: it is an important part of the story of this part of the harbour history, development and working.

**Note:** This is a listed structure and is also subject to a separate listed building application as part of the listed harbour wall and a detailed justification within in the PPG 15 Statement that accompanies the Outline Planning Application.

**Baseline Condition:** Good.

**Proposals:** To leave in situ.

**Necessity of change:** There is to be no change.

**Gain/Loss:** The retention of this feature makes a positive contribution to the area.

**Justification:** Justification not necessary.

**References:** 22, (Rob Lello)

Structure: Saw Mill (site of)	
<b>Location:</b> Carnsew Quay	
<b>Grid Ref:</b> SW 5564 3726	
<b>Statutory Protection:</b> Within Conservation Area.	
<b>Our Ref:</b> CQ9	<b>PRN No:</b> 40384
<b>CAU Ref:</b> 96	<b>Other:</b>

**Structure Type:** site

**Dates:** early 19<sup>th</sup> century

**Description:** There is nothing above ground to indicate survival of remains

**Photographs**

Photo No	Object and orientation	Note
	No photographs	

**History:** Sawmill indicated on 1842 Tithe map (CAU 2000)

**Significance:** Low local

**Baseline Condition:** Unknown

**Proposals:** To uncover and record what, if anything, is left of the footprint and resurface the area.

**Necessity of change:** The surface of the quay at this point is in very bad condition and a new surface is required

**Gain/Loss:** There will be a loss of the hidden archaeology, which is considered as probably of little significance apart from the record. The scheme will enable the site to be recorded and the new surface will enhance the area. (There is a general note on hidden archaeology in the general the PPG 15 Justification that accompanies the Outline Planning Application.)

**Justification:** The feature is of low priority and the refurbishment will benefit the area generally as an essential part of the scheme.

**References:** 2, 9, 16, 16a



<b>Structure:</b> Sluice (Carnsew Tunnels)	
<b>Location:</b> Carnsew Quay	
<b>Grid Ref:</b> SW 5559 3747	
<b>Statutory Protection:</b> Grade II and within Conservation Area.	
<b>Our Ref:</b> CQ10	<b>PRN No:</b> 139026
<b>CAU Ref:</b> 55	<b>Other:</b>

**Dates:** c1888

**Description:** Sluices were created to wash the channel of the harbour to keep it clear of silt and sand. This sluice was added to improve the effect of the sluicing. On the Carnsew Pool side two tunnels take the water to the sluices on the South Quay side of the quay. On the South Quayside there is a projecting structure faced with granite ashlar with four openings to the harbour channel. There does not appear to have an associated training wall. On the Carnsew Pool side of the sluice a weir was



added at the time of the installation of the pipe line to the North Quay [1940] to help keep water back for water extraction (see CQ15). There are the remains of concrete control house on the top of the structure.

#### Photographs

Photo No	Object and orientation	Note
DSCN 0177	Sluice (South Quay Side ) looking SW	
DSCN 0225	Sluice (Carnsew side, looking ESE	
DSCN 0026	Ditto further away	
DSCN 2227	Sluice covering projection looking SE	
DSCN 0228	Sluice outlets looking SSE	
DSCN 0238	Sluice projection at high water looking SW	
DSCN 0239	Ditto	
DSCN 2436	Sluice covering looking NE	
DSCN 2182	Sluice projection looking SE	
DSCN 2549	Sluice and Weir looking NNE	From Carnsew Pool side
DSCN 2554	Ditto Looking SW	

**History:** The Carnsew Pool was opened officially on 27<sup>th</sup> December 1834 with a ceremonial breakfast at the White Hart Hotel. The first sluice was opened at that time but proved inadequate to the increased traffic and the ship building activities in keeping the channel open and a second sluice was opened probably when the shipbuilding activity was expanded in 1888. This second sluice is the one that works today although the mechanism was altered recently.

**Significance:** International/National: a crucial part of the early development of the harbour.

**Baseline Condition:** Fair

**Proposals:** To repair the sluice and restore it to its original function as part of the scouring system of the estuary. This involves the replacing the present mechanism with efficient modern sluice gates within the historic structure. The major change to the outward appearance of the structure is the need to have a control mechanism mounted on the top of the old sluicing structure.

**Necessity of change:** To bring the feature up to the necessary standard to perform its function

**Gain/Loss:** Very positive as it will restore an historic part of the harbour. The new structure as a well designed feature should be seen as part of the natural progress of the harbour. A move that the Harvey Company, who built the feature originally would have pursued as a necessary improvement of the harbour

**Justification:** A positive part of the modernisation of the harbour facilities.

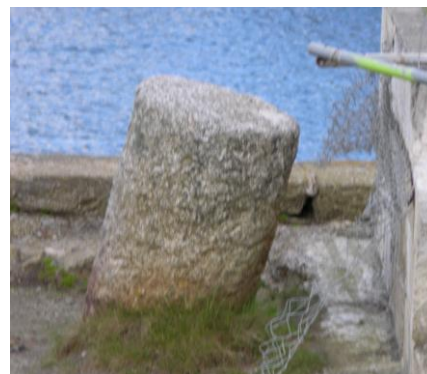
**References:** 2, 9, 19, 20

<b>Structure:</b> Granite Bollard/Warping Post	
<b>Location:</b> Carnsew Quay	
<b>Grid Ref:</b> SW 5559 3748	
<b>Statutory Protection:</b> Curtilage of Listed sluice and within Conservation Area.	
<b>Our Ref:</b> CQ11	<b>PRN No:</b> none
<b>CAU Ref:</b> none	<b>Other:</b>

**Structure Type:** Dock feature

**Dates:** c1834

**Description:** Granite Bollard standing about a metre high set at the corner of the sluice projection. From its position and size the post was more likely to be used for warping boats rather than for mooring. (see especially DSCN 2182)



#### Photographs

Photo No	Object and orientation	Note
DSCN 2437	Bollard looking NE	
DSCN 2182	Post looking SE	
	See also pictures of sluice	

**History:** Part of the development of the Carnsew Quay in 1834.

**Significance:** Regional: very important piece of harbour history.

**Note:** This is a listed structure and is also subject to a separate listed building application and a detailed justification within in the PPG 15 Statement that accompanies the Outline Planning Application.

**Baseline Condition:** fair.

**Proposals:** To retain as found.

**Necessity of change:** None.

**Gain/Loss:** Retaining the feature makes a positive contribution.

**Justification:** No justification necessary.

**References:** 22

<b>Structure:</b> Earthwork (Bank)	
<b>Location:</b> Carnsew Pool	
<b>Grid Ref:</b> SW 5531 3774	
<b>Statutory Protection:</b> Grade II, within Conservation Area.	
<b>Our Ref:</b> CQ12	<b>PRN No:</b> 139037
<b>CAU Ref:</b> 56	<b>Other:</b>

**Structure Type:** Dock Installation

**Dates:** c mid 18<sup>th</sup> century

**Description:** The Quay wall ends just beyond the sluice with a damaged area. The bank is made from a mixture of stone, rubble and earth embankment.



#### Photographs

Photo No	Object and orientation	Note
DSCN 3665	Bank and sluice (CQ10) looking E	
DSCN 3666	Bank looking E	
DSCN 3648	Bank NW of sluice (CQ11)	
DSCN 3649	ditto	

**History:** The bank first started during the work to create the Carnsew Quay in mid 18<sup>th</sup> century and extended in the work of 1837 to create the Carnsew Pool and to make the scouring of the harbour more efficient.

**Significance:** Low local: part of the early establishment of the harbour complex.

**Note:** This is a listed structure and is also subject to a separate listed building application and a detailed justification within in the PPG 15 Statement that accompanies the Outline Planning Application.

**Baseline Condition:** Poor.

**Proposals:** To retain as found.

**Necessity of change:** No change.

**Gain/Loss:** Neutral.

**Justification:** No justification necessary.

**References:** 2, 5, 9, 18

<b>Structure:</b> Slipways/boat pens (site of)	
<b>Location:</b> Carnsew Quay	
<b>Grid Ref:</b> SW 5540 3760	
<b>Statutory Protection:</b> Within Conservation Area.	
<b>Our Ref:</b> CQ13	<b>PRN No:</b> 53633
<b>CAU Ref:</b> 651	<b>Other:</b>

**Structure Type:** Dock instillation

**Dates:** c1943

**Description:** There are no remains of the 21 slipways identified by the CAU

**Photographs**

Photo No	Object and orientation	Note
	No photographs	

**History:** During the 2<sup>nd</sup> World War the area was used to build or possibly to moor barges for the Normandy landings of 1944. 20 slipways or pens were on the Carnsew Quay opposite the Cockle Bank and there were a further 12 on the tidal pool of the Hayle River. (There is some discrepancy in the numbers between the oral history and what appears to be evidence of an ariel photograph.)

**Significance:** Low local: there appears to be no remains.

**Baseline Condition:** Not known.

**Proposals:** To investigate any possible remains during the refurbishment of the area and to assess positively the future of any features found.

**Necessity of change:** No change is contemplated at this juncture

**Gain/Loss:** The impact is negative at this point; any remains' if they still exist will be recorded.

**Justification:** The proposals will help to complete the record of the harbour.

**References:** 2, (Brian Sullivan)

<b>Structure:</b> Carnsew Swimming Pool	
<b>Location:</b> Carnsew Pool	
<b>Grid Ref:</b> SW 5569 3742	
<b>Statutory Protection:</b> Within Conservation Area.	
<b>Our Ref:</b> CQ 14	<b>PRN No:</b> None
<b>CAU Ref:</b> None	<b>Other:</b>

**Structure Type:** feature

**Dates:** C1930

**Description:** Large concrete steps on the extreme north-east corner of the pool.



#### Photographs

Photo No	Object and orientation	Note
DSCN 2550	Concrete Steps looking NE	
DSCN 2551	Ditto looking SE	

**History:** To facilitate the use of the Carnsew Pool as a swimming area a 'lido type' structure was created with spaces to sit (the concrete steps) changing rooms and it is said a small cafe. The siting of this between the two sluices would appear to be strange in a time of modern health and safety. However it is situated with a spit of land between the swimming area and the sluice tunnel.

**Significance:** Local: minor reminder of the social life of the town.

**Baseline Condition:** Poor.

**Proposals:** To be left as found.

**Necessity of change:** There will be no change.

**Gain/Loss:** Neutral.

**Justification:** There is no justification necessary.

**References:** 22, (Rob Lello)



<b>Structure:</b> Inlet to Power Station Seawater Pipe	
<b>Location:</b> Carnsew Pool	
<b>Grid Ref:</b> SW 5550 3744	
<b>Statutory Protection:</b> Within Conservation Area.	
<b>Our Ref:</b> CQ15	<b>PRN No:</b> None
<b>CAU Ref:</b> None	<b>Other:</b>

**Structure Type:** Feature

**Dates:** 1940

**Description:** Concrete Plug that seals the inlet to the seawater supply to the Power Station.



#### Photographs

Photo No	Object and orientation	Note
DSCN 2533	Plug looking SW	
DSCN 2552	Plug with sea wall looking SW	

**History:** The cooling water for the Power Station originally came from and was discharged off the Lelant Quays which was sometimes not very efficient at very low tides. However when the Bromide works was planned it was found that the bromide content in the seawater was higher in the Pool than elsewhere. A joint venture was mounted to get water from the Pool for both the works and a pipeline was installed for that purpose. The weir at the entrance of the sluice at this point was put in to help with the depth of water in the Pool. When the inlet was in use it was surmounted with a tripod and a fence surround.

**Significance:** Local.

**Baseline Condition:** Fair.

**Proposals:** To be left as found.

**Necessity of change:** There will be no change.

**Gain/Loss:** Neutral.

**Justification:** There is no justification necessary.

**References:** 2, 3, 22, (Rob Lello)

<b>Structure:</b> Concrete Pad	
<b>Location:</b> Carnsew Quay (The Spit)	
<b>Grid Ref:</b> SW 5550 3764	
<b>Statutory Protection:</b> Within Conservation Area.	
<b>Our Ref:</b> CQ16	<b>PRN No:</b>
<b>CAU Ref:</b>	<b>Other:</b>

**Structure Type:** Feature

**Date:** Unknown

**Description:** Concrete pad 34 metres long by at least 5 metres.



#### Photographs

Photo No	Object and orientation	Note
DSCN 3657	Concrete pad looking N	
DSCN 3658	Ditto looking north E	

**History:** Unknown at this point.

**Significance:** Low local.

**Baseline Condition:** Poor.

**Proposals:** To be left as found.

**Necessity of change:** There will be no change.

**Gain/Loss:** Neutral.

**Justification:** There is no justification necessary.

<b>Structure:</b> Concrete stump	
<b>Location:</b> Carnsew Quay (The Spit)	
<b>Grid Ref:</b> SW 5524 3780	
<b>Statutory Protection:</b> Within Conservation Area.	
<b>Our Ref:</b> CQ17	<b>PRN No:</b>
<b>CAU Ref:</b>	<b>Other:</b>

**Structure Type:** feature

**Date:** Unknown

**Description:** Remains of a concrete stump with metal 'legs' embedded in top possibly the remains of a pylon.



#### Photographs

Photo No	Object and orientation	Note
DSCN 3654	Concrete stump looking north west	

**History:** Unknown at this point.

**Significance:** Low local.

**Baseline Condition:** Very poor.

**Proposals:** To be left as found.

**Necessity of change:** There will be no change.

**Gain/Loss:** Neutral.

**Justification:** There is no justification necessary.

<b>Structure:</b> Wall	
<b>Location:</b> Carnsew Quay (The Spit)	
<b>Grid Ref:</b> SW 5519 3778	
<b>Statutory Protection:</b> Within Conservation Area.	
<b>Our Ref:</b> CQ18	<b>PRN No:</b>
<b>CAU Ref:</b>	<b>Other:</b>

**Structure Type:** Feature

**Date:** Unknown

**Description:** Fragment of a wall on the tidal area of the River Hayle.



#### Photographs

Photo No	Object and orientation	Note
DSCN 2533	Plug looking SW	
DSCN 2552	Plug with sea wall looking SW	

**History:** Unknown at this point.

**Significance:** Low local.

**Baseline Condition:** Poor.

**Proposals:** To be left as found.

**Necessity of change:** There will be no change.

**Gain/Loss:** Neutral.

**Justification:** There is no justification necessary.

## 3.2. South Quay

<b>Structure:</b> Walls	
<b>Location:</b> Foundry Lane	
<b>Grid Ref:</b> SW 5569 3720	
<b>Statutory Protection:</b> Within Conservation Area.	
<b>Our Ref:</b> SQ1.1.	<b>PRN No:</b> none
<b>CAU Ref:</b> none	<b>Other:</b>

**Structure Type:** Industrial feature

**Date:** Early 19<sup>th</sup> century

**Description:** Wall 56 metres long serving as a boundary to the north of Foundry Lane. The wall is of stone mainly made up of a local sedimentary and stratified stone. The first 17 metres, to the west, has a segmental top. The wall is 2.7 metres high.



### Photographs

Photo No	Object and orientation	Note
DSCN 3596	Wall and gap looking north west	
DSCN 3597	Wall looking north east	
DSCN 3598	Wall looking south west	
DSCN 3599	Wall looking south east	
DSCN 3600	Wall looking south west	

**History:** The top 29 metres of the wall (east end) was the outside wall of the Harvey's pattern shop. The rest was the boundary wall of a yard.

**Significance:** Regional: as part of the structure of the Harvey set-up.

**Baseline Condition:** Fair.

**Proposals:** To be left as found.

**Necessity of change:** There will be no change.

**Gain/Loss:** Neutral.

**Justification:** There is no justification necessary.

**References:** 16, 22



<b>Structure:</b> Low retaining wall and gate posts.	
<b>Location:</b> South Quay, Carnsew Road	
<b>Grid Ref:</b> SW 5550 3709	
<b>Statutory Protection:</b> Within Conservation Area.	
<b>Our Ref:</b> SQ1.2.	<b>PRN No:</b> none
<b>CAU Ref:</b> none	<b>Other:</b>

**Structure Type:** Industrial feature

**Date:** Early 19<sup>th</sup> century

**Description:** Low retaining wall of stone only 60 cm high on the Carnsew Road There is a granite gatepost of 3 metres with metal band attached the opening adjacent to the post is bricked up. The area is now a car park and there is another gatepost in the middle of the park just over 2 metres tall.



#### Photographs

Photo No	Object and orientation	Note
DSCN 3601	Small gatepost looking south east	
DSCN 3602	Large gatepost looking north east	
DSCN 3603	Large gatepost looking west	
DSCN 3604	Retaining wall looking north	
DSCN 3605	Retaining wall looking south east	
DSCN 3606	Retaining wall looking south	

**History:** The wall is part of the curtilage wall to the Harvey's yard but has been reduced in height at an unknown date.

**Significance:** Low local: there is little of it left to make the remains more significant.

**Baseline Condition:** poor.

**Proposals:** Demolish – the gate posts to be retained as a point of interpretation.

**Necessity of change:** To provide a safe access to Foundry site from the South Quay.

**Gain/Loss:** There will be the loss of this wall.

**Justification:** The wall is regarded as of low local value and its loss is balanced against the overall benefits of the scheme.

**References:** 22

<b>Structure:</b> Area of yard	
<b>Location:</b> South Quay, Carnsew Road	
<b>Grid Ref:</b> SW 5575 3740	
<b>Statutory Protection:</b> Within Conservation Area.	
<b>Our Ref:</b> SQ1.3.	<b>PRN No:</b> none
<b>CAU Ref:</b> none	<b>Other:</b>

**Structure Type:** Hidden archaeology

**Date:** Early 19<sup>th</sup> century

**Description:** The eastern end of the land that lies between the railway viaduct and the Carnsew Road once had buildings on the site including at one point a gas works.

Photo No	Object and orientation	Note
	No photographs	

**History:** The buildings on the site included the gas works associated with the Harvey Company.

**Significance:** Regional.

**Baseline Condition:** Unknown.

**Proposals:** Investigate and evaluate.

**Necessity of change:** The area is part of an area that is to be the site of a potential major building

**Gain/Loss:** The excavation in the area for a potential new building will enable investigation and recording to take place but any remains will probably be lost.

**Justification:** The area is an important part of the scheme as it is the site of one of the potential landmark buildings however the work will enable the investigation to take place.

**References:** 16, 22

<b>Structure:</b> Wall	
<b>Location:</b> South Quay	
<b>Grid Ref:</b> SW 5577 3723	
<b>Statutory Protection:</b> Within Conservation Area.	
<b>Our Ref:</b> SQ1.4.	<b>PRN No:</b> none
<b>CAU Ref:</b> none	<b>Other:</b>

**Structure Type:** Industrial feature

**Date:** Early 19<sup>th</sup> century

**Description:** Small fragment of wall



#### Photographs

Photo No	Object and orientation	Note
DSCN 3608	Wall looking west	
DSCN 3609	Wall looking north east	
DSCN 3610	Wall looking south west	

#### History:

**Significance:** Low local, the remains are a small fragment of the building which reduces the significance radically.

**Baseline Condition:** Good.

**Proposals:** Demolish.

**Necessity of change:** The wall is in the path of the proposed route onto the South Quay.

**Gain/Loss:** There will be the loss of this wall.

**Justification:** The wall is regarded as of low local value and its loss is balanced against the overall benefits of the scheme.

