

Kilcobben Cove

Cornish Ports and Harbours



*Assessing heritage significance, threats,
protection and opportunities*



Historic England



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Cover illustration: *The Lizard lifeboat station and cliff railway.*

1 Introduction

Within a broader 'Cornish Ports and Harbours' project examining the heritage significance, protection and implications from forces for change affecting Cornwall's ports and harbours, Kilcobben Cove has been chosen for detailed study as a good example of a small civic provision site. Discussion of the approach and working methods applied during the execution of the project can be found in the overall Project Report.

Located on the south-eastern tip of the Lizard peninsula in Landewednack parish (centred at NGR SW 7156 1256), Kilcobben Cove is situated at foot of steep cliffs and has only seen generally sporadic use throughout its known history. The cove is now occupied by the Lizard Lifeboat Station, which was transferred to this site in 1961. As the lifeboat station is run by the Royal National Lifeboat Institution (RNLI), this is a relatively unusual example of a maritime facility with a single civil use — the former lifeboat station at Penlee Point near Newlyn being another one.

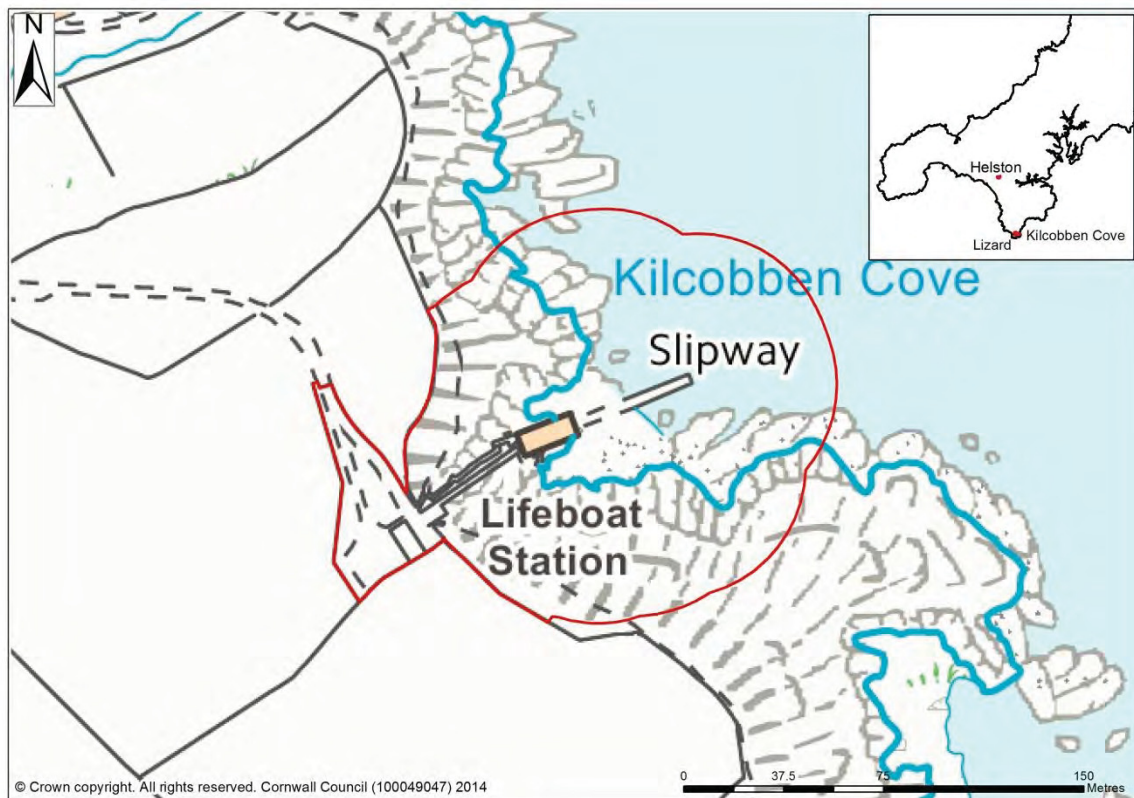


Fig 1 Location map. The study area is outlined in red.