**References:** 22

<b>Structure:</b> Walls	
<b>Location:</b> South Quay	
<b>Grid Ref:</b> SW 5577 3723	
<b>Statutory Protection:</b> Within Conservation Area.	
<b>Our Ref:</b> SQ1.5.	<b>PRN No:</b> none
<b>CAU Ref:</b> none	<b>Other:</b>

**Structure Type:** Dock features

**Dates:** mid 19<sup>th</sup> and 20<sup>th</sup> centuries

**Description:** The remains of a concrete boundary wall approximately 2 metres high built across an older building the remains of the south east corner of the building now act as a low retaining wall (see entry SQ 1.3.) The northern end curves away to the north.



#### Photographs

Photo No	Object and orientation	Note
DSCN 2163	Boundary wall looking SW	
DSCN 2395	Wall looking NE	
DSCN 2393	Remains of earlier building Looking SW	

**History:** The wall stands on the site of buildings associated with Harvey's Shipbuilding and therefore was probably put up after ship building ceased in 1904 and the area was given a new use.

**Significance:** Low local: the significance of the Boundary wall is negligible except that it establishes a formal boundary established by the Harvey Company toward the end of their active life.

**Baseline Condition:** Fair.

**Proposals:** Demolish.

**Necessity of change:** The wall is in the path of the proposed route onto the South Quay.

**Gain/Loss:** There will be the loss of this wall.

**Justification:** The wall is regarded as of low local value and its loss is balanced against the overall benefits of the scheme.

**References:** 22

<b>Structure:</b> Paving and rail track	
<b>Location:</b> South Quay	
<b>Grid Ref:</b> SW 5579 3723	
<b>Statutory Protection:</b> Within Conservation Area.	
<b>Our Ref:</b> SQ2	<b>PRN No:</b> 141113
<b>CAU Ref:</b> 642	<b>Other:</b>

**Structure Type:** Roadway and possible remains of rail track

**Dates:** mid 19<sup>th</sup> century

**Description:** Small area of stone paving also possible remains of the rail track that lay on the South Quay, part of the hidden archaeology of the area.



#### Photographs

Photo No	Object and orientation	Note
DCSN 3612	Surface and paving looking	

**History:** The area “may be associated with the former wharves tramway on the quay” (CAU 2000)

**Significance:** Low local: it is part of the evidence of the Harvey’s activity in the area but is not likely to be of major importance.

**Baseline Condition:** Unknown as much of it is covered by present surface.

**Proposals:** To investigate, record and to remove as part of the refurbishment of the area.

**Necessity of change:** The current surface is in poor condition and resurfacing will require to excavation to a depth beyond the depth of the original surface.

**Gain/Loss:** This feature will be lost but any finds will be recorded. The physical remains of any track will be lost but there will be the recording of the feature adding to the stock of knowledge of the rail system. (See note on hidden archaeology in PPG 15 Justification document that accompanies the Outline Planning Application.)

**Justification:** The loss of this relatively low priority feature is balanced against the general improvement of the area and it is believe it should be sacrificed for the greater good that the scheme will bring.

**References:** 2, 4, 22

<b>Structure:</b> Drawing Office	
<b>Location:</b> South Quay	
<b>Grid Ref:</b> SW 5576 3725	
<b>Statutory Protection:</b> Within Conservation Area.	
<b>Our Ref:</b> SQ3	<b>PRN No:</b> 140951
<b>CAU Ref:</b> 576	<b>Other:</b>

**Structure Type:** Building

**Dates:** Early/mid 19<sup>th</sup> century

**Description:** Attached to Blue Hayes (SQ7) Two walls are still standing forming the 'garden' of the adjoining house. The walls are of irregular (rubble) stone blocks with red brick window openings; there is a curved part to the wall at the southeast corner.



#### Photographs

Photo No	Object and orientation	Note
DSCN 0216	Office looking NE	
DSCN 2161	Ditto looking NNE	
DSCN 2394	Ditto looking SW	

**History:** It is identified as the Drawing Office for the Harvey's Ship Yard according to a dated plan at the Cornwall Records Office. It appeared to be on of two buildings with a curved face to the south forming an entrance to the shipyard proper.

**Significance:** Local: it is important as, apart from the Jewson's Building [CQ1] it is the only other standing remains of the formerly very extensive series of shipyard and other buildings on the quay. (CAU 2000)

**Baseline Condition:** Very poor.

**Proposals:** Demolish.

**Necessity of change:** The building is on a site crucial to the development of the area both strategically and economically.

**Gain/Loss:** Loss of building.

**Justification:** The wall is regarded as of low local value and its loss is balanced against the overall benefits of the scheme.

**References:** 2, 9, 16, 16a

**Note:** Permission was given to demolish the structure subject to a pre-demolition survey taking place.



<b>Structure:</b> Dock Wall	
<b>Location:</b> South Quay	
<b>Grid Ref:</b> SW 5565 3735	
<b>Statutory Protection:</b> Grade II and within Conservation Area.	
<b>Our Ref:</b> SQ4.1.	<b>PRN No:</b> 140925
<b>CAU Ref:</b> 547	<b>Other:</b>

**Note:** The Cornwall Archaeology Unit's reference covers both sides of the South Quay Pool, including the Carnsew side. We have separated the various elements (see also CQ6, SQ4.2. and SQ5)

**Structure Type:** Dock Installation

**Dates:** 1834

**Description:** The line of this wall is now completely buried but assume it similar to the exposed element (see SQ6) the wall consisting of irregular shaped granite blocks. There is a wooden structure standing at the north end of the buried structure see SQ5. Although investigation remains at this point inconclusive.



#### Photographs

Photo No	Object and orientation	Note
DSCN 0175	South Quay Pool with view of the training channel looking SSE	This was taken before the entrance to the lockgates was cleared in 2005
DSCN 0176	Ditto but further back	Ditto
DSCN 0220	Training wall looking NNE	Ditto
DSCN 0221	View of South Quay Pool Looking NNW	Ditto
DSCN 0223	Training channel looking S	Ditto
DSCN 0230	Close up of waterline	Ditto
DSCN 2167	Pool at High Water looking NNW	
DSCN 2183	Earth Covering to quay looking SSE	At high water
DSCN 2184	Training Channel looking S	After partial clearance of gates
DSCN 2185	End of training wall looking SE	
DSCN 2432	Training Wall looking NNE	At high water
DSCN 2547	Quay wall looking ENE	Shows line of slipway?
DSCN 2548	Ditto ENE	

**History:** The structure now buried was part of the improvements made during 1834 –this area is most closely associated with the shipbuilding activities started at that time.

**Significance:** International/National: an extremely important part of the harbour complex.

**Note:** This is a listed structure and is also subject to a separate listed building application and a detailed justification within in the PPG 15 Statement that accompanies the Outline Planning Application.

**Baseline Condition:** The nature and condition of the buried wall is unknown at this time.

**Proposals:** Excavate back to the 1834 line, evaluated and to determine the exact nature of repairs and or rebuilding necessary.

**Necessity of change:** To improve the condition of the area and restore the historic plan.

**Gain/Loss:** The historic line will be restored.

**Justification:** Restoration of a listed structure.

**References:** 2, 17, 19

<b>Structure:</b> Training Wall	
<b>Location:</b> South Quay	
<b>Grid Ref:</b> SW 5565 3735	
<b>Statutory Protection:</b> Grade II and within Conservation Area.	
<b>Our Ref:</b> SQ4.2	<b>PRN No:</b> 140925
<b>CAU Ref:</b> 547	<b>Other:</b>

**Structure Type:** Dock Installation

**Dates:** Early 19<sup>th</sup> century

**Description:** Low segmental shaped granite wall.



#### Photographs

Photo No	Object and orientation	Note
	There are a number of pictures with SQ4.1.	
DSCN 0220	Training wall looking NNE	
DSCN 3611	Ditto SE	

**History:** The training wall was part of the improvements installed by the Harvey Company when they built the South Quay in the early part of the 19<sup>th</sup> century. The wall directed the water from the sluice at Carnsew Pool to scour the channel<sup>1</sup>. The low wall beyond the training wall was probably added in 1890.

**Significance:** International/National: an extremely important part of the harbour complex.

**Note:** This is a listed structure and is also subject to a separate listed building application and a detailed justification within in the PPG 15 Statement that accompanies the Outline Planning Application in association with the listed harbour walls.

**Baseline Condition:** Good.

**Proposals:** Retain and repair as necessary.

**Necessity of change:** Improvement of a listed structure.

**Gain/Loss:** A positive gain.

**Justification:** An improvement of a listed structure.

**References:** 2, 17, 19

<sup>1</sup> The need to improve the sluicing was as a direct result of the refusal of the Copperhouse Company to do so regularly unless Harvey's paid a premium which the Harvey Company were unwilling to do.

<b>Structure:</b> Wooden Structure	
<b>Location:</b> South Quay	
<b>Grid Ref:</b> SW 5564 5750	
<b>Statutory Protection:</b> Curtilage listed structure and within Conservation Area.	
<b>Our Ref:</b> SQ5	<b>PRN No:</b> none
<b>CAU Ref:</b> none	<b>Other:</b>

**Structure Type:** Dock installation

**Dates:** After 1834

**Description:** The remains of a larger structure – it consists of three uprights one cross piece and a fallen but attached cross piece.

#### Photographs



Photo No	Object and orientation	Note
DSCN 0204	Looking NW	
DSCN 2427	Structure looking SE	
DSCN 2428	Ditto but in closer	
DSCN 2438	Ditto looking NE	
DSCN 3659	Close up of the area	
DSCN 3660	Ditto	
DSCN 3661	Ditto	
DSCN 3662	Ditto	
DSCN 3663	Ditto	
DSCN 3664	Ditto	

**History:** The Quay was largely rebuilt in 1834 partly to accommodate the shipbuilding that was started at that time and to improve the sluicing of the channel. The quay walls were lined with a timber structure to protect the quay during the period of fitting out and possibly during ship launching – the latter being more likely. This structure is probably part of this protection work. (There was similar protection at North Quay.)

**Significance:** Regional: this could be a vital piece of evidence of the shipbuilding activity of the Harvey Company.

**Note:** This is a listed structure and is also subject to a separate listed building application and a detailed justification within in the PPG 15 Statement that accompanies the Outline Planning Application in association with the listed harbour walls.

**Baseline Condition:** Poor.

**Proposals:** Retain and repair as necessary.

**Necessity of change:** Improvement of a listed structure.

**Gain/Loss:** A positive gain.

**Justification:** An improvement of a listed structure.

**References:** 22

<b>Structure:</b> Quay Walls	
<b>Location:</b> South Quay	
<b>Grid Ref:</b> SW 5563 3756	
<b>Statutory Protection:</b> Grade II and within Conservation Area.	
<b>Our Ref:</b> SQ6	<b>PRN No:</b> 139023
<b>CAU Ref:</b> 50	<b>Other:</b>

**Structure Type:** Dock Installation

**Dates:** c1819

**Description:** The quay walls beyond (to the northwest) the point where the walls have been damaged and the filling in of the Pool has begun they form three sides of the ‘peninsular wharf’. The construction is of irregular shaped granite blocks – some of the granite coping stones are tied together with iron ties. The plan is scoloped, especially on the Penpol side to ensure more boats could tie up – it allowed the bowsprits of the sailing ships to overlap. There are steps on the extreme north end and slots in the Quay wall to take loading shoots. (There is a fuller description of the east side at SQ17.)



#### Photographs

Photo No	Object and orientation	Note
DSCN 0240	Point of infilling looking NNW	Includes wooden structure see SQ6
DSCN 0224	Ditto looking NE	Ditto
DSCN 2427	Ditto looking SE	Ditto

**History:** The majority of the structure was built between 1805 and 1819 but there was extensive refurbishment, associated with the shipbuilding industry in 1834.

**Significance:** International/National: a crucial part of the harbour installation.

**Note:** This is a listed structure and is also subject to a separate listed building application and a detailed justification within in the PPG 15 Statement that accompanies the Outline Planning Application.

**Baseline Condition:** Fair to very poor.

**Proposals:** To repair and retain.

**Necessity of change:** The harbour wall is in need of repair to leave in its present condition is to invite collapse as has happened to parts of the east side of the quay.

**Gain/Loss:** Very positive, the repair of the wall will ensure that this crucial part of the original structure survives.

**Justification:** Essential repairs are necessary to ensure the survival of the feature.

**References:** 2, 17, 19

<b>Structure:</b> House (Blue Hayes)	
<b>Location:</b> South Quay	
<b>Grid Ref:</b> SW 5575 3725	
<b>Statutory Protection:</b> Within Conservation Area.	
<b>Our Ref:</b> SQ7	<b>PRN No:</b> 140831
<b>CAU Ref:</b> 429	<b>Other:</b>

**Structure Type:** Building

**Dates:** 1960s

**Description:** “Blue Hayes” Single storey building in two parts flat cantilevered roofs, three metal casement windows on the north elevation with a raked porch over the door. There are two attached stone walls (see CQ3) to the east and south that create a sheltered area/garden.



#### Photographs

Photo No	Object and orientation	Note
DSCN 2161	Attached walls looking NW	
DSCN 2162	South face looking NE	
DSCN 2164	North Face looking SW	
DSCN 2165	Ditto looking SSE	

**History:** The building was the Transport office for the Harvey Lorries using the site (pers. comm. Rob Lello). It is now occupied as a house.

**Significance:** Low local: it is a late addition to the site and adds little in terms of understanding.

**Baseline Condition:** Very poor.

**Proposals:** Demolish.

**Necessity of change:** The building is on a site crucial to the development of the area both strategically and economically.

**Gain/Loss:** Loss of building.

**Justification:** The wall is regarded as of low local value and its loss is balanced against the overall benefits of the scheme.

**References:** 2, 22, (Rob Lello)

**Note:** Permission has been granted to demolish the building, subject to a pre-demolition survey taking place.

<b>Structure:</b> Ship Yard (site of)	
<b>Location:</b> South Quay	
<b>Grid Ref:</b> SW 557 373	
<b>Statutory Protection:</b> Within Conservation Area.	
<b>Our Ref:</b> SQ8 –15	<b>PRN No:</b> 40360
<b>CAU Ref:</b> 98	<b>Other:</b>

**Note:** There are a number of concrete foundations on the south end of the Quay, according to Rob Lello these are modern foundations of buildings put up after the ship breaking business closed at the Quay, probably built in the late 1950s. The modern foundations are said to be on the footplate of the original buildings on the site.

**Structure Type:** Archaeology Site

**Dates:** 1805, 1334 – 1863 later used as ship breaking.

**Description:** This is a large site at the south west end of the South Quay, now almost entirely derelict land – there is rubble and waste heaped at the south west side and there are signs of buildings. These are probably later buildings using the footplate of older buildings. The slipways and part of the South Quay Pool have been filled in and there is little sign of the industrial activity that once took place on the site. The buildings and their purpose and position can be determined with the use of Edward Vale's book *'Harveys of Hayle'*, and plans held at the County Records Office at Truro and the OS series of 1:2500 maps.<sup>2</sup> A plan of these buildings is included in the historical overview. None of these sites have any Statutory Protection except the buried quay wall – but the description of this is a little vague.

The Cornwall Archaeology Unit has catalogued the following:

<b>Structure:</b> Cart House (site of)	
<b>Location:</b> South Quay	
<b>Grid Ref:</b> SW 5576 3733	
<b>Our Ref:</b> SQ8	<b>PRN No:</b> 139313
<b>CAU Ref:</b> 337	<b>Other:</b>

<b>Structure:</b> Saw Pit (site of)	
<b>Location:</b> South Quay	
<b>Grid Ref:</b> SW 5579 3726	
<b>Our Ref:</b> SQ9	<b>PRN No:</b> 13915
<b>CAU Ref:</b> 339	<b>Other:</b>

<b>Structure:</b> Timber Yard (site of)	
<b>Location:</b> South Quay	
<b>Grid Ref:</b> SW 5576 3728	
<b>Our Ref:</b> SQ10	<b>PRN No:</b> 139316
<b>CAU Ref:</b> 340	<b>Other:</b>

<b>Structure:</b> Boiler Works (site of)	
<b>Location:</b> South Quay	
<b>Grid Ref:</b> SW 557 3730	
<b>Our Ref:</b> SQ11	<b>PRN No:</b> 139317
<b>CAU Ref:</b> 341	<b>Other:</b>

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<sup>2</sup> There does not appear to be a printed OS map of a larger scale, unusually 1:2500 is the largest scale until the 1970s.



<b>Structure:</b> Shipwrights Workshop (site of)	
<b>Location:</b> South Quay	
<b>Grid Ref:</b> SW 5572 3734	
<b>Our Ref:</b> SQ12	<b>PRN No:</b> 139318
<b>CAU Ref:</b> 342	<b>Other:</b>

<b>Structure:</b> Office (site of)	
<b>Location:</b> South Quay	
<b>Grid Ref:</b> SW 5567 3747	
<b>Our Ref:</b> SQ13	<b>PRN No:</b> 139319
<b>CAU Ref:</b> 343	<b>Other:</b>

<b>Structure:</b> Site of Harvey's Ship Yards	
<b>Location:</b> South Quay	
<b>Grid Ref:</b> SW 5568 3739	
<b>Our Ref:</b> SQ14	<b>PRN No:</b> 139022
<b>CAU Ref:</b> 49	<b>Other:</b>

<b>Structure:</b> Ore Store (site of)	
<b>Location:</b> South Quay	
<b>Grid Ref:</b> SW 5565 3755	
<b>Our Ref:</b> SQ15	<b>PRN No:</b> 139320
<b>CAU Ref:</b> 344	<b>Other:</b>

**Photographs**

Photo No	Object and orientation	Note
DSCN 0217	Route to path by Carnsew Pool looking NW	SW 5572 3728
DSCN 0218	Fence (probable line of dock wall) looking NW	SW 5572 3729
DSCN 0219	Line as above but further south Looking NW	SW 5573 2725
DSCN 2396	Manhole and large stone looking NW	SW 5572 3724
DSCN 2429	Site of building looking SW	SW 5574 3732
DSCN 0174	General view of South Quay looking north	

**History:** The South Quay was established in the late 18<sup>th</sup> century and shipbuilding began in 1834 and continued until 1903. The dock was extensively altered and enlarged in 1834, 2 slipways were added to the original and the extensive works grew up around the slipways. Alterations occurred once the shipbuilding ceased, although ship activity continued with the breaking up of ships in the 20<sup>th</sup> century.

**Significance:** Low Local: a crucial part of the harbour complex – very high as a record of the activity but the physical remains are probably low.

**Baseline Condition:** The condition of the hidden archaeology is unknown.

**Proposals:** This area of the quay will be excavated to a depth of more than a metre for new buildings and re-surfacing which will probably destroy any remains – if they are found. Any remains will be recorded.

**Necessity of change:** The poor condition of the area and the need for improvement.

**Gain/Loss:** The physical remains of any foundations will be lost but there will be the recording of the feature adding to the stock of knowledge of the historic working on the South Quay.

**Justification:** The loss of this medium priority feature is balanced against the general improvement of the area and it is believed it should be sacrificed for the greater good that the scheme will bring. The work will enable a recording of the feature which will lead to an important gap in our knowledge of the Harvey Company's industrial activity. (See note on hidden archaeology in the PPG 15 Justification that accompanies the Outline Planning Application.)

**References:** 2, 9, 16, 16a

<b>Structure:</b> Tunnel (site of)	
<b>Location:</b> South Quay	
<b>Grid Ref:</b> SW 5563 3758	
<b>Statutory Protection:</b> Curtilage listed structure and within Conservation Area.	
<b>Our Ref:</b> SQ16	<b>PRN No:</b> 140970
<b>CAU Ref:</b> 663	<b>Other:</b>

**Structure Type:** site

**Dates:** c1818

**Description:** The external evidence is scant the possible north end is covered by an area of metal piling, the south end by an area of apparent in-filled masonry. The metal piling on the east side is possibly there because of the danger of collapse of the quay wall because of the tunnel. There is a portion of an 1828 map in the PPG 15 Statement that accompanies the Outline Planning Application which shows the position of the tunnel.



#### Photographs

Photo No	Object and orientation	Note
DSCN 2415	Metal Piling on South Quay looking SW	
DSCN 2526/8	Masonry infill of west end	
DSCN 2554	Masonry close up looking E	

**History:** “This is the site of the road tunnel under South Quay, through which ran the ancient road across the sands to Lelant Quay, the preservation of which was the *causa belli* of the pitched battles between the men of the CCCo and Harvey’s in 1818/19, which became known as the Battle of the sands). However the underlying of the battle was the rivalry between the two companies, in this particular case was the building of the East and South Quays which was contemporaneous.<sup>3</sup>

The line of this ancient track ran to the west of the Royal Standard Inn (formally the Passage Inn) under the South Quay and a line which is still observable up to the Lelant Church.

**Significance:** Local: the feature is of historic note but little can be seen of the evidence apart from the infilled masonry on the west side of the quay.

**Note:** This is a listed structure and is also subject to a separate listed building application and a detailed justification within in the PPG 15 Statement that accompanies the Outline Planning Application in association with the listed harbour walls.

**Baseline Condition:** Very poor.

**Proposals:** To repair the harbour wall and retain any evidence of the tunnel entrance.

**Necessity of change:** The general repair of the harbour wall is essential for its long term survival.

**Gain/Loss:** The repair is a positive gain, finding any of the feature will add to our knowledge of the history of Hayle, retention of any signs of this feature will increase the positive nature of the proposals.

**Justification:** The positive nature of the proposals.

**References:** 2, 5, 6, 9

**Note:** Investigation is to take place to determine the exact nature of any hidden remains

<sup>3</sup> The nature of the masonry of the quay walls at this point may be the result of this battle – there is a note on this in the attached field notes.

<b>Structure:</b> Quay Wall (east side)	
<b>Location:</b> South Quay	
<b>Grid Ref:</b> SW 5575 3740	
<b>Statutory Protection:</b> Listed Grade II and within Conservation Area.	
<b>Our Ref:</b> SQ17	<b>PRN No:</b> 139023
<b>CAU Ref:</b> 50	<b>Other:</b>

**Note:** We have divided the Quay wall into three parts whereas the Archaeology Unit only use two – this east side of the quay therefore shares the some of the same references with the quay edge at the north end of the west side.

**Structure Type:** Dock Installation

**Dates:** 1834

**Description:** The Quay wall runs north and south for 440 metres and turns at the extreme north end running west for 25 metres. The construction is largely of irregular blocks of granite with series of cargo slots (separate entry). The wall has collapsed just over 200 metres from the southern end, and there is some replacement metal piling



just beyond the collapse – it is because of the poor state of the wall partly due to the possible internal collapse of the tunnel (SQ16). There is a set of stone steps down to the water at the extreme north west corner.

### Photographs

Photo No	Object and orientation	Note
DSCN 0144	Quayside looking S	
DSCN 2169	Collapsed area of wall looking SSE	
DSCN 2170	Quay side with small pulley post looking NNE	SW 5566 3755
DSCN 0172	Ditto looking NE	
DSCN 0173	Ditto	
DSCN 0185	Quayside edge looking ENE	
DSCN 2177	Steps at extreme north west looking NW	
DSCN 2179	Quay north end looking N	
DSCN 2180	Ditto	
DSCN 2385	North end of Quay looking SSW	
DSCN 2415	Quayside from Penpol looking SW	
DSCN 2416	Ditto looking WNW	
DSCN 2417	Ditto looking SW	
DSCN 3630	Internal view of wall to the north of the collapsed area	
DSCN 3631	Ditto to south	
DSCN 3632	Ditto	

**History:** The quay was established in the late 18<sup>th</sup> century but the majority of the Quay wall and the cargo slots date from the rebuilding of the Quay in 1834. The Quay has suffered damage due to the failure of the wall; the 20<sup>th</sup> piling is a sign that there was a perceived danger that more was in danger of doing the same thing. The piling is in the area of where the tunnel passed under the quay (SQ16) which maybe the source of the weakness. The South Quay at Penpol became one of the major docks for the tall ships and is scoloped in design (not in a straight line) so that the bowsprits of the ships could overlap and thus more ships could be moored.

**Significance:** International/National: a crucial part of the Harbour.

**Note:** This is a listed structure and is also subject to a separate listed building application and a detailed justification within in the PPG 15 Statement that accompanies the Outline Planning Application.

**Baseline Condition:** Fair to very poor.

**Proposals:** To repair, remove some bad repairs and to rebuild the collapsed areas.

**Necessity of change:** Repairs and rebuilding are required to ensure the long-term survival of this essential feature of the harbour.

**Gain/Loss:** A positive move.

**Justification:** The positive nature of the proposals.

**References:** 2, 9, 17, 19

<b>Structure:</b> Mooring Bollard/Warping Post	
<b>Location:</b> South Quay	
<b>Grid Ref:</b> SW 5562 3760	
<b>Statutory Protection:</b> Curtilage listed structure and within Conservation Area.	
<b>Our Ref:</b> SQ18	<b>PRN No:</b> 139300
<b>CAU Ref:</b> 308	<b>Other:</b>

**Structure Type:** Dock Furniture

**Dates:** c1818.

**Description:** Granite post, just under a metre high. Because of the use of this type of post for warping ships and the position of this post suggest that it might have been used for this purpose. The steps also suggest a landing place for small craft such as rowing boats that would have been used for manoeuvring ships in the harbour. It is directly opposite the warping post at the south end of the Cockle Bank.



#### Photographs

Photo No	Object and orientation	Note
DSCN 2172	Post looking N	

**History:** Post in constant use since 1818.

**Significance:** Regional: a crucial part of the work of the harbour.

**Note:** This is a listed structure and is also subject to a separate listed building application and a detailed justification within in the PPG 15 Statement that accompanies the Outline Planning Application in association with the listed harbour walls.

**Baseline Condition:** Good.

**Proposals:** To be left as found.

**Necessity of change:** There will be no change.

**Gain/Loss:** Neutral.

**Justification:** There is no justification necessary.

**References:** 2, 22

<b>Structure:</b> Loading slots	
<b>Location:</b> South Quay	
<b>Grid Ref:</b> SW 5576 3740	
<b>Statutory Protection:</b> Part of Quay Wall Grade II listed and within Conservation Area	
<b>Our Ref:</b> SQ19	<b>PRN No:</b> none
<b>CAU Ref:</b> none	<b>Other:</b>

**Structure Type:** Dock installation

**Dates:** c1834

**Description:** There are a series of lowered sections of the parapet of the quay wall to take loading shoots. These 'slots' are about 25cm deep and 1.5 metres wide. There are 4 possibly six or more to the south of the collapsed area and other 6 between the collapse and the new piling. The majority of these can only be detected from Penpol Terrace as most have been filled in.



#### Photographs

Photo No	Object and orientation	Note
DSCN 2398	Slot looking NE	

**History:** These slots for cargo handling were probably put in during the reworking of the South Quay in 1834. With the decline of the Penpol Pool as a major cargo handling area the need for the slots also declines and most were filled at least two survive in something like their original form.

**Significance:** Regional: evidence of the cargo handling techniques in this area.

**Note:** This is a listed structure and is also subject to a separate listed building application and a detailed justification within in the PPG 15 Statement that accompanies the Outline Planning Application in association with the listed harbour walls.

**Baseline Condition:** fair.

**Proposals:** To repair where necessary and retain.

**Necessity of change:** These features are part of the dock wall and are part of the essential repairs necessary to retain these crucial features.

**Gain/Loss:** repairs and retention are a very positive contribution to the area.

**Justification:** The positive nature of the proposals.

**References:** 22, (Tony Pawlin)



### 3.3. Penpol Creek and Pool

<b>Structure:</b> Canal	
<b>Location:</b> Penpol Creek	
<b>Grid Ref:</b> SW 5585 3724	
<b>Statutory Protection:</b> Within Conservation Area.	
<b>Our Ref:</b> PC1	<b>PRN No:</b> 31894
<b>CAU Ref:</b> 307	<b>Other:</b>

**Note:** Penpol Pool was originally a piece of water in the area of Foundry Square seen at the time as a stagnant pond and a possible source of the cholera epidemic of 1832. It was filled in during the 1840s. The present name, Penpol Creek refers to the estuarine water between Penpol Terrace and the South Quay.

**Structure Type:** Dock Installation

**Dates:** 1780

**Description:** Tidal dock basin created between Penpol and South Quay in the late 18<sup>th</sup> century. The Penpol Creek is culverted to this point and is today controlled by a sluice at the south end of the Pool.



#### Photographs

Photo No	Object and orientation	Note
DSCN 0172	Penpol Pool from South Quay looking NNE	
DSCN 0173	Ditto looking N	
DSCN 0185	Ditto looking SW	
DSCN 0186	Sluices at south end looking WSW	
DSCN 0187	Ditto	
DSCN 2594	Steps from terrace to foreshore looking NE	
DSCN 2595	Ditto	

**History:** The Penpol Creek was made into a canal/pool to serve the Harvey foundry at Foundry Square. The east side was a beach/mud dock facility. The pool as we known it was created with the building of the south Quay in 1813 – 14. The facilities were improved with the refurbishment of South Quay in 1834. The South Quay at Penpol became one of the major docks for the tall ships and is designed with scallops (not in a straight line) so that the bowsprits of the ships could overlap.

**Significance:** International/National: a crucial harbour feature.

**Baseline Condition:** Good.

**Proposals:** The construction of the Half-tide barrier will alter the pool as it will filled with water. The major impact will be on the Conservation Area and this is the subject to comment in the PPG 15 Statement that accompanies the Outline Planning Application.

**Necessity:** Part of the improvement of the area in the proposed development.

**Gain/Loss:** There will be no loss of any of this feature.

**Justification:** The benefit to the overall scheme.

**References:** 2, 6, 11, 12, 17, 18

<b>Structure:</b> Warping Post	
<b>Location:</b> Penpol Pool	
<b>Grid Ref:</b> SW 5585 3726	
<b>Statutory Protection:</b> Within Conservation Area	
<b>Our Ref:</b> PC2	<b>PRN No:</b> none
<b>CAU Ref:</b> none	<b>Other:</b>

**Structure Type:** Dock furniture

**Dates:** c1813

**Description:** Granite post detached from base – which is probably the granite stump, close by – approximately 1.5 meters tall. The remains of the post have been moved up the bank since the original report and the stump appears to have disappeared.



#### Photographs

Photo No	Object and orientation	Note
DSCN 2419	Post and stump looking SSW	
DSCN 2420	Ditto looking N	
DSCN 2421	Ditto closer	

**History:** Post probably used as a warping post probably constructed during the building of South Quay in 1813 – 14.

**Significance:** Local: part of the dock furniture.

**Baseline Condition:** Fair.

**Proposals:** To be left as found.

**Necessity of change:** There will be no change.

**Gain/Loss:** Neutral.

**Justification:** There is no justification necessary.

**References:** 22

<b>Structure: Sluice Gates</b>	
<b>Location:</b> Penpol Terrace	
<b>Grid Ref:</b> SW 5587 3724	
<b>Statutory Protection:</b> Within Conservation Area	
<b>Our Ref:</b> PC3	<b>PRN No:</b> None
<b>CAU Ref:</b> None	<b>Other:</b>

**Structure Type:** Dock Installation

**Dates:** 1813 – mid 20<sup>th</sup> century

**Description:** Two sluices controlling the water of the Penpol Creek. The northern of the sluices covers what appears to be the entrance to the original culvert of the creek. The southern sluice is the active one and was probably put in the 20<sup>th</sup> century.



#### Photographs

Photo No	Object and orientation	Note
DSCN 2423	View of both sluices looking SSW	
DSCN 2424	The active sluice looking SSE	

**History:** When the South Quay was created in the early 19<sup>th</sup> century there was a need to control the water of the Penpol Creek. The northern of the sluices is close to what was the original line of the Penpol Creek – this ancient course was the subject of a court battle between the Harvey Company and CCCo. There are two marker stones, close to the White Hart Hotel possibly the ones referred to on David Pulmer's map of 1810.

**Significance:** Local: these features are highly unlikely to disappear – especially the active sluice.

**Note:** This is a listed structure and is also subject to a separate listed building application and a detailed justification within in the PPG 15 Statement that accompanies the Outline Planning Application in association with the listed harbour walls.

**Baseline Condition:** Southern Good, northern one fair.

**Proposals:** To be left as found.

**Necessity of change:** There will be no change.

**Gain/Loss:** Neutral.

**Justification:** There is no justification necessary.

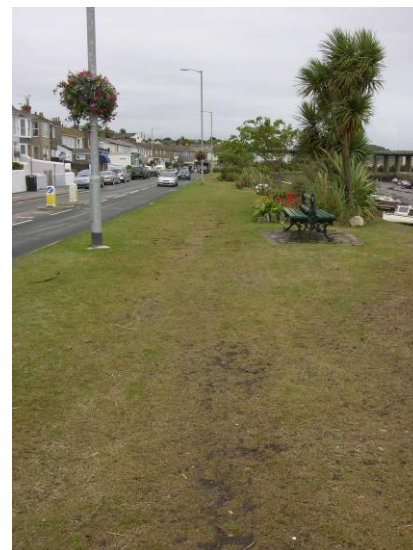
**References:** 2, 11, 19, 20, Rob Lello, Brian Sullivan.

<b>Structure: Railway (site of?)</b>	
<b>Location:</b> Penpol Terrace	
<b>Grid Ref:</b> SW 5583 3740	
<b>Statutory Protection:</b> Within Conservation Area	
<b>Our Ref:</b> PC4	<b>PRN No:</b> 31832
<b>CAU Ref:</b> 95	<b>Other:</b>

**Structure Type:** Railway

**Dates:** 1837 – 1963

**Description:** Railway track, running along Penpol Terrace between the roadway and the quay edge – possible remains under the landscaped area.



#### Photograph

Photo No	Object and orientation	Note
DSCN 2592	Site of Penpol Railway Track looking SE	
DSCN 2593	Ditto	

**History:** The Original line of the Hayle Railway ran along what is the King George V Memorial Walk, across Copperhouse Creek (see SB1 and NQ3) the line then following the line of Penpol Creek to the Terminus at Foundry Square. This line was superseded in 1852 with the opening of the West Cornwall Line and the track became part of the Wharves Railway. During its life from 1852 to closure in 1963 the shunting was down by horse.

**Significance:** Local: it is unknown whether the railway track still exists under the landscaped area; the site is only a potential archaeology site.

**Baseline Condition:** Unknown.

**Proposals:** To be left as found as this is not part of the proposed development.

**Necessity of change:** There will be no change.

**Gain/Loss:** Neutral.

**Justification:** There is no justification necessary.

**References:** 2, 19, 20

### 3.4. East Quay

<b>Structure:</b> Dock (site Of)	
<b>Location:</b> East Quay	
<b>Grid Ref:</b> SW 5576 3762	
<b>Statutory Protection:</b> Within Conservation Area	
<b>Our Ref:</b> EQ1	<b>PRN No:</b> 140969
<b>CAU Ref:</b> 662	<b>Other:</b>

**Structure Type:** site

**Dates:** 18<sup>th</sup> century

**Description:** Tidal, probably a mud dock.

#### Photographs

Photo No	Object and orientation	Note
	No photograph	

**History:** Site of the Bristolmen's Dock incorporated into the East Quay Dock in 1818 but still shown on the 1848 Phillack Tithe Map.

**Significance:** Negligible.

**Baseline Condition:** Unknown.

**Proposals:** The site will be altered as any dredging work is carried out in the area.

**Necessity:** Not applicable.

**Gain/Loss:** There will be no loss as the site has constantly changed with the effect of the tide and the scouring of the harbour.

**Justification:** The Old Bristolmen's Dock is only a reference to an historic usage not to a structure the site was constantly changed by the tide and later the scouring of the harbour and therefore any changes made by these proposals are merely part of an on-going process.

**References:** 2, 17

<b>Structure:</b> Quay Walls	
<b>Location:</b> East Quay	
<b>Grid Ref:</b> SW 5570 3765	
<b>Statutory Protection:</b> Grade II and within Conservation Area	
<b>Our Ref:</b> EQ2	<b>PRN No:</b> 31900
<b>CAU Ref:</b> 127	<b>Other:</b>

**Structure Type:** Dock Installation

**Dates:** 1818-19

**Description:** The Wall forms three sides of the ‘peninsular style’ quay. South side rubble laid stone blocks topped with dressed granite copings. The north wall is laid in three distinct styles, the first section at the east end granite ashlar, then a section in rubble, a collapsed area, a wall of scoria and then a repeat of the other end. The significant collapse of the quay wall is said to be the result of the recent irregular opening of the sluices. There are steps to the water at the furthest point (northwest) of the Quay. The Quay has a sharp turn to the east-northeast at the Penpol end (southwest) and the quay was probably terminated at this point to keep the access to the right of way across the sands free.



#### Photographs

Photo No	Object and orientation	Note
DSCN 0179	North end west side looking NE	
DSCN 0182	Ditto closer	
DSCN 0183	Ditto further south looking NE	
DSCN 0196	East side north end looking W	
DSCN 0200	East side collapsed area looking SW	
DSCN 2174	Ditto complete quay looking NE	High water
DSCN 2180	Ditto further away	
DSCN 2208	North end from North Quay looking SE	
DSCN 2379	Steps at north end.	
DSCN 2408	East side looking W	
DSCN 2409	East side looking SE	
DSCN 2459	Knuckle of Quay looking NW	
DSCN 2482	Quay wall north side looking SW	
DSCN 2483	Ditto looking WSW	

**History:** The Quay was built by the Copperhouse Company (CCCo) in direct competition to the development of the South Quay by Harvey’s – this led to a confrontation and ultimately a Court Case. The case was technically about where the Penpol Creek originally flowed – the case was found in favour of Harvey’s and as a result the Court forced CCCo to share East Quay with Harvey’s. The real argument was about the viability of the Penpol Pool, which CCCo wanted to see closed.

**Significance:** International/National: a crucial to the harbour structure.

**Note:** This is a listed structure and is also subject to a separate listed building application and a detailed justification within in the PPG 15 Statement that accompanies the Outline Planning Application.

**Baseline Condition:** Good to very poor.

**Proposals:** To repair and retain.

**Necessity:** The harbour walls required to ensure that the essential harbour structure survives into the future.

**Gain/Loss:** Very positive gain in terms of the historic structure of the harbour.

**Justification:** A very positive element of the scheme.

**References:** 2, 9, 17



<b>Structure:</b> Gas Showroom	
<b>Location:</b> East Quay	
<b>Grid Ref:</b> SW 5577 3760	
<b>Statutory Protection:</b> Within Conservation Area	
<b>Our Ref:</b> EQ3	<b>PRN No:</b> 139160
<b>CAU Ref:</b> 125	<b>Other:</b>

**Structure Type:** Building

**Dates:** c1910

**Description:** Single storey triangular building, now a hair dressers, constructed in stone blocks with ashlar quoining, ashlar frame to door with pediment. There are some original pantiles to the rear.



**Photographs**

Photo No	Object and orientation	Note
DSCN 0188	Shop looking NNW	

**History:** The town gasworks was constructed on East Quays in 1888 some time after 1907 the gas company constructed a new office and showroom. It is now a hairdressers.

**Significance:** Local: part of the development of the town, its siting has little to do with the harbour – although this may not be true of the gasworks.

**Not part of the Proposed Development.**

**References:** 2, 5, (Brian Sullivan)

<b>Structure:</b> Ore Store (site of)	
<b>Location:</b> East Quay	
<b>Grid Ref:</b> SW 5563 3765	
<b>Statutory Protection:</b> Within Conservation Area	
<b>Our Ref:</b> EQ4	<b>PRN No:</b> 140 968
<b>CAU Ref:</b> 661	<b>Other:</b>

**Structure Type:** site

**Dates:** mid 19<sup>th</sup> century

**Description:** There is nothing of the site visible but was probably only a slight structure.

**Photographs**

Photo No	Object and orientation	Note
	No photograph	

**History:** Ore Hutches indicated on the 1877 OS map.

**Significance:** Negligible.

**Baseline Condition:** Unknown.

**Proposals:** Building and resurfacing of the quay will erase any signs of these structures, if they still exist.

**Necessity:** Excavations in the area will be more than a metre deep which will destroy any hidden archaeology.

**Gain/Loss:** The loss is negligible as it is unlikely that anything of what was a slight structure will have survived. The gain is the benefit that the scheme brings to the area.

**Justification:** The loss is outweighed by the general improvement in the area. (See note on hidden archaeology in the PPG 15 Justification that accompanies the Outline Planning Application.

**References:** 2, 17, 19

<b>Structure:</b> Rail track	
<b>Location:</b> East Quay	
<b>Grid Ref:</b> SW 5571 3765	
<b>Statutory Protection:</b> Within Conservation Area	
<b>Our Ref:</b> EQ5	<b>PRN No:</b> 140137
<b>CAU Ref:</b> 431	<b>Other:</b>

**Structure Type:** Railway

**Dates:** mid 19<sup>th</sup> century

**Description:** Remains of curved track just visible although most of the line is just beneath the surface. There is a line of paver-stones just to the east possibly the base to later tanks set on the quay.



#### Photographs

Photo No	Object and orientation	Note
DSCN 2378	Parver looking ENE	
DSCN 2463	Track looking WNW	
DSCN 3633	Track looking SE	

**History:** The Hayle Railway was laid close to the quay, the railway subsequently became part of the Hayle Wharves Railway and there were extensions to the wharves these are part of the remains of that railway.

**Significance:** Local: there appears to be little remaining of the railway complex outside of the North Quay but there appears to be small portion of it here.

**Baseline Condition:** Unknown.

**Proposals:** The building and resurfacing of the area will obliterate any remains of the rail tracks on the East Quay.

**Necessity:** Excavations in the area will be more than a metre deep which will destroy any hidden archaeology.

**Gain/Loss:** The loss of the track is off-set by the ability to record the rail system and the gain is the benefits that the scheme brings to the area.

**Justification:** The loss of the rail track is balanced against the record that can be made and the overall benefit that the scheme brings to the area.

**References:** 2, 4, 19, 20

<b>Structure:</b> Line of curved stones	
<b>Location:</b> East Quay	
<b>Grid Ref:</b> SW 5571 3765	
<b>Statutory Protection:</b> Within Conservation Area	
<b>Our Ref:</b> EQ 5.1.	<b>PRN No:</b>
<b>CAU Ref:</b>	<b>Other:</b>

**Structure Type:** Industrial Feature

**Date:** Unknown at this point

**Description:** Semi-circle of stones just visible on the surface of the quay.



#### Photographs

Photo No	Object and orientation	Note
DSCN 2378	Parver looking ENE	
DSCN 3634	Ditto looking SW	

**History:** Not known at this point but may have been the foundations of a gasometer or later oil tanks.

**Significance:** Local.

**Baseline Condition:** Unknown.

**Proposals:** The building and resurfacing of the area will obliterate any remains of the stones on the East Quay.

**Necessity:** Excavations in the area will be more than a metre deep which will destroy any hidden archaeology.

**Gain/Loss:** The loss of the stones and other evidence is off-set by the ability to record any remains and the gain is the benefits that the scheme brings to the area.

**Justification:** The loss of the archaeology is balanced against the record that can be made and the overall benefit that the scheme brings to the area.

**References:** 2, 4, 19, 20

<b>Structure:</b> House (Wharf House)	
<b>Location:</b> East Quay	
<b>Grid Ref:</b> SW 5571 3761	
<b>Statutory Protection:</b> Within Conservation Area	
<b>Our Ref:</b> EQ6	<b>PRN No:</b> 140136
<b>CAU Ref:</b> 428	<b>Other:</b>

**Structure Type:** Building

**Dates:** E 19<sup>th</sup> century

**Description:** Small two-storey rendered house 4 bays wide by one deep. It has a slate roof, appears to have been slightly enlarged on the north side. Has a porched entrance and small garden to the south.



#### Photographs

Photo No	Object and orientation	Note
DSCN 0207	House looking NE	
DSCN 0208	Ditto but closer	

**History:** It is now attached to the Gas Works complex but probably predates those buildings – probably contemporary with the building of the Quay in the early part of the 19<sup>th</sup> century.

**Significance:** Regional: a rare survivor of a domestic dwelling attached to an industrial building in the area.

#### Not part of the Proposed Development.

**References:** 2, 17, 22

<b>Structure:</b> Gas works	
<b>Location:</b> East Quay	
<b>Grid Ref:</b> SW 5574 3762	
<b>Statutory Protection:</b> Within Conservation Area	
<b>Our Ref:</b> EQ7	<b>PRN No:</b> 31967
<b>CAU Ref:</b> 126	<b>Other:</b>

**Structure Type:** Building

**Dates:** 1881

**Description:** A number of buildings associated with the making of the town gas – only the gasometer has been demolished. The main buildings are constructed of irregular and mixed stone blocks, slate roofs and red brick dressing. There is plot of the complex and a fuller description in the field notes attached.



### Photographs

Photo No	Object and orientation	Note
DSCN 0202	Main building and offices looking SSE	
DSCN 0204	East face of main building looking W	
DSCN 0205	Gable of main building looking SE	
DSCN 0206	Gable of main block looking NE	
DSCN 0210	Ancillary Building looking N	
DSCN 2381	Gable of main block looking SSE	
DSCN 2465	Shed in Yard looking NE	This has a pantile roof said to be of Bridgewater Tiles brought in as a ballast cargo.
DSCN 2466	Interior of Shed looking NNW	
DSCN 2467	House attached looking NNW	This is not Wharf House
DSCN 2468	Small structure at end of Block looking SW	With large segmental windows
DSCN 2469	Ditto closer	
DSCN 2470	Ditto looking W	

**History:** Town gas works set up in 1881 does not appear to have survived beyond Nationalization.

**Significance:** Local an important part of the story of the town but not a necessary connection to the harbour. Probably site here because of the availability of land and the ease of transport of coal to the plant but not crucial to be so close.

### Not part of the Proposed Development.

**References:** 2, 5, 18a 22



<b>Structure:</b> Storehouse	
<b>Location:</b> East Quay	
<b>Grid Ref:</b> SW 5649 3706	
<b>Statutory Protection:</b> Within Conservation Area	
<b>Our Ref:</b> EQ8	<b>PRN No:</b> 140135
<b>CAU Ref:</b> 427	<b>Other:</b>

**Structure Type:** Building

**Dates:** c mid 19<sup>th</sup> century

**Description:** 2 storey building, rubble walls with stone quoins modern mono-pitched roof. Has stone-steps to first floor taking-in door on the north face also the remains of an arched entrance to the west but with a modern intervention, adjacent is a window and another bricked window at first floor level. The east face is partially a modern intervention see especially DSCN 2464



#### Photographs

Photo No	Object and orientation	Note
DSCN 0211	North face looking ESE	
DSCN 0212	West face looking NE	
DSCN 0215	View of East face looking NW	
DSCN 2208	Ditto S	
DSCN 2381	Gable looking NE	
DSCN 2382	View from South Quay looking N	
DSCN 2464	View of north east end looking WNW	

**History:** The building stood adjacent to a line of ore or coal hutches and may be contemporary with the building of the Quay.

**Significance:** Local: an important building on the Dockside, as there are few of age left.

**Baseline Condition:** Good to fair.

**Proposals:** To demolish.

**Necessity:** The area is designated as part of the development to improve the status of the area.

**Gain/Loss:** Loss of the building but an upgrading of the area.

**Justification:** The loss of the building is off-set against the overall gain from the development of the area.

**References:** 2, 17, 19

<b>Structure:</b> Warehouse/industrial shed	
<b>Location:</b> East Quay	
<b>Grid Ref:</b> SW 5565 3768	
<b>Statutory Protection:</b> Within Conservation Area	
<b>Our Ref:</b> EQ9	<b>PRN No:</b> 140954
<b>CAU Ref:</b> 579	<b>Other:</b>

**Structure Type:** Building

**Dates:** Late 19<sup>th</sup> century

**Description:** Industrial building attached to EQ10, single storey with corrugated iron curved roof – Gable end also made of corrugated iron sheets with plastic roof sheets inserted for light above a masonry wall. Masonry wall on west side with sliding door. The east side is a masonry wall with door opening and window.



#### Photographs

Photo No	Object and orientation	Note
DSCN 0213	Shed gable end looking N	
DSCN 0214	At south east corner a stone kerb to protect the building against horse damage	
DSCN 2384	Ditto	
DSCN 0215	View of east side looking NW	
DSCN 2208	Ditto looking S	

**History:** Added to EQ8 either in the late 19<sup>th</sup> or early 20<sup>th</sup> century purpose unknown now part of the boat repair business on site.

**Significance:** Low local: it is not an uncommon industrial structure – if a little ‘thrown together.’ (David Cahill in the CAU Historical Assessment suggests that the corrugated roof is an early example of its type, which suggests a higher rating for the building.)

**Baseline Condition:** Fair to poor.

**Proposals:** To demolish.

**Necessity:** the area is designated as part of the development to improve the status of the area.

**Gain/Loss:** Loss of the building but an upgrading of the area.

**Justification:** The loss of the building is off-set against the overall gain from the development of the area.

**References:** 2, 22

<b>Structure:</b> Fish Processing Shed	
<b>Location:</b> East Quay	
<b>Grid Ref:</b> SW 5567 3764	
<b>Statutory Protection:</b> Within Conservation Area	
<b>Our Ref:</b> EQ10	<b>PRN No:</b> 140952
<b>CAU Ref:</b> 577	<b>Other:</b>

**Structure Type:** Buildings

**Dates:** 1960s

**Description:** Large shed 45 by 15 metre, three sets of sliding doors, one on west side bricked up. Set of 10 windows just under the pitch of the roof on each side. The doors on the east usually open when the processing is in progress – building contains large tanks with running water to clean fish etc.



#### Photographs

Photo No	Object and orientation	Note
DSCN 0183	Shed View from South Quay looking NNE	
DSCN 2180	View from South Quay looking N	
DSCN 2461	North east face looking WSW	
DSCN 2462	Ditto	
DSCN 2463	Ditto looking SW	

**History:** Low local: one of the buildings associated with the harbour, which appears to have been established since the harbour has declined as a major industrial port.

**Significance:** Its establishment since the harbour declined as an industrial port gives it little historic interest.

**Baseline Condition:** Good to fair.

**Proposals:** To demolish.

**Necessity:** the area is designated as part of the development to improve the status of the area.

**Gain/Loss:** Loss of the building but an upgrading of the area.

**Justification:** The loss of the building is off-set against the overall gain from the development of the area.

**References:** 2, 22

<b>Structure:</b> Warehouse	
<b>Location:</b> East Quay	
<b>Grid Ref:</b> SW 5569 3761	
<b>Statutory Protection:</b> Within Conservation Area	
<b>Our Ref:</b> EQ11	<b>PRN No:</b> 140952
<b>CAU Ref:</b> 577	<b>Other:</b>

**Structure Type:** Building

**Dates:** 1930s

**Description:** Single storey in concrete with strengthening ribs with low-pitched roof.



**Photographs**

Photo No	Object and orientation	Note
DSCN 2170	Warehouse looking NNE	
DSCN 2386	Ditto looking SE	
DSCN 2387	Ditto looking S	
DSCN 2388	Ditto looking NW	
DSCN 2424	Ditto looking NE	

**History:** Little is known of the building but looks as though it was put just before or during the 1939-45 War. At one point it was and may have originally been a potato store (Rob Lello and local memory.)

**Significance:** Local: difficult to be certain about the buildings significance without knowing more about it.

**Baseline Condition:** Good.

**Proposals:** To demolish.

**Necessity:** the area is designated as part of the development to improve the status of the area.

**Gain/Loss:** Loss of the building but an upgrading of the area.

**Justification:** The loss of the building is off-set against the overall gain from the development of the area.

**References:** 2, 22, Rob Lello

<b>Structure:</b> Granite Bollards	
<b>Location:</b> East Quay	
<b>Grid Ref:</b> SW 5564 3771 and 5561 3759	
<b>Statutory Protection:</b> Curtilage structures, within Conservation Area	
<b>Our Ref:</b> EQ12 and 13	<b>PRN No:</b> None
<b>CAU Ref:</b> None	<b>Other:</b>

**Structure Type:** Dock furniture

**Dates:** c1818

**Description:** Granite posts standing just under a metre



#### Photographs

Photo No	Object and orientation	Note
DSCN 1380	Post looking NW	At extreme point of quay
DSCN 2390	Post looking WSW	On the knuckle
DSCN 2459	Post and Knuckle looking NW	

**History:** They were probably contemporary with the Quay – their position suggests that they might have served as a warping post

**Significance:** Part of the original structure of the Quay – high.

**Note:** This is a listed structure and is also subject to a separate listed building application and a detailed justification within in the PPG 15 Statement that accompanies the Outline Planning Application in association with the listed harbour walls.

**Baseline Condition:** The remains are good.

**Proposals:** Retention.

**Necessity:** N/A.

**Gain/Loss:** Neutral.

**Justification:** The retention of this feature is a positive feature of the proposals.

**References:** 22

<b>Structure:</b> Shed	
<b>Location:</b> East Quay	
<b>Grid Ref:</b> SW 5572 3765	
<b>Statutory Protection:</b> Within the Conservation Area	
<b>Our Ref:</b> EQ14	<b>PRN No:</b> none
<b>CAU Ref:</b> none	<b>Other:</b>

**Structure Type:** Building

**Dates:** Late 20<sup>th</sup> century

**Description:** Small single storey shed constructed from concrete blocks with corrugated iron roof.



#### Photographs

Photo No	Object and orientation	Note
DSCN 2460	Shed looking NE	

**History:** Small shed origin unknown use unknown

**Significance:** Low local.

**Baseline Condition:** Poor.

**Proposals:** Demolition,

**Necessity:** Clearance of the area is necessary for building and resurfacing as part of the improvement of the area.

**Gain/Loss:** The structure generally detracts from the nature of the Conservation Area and therefore the demolition is considered too be an overall gain,

**Justification:** There is a net gain from the demolition as the structure has a negative impact on the area. A record of the building will be made to mitigate the demolition.

**References:** 22



<b>Structure: Pump House</b>	
<b>Location:</b> East Quay	
<b>Grid Ref:</b> SW 5576 3762	
<b>Statutory Protection:</b> Within Conservation Area	
<b>Our Ref:</b> EQ15	<b>PRN No:</b> None
<b>CAU Ref:</b> None	<b>Other:</b>

**Structure Type:** Harbour Feature

**Dates:** Late 20<sup>th</sup> century

**Description:** Rectangular building constructed with killas cladding flat roof and low chimney to one corner. One side has tall slotted windows; there are three doors, one for goods. The building has an attached small out-building made of similar material



#### Photographs

Photo No	Object and orientation	Note
DSCN 2545	Pump House looking NE	
DSCN 2546	Ditto looking NNW	

**History:** Pump House belonging to South-West water Authority we believe associated with sewerage – it appears to be virtually empty but still contains an active control panel. (1/09/05)

**Significance:** local.

#### Not part of the Proposed Development.

**References:** 22, Brian Sullivan

### 3.5. Merchant Curnow's Quay

<b>Structure:</b> Wharf	
<b>Location:</b> Merchant Curnow's Quay	
<b>Grid Ref:</b> SW 5590 3763	
<b>Statutory Protection:</b> Grade II and within Conservation Area	
<b>Our Ref:</b> MCQ1	<b>PRN No:</b> 31965
<b>CAU Ref:</b> 130	<b>Other:</b>

**Note:** This entry refers to the site of the early development on the ground to the point where the Copperhouse Company's development in the 1770s began. (Roughly where the use of scoria blocks begins.) The rest of the site, which was surveyed by the Archaeology Unit, is registered under the Copperhouse Company site.

**Structure Type:** Dock Installation

**Dates:** mid 18<sup>th</sup> century

**Description:** Quay to the west of Swing Bridge of granite blocks extended with scoria Blocks. There are several mooring posts on the quay. A recent need to repair a gas main (18/07/07) close to the swing bridge indicated that the surface was non-mortared inter-locking stone over a stone underlay and then earth.



#### Photographs

Photo No	Object and orientation	Note
DSCN 2405	From Swing Bridge looking WSW	
DSCN 2406	Ditto looking SW	
DSCN 2193	Wooden mooring post on quay looking W	
DSCN 2194	Metal mooring post looking W	
DSCN 2195	Detail of edge looking W	

**History:** The Quay was developed by Merchant Curnow and his business associates from about 1740 onwards. They were also involved in the development of the quay on the opposite side of what was then Angarrack Creek (later Copperhouse Creek) which became known as the Riviere Quay, later developed by the CCCo and absorbed into the North Quay. The Quay was acquired by the Copperhouse Company in 1770s and extended along the edge of the Copperhouse Creek in Scoria blocks. The subsequent history of the quay belongs to the Copperhouse Company and the development of the Copperhouse Canal.

**Significance:** International/National: Probably the oldest part of the development of Hayle as a major industrial port.

**Note:** This is a listed structure and is also subject to a separate listed building application and a detailed justification within in the PPG 15 Statement that accompanies the Outline Planning Application. The impact of the proposed bridge is subject to comment in the section on the Conservation Area in the PPG 15 Statement that accompanies the Outline Planning Application.

**Baseline Condition:** The walls of the quay are in a fair condition but the surface condition is unknown as it is covered mainly by grass. (Recent excavation on site [September 2007] because of a gas leak suggest that the surface may be a mixture of granite slabs and setts over a rubble core.)

**Proposals:** The scheme is to repair and retain all the remains of the quay. The proposed bridge that will span the Copperhouse Pool between Hayle Terrace and North Quay will not touch the quay as the anchor point lies to the road side of the historic structure.

**Necessity:** There is a need to build another bridge across the Pool as the main access to the development on North Quay and beyond. The present access over the old railway bridge is inadequate for modern vehicular requirements and increased use of the bridge would put a strain on traffic flow as the turning onto the bridge is very tight.

**Gain/Loss:** The uninterrupted view of the quay will be cut but the engineering solution does not touch the structure. The gain is that there is no need to radically alter or replace the listed rail swing bridge.

**Justification:** Although the listed structure is not touched and repairs will improve its survival chances for some time to come the view of the quay will be 'spoilt'. This is set against the general improvement in the area and the survival and integrity of the listed swing bridge.

**References:** 2, 5, 6

<b>Structure:</b> Hayle Railway	
<b>Location:</b> Merchant Curnow's Quay	
<b>Grid Ref:</b> SW 5581 3762	
<b>Statutory Protection:</b> Listed Grade II and within Conservation Area	
<b>Our Ref:</b> MCQ2	<b>PRN No:</b> 31832
<b>CAU Ref:</b> 95	<b>Other:</b>

**Note:** The Cornwall Archaeology Unit's references apply to the whole of the railway complex – this is dealt with in a section on the historical overview and there are references to wharf railway under North Quay (NQ3, 5, & 16). This entry is a reference to a particular point on the railway where it leaves the Swing Bridge at south end.

**Structure Type:** Railway

**Dates:** 1837 & 1852

**Description:** The line of the railway, having crossed the Swing Bridge split into two tracks. One arm swung right and ran along the shore line of Penpol Terrace to Foundry Square and the South Quay. The other arm crossed the road to run up the slope to join the main line at Hayle Station. The line of this latter 1852 railway can still be seen, a footpath follows it to the point where it met the new main line. The line of the Penpol arm appears to have disappeared completely although some of the track may be found during the refurbishment of the area.

#### Photographs

Photo No	Object and orientation	Note
	See the section on the Swing Bridge	

**History:** The first line of the railway entered the town on the northside of Copperhouse Creek, along what is now King George V Memorial Walk. This line crossed the creek by a drawbridge. The line was largely superseded in 1852 when the lines were linked to the West Cornwall Railway at Hayle Station. However the line that ran along the north side of the Copperhouse Pool was in use until the end of the 19<sup>th</sup> century.

**Significance:** Low local: the bridge is the most significant aspect of the railway remains in the area the line of the railway less so – if it has survived in this area.

**Baseline Condition:** Unknown as it constitutes hidden archaeology.

**Proposals:** Road improvements are likely to obliterate any remains found.

**Necessity:** Adequate access to the proposed development is crucial to the success of the whole scheme and the remains of the railway in this area would be a great hindrance to that successful development.

**Gain/Loss:** The remains of the track will be lost but exposure of the track will enable it to be recorded which will benefit the overall understanding of the rail system.

**Justification:** The loss will be off-set against the overall benefit the scheme will bring to the area. Interpretation of the rail system elsewhere will ensure that the 'preservation in record' will not be lost.

**References:** 2, 4, 6, 18, 19

**Note:** Investigation is to take place to determine the survival and exact nature of any rail track that might have survived.

### 3.6. Swing Bridge

<b>Structure:</b> Swing Bridge	
<b>Location:</b> North Quay/Merchant Curnow's Quay	
<b>Grid Ref:</b> SW 5580 3763	
<b>Statutory Protection:</b> Grade II and within Conservation Area	
<b>Our Ref:</b> SB1.1.	<b>PRN No:</b> 139161
<b>CAU Ref:</b> 128	<b>Other:</b>

**Note:** This entry should be seen with the entry below on the sluice and lock, which is an integral part of the whole structure. There are notes on a brief survey of the structure and adjoining features in an extract of field notes attached.

**Structure Type:** Railway/Road

**Dates:** 1877

**Description:** The cantilevered iron riveted swing bridge was once lifted and turned by a hydraulic engine, the engine has gone and the swinging of the bridge is no longer operational. The bridge is 26.6 metres long and 9 metres wide, divided into two equal sections – the west section took the railway and the east the road.



The parapets and the dividing wall are built in sections riveted together forming a segmental top to the bridge. The bridge is supported on granite abutments. The northern one is in rubble with granite dressed coping in which the rebate for the drawbridge can be clearly seen. The southern end was probably put in at the time of the replacement of the old drawbridge by the swing bridge. It is battered granite ashlar with a dressed curved edged coping, beyond which is the original abutment at the base of this is the opening to the sluice (see especially DSCN 2471). The gearing house for moving the bridge stands close by and still contains the gears and the chains that run to the centre of the bridge.

#### Photographs

Photo No	Object and orientation	Note
DSCN 0189	Bridge south end looking NE	
DSCN 0190	Ditto looking NNE	Note Sluice mechanism
DSCN 0203	Bridge looking SSE	
DSCN 2371	Ditto	
DSCN 2372	Road section looking SSE	
DSCN 2374	Bridge from Quay looking NW	
DSCN 2375	Approach from south looking NE	
DSCN 2198	Bridge from Quay looking NW	
DSCN 2200	House for mechanism looking SW	
DSCN 2219	Partial view inside house looking SW	
DSCN 2414	Part of the mechanism looking WSW	
DSCN 2475	Swing bridge track looking N	
DSCN 2476	Chains looking SW	
DSCN 2478	Mechanism under the bridge	
DSCN 2479	Ditto	
DSCN 2480	Ditto	
DSCN 2481	Central hydraulic lifting point looking S	

**History:** There has been a crossing of the what became the Copperhouse Creek from medieval times. A lock and bridge were constructed in 1780s by the Copperhouse Company following the construction of what then known as Reviere Quay, now part of North Quay. This was replaced by an iron swing bridge in

1837 to take the railway across the creek. This bridge was replaced in 1852 at the time of the connection with the West Cornwall Railway. This latter drawbridge was also replaced when in 1877 the present structure was put in place.

**Significance:** Regional: a crucial part of the harbour.

**Note:** This is a listed structure and is also subject to a separate listed building application and a detailed justification within in the PPG 15 Statement that accompanies the Outline Planning Application.

**Baseline Condition:** Fair to good.

**Proposals:** To be left as found.

**Necessity of change:** There will be no change.

**Gain/Loss:** Neutral.

**Justification:** There is no justification necessary.

**References:** 2, 4, 5, 19, 20, 21, 22

**Note:** The bridge is owned by the British Rail Residual Board. They appear not to not to favour selling their assets to private companies but seem to be willing to sell such redundant features to bodies such as the Cornwall County Council



<b>Structure:</b> Swing Bridge Mechanism	
<b>Location:</b> North Quay/Merchant Curnow's Quay	
<b>Grid Ref:</b> SW 5580 3763	
<b>Statutory Protection:</b> Grade II and within Conservation Area	
<b>Our Ref:</b> SB1.2.	<b>PRN No:</b> 139161
<b>CAU Ref:</b> 128	<b>Other:</b>

**Structure Type:** Railway/Road

**Dates:** 1877

**Description:** The Shed, winding mechanism, chains and track of the railway swing bridge.



#### Photographs

Photo No	Object and orientation	Note
DSCN 2200	House for mechanism looking SW	
DSCN 2219	Partial view inside house looking SW	
DSCN 2414	Part of the mechanism looking WSW	
DSCN 2475	Swing bridge track looking N	
DSCN 2476	Chains looking SW	
DSCN 2478	Mechanism under the bridge	
DSCN 2479	Ditto	
DSCN 2480	Ditto	
DSCN 2480	Central hydraulic lifting point looking S	
DSCN 3615	House for mechanism looking SW	
DSCN 3616	Close up of above	

**History:** There were two railway bridges on the site before the present 1877 construction. The power supply is yet unknown but it is assumed to have been hydraulic both the lift the bridge from its mounting and the work the chains that swung the bridge.

**Significance:** Regional: a crucial part of the harbour.

**Note:** This is a listed structure and is also subject to a separate listed building application and a detailed justification within in the PPG 15 Statement with associated railway bridge.

**Baseline Condition:** Fair to good.

**Proposals:** To be left as found.

**Necessity of change:** There will be no change.

**Gain/Loss:** Neutral.

**Justification:** There is no justification necessary.

**References:** 2, 4, 5, 19, 20, 21, 22

<b>Structure:</b> Tidal Gate, Lock and Sluice	
<b>Location:</b> North Quay/Merchant Curnow's Quay	
<b>Grid Ref:</b> SW 5581 3765	
<b>Statutory Protection:</b> Grade II and within Conservation Area	
<b>Our Ref:</b> SB2	<b>PRN No:</b> 31966
<b>CAU Ref:</b> 129	<b>Other:</b>

**Structure Type:** Dock Installation

**Dates:** 1788 & mid 20<sup>th</sup> century

**Description:** Below and to the west of the swing bridge are the remains of the historic sluice system and the present tidal sluice gate. The latter structure is still in use.



#### Photographs

Photo No	Object and orientation	Note
DSCN 0203	Top of modern mechanism looking SSE	
DSCN2198	View from Quay looking NW	
DSCN 2376	Gate looking NE	
DSCN 2410	Old sluice looking SE	
DSCN 2409	Ditto	Remains of training wall can be clearly seen.
DSCN 2471	North abutment with old draw bridge rebate looking E	The raised tidal gate can be seen on the right.
DSCN 2472	South abutment looking NE	The sluice opening can be seen at bottom right
DSCN 2477	Base of gate support and granite post.	

**History:** In 1788 the Cornish Copper Company built a lock gate, bridge and sluice at the point of the ancient crossing of the Copperhouse Creek. This enabled the company to retain tidal water in the Copperhouse Pool, which was deepened at this point with the creation of the Copperhouse Canal. The first action once the high tide had passed was to release the water via the sluice – this was under pressure because of the restricted nature of the sluice. This water pushed in the right direction by the training walls helped to free the channel of silt and sand. The ships wanting to leave the Pool followed. The Pool ceased to be used for shipping in the 19<sup>th</sup> century and the lock gates were replaced by the present control mechanism in the middle of the 20<sup>th</sup> century.

**Significance:** International/National.

**Note:** This is a listed structure and is also subject to a separate listed building application and a detailed justification within in the PPG 15 Statement that accompanies the Outline Planning Application as part of the listed harbour walls

**Baseline Condition:** Fair to good.

**Proposals:** To be left as found.

**Necessity of change:** There will be no change.

**Gain/Loss:** Neutral.

**Justification:** There is no justification necessary.

**References:** 2, 5, 7, 19, 20, 21, 22

<b>Structure:</b> Training Wall and Sluice	
<b>Location:</b> Merchant Carnow' Quay	
<b>Grid Ref:</b> SW 5578 3763	
<b>Statutory Protection:</b> Listed Grade II and within Conservation Area	
<b>Our Ref:</b> SB3	<b>PRN No:</b> 140948
<b>CAU Ref:</b> 573	<b>Other:</b>

**Note:** The rest of the mechanism associated with bridge and lock are under the section dedicated to the Swing bridge and the south section of the land features under Merchant Curnow's Quay.

**Structure Type:** Dock installation

**Dates:** late 18<sup>th</sup> century

**Description:** All that can be seen of the sluice is the tunnel entrance in the Quay wall (see especially DSCN 0190) the remains of the masonry training wall is now reduced to a few courses above the Creek bed to the north east of the sluice opening.



#### Photographs

Photo No	Object and orientation	Note
DSCN 0191	Remains of training looking SW	This picture gives a give view of the training regime
DSCN 2412	Remains of training wall looking N	
DSCN 2413	Ditto looking NW	

**History:** The wall and sluice were built in the late 18<sup>th</sup> century to help keep the channel of Copperhouse Canal clear of silt and sand. The water would be kept back within the Copperhouse Pool once filled by the tide and released through the sluice thus creating a pressure of water and the desired de-silting effect.

**Significance:** International/National: an important historic feature of the harbour.

**Note:** This is a listed structure and is also subject to a separate listed building application and a detailed justification within in the PPG 15 Statement that accompanies the Outline Planning Application as part of the listed harbour walls.

**Baseline Condition:** Fair to good.

**Proposals:** To retain, repair where necessary.

**Necessity:** Repairs that will take place will be sufficient to ensure the survival of this feature.

**Gain/Loss:** Positive gain to the scheme generally.

**Justification:** The enhancement of historic features of the harbour.

**References:** 2, 5, 6, 22

<b>Structure:</b> Warping Post	
<b>Location:</b> Copperhouse Pool	
<b>Grid Ref:</b> SW 5582 3766	
<b>Statutory Protection:</b> Within Conservation Area	
<b>Our Ref:</b> SB4	<b>PRN No:</b> none
<b>CAU Ref:</b> none	<b>Other:</b>

**Structure Type:** Feature

**Dates:** c1780

**Description:** The bottom of a granite warping post with chain



#### Photographs

Photo No	Object and orientation	Note
DSCN 2373	Post looking NE	
DSCN 2484	Ditto	

**History:** Warping post probably put in during the creation of the lock and sluice in 1780

**Significance:** Regional: an early dock feature.

**Baseline Condition:** Fair to good.

**Proposals:** To be left as found but will be entirely obscured by the proposed new traffic bridge. (This is subject to comment in the PPG 15 Statement that accompanies the Outline Planning Application.)

**Necessity of change:** There will be no change.

**Gain/Loss:** Neutral.

**Justification:** There is no justification necessary.

**References:** 22

### 3.7. North Quay

<b>Structure:</b> Quay	
<b>Location:</b> North Quay	
<b>Grid Ref:</b> SW 5574 3772	
<b>Statutory Protection:</b> Listed Grade II as part of Swing Bridge (SB 1.1) and within Conservation Area	
<b>Our Ref:</b> NQ1	<b>PRN No:</b> 141064
<b>CAU Ref:</b> 588	<b>Other:</b> 588

**Structure Type:** Dock Installation

**Dates:** Possibly early 18<sup>th</sup> century but developed in 1780s

**Description:** The quay wall in front of the Harbour Managers Office (sometimes known as Custom House Quay). Cinder Bank and wall – might date from the early 18<sup>th</sup> century<sup>1</sup> but was certainly part of the 1780s development. Today most of the wall has gone and is mainly cinder bank; the remains of the old wall lie to the south west close to the Swing Bridge. The old slipway is at the north end of this part of the Quay – the new and temporary slipway lies just to the south of the old.



#### Photographs

Photo No	Object and orientation	Note
DSCN 0192	Quay looking SE	
DSCN 0197	Quay, west end looking SE	
DSCN 2377	Quay looking NE	
DSCN 2202	Old Slipway looking W	
DSCN 2411	Quay wall below tidal gate looking SE	
DSCN 2473	Quay wall looking NNE	
DSCN 2474	Ditto toward sluice N	
DSCN 3613	Quay looking NE	
DSCN 3614	Ditto	

**History:** The Quay is believed to have been started by the Merchant Curnow and Associates but was certainly part of the development started by the Copperhouse Company in 1788. It was known by a number of names, at one point as Riviere Quay and later as the Custom House Quay.

**Significance:** Regional.

**Note:** This is a listed structure and is also subject to a separate listed building application and a detailed justification within in the PPG 15 Statement that accompanies the Outline Planning Application.

**Baseline Condition:** Poor.

**Proposals:** Repair and rebuild where necessary.

**Necessity:** The bad state of repair makes repairing necessary.

**Gain/Loss:** This move will enable the historic listed harbour wall to be retained and is therefore a positive step.

**Justification:** Positive move both in terms of the listed structure and the environment of the Conservation Area.

**References:** 2, 5, 6, 18, 19

<sup>1</sup> Merchant Curnow and Associates also developed this side of the Angarrack (Copperhouse) Creek in the early part of the 18<sup>th</sup> century.



<b>Structure: Mooring Block</b>	
<b>Location:</b> North Quay	
<b>Grid Ref:</b> SW 55783767	
<b>Statutory Protection:</b> Curtilage listed and within Conservation Area	
<b>Our Ref:</b> NQ2	<b>PRN No:</b> None
<b>CAU Ref:</b> None	<b>Other:</b>

**Structure Type:** Dock Furniture

**Dates:** early 19<sup>th</sup> century

**Description:** Granite Block with chain and hook attached. The block now forms part of the quay wall close to the Copperhouse sluice.



#### Photographs

Photo No	Object and orientation	Note
DSCN 2587	Block looking SW	
DSCN 2588	Ditto looking NE	
DSCN 2589	Detail of chain Looking NE	
DSCN 3635	Stone and chain from above	

**History:** Before the creation of the quays and probably after some of them were created ships were either Beached or tied up in the open water of the harbour and unloaded by lighter. The latter method would have required some form of mooring and the block is a probable way in which this was done.

**Potential Hidden Archaeology:** There may be more of these stones in the wall, with care these could be found and used as a feature. Investigation is likely to prove, at least the high probability, that these stones were used for that purpose.

**Significance:** Regional: if these stones were used for the purpose described then they are an essential part of the story of the harbour.

**Note:** This is a listed structure and is also subject to a separate listed building application and a detailed justification within in the PPG 15 Statement that accompanies the Outline Planning Application as part of the listed harbour walls.

**Baseline Condition:** Good.

**Proposals:** To be left as found.

**Necessity of change:** There will be no change.

**Gain/Loss:** Neutral.

**Justification:** There is no justification necessary.

**References:** John Browne, Harbour Manager.



<b>Structure:</b> Quay	
<b>Location:</b> North Quay	
<b>Grid Ref:</b> SW 5579 3766	
<b>Statutory Protection:</b> Listed Grade II and within Conservation Area	
<b>Our Ref:</b> NQ3	<b>PRN No:</b> 140946
<b>CAU Ref:</b> 571	<b>Other:</b>

**Structure Type:** Dock Installation

**Dates:** late 18<sup>th</sup> century altered in early 19<sup>th</sup> century.

**Description:** Retaining Dock wall on the east side of the North Quay – on the Copperhouse Pool side just before the Swing Bridge originally made in scoria and cinder by the Copperhouse Company. It was once part of the lock and sluices system.



#### Photographs

Photo No	Object and orientation	Note
DSCN 2198	Wall looking WNW	
DSCN 2197	Wall looking NW	The wall is on extreme left of the picture
DSCN 2368	Wall looking SSW	Ditto

**History:** late 18<sup>th</sup> century altered in early 19<sup>th</sup> century as part of the improvement of the Copperhouse Pool when gates were added.

**Significance:** International/National: an important part of the development of the Harbour.

**Note:** This is a listed structure and is also subject to a separate listed building application and a detailed justification within in the PPG 15 Statement that accompanies the Outline Planning Application.

**Baseline Condition:** Good.

**Proposals:** Retain and repair where necessary – part of the parapet will be lost because of the building of North Quay Bridge.

**Necessity:** The harbour wall requires repair to ensure its safety and survival, the loss of the parapet wall needed for passage of new bridge.

**Gain/Loss:** A positive step, the loss is compensated by the gain of the new access to the North Quay.

**Justification:** The positive nature of the proposals. – see further justification in PPG 15 Statement that accompanies the Outline Planning Application.

**References:** 2, 5, 6, 18, 19

<b>Structure:</b> Bridge	
<b>Location:</b> North Quay	
<b>Grid Ref:</b> SW 5580 3769	
<b>Statutory Protection:</b> Within Conservation Area	
<b>Our Ref:</b> NQ4	<b>PRN No:</b> 139164
<b>CAU Ref:</b> 134	<b>Other:</b>

**Structure Type:** Railway

**Dates:** 1837

**Description:** Stone abutments of Hayle Railway Bridge



#### Photographs

Photo No	Object and orientation	Note
DSCN 2367	North eastern abutment looking NE	
DSCN 2368	South western abutment looking SSW	
DSCN 2369	Ditto	
DSCN 2370	North eastern abutment looking NE	

**History:** The original line of the Hayle Railway ran along what is now the King George Memorial Walk and crossed the water here and then ran long Penpol Terrace to the original terminus station at Foundry Square.

**Significance:** Regional.

**Note:** This is a listed structure and is also subject to a separate listed building application and a detailed justification within in the PPG 15 Statement as part of the listed harbour walls.

**Baseline Condition:** Good.

**Proposals:** Retain, repair if necessary.

**Necessity:** The feature is to be retained and repairs will be carried out to ensure safety and survival.

**Gain/Loss:** This is a positive move and will enhance the feature and the Conservation area.

**Justification:** The positive nature of the proposals.

**References:** 2, 4, 19, 19

<b>Structure:</b> Harbour Manager Office	
<b>Location:</b> North Quay	
<b>Grid Ref:</b> SW 5575 3772	
<b>Statutory Protection:</b> Grade II and within Conservation Area	
<b>Our Ref:</b> NQ5	<b>PRN No:</b> 1339166
<b>CAU Ref:</b> 136	<b>Other:</b>

**Structure Type:** Building

**Dates:** 1862

**Description:** A two storey building in irregular stone blocks, pebbledash front with hipped roof and granite door and window frames. The date is etched on the door lintel. The plan of the building is square with two single storey lean-to wings the sides of the building. Both have pitched slate roofs the one to the west has a false wall at the upper storey level both have garage doors at the front.



#### Photographs

Photo No	Object and orientation	Note
DSCN 0193	Custom House looking NNW	
DSCN 0201	Ditto looking SE	
DSCN 2201	Ditto	
DSCN 2342	Ditto from Clifton Terrace looking SW	
DSCN 2377	House from East Quay looking NNE	
DSCN 3267	Wall looking N	
DSCN 3268	Ditto looking ENE	

**History:** In 1862 Hayle was given a Custom House and the right to general bonding merchandise. Some of the rights that followed were withdrawn 17 years later. It today houses the Harbour Managers Office

**Significance:** Regional: part of the development of the harbour.

**Note:** This is a listed structure and is also subject to a separate listed building application and a detailed justification within in the PPG 15 Statement that accompanies the Outline Planning Application.

**Baseline Condition:** Very Good.

**Proposals:** Refurbish, to erect a raised road to the rear (north) and outline plans for two flanking buildings to east and west.

**Necessity:** To upgrade the facilities and retain as office. The wall of the yard will be lost but this appears to be a fairly modern feature.

**Gain/Loss:** A positive gain for the building.

**Justification:** The positive nature of the proposals which includes the retention and the ongoing use of the listed building.

**References:** 2, 5, 19

<b>Structure: Lock Gates</b>	
<b>Location:</b> North Quay	
<b>Grid Ref:</b> SW 5577 3770	
<b>Statutory Protection:</b> Within Conservation Area	
<b>Our Ref:</b> NQ6	<b>PRN No:</b> None
<b>CAU Ref:</b> None	<b>Other:</b>

**Structure Type:** Dock installation

**Dates:** 1788 – late 20<sup>th</sup> Century

**Description:** Set of lock gates buried in the yard (north east corner) of the Harbour Manager's Office (see NQ 4) when the present sluice gate was erected at the Swing Bridge (see SB 2)



#### Photographs

Photo No	Object and orientation	Note
DSCN 2590	Site of burial looking NW	
DSCN 2591	Ditto	

**History:** The Copperhouse Company created a canal between their works and the Hayle Estuary along the line of the Angarrick Creek. In 1788 the lock entrance to the canal was shifted from Ventonleague to the narrow neck of the Copperhouse lagoon at the present site of the Swing Bridge – this enabled the whole of the lagoon to be kept in water and thus creating a wet dock. The old lock gates were replaced by the present sluice gate and it is said that the old gates were buried in the yard of the Customs House.

**Significance:** Local: a potential archaeological feature.

**Baseline Condition:** Unknown – they are part of the hidden archaeology of the area.

**Proposals:** Yet to be determined but may be come part of the interpretation of the area – will depend on the state of the gates.

**Necessity:** Not known at this point.

**Gain/Loss:** Unknown at this point.

**Justification:** Unknown at this point.

**References:** John Browne (Harbour Manager)

<b>Structure:</b> Bridge	
<b>Location:</b> North Quay	
<b>Grid Ref:</b> SW 5578 3772	
<b>Statutory Protection:</b> Grade II and within Conservation Area	
<b>Our Ref:</b> NQ7	<b>PRN No:</b> 5578 3772
<b>CAU Ref:</b> 135	<b>Other:</b>

**Structure Type:** Railway

**Dates:** c1830s

**Description:** “Bridge over stream dating from 1830s constructed from granite rubble with scoria. It is a single span bridge widened at the south west side dating late 19<sup>th</sup> century. Original southwest parapet has a curtailed end. “(CAU 2000) The site today is part of the walkway that bends behind (north east) of the old Customs House (NQ4), some old railings are part of the bridge.



#### Photographs

Photo No	Object and orientation	Note
DSCN 2204	Track and site of bridge looking SW	The bridge is where the railings to the left begin
DSCN 2365	Ditto closer	
DSCN 2366	Edge of bridge looking SSW	

**History:** Part of the original set up of the railway in the 1830s, the stream was essential part of the second sluice system (NQ6) that entered the main estuary to the north west of the Custom House.

**Significance:** Regional.

**Note:** This is a listed structure and is also subject to a separate listed building application and a detailed justification within in the PPG 15 Statement.

**Baseline Condition:** Partially unknown as the foundations of the bridge have not been surveyed

**Proposals:** To retain possibly with the exposure of more of the structure and to add some interpretative material; repair as necessary.

**Necessity:**

**Gain/Loss:** A positive step.

**Justification:** A positive part of the scheme.

**References:** 2, 4, 19, 22

<b>Structure:</b> Sluice	
<b>Location:</b> North Quay	
<b>Grid Ref:</b> SW 5573 3773	
<b>Statutory Protection:</b> Curtilage listed and within Conservation Area	
<b>Our Ref:</b> NQ8.1.	<b>PRN No:</b> 139287
<b>CAU Ref:</b> 292	<b>Other:</b>

**Structure Type:** Dock Installation

**Dates:** c1811

**Description:** Scoria block inset into the quay where the sluice empties into the estuary. The sluice today is blocked by a wall of granite the culvert of the sluice running under the Hayle swimming pool. (See NQ8.2 below)



#### Photographs

Photo No	Object and orientation	Note
DSCN 0194	Scoria block training wall looking W	
DSCN 0195	Looking into the inset ENE	
DSCN 0197	Western wall looking WSW	
DSCN 0198	Ditto end of looking SW	
DSCN 0199	Training wall and end of modern culvert looking NNW	
DSCN 2203	Training wall looking W	
DSCN 2360	Looking into inset looking ENE	High water
DSCN 2361	Western wall looking WSW	Ditto
DSCN 2362	Training wall looking W	Ditto
DSCN 2363	East wall with modern repair looking NW	
DSCN 2364	Training wall looking W	
DSCN 3638	Grid 3 metres from wall of sluice area looking SSE	water activity about 3 metres from ground level indicates use.

**History:** The sluice was built to increase the efficiency of the flushing mechanism of the Copperhouse Pool as this sluice acts directly on the channel of the North Quay. (Pascoe states that the sluice was built in 1807 when Carne took over management of the CCCo but it is more likely to be when CCCo acquired the freehold of what was then known as the Reviere Quay in 1811 (CAU 2000)  
The Octel Plant (ICI) had an outlet here which was said to sterilise the water and damaged the fishing (see NQ 18)

**Significance:** International/National: an extremely important part of the harbour workings.

**Note:** This is a listed structure and is also subject to a separate listed building application and a detailed justification within in the PPG 15 Statement that accompanies the Outline Planning Application as part of the listed harbour walls

**Baseline Condition:** Good.

**Proposals:** To retain and repair where necessary.

**Necessity:** Any repairs will be sufficient to insure the survival of the feature.

**Gain/Loss:** Positive gain.

**Justification:** Enhancement of the feature.

**References:** 2, 6, 18, 19

The setting of the feature will be altered as the result of the need for a new access road to North Quay.  
See entry NQ8.2. below.



<b>Structure:</b> Culvert on the line of stream	
<b>Location:</b> North Quay	
<b>Grid Ref:</b> SW 5573 3773	
<b>Statutory Protection:</b> Curtilage listed and within Conservation Area	
<b>Our Ref:</b> NQ8.2.	<b>PRN No:</b> 139287
<b>CAU Ref:</b> 292	<b>Other:</b>

**Structure Type:** Dock Installation

**Dates:** c1811

**Description:** The concrete wall that blocks the line of the stream that was part of the sluicing system associated with the Copperhouse Pool has several outlets in it. One at least may be for surface drainage but at least one is assumed to drain the culvert that possibly still joins the Pool to the estuary at this point.



#### Photographs

Photo No	Object and orientation	Note
DSCN 3636	Parapet of old bridge across stream looking NW	
DSCN 3637	Line of stream looking SW	
DSCN 3667	Water outlets on site of sluice looking NE	
DSCN 3668	Ditto	
DSCN 3669	Ditto close up of main channel.	

**History:** The Copperhouse Pool and an arm of the estuary were once joined at this point controlled by a sluice about 1811. This 'stream' was either filled in or partially culverted.

**Significance:** Unknown at this point.

**Note:** This is a listed structure and is also subject to a separate listed building application and a detailed justification within in the PPG 15 Statement that accompanies the Outline Planning Application as part of the listed harbour walls

**Baseline Condition:** Unknown.

**Proposals:** Unknown at this point.

**Necessity:** Unknown at this point.

**Gain/Loss:** Unknown at this point.

**Justification:** Not known at this point.

**References:** 2, 6, 18, 19

**Note:** An investigation will take place to establish what lies on the line of the old waterway.



<b>Structure:</b> Quay	
<b>Location:</b> North Quay	
<b>Grid Ref:</b> SW 5524 3778	
<b>Statutory Protection:</b> Within Conservation Area	
<b>Our Ref:</b> NQ9	<b>PRN No:</b> 139169
<b>CAU Ref:</b> 142	<b>Other:</b>

**Structure Type:** Dock Installation

**Dates:** mid – late 18<sup>th</sup> century

**Description:** Quay from the Sluice at the Customs House running east. It is built in an irregular stone (rubble) form with a granite coping. There are granite posts and a set of granite steps from the waterline at a knuckle about half way along the length of the quay. The west end of the quay was a protective wooden frame – this may have been constructed because ships moored here were subject to the violent stream coming from the adjacent sluice. This protective screen was removed as part of the harbour improvements in 2006). The quay has a ‘scalloped’ plan this made the berthing of ships more economical as they could overlap the bowsprits of the sailing ships.



#### Photographs

Photo No	Object and orientation	Note
DSCN 0149	East end of quay looking NW	
DSCN 0151	Ditto showing scallop WNW	
DSCN 0155	North wall looking SE	
DSCN 0159	East end looking toward the knuckle SW	
DSCN 0142	Quay protection from quay looking WSW	
DSCN 2175	Ditto from East Quay looking NNW	
DSCN 2399	Ditto looking N	
DSCN 2400	Ditto looking N	
DSCN 2402	Ditto	
DSCN 2403	Ditto NNW	
DSCN 0163	Steps at Knuckle looking SE	Note scoria wall behind steps
DSCN 2236	Steps at Knuckle looking SE	
DSCN 2237	Steps close up looking SE	
DSCN 2338	Ditto looking SSW	
DSCN 2339	Mooring post at knuckle SSW	
DSCN 2534	Edge of protection looking NW	
DSCN 2535	Ditto looking SE	

**History:** There are at least three distinctive phases to the development of North Quay. About 1740 Merchant Curnow and partners developed the western end of the quay – it was taken over by the Cornish Copper Company about 1780 who extended the quay, making further extensions (to the pattern we see today) in the early part of the 19<sup>th</sup> century.

**Significance:** International/National.

**Baseline Condition:** poor to good.

**Proposals:** Repair and retain.

**Necessity:** The condition of parts of the harbour wall require repair to ensure safety and survival.

**Gain/Loss:** This is a positive step that will enhance the structure and the Conservation Area.

**Justification:** The positive nature of the proposals.

**References:** 2, 6, 18, 19, 20, 21

<b>Structure:</b> Steps	
<b>Location:</b> North Quay	
<b>Grid Ref:</b> SW 5574 3777	
<b>Statutory Protection:</b> Within Conservation Area	
<b>Our Ref:</b> NQ10	<b>PRN No:</b> 139167
<b>CAU Ref:</b> 137	<b>Other:</b>

**Structure Type:** Road

**Dates:** c mid 19<sup>th</sup> century

**Description:** Steps from North Quay to Clifton Terrace created with Scoria blocks.



#### Photographs

Photo No	Object and orientation	Note
DSCN 2206	Steps looking NE	

**History:** Little appears to be known about the steps – a path is shown on the 1877 OS map and definitely steps on the 1907 OS map. However that fact that they are made out of scoria suggests an earlier date, as it was the Copperhouse Company who appeared to be the company that used the copper slag as a building material.

**Significance:** Local: an unusual use of scoria blocks.

**Baseline Condition:** Fair to Good.

**Proposals:** To be left as found.

**Necessity of change:** There will be no change.

**Gain/Loss:** Neutral.

**Justification:** There is no justification necessary.

**References:** 2, 19, 20

<b>Structure:</b> Boundary Stones	
<b>Location:</b> North Quay/Riviere Towans	
<b>Grid Ref:</b> SW 5573 3795	
<b>Statutory Protection:</b> Listed?	
<b>Our Ref:</b> NQ11	<b>PRN No:</b> 140139
<b>CAU Ref:</b> 437	<b>Other:</b>

**Structure Type:** Artefact

**Dates:** 1867

**Description:** Two round headed stones inscribed on north east side with ‘CCC’ and on the south west side ‘H’.

**Photographs**

Photo No	Object and orientation	Note
	No photograph	

**History:** Boundary stones between the properties of the Harvey’s newly acquired land once belonging to the Copperhouse Company and the CCCo land in the hands of the Receiver. (CAU 2000)

**Significance:** National: an unusual survival of the end of the rivalry of the two major companies of the town – high.

**Baseline Condition:** Not determined at this point.

**Proposals:** To be left as found.

**Necessity of change:** There will be no change.

**Gain/Loss:** Neutral.

**Justification:** There is no justification necessary.

**References:** 2, 6

<b>Structure:</b> Quarry and Lifeboat Station (site of)	
<b>Location:</b> North Quay	
<b>Grid Ref:</b> SW 5568 3781	
<b>Statutory Protection:</b> Within Conservation Area	
<b>Our Ref:</b> NQ12	<b>PRN No:</b> 139281
<b>CAU Ref:</b> 285	<b>Other:</b>

**Structure Type:** Site

**Dates:** 1866

**Description:** The site is a former quarry, which today is fenced and is used by the fishermen as a lock-up area. The surface of the area has been concreted. There is nothing on the site to indicate the existence of a lifeboat station today.



#### Photographs

Photo No	Object and orientation	Note
DSCN 2315	Railway and Fence to Quarry	
DSCN 2540	Quarry looking E	
DSCN 2543	Ditto looking NE	
	There are a number of photos of track entering the Quarry area	See section on Wharf Railways – see NQ16.

**History:** The lifeboat station was built approximately on this site in 1866 in a former quarry owned by the Copperhouse Company; the first boat was a gift of the University of Oxford. The station was closed in 1920 and was then used by the Esso oil company as a storage area until the 1960s. Today it provides a 'lock-up area' for the local fishermen.

**Significance:** Local.

**Baseline Condition:** Not totally determined at this point.

**Proposals:** To create a surface car park.

**Necessity:** There is a need for car parking and this area is regarded as suitable for this purpose.

**Gain/Loss:** The overall gain is the benefit to the scheme in general terms, there is little to be lost in terms of historic features, archaeological investigation will determine whether there is any of interest on the site.

**Justification:** The overall benefit to the scheme against the possible loss of remains that are regarded as of low significance.

**References:** 2, 6, (Rob Lello)

<b>Structure:</b> Britannia Inn (site of)	
<b>Location:</b> North Quay	
<b>Grid Ref:</b> SW 5571 3775	
<b>Statutory Protection:</b> Within Conservation Area	
<b>Our Ref:</b> NQ13	<b>PRN No:</b> 31896
<b>CAU Ref:</b> 138	<b>Other:</b>

**Structure Type:** Site

**Dates:** 1813

**Description:** There is nothing above ground to see, except the ground concrete floor of a later building.

**Photographs**

Photo No	Object and orientation	Note
	No photograph	

**History:** The Britannia Inn was built in 1813 by the Copperhouse Company – it become the Steam Packet Inn at one time. The building was demolished in 1863 and a structure was built on the footplate the ground platform of this latter building can still be seen.

**Significance:** Low local: there is likely to little left of the Inn.

**Baseline Condition:** Unknown – part of the hidden archaeology of the area.

**Proposals:** The area is to be developed and will involve excavation of depth greater than 2 metres. This s will involve the loss of the foundations of the Inn.

**Necessity:** The work is required as part of the development of the Harbour area.

**Gain/Loss:** The loss of the footplate of the building which is regarded as of low importance against the gain of the general improvement of the area.

**Justification:** The loss is balanced against the general advantage that the scheme brings to the area.

**References:** 2, 6, 18

<b>Structure:</b> Stable	
<b>Location:</b> North Quay	
<b>Grid Ref:</b> SW 5568 3776	
<b>Statutory Protection:</b> Grade II and within Conservation Area	
<b>Our Ref:</b> NQ14	<b>PRN No:</b> 139168
<b>CAU Ref:</b> 139	<b>Other:</b>

**Structure Type:** Building

**Dates:** 1888

**Description:** Four walls of Killas irregular blocks and scoria with dressed granite lintels to windows. There are two windows and a door opening on the south side – it was two roomed and had a pitched roof but this and any interior details have gone – the building is derelict. There is a 20<sup>th</sup> century shed attached which, is also derelict. The newer block has a stone rubble wall to a height of 1.2 metres the rest is constructed in concrete blocks and asbestos sheeting.



#### Photographs

Photo No	Object and orientation	Note
DSCN 0139	Stables looking NE	
DSCN 2207	Ditto	The building have buried
DSCN 2544	Join between Stables and 20 <sup>th</sup> century shed looking E	Join shows that the 20 <sup>th</sup> century had an older history
DSCN 3619	View 2007 looking N	Has been cleared of organic matter
DSCN 3620	Ditto looking NE	
DSCN 3621	Northern exterior wall from newer portion	
DSCN 3622	Interior of newer portion looking N	
DSCN 3623	Exterior of newer portion looking SE	
DSCN 3639	Interior looking NNW	
DSCN 3640	Ditto looking NE	
DSCN 3641	Ditto looking NW	

**History:** The stables to the former Britannia Hotel that stood close by. Although there have been suggestions that it was dock offices (CAU 1995). The shed was added in the middle part of the 20<sup>th</sup> century purpose unknown.

**Significance:** Local: one of the few buildings of any age left on North Quay.

**Note:** This is a listed structure and is also subject to a separate listed building application and a detailed justification within in the PPG 15 Statement that accompanies the Outline Planning Application.

**Baseline Condition:** Poor.

**Proposals:** Retain as found – to look at future integration into the next phase of the proposed development.

**Necessity:** Keeping the structure with a view to incorporating in a newer building is the best option giving the desire to keep the listed building given its poor condition.

**Gain/Loss:** This is neutral at this point

**Justification:** A final decision on the long term fate of the structure cannot be determined at this time as the final detailed plans have yet to be determined.

**References:** 2,

<b>Structure:</b> Weighbridge	
<b>Location:</b> North Quay	
<b>Grid Ref:</b> SW 5556 3779	
<b>Statutory Protection:</b> Within Conservation Area	
<b>Our Ref:</b> NQ15	<b>PRN No:</b> none
<b>CAU Ref:</b> none	<b>Other:</b>

**Structure Type:** Artefact

**Dates:** 20<sup>th</sup> century

**Description:** Weighbridge made by Avery at Birmingham – the footplate of the weighbridge office can be seen close by.



#### Photographs

Photo No	Object and orientation	Note
DSCN 0140	Looking ENE	
DSCN 2404	Ditto	
DSCN 2541	Mechanism holes in office looking ENE	
DSCN 2542	Footplate of Office looking NW	

**History:** Little is known at this point of the provenance of the artefact.

**Significance:** Local

**Baseline Condition:** The weighbridge is in a good condition, the condition of the mechanism below the bridge is unknown. The remains of the adjacent weighbridge office is in very poor condition.

**Proposals:** To remove the remains as part of the improvement of the area.

**Necessity:** The work is required as part of the development of the Harbour area.

**Gain/Loss:** This harbour feature will be lost the record of the feature is a gain.

**Justification:** The loss is balanced against the general advantage that the scheme brings to the area.

**References:** 22



<b>Structure:</b> Ore Store (site of)	
<b>Location:</b> North Quay	
<b>Grid Ref:</b> SW 5568 3777	
<b>Statutory Protection:</b> Within Conservation Area	
<b>Our Ref:</b> NQ16	<b>PRN No:</b> 140973
<b>CAU Ref:</b> 666	<b>Other:</b>

**Structure Type:** site

**Dates:** mid 19<sup>th</sup> century

**Description:** Nothing to be seen today.

#### Photographs

Photo No	Object and orientation	Note
	No photograph	

**History:** Ore Hutches indicated on 1870 OS map but were probably removed as part of later developments.

**Significance:** Negligible.

**Baseline Condition:** Unknown.

**Proposals:** The area is to be developed and excavations will be more than a metre which will destroy any remains – if they still exist.

**Necessity:** The work is required as part of the development of the Harbour area.

**Gain/Loss:** This harbour feature will be lost the record of the feature is a gain.

**Justification:** The loss is balanced against the general advantage that the scheme brings to the area.

**References:** 2, 18, 19

<b>Structure:</b> Wharves Branch Railway	
<b>Location:</b> North Quay and Penpol	
<b>Grid Ref:</b> SW 5580 3770	
<b>Statutory Protection:</b> Within Conservation Area	
<b>Our Ref:</b> NQ17	<b>PRN No:</b> 3182.06
<b>CAU Ref:</b> 121	<b>Other:</b>

**Structure Type:** Railway

**Dates:** c1852

**Description:** There are extensive remains of the track of the Wharf railway on the North Quay



#### Photographs

Photo No	Object and orientation	Note
DSCN 0141	Main track and branches looking W	
DSCN 0146	Track looking E	
DSCN 0150	Track at east end of Quay looking NW	
DSCN 2204	Main track toward Swing Bridge looking SE	The track to the left may have been for the dock cranes
DSCN 2205	Main track onto quay looking WNW	
DSCN 2216	Branch onto quay looking W	
DSCN 2217	Track entering Octel site looking W	
DSCN 2213	Track at Quay edge looking WNW	This track may have been for the dock cranes
DSCN 2214/5	Track entering Quarry looking E	2 photos different distance
DSCN 2220	Track within the Octel site looking NW	
DSCN 2313/4	Track entering Quarry	2 photos different distance
DSCN 2315	Ditto looking WSW	
DSCN 3642	Railway sleepers	These were found in a pile on the quay – there was no indication where they came from

**History:** The first railway entered the town via what is now the King George V Memorial Walk which was bypassed when the lines were connected to the West Cornwall Railway at the present Hayle Station in 1852. The wharf lines from 1852 entered North Quay from the main line via the bridge at Copperhouse Creek (SB1). Although steam was used on both the main and branch lines the majority of the shunting was done by horse right up to the closure of the Wharf Railway in 1963.

**Significance:** Regional: the railway was an important part of the dock infrastructure.

**Baseline Condition:** Not yet totally determined.

**Proposals:** The greater part of the old railway will be removed. A portion may remain as hidden archaeology when a new surface and flood protection are established in the area.

**Necessity:** The loss of the greater part of the railway tracks is because of the need to establish flood protection and to resurface the quay.

**Gain/Loss:** There will be the loss of the greater part of the railway structure.

**Justification:** The removal or reburial of the railway is both strategically and economically necessary for the success of the proposed development. Further justification is contained in the PPG 15 Statement that accompanies the Outline Planning Application.

**References:** 2, 4, 22

<b>Structure:</b> Site	
<b>Location:</b> North Quay	
<b>Grid Ref:</b> SW 5554 3786	
<b>Statutory Protection:</b> Within Conservation Area	
<b>Our Ref:</b> NQ18	<b>PRN No:</b> 140971
<b>CAU Ref:</b> 664	<b>Other:</b>

**Structure Type:** Site

**Dates:** early 19<sup>th</sup> century

**Description:** A small area of granite and scoria blocks.



#### Photographs

Photo No	Object and orientation	Note
DSCN 2358	Surface looking NNE	
DSCN 2359	Ditto looking N	

**History:** The site of a building purpose unknown shown on the 1877 OS map before that date there were ore hutches.

**Significance:** Local: the use of the scoria blocks suggests that the structure pre-dates the Harvey take over of the Copperhouse Company which adds a little interest to the site.

**Baseline Condition:** Unknown.

**Proposals:** The area is to be developed and excavations will be more than a metre which will destroy any remains – if they still exist.

**Necessity:** The work is required as part of the development of the Harbour area.

**Gain/Loss:** This harbour feature will be lost the record of the feature is a gain.

**Justification:** The loss is balanced against the general advantage that the scheme brings to the area.

**References:** 2, 22

<b>Structure:</b> Chemical Works	
<b>Location:</b> North Quay	
<b>Grid Ref:</b> SW 5550 3795	
<b>Statutory Protection:</b> Within Conservation Area	
<b>Our Ref:</b> NQ19	<b>PRN No:</b> 40363
<b>CAU Ref:</b> 140	<b>Other:</b>

**Structure Type:** industrial site/hidden archaeology

**Dates:** 1939/40

**Description:** The site of the works was extensive and incorporated the calcining works. Today there is little on the site. The calcining works is a yard for a sand and topsoil extraction works. The rest of the site is occupied by three buildings. The two that stand on the North Quay and the other is on the cliff face – these have separate entries. There is also part of the original boundary fence and the rail lines that ran into the plant.

#### Photographs

Photo No	Object and orientation	Note
	Ariel Photographs in Historical overview section	

**History:** The Plant was opened in 1939/40 as a Bromide extraction plant. The Bromide was used as a fuel additive to retard ‘knock’ in fighter aircraft. As such it was seen as extremely important as one of the only plants making the extract. During the 39 – 45 War it was a top-secret factory and heavily guarded by anti-aircraft batteries etc. The works were owned by the British Government but operated by British Ethyl Corporation [later known as Octel, ICI owned 50% of the Company]. Sulphuric acid was one of the major ingredients to the process, which led to a sulphuric acid plant being added in 1954. There was a discharge at the sluice to the north of the Custom House which is said by locals to have sterilised the water and affected the fishing. Production of sulphuric acid finally finished in 1968.

**Significance:** Regional: this site is a significant part of the later story of Hayle and an understanding and interpretation is needed before its final fate is decided.

**Baseline Condition:** Unknown at this point.

**Proposals:** To build on the site.

**Necessity:** The economic viability of the proposed development.

**Gain/Loss:** The loss will be any remains of the plant that may remain underground; the gain is an understanding of the site from below ground investigation.

**Justification:** The viability of the proposed development – see further justification in PPG 15 Statement that accompanies the Outline Planning Application.

**References:** 2, 3, (Georgian Scholfield)

<b>Structure:</b> Octel Building	
<b>Location:</b> North Quay	
<b>Grid Ref:</b> SW 5555 3787	
<b>Statutory Protection:</b> Within Conservation Area	
<b>Our Ref:</b> NQ20	<b>PRN No:</b> 31890
<b>CAU Ref:</b> 88	<b>Other:</b>

**Structure Type:** Building

**Dates:** 1939/40

**Description:** The larger of the two remaining buildings – it is two storeys some 22 metres wide and 28 metres deep. It is of reinforced concrete – strengthened against the threat of bomb action by the enemy – and flat roofed.



#### Photographs

Photo No	Object and orientation	Note
DSCN 2222	Offices looking NNW	
DSCN 2223	Offices looking NE	
DSCN 2316	SE corner of office	
DSCN 2320	SW corner of office	

**History:** See above SQ19. Local people suggest that the basement of the building was used as a fish processing plant at one point.

**Significance:** Regional: it shares its significance with the rest of the site.

**Baseline Condition:** Good.

**Proposals:** To retain, repair where necessary – in subsequent stages of the scheme the building will be altered.

**Necessity:** Retaining structure for future use.

**Gain/Loss:** Neutral at this point.

**Justification:** Positive position to take at this time, justification for future change to be made at the time of detailed planning.

**References:** 2, 3, (Georgian Scholfield)

<b>Structure:</b> Octel Buildings	
<b>Location:</b> North Quay	
<b>Grid Ref:</b> SW 5558 3785	
<b>Statutory Protection:</b> Within Conservation Area	
<b>Our Ref:</b> NQ21	<b>PRN No:</b> 31890
<b>CAU Ref:</b> 88	<b>Other:</b>

**Structure Type:** Building

**Dates:** 1939

**Description:** The smaller of the two remaining buildings.



#### Photographs

Photo No	Object and orientation	Note
DSCN 2218	Office looking NNW	
DSCN 2219	Ditto	
DSCN 2318	Office looking NE	
DSCN 2539	Close up of steps to the east looking NE	

**History:** See above NQ19. The top floor of the building is being used as a café (July 2007)

**Significance:** Regional: it shares its significance with the rest of the site.

**Baseline Condition:** Good.

**Proposals:** To retain, repair where necessary – in subsequent stages of the scheme the building will be altered.

**Necessity:** Retaining structure for future use.

**Gain/Loss:** Neutral at this point.

**Justification:** Positive position to take at this time, justification for future change to be made at the time of detailed planning.

**References:** 2, 3, (Georgian Scholfield)

<b>Structure:</b> Wall and rail track	
<b>Location:</b> North Quay	
<b>Grid Ref:</b> SW 5555 3785	
<b>Statutory Protection:</b> Within Conservation Area	
<b>Our Ref:</b> NQ22	<b>PRN No:</b> None
<b>CAU Ref:</b> none	<b>Other:</b>

**Structure Type:** Wall

**Dates:** 1939

**Description:** Original railings to the west of the Octel Site – the concrete block wall runs to the end of the site to the chimney NQ25.2 with opening created for the works which are currently on site.



#### Photographs

Photo No	Object and orientation	Note
DSCN 2220	Railings looking west	
DSCN 2221	Railings where they meet later wall looking west	
DSCN		

**History:** Part of the Octel works – the site was heavily guarded during the 1939-45 War

**Significance:** Regional: with the rest of the site.

**Baseline Condition:** Good to fair.

**Proposals:** Demolish.

**Necessity:** The viability of the scheme requires the clearing of this part of the site for necessary raised North Quay access road.

**Gain/Loss:** This is a total loss; the mitigation is in the record that will be made.

**Justification:** The loss is balanced against the general advantage that the scheme brings to the area.

**References:** 3, 22



<b>Structure:</b> Wall	
<b>Location:</b> North Quay	
<b>Grid Ref:</b> SW 5555 3789	
<b>Statutory Protection:</b> Within Conservation Area	
<b>Our Ref:</b> NQ23	<b>PRN No:</b> None
<b>CAU Ref:</b> None	<b>Other:</b>

**Structure Type:** Site

**Dates:** 1939

**Description:** Concrete wall running to the height of the cliff behind and bends at an acute angle. One each side of the wall the natural rock of the cliff is left exposed. This was part of the site of Octel Plant.



#### Photographs

Photo No	Object and orientation	Note
DSCN 2319	Wall looking NE	

**History:** The Octel Plant was built up to the cliff face and beyond, there is a concrete wall behind the larger of the buildings which was part of the protection of the site. The Cliff face appears to have been cut back and the concrete wall inserted.

**Significance:** Regional: with the rest of the site.

**Baseline Condition:** Good.

**Proposals:** To be left as found.

**Necessity of change:** There will be no change at this point.

**Gain/Loss:** Neutral.

**Justification:** There is no justification necessary.

**References:** 3, 22

<b>Structure:</b> Warehouse	
<b>Location:</b> North Quay/Towans	
<b>Grid Ref:</b> SW 5557 3791	
<b>Statutory Protection:</b> Within Conservation Area	
<b>Our Ref:</b> NQ24	<b>PRN No:</b> none
<b>CAU Ref:</b> none	<b>Other:</b>

**Structure Type:** Building

**Dates:** c1939

**Description:** Single storey, mono-pitched roof concrete walled possible warehouse. The west face of the building has a large sliding door, the north has five blocked/blind windows and has a fan embedded in the wall.



#### Photographs

Photo No	Object and orientation	Note
DSCN 2339	West face looking SE	
DSCN 2340	Ditto	
DSCN 2341	East and north face looking SW	
DSCN 2344	Building from the quay looking NNW	
DSCN 2345	Ditto	

**History:** Part of the Octel works the purpose unknown but a storage unit is possible. Today it is in use as a garage for commercial vehicles.

**Significance:** Local; the structure is of well known type and fairly common.

**Baseline Condition:** Fair.

**Proposals:** Demolition as part of the development of the area.

**Necessity:** There is a need to remove the building as part of the development of the area.

**Gain/Loss:** There will be the loss of this low significant building there is a gain in the archaeological record that will be created.

**Justification:** The loss is balanced against the general advantage that the scheme brings to the area.

**References:** 3, 22

Structure: Calcining Works	
<b>Location:</b> North Quay	
<b>Grid Ref:</b> SW 5553 3789	
<b>Statutory Protection:</b> Within Conservation Area	
<b>Our Ref:</b> NQ25.1	<b>PRN No:</b> 40378
<b>CAU Ref:</b> 143	<b>Other:</b>

**Structure Type:** Industrial site

**Dates:** c1910

**Description:** The site today is the depot of an extraction firm that deals in sand and topsoil. The only remains visible on the site is a chimney at the eastern corner. The stack is circular and constructed in stone blocks (See NQ26)



#### Photographs

Photo No	Object and orientation	Note
DSCN 0148	Stack looking NNW	
DSCN 0153	Ditto looking NE	
DSCN 2225	Stack looking NW	Inside compound
DSCN 2322	Base of stack looking NW	
DSCN 2323	Stack looking WNW	Inside the compound

**History:** The works was established in the late 19<sup>th</sup> century and was being used to extract arsenic during the last years of the calcining process<sup>2</sup>. The plant was converted to making glass in 1917 (Pentewan Glass Works) but this proved to be unsuccessful and the plant was closed in 1925. (The main reason for the failure appears to be the nature of the local sand, which could not produce clear glass.) The site of the plant became part of the Bromide Octel works in 1939.

**Significance:** Negligible: as the site of a calcining works or as a glass factory it was taken over by the chemical works therefore its significance as a site is negligible.

**Baseline Condition:** Unknown.

**Proposals:** This area is part of the development of the harbour and excavations will be greater than 2 metres which will destroy any hidden archaeology.

**Necessity:** There is a need to excavate the site as part of the development of the area. (See note on hidden archaeology in the PPG 15 Justification Statement that accompanies the Outline Planning Application.)

**Gain/Loss:** There is a positive advantage to be gained from the excavation of the site in the knowledge acquired and record made of this important site, there will be a loss of the physical remains.

**Justification:** The loss is balanced against the general advantage that the scheme brings to the area.

**References:** 1, 2, 3, 20, (Brian Sullivan)

<sup>2</sup> Calcining was the process of extracting water from ore, to reduce its weight, before it was shipped to the processing plants.

<b>Structure: Chimney</b>	
<b>Location:</b> North Quay	
<b>Grid Ref:</b> SW 5538 3798	
<b>Statutory Protection:</b> Within Conservation Area	
<b>Our Ref:</b> NQ25.2.	<b>PRN No:</b> 40378
<b>CAU Ref:</b> 143	<b>Other:</b>

**Structure Type:** Industrial Site

**Dates:** Late 19<sup>th</sup> century

**Description:** Isolated stone built chimney standing at the east of yard.



#### Photographs

Photo No	Object and orientation	Note
DSCN 0148	Chimney looking N	
DSCN 0153	Ditto looking NE	
DSCN 2225	Ditto looking NW	
DSCN 2323	Ditto - closer	

**History:** Originally built as part of the calcining works in the late 19<sup>th</sup> century it was part of the Pentewan Glass Works in 1917 (see NQ25). When the site became part of the Bromide Plant in 1939 the chimney surprisingly survived

**Significance:** Local: an important part of the industrial history of the area.

**Baseline Condition:** Fair.

**Proposals:** To repair and retain.

**Necessity:** There is a need to repair the structure to ensure its survival.

**Gain/Loss:** The conservation of this important industrial structure is a great gain.

**Justification:** The positive nature of the proposals.

**References:** 1, 2, 3, 20, (Brian Sullivan)

<b>Structure:</b> Shed	
<b>Location:</b> North Quay	
<b>Grid Ref:</b> SW 5548 3784	
<b>Statutory Protection:</b> Within Conservation Area	
<b>Our Ref:</b> NG26.1.	<b>PRN No:</b> 141112
<b>CAU Ref:</b> 641	<b>Other:</b>

**Structure Type:** Building

**Dates:** late 20<sup>th</sup> century

**Description:** Former sulphur store, breeze block walls, topped with metal sheeting with asbestos sheet roof supported by light steel structure. The Latter part of the structure was removed in 2006 and only the base now remains.



#### Photographs

Photo No	Object and orientation	Note
DSCN 0145	Shed looking NW	
DSCN 0147	Shed looking E	
DSCN 0165	Shed looking SW of entrance on north	
DSCN 2211	Shed looking NW	
DSCN 2212	Ditto	
DSCN 2230	Shed looking SE	
DSCN 3624	Shed with roof removed looking W	Photo taken July 2007

**History:** Built to store sulphur when the Bromide Plant was converted to produce Sulphuric Acid. Now being used by local sand and earth Extraction Company

**Significance:** Low local.

**Baseline Condition:** Poor.

**Proposals:** This area is part of the development of the harbour and excavations will be greater than 2 metres which will destroy any hidden archaeology.

**Necessity:** The work is required as part of the development of the Harbour area.

**Gain/Loss:** The loss of this low priority structure is not considered to have any damaging significance. A record of the building already exists.

**Justification:** The loss is balanced against the general advantage that the scheme brings to the area.

**References:** 2, (Rob Lello, Georgian Scholfield)

<b>Structure:</b> Wall	
<b>Location:</b> North Quay	
<b>Grid Ref:</b> SW 5535 3788	
<b>Statutory Protection:</b> Within Conservation Area	
<b>Our Ref:</b> NQ26.2	<b>PRN No:</b> none
<b>CAU Ref:</b> none	<b>Other:</b>

**Structure Type:** Dock furniture

**Dates:** c1910

**Description:** Concrete wall east to west, parallel to quay edge, approximately 3 metres high and just over 100 metres long – it has heavy buttresses on the south side. Railway tracks can be detected on the seaward side of the wall.



#### Photographs

Photo No	Object and orientation	Note
DSCN 0150	Wall looking NW	
DSCN 0160	Ditto looking NE	
DSCN 2231	Ditto looking NW	
DSCN 2232	Ditto Looking E	
DSCN 2234	Ditto with railway looking E	

**History:** A wall constructed to retain coal that was stored on the quayside for the power station.

**Significance:** Local: a feature that is part of the development of the harbour but is essentially part of the story of the power station.

**Baseline Condition:** Fair.

**Proposals:** Demolition.

**Necessity:** The work is required as part of the development of the Harbour area.

**Gain/Loss:** There will be the loss of this harbour feature.

**Justification:** The loss is balanced against the general advantage that the scheme brings to the area.

**References:** 4, 22

<b>Structure:</b> Buildings (site of)	
<b>Location:</b> North Quay	
<b>Grid Ref:</b> SW 5537 3792	
<b>Statutory Protection:</b> Within Conservation Area	
<b>Our Ref:</b> NQ 27	<b>PRN No:</b> 140972
<b>CAU Ref:</b> 665	<b>Other:</b>

**Structure Type:** Site

**Dates:** mid 19<sup>th</sup> century

**Note and description:** The Cornish Archaeology Unit have identified three sites of building at the north west end of the North Quay – there is little evidence of them today except the one at east end of three site where there is evidence of the partition of a structure. (Grid Ref SW 5541 3788). There is a line of concrete pads with the remains of 15-H section columns – these start at 3 metres from the Quay edge and continue at 1.25 metre intervals. But these are almost certainly part of a later building than the ones identified by the Unit. The site today is mainly concrete and was the site of the coal store for the Power Station during the 20<sup>th</sup> century. (See Gazetteer Map.)

**Photographs**

Photo No	Object and orientation	Note
	No photographs	

**History:** “Buildings of unknown use are shown in a walled compound in the area on the 1842 Tithe Map, and in a slightly different layout on the 1877 OS map.” (CAU 2000)

**Significance:** Negligible: given that it is extremely unlikely that any will be found on site makes it significance.

**Baseline Condition:** Unknown.

**Proposals:** The area is to be developed and excavations will be more than a metre which will destroy any remains – if they still exist.

**Necessity:** The work is required as part of the development of the Harbour area.

**Gain/Loss:** This harbour feature will be lost the record of the feature is a gain.

**Justification:** The loss is balanced against the general advantage that the scheme brings to the area.

**References:** 2, 18, 19, 20



<b>Structure:</b> Granite Bollard.	
<b>Location:</b> North Quay	
<b>Grid Ref:</b> SW 5529 3790	
<b>Statutory Protection:</b> Within Conservation Area	
<b>Our Ref:</b> NQ28	<b>PRN No:</b> none
<b>CAU Ref:</b> none	<b>Other:</b>

**Structure Type:** Dock Furniture

**Dates:** Early 19<sup>th</sup> century

**Description:** Granite post slightly under a metre tall.



#### Photographs

Photo No	Object and orientation	Note
DSCN 2348	Post looking NE	
DSCN 2349	Ditto	

**History:** One of a number of the granite post that are found around the harbour – the position again suggests that it may have acted as a warping post.

**Significance:** Regional: an important element of dock furniture.

**Baseline Condition:** Good.

**Proposals:** To be left as found.

**Necessity of change:** There will be no change.

**Gain/Loss:** Neutral.

**Justification:** There is no justification necessary.

**References:** 22

<b>Structure:</b> Quay wall	
<b>Location:</b> North Quay	
<b>Grid Ref:</b> SW 5528 3790	
<b>Statutory Protection:</b> Within Conservation Area	
<b>Our Ref:</b> NQ29	<b>PRN No:</b> 141007
<b>CAU Ref:</b> 436	<b>Other:</b>

**Structure Type:** Dock Installation

**Dates:** mid 19<sup>th</sup> with added 20<sup>th</sup> century elements

**Description:** The quay wall at the extreme west end of North Quay – beyond are the sand dunes of the estuary. Rubble wall with dressed granite coping and large dressed blocks at the corner. The portion of the wall as it turns and runs north has been extended – the stones here are a couple of metres long and fairly regular.



#### Photographs

Photo No	Object and orientation	Note
DSCN 2347	Quay Wall looking NE	
DSCN 2350	Top of Quay with remains of ladder	
DSCN 2351	Top of quay looking SW	
DSCN 2536	Stones to north of edge looking SE	There is evidence of working on these stones.

**History:** The extension of the North Quay wall, as it runs north is probably part of improvements associated with the Power Station. The Archaeology Unit suggest that the large granite blocks are from the stone sleepers of the Wharf Railway (CAU 2000)

**Significance:** International/National: an important part of the harbour development.

**Baseline Condition:** Fair.

**Proposals:** To repair and retain.

**Necessity:** To ensure the safety and survival of the feature.

**Gain/Loss:** This is a positive step.

**Justification:** The conservation of the historic harbour.

**References:** 2

<b>Structure: Inspection Plate</b>	
<b>Location:</b> North Quay	
<b>Grid Ref:</b> SW 5527 3789	
<b>Statutory Protection:</b> Within Conservation Area.	
<b>Our Ref:</b> NQ30	<b>PRN No:</b> None
<b>CAU Ref:</b> None	<b>Other:</b>

**Structure Type:** Dock Installation

**Dates:** c1939

**Description:** Cast manhole cover about 10 metres from the edge of the North Quay.



#### Photographs

Photo No	Object and orientation	Note
DSCN 2537	Manhole cover looking SE	
DSCN 2538	Ditto looking NE	

**History:** The pipe line that was built to bring sea water to the Power Station and Bromide Plant crossed the harbour from the Carnsew Pool (see CQ9). The exact location of it coming ashore is not certain but the manhole cover lies on a possible route. It therefore could be the cover to an inspection cap for that pipe.

**Significance:** Local: it is probably only a matter of curiosity but is probably part of the history of the harbour.

**Baseline Condition:** Fair to good.

**Proposals:** To be left as found.

**Necessity of change:** There will be no change.

**Gain/Loss:** Neutral.

**Justification:** There is no justification necessary.

**References:**

<b>Structure:</b> Power Station (site of)	
<b>Location:</b> North Quay	
<b>Grid Ref:</b> SW 5530 3800	
<b>Statutory Protection:</b> Within Conservation Area	
<b>Our Ref:</b> NQ31	<b>PRN No:</b> 40361
<b>CAU Ref:</b> 141	<b>Other:</b>

**Structure Type:** site

**Dates:** 1910-1977

**Description:** Apart from the two standing ancillary buildings and the adjacent electricity distribution station there are no standing elements of the power station. Most of the site is the rubble of the demolished building which is heavily overgrown with vegetation. There is part of the outer boundary wall standing to the south east of the site (DSCN 2324 and 2325) and at the southern end the remains of an ancillary building.



#### Photographs

Photo No	Object and orientation	Note
DSCN 2324	Boundary Wall looking NW	
DSCN 2354	Ditto Looking NW	
DSCN 2334	Remains looking NE	
DSCN 2335	Ditto looking SE	

**History:** The Power station was opened in 1910, was enlarged in the 1940s and demolished in 1977. It was coal fired which one of the reasons for its replacement in the 1970s

**Significance:** Low local: power stations of this age are well recorded and there is no reason to believe that this one had any great intrinsic value.

**Baseline Condition:** Unknown.

**Proposals:** The area is to be developed and excavations will be more than a metre which will destroy any remains – if they still exist,

**Necessity:** The work is required as part of the development of the Harbour area.

**Gain/Loss:** This harbour feature will be lost the record of the feature is a gain,

**Justification:** The loss is balanced against the general advantage that the scheme brings to the area.

**References:** 2, 21

<b>Structure:</b> Power Station Gatehouse	
<b>Location:</b> North Quay	
<b>Grid Ref:</b> SW 5537 3800	
<b>Statutory Protection:</b> Within Conservation Area	
<b>Our Ref:</b> NQ32	<b>PRN No:</b> None
<b>CAU Ref:</b> None	<b>Other:</b>

**Structure Type:** Building

**Dates:** c1910

**Description:** Two storey three roomed with flat roof concrete structure with single storey extension – very heavily vandalised.

**Photographs**



Photo No	Object and orientation	Note
DSCN 2326	Gatehouse looking NE	
DSCN 2327	Gatehouse looking SE	

**History:** Part of the Power Station complex

**Significance:** Low local: the building means little out of context.

**Baseline Condition:** Very poor.

**Proposals:** Demolition of this low significance building.

**Necessity:** The work is required as part of the development of the Harbour area.

**Gain/Loss:** This harbour feature will be lost the record of the feature is a gain.

**Justification:** The loss is balanced against the general advantage that the scheme brings to the area.

**References:** 2, 21, 22

<b>Structure:</b> Power Station Social Club and Canteen	
<b>Location:</b> North Quay	
<b>Grid Ref:</b> SW 5538 3802	
<b>Statutory Protection:</b> Within Conservation Area	
<b>Our Ref:</b> NQ33	<b>PRN No:</b> None
<b>CAU Ref:</b> None	<b>Other:</b>

**Structure Type:** Building

**Dates:** c1910

**Description:** Two storey building and if built before the 1914-18 War then its design could be regarded as quite avant-garde.



#### Photographs

Photo No	Object and orientation	Note
DSCN 2328	Building looking ESE	
DSCN 2329	Building looking NE	
DSCN 2330	Canteen detail of ramp looking NE	
DSCN 2331	Building of front looking ENE	

**History:** Built as part of the Power Station complex

**Significance:** Low local: the building means little out of context.

**Baseline Condition:** Unknown

**Proposals:** The area is to be developed and excavations will be more than a metre which will destroy any remains – if they still exist.

**Necessity:** The work is required as part of the development of the Harbour area.

**Gain/Loss:** This harbour feature will be lost the record of the feature is a gain.

**Justification:** The loss is balanced against the general advantage that the scheme brings to the area.

**References:** 2, 21, 22

<b>Structure:</b> Distribution Station	
<b>Location:</b> North Quay	
<b>Grid Ref:</b> SW 5534 3810	
<b>Statutory Protection:</b> None	
<b>Our Ref:</b> NQ34.	<b>PRN No:</b> 141059
<b>CAU Ref:</b> 548	<b>Other:</b>

**Structure Type:** Building

**Note:** The Archaeology Unit's reference 548 is to both the existing Distribution Station and the remains of the Power Station that lay to the east. There are three separate references to these remains

**Dates:** c1930s

**Description:** Substantial buildings a major point of electricity distribution.



#### Photographs

Photo No	Object and orientation	Note
DSCN 0154	Distribution Station looking NW	
DSCN 2226	Distribution Station looking SW	
DSCN 2332	Ditto looking E	
DSCN 2333	Ditto looking NNE	
DSCN 2337	View from Towans looking WSW	
DSCN 2338	Ditto	

**History:** The sub-station appears to be part of a distribution network and probably dates from the establishment of the national grid it has been enlarged since that time.

**Significance:** The substation position was probably established because of the power station; therefore its position is only coincidental to the industrial harbour.

**Not part of the scheme.**

**References:** 2



### 3.8. Cockle Bank

<b>Structure:</b> Warping Posts	
<b>Location:</b> Cockle Bank	
<b>Grid Ref:</b> SW 5557 3761	
<b>Statutory Protection:</b> None	
<b>Our Ref:</b> CB1	<b>PRN No:</b> None
<b>CAU Ref:</b> None	<b>Other:</b>

**Structure Type:** Harbour Installation

**Dates:** Early 19<sup>th</sup> century

**Description:** Posts with support topped with a chain and hook – there are two one at each end of the bank. Both posts are in very bad condition.



#### Photographs

Photo No	Object and orientation	Note
DSCN 0180	Warping Post looking NW	At SE end of bank
DSCN 0232 - 4	Warping Post looking NNE	
DSCN 2425	Warping Post looking NW	Taken at High Water

**History:** Manoeuvring sailing vessels in the confines of the estuary, especially if the tide was running strong was difficult. The post was placed at each end of the Cockle Bank to aid ships to swing round the edge of the bank.

**Significance:** Regional: their significance is high but they are unlikely to survive where they are and their story is best told by removing them to a healthier environment.

**Baseline Condition:** Very poor.

**Proposals:** To leave as found (There is a possible need to ensure a protection of its position once the Cockle bank is removed.

**Necessity:** The removal of the Cockle Bank may undermine the post and added protection therefore might be needed.

**Gain/Loss:** The retention of this historic feature in situ is a positive gain.

**Justification:** Will enhance the historic harbour.

**References:** 19, 20

<b>Structure: Channel Marker</b>	
<b>Location:</b> Cockle bank	
<b>Grid Ref:</b> SW 5537 3781	
<b>Statutory Protection:</b> Within Conservation Area	
<b>Our Ref:</b> CB2	<b>PRN No:</b> None
<b>CAU Ref:</b> None	<b>Other:</b>

**Structure Type:** Harbour Installation

**Dates:** Early 19<sup>th</sup> century

**Description:** Channel marker possibly an old ship's mast, it is in very poor condition.



#### Photographs

Photo No	Object and orientation	Note
DSCN 3626	Marker/Warping post	At NW end of bank
DSCN 3651	Ditto	
DSCN 3652	Ditto	

**History:** The marker was placed to indicate the position of the sandbank to shipping evidence of chains on the post suggest it may have been used as a warping post as well.

**Significance:** Regional.

**Baseline Condition:** Very poor.

**Proposals:** To remove.

**Necessity:** The removal of the Cockle bank will make the position of this feature untenable and its condition precludes it being moved.

**Gain/Loss:** An overall loss.

**Justification:** The difficulties involved in conserving this feature and its relative low status weighed against the overall gains of the scheme.

**References:** 19, 20, John Browne (Harbour Master)

<b>Structure: Wrecks</b>	
<b>Location:</b> Cockle Bank	
<b>Grid Ref:</b> SW 5545 3775	
<b>Statutory Protection:</b> None	
<b>Our Ref:</b> CB3	<b>PRN No:</b> 139296 - 99
<b>CAU Ref:</b> 303-306	<b>Other:</b>

**Structure Type:** Site

**Dates:** Late 18<sup>th</sup> – early 19<sup>th</sup> century

**Description:** The site of the wrecks of four ships on or close to the Cockle Bank.

**Photographs**

Photo No	Object and orientation	Note
	There are no photographs	

**History:** There are the reported sites of four ships that foundered on or near the Cockle Bank:

Cargo Ship, 'Unity' in 1782

Cargo Vessel, 'Friendship' in 1807

Cargo Vessel, 'Ocean' in 1827

The Craft, 'Fanny' in 1810

**Significance:** The extent of the wrecks is unknown it is only a potential archaeological site

**Baseline Condition:** Unknown

**Proposals:** The removal of the cockle bank will obliterate any remains.

**Necessity:** The removal of the bank is an essential part of the proposed development hence the loss of any possible remains.

**Gain/Loss:** The possibility of losing any hidden archaeology is extremely low. (See note on hidden archaeology in the PPG 15 Justification Statement that accompanies the Outline Planning Application.) There is the possibility that artefacts may be found during the removal of the bank.

**Justification:** It is extremely unlikely that anything other than the possibility of some artefacts have survived the effect of strong tides and the scouring of the harbour. No evidence was found during the investigation of the bank. The removal is balanced against the benefits that the scheme brings to the area.

**References:** 2.

## 4. Selected Sources

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### Maps

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10. 1809. O.S. Map, 1<sup>st</sup> Edition 1" to the mile. CRO (HI 661, 24)
11. 1810. Plan of Carnsew prepared by David Palmer. CRO (HI 661, 25)
12. 1810–1811. Part of Carnsew prepared by John Heywood. CRO (HI 661, 26)
13. 1828. Plan of Carnsew Pool, Property of Sir John St Aubryn, William Praed & Francis Heale Road. CRO (HI 661, 19)
14. c1830. Plan of Carnsew. CRO (HI 661, 22)
15. c1839. Plan of Hayle Harbour. CRO (HI 661, 21)
16. c1840. Plan of the Harvey Foundry. CRO (HI 661, 20)
- 16a 1841. Plan part Hayle survey by John Phillips
17. 1842. Tithe map Parish of St Erth. CRO
18. 1845. Tithe Map Parish of Phillack. CRO
- 18a c1881, Plan of gas works CRO (H166-49)

In the possession of the Author

19. OS. 1<sup>st</sup> Edition, 1879 Sheets Cornwall LXIX.1. and LXII 13 & 9
20. OS 2<sup>nd</sup> Edition 1908 Sheets as above
21. OS Revision 1936 Sheets as above
23. OS Plan Sw 5438 & SW 5538 July 1968
24. OS Plan SW 5437 & SW 5537, July 1968

22. Steve Little Research Field Notes.

### Archives and collections looked at

County Records Office, Truro  
Cornwall Archaeology Unit  
Hayle Library, Hayle  
Morrab Library, Penzance  
The Cornish Studies Centre, Redruth  
Royal Cornish Institute, Truro

### Local Historians Contacted

Georgina Scholfield of Hayle Archive  
Brian Sullivan  
Cecil Appleby  
Rob Lello  
Tony Pawlyn, lecture Harvey's of Hayle 'given on 30<sup>th</sup> November 2004 at The Cornwall Centre, Redruth.  
John Brown, Hayle Harbour Manager