2 Outline history

2.1 Early history

Kilcobben Cove was described by the indefatigable Rev^d C A Johns in his classic 'A Week at the Lizard' (Johns 1848, 30–1), 'An indentation in the coast forms, a little further on [from Hot Point], the cove of Kilkcobben (*sic*), which may be descended by an easy path. There are traces of mining having been attempted at some very remote period, an excavation running in from the base of the cliff. Half-way down, two circular areas also point out where formerly stood two windlasses, which were employed in drawing up a seine-boat on the rock which occupies the middle of the cove. It is now entirely deserted both by miners and fishermen, the study of geology having proved the improbability of finding metallic ores in such a location, and experience having shown the superiority of another cove as a fishing station. It is now only frequented as a bathing-place, for which its pebbly beach, clearness from seaweed and exemption from strong currents, peculiarly adapt it'.



Fig 2 Kilcobben Cove (engraving from C A Johns, 1848).

In the mid-19th century the diminished use of the cove is borne out by the lack of any historic features shown here on either the 1839 Landewednack parish Tithe map (Fig 3) or the large scale surveys by the OS made in c 1880 and c 1907 (Figs 4 and 5). Kilcobben Cove is also relatively remote from settlement, the nearest houses being inland of Church Cove, the next sea inlet to the north. The cliff-top above the cove is bordered by fields which have been cut through to create an access road and parking for the modern lifeboat station.

2.2 A new lifeboat station for the Lizard

The RNLI established its first lifeboat at the southern tip of The Lizard in 1859 (Hart 1996). The station was located at the top of the cliffs above Polpeor Cove about 1 km south of the Lizard village. However the location of this station on the cliff made launching a long and precarious operation in rough sea and weather.

In 1885 a larger station was built above the high-water mark lower down in Polpeor Cove to house a larger lifeboat. The existing smaller craft was moved to a new station at Church Cove just east of Lizard village (Hart 1996).

The final lifeboat station at Polpeor Cove was completed in 1914. The large concrete building had an integrated slipway which meant the lifeboat was able to launch directly into the sea. However this could prove hazardous in rough conditions because of the number of rocks in the cove. The exposed position of the station also meant that it required a great deal of expense to maintain its general upkeep. In order to relaunch the lifeboat, a recovery system was used to haul it back into the boat house. First ropes were placed around a natural rock pillar in the sea in order to turn the stern of the boat towards land. A giant wheel — at the rear of the station — was then used to winch the boat back up the slipway (Hart 1996).

The result of these difficulties meant the RNLI was forced to spend money repairing the station and the lifeboats from time to time. By 1958, with the need to employ larger and faster lifeboats due to the growth in maritime commerce, the RNLI decided to close Polpeor Cove because of its operating limitations and work began on the new lifeboat station at Kilcobben Cove. Polpeor Cove closed in 1961 (Hart 1996).

A wave counter had been used for two years previously to demonstrate that the cove was the safest place to build a new house and slipway and was sufficiently protected to allow safe launches in all conditions. The large rock in the middle of the cove where the seine-boat had been kept in the old pilchard fishing days was the foundation for the new house and the slipway was built out from it. This was a major feat of civil engineering costing £90,000. Due to the steepness of the cliff, a cliff railway carries the lifeboat crew down to the boathouse (Hart 1996, 87).

The station was opened on 7 July 1961 by HRH the Duke of Edinburgh, who arrived in a red helicopter (Figs 8 and 9) and who also named the new Barnett-class lifeboat *The Duke of Cornwall*. Stands were erected for invited guests and many watched from the cliffs (Hart 1996, 87–8).

The new lifeboat station was originally called The Lizard-Cadgwith Lifeboat Station because it recognised the merging of the two former services; the one based at Polpeor Cove and another at Cadgwith, a fishing village on the east side of The Lizard where there was lifeboat between 1867 and 1963. This name was officially changed in 1987 to The Lizard Lifeboat Station. In 1988 the station and the slipway required adaptation with the arrival of a Tyne-class lifeboat called *David Robinson* (Hart 1996).

In 2010 the original station at Kilcobben Cove was demolished because it could not accommodate the latest Tamar-class lifeboats and the present lifeboat house with the curved roof was built. During the rebuilding the lifeboat was kept moored afloat off Cadgwith. On 5 May 2012, the new station was officially opened by Admiral the Lord Boyce, Chairman of the RNLI. On the same day, the station's new Tamar-class boat, which had replaced the *David Robinson* the year before, was named *Rose* in a ceremony by the-then Lord Lieutenant of Cornwall, Mary Holborow.



Fig 3 Tithe Map for the parish of Landewednack, 1839. The study area is outlined in red.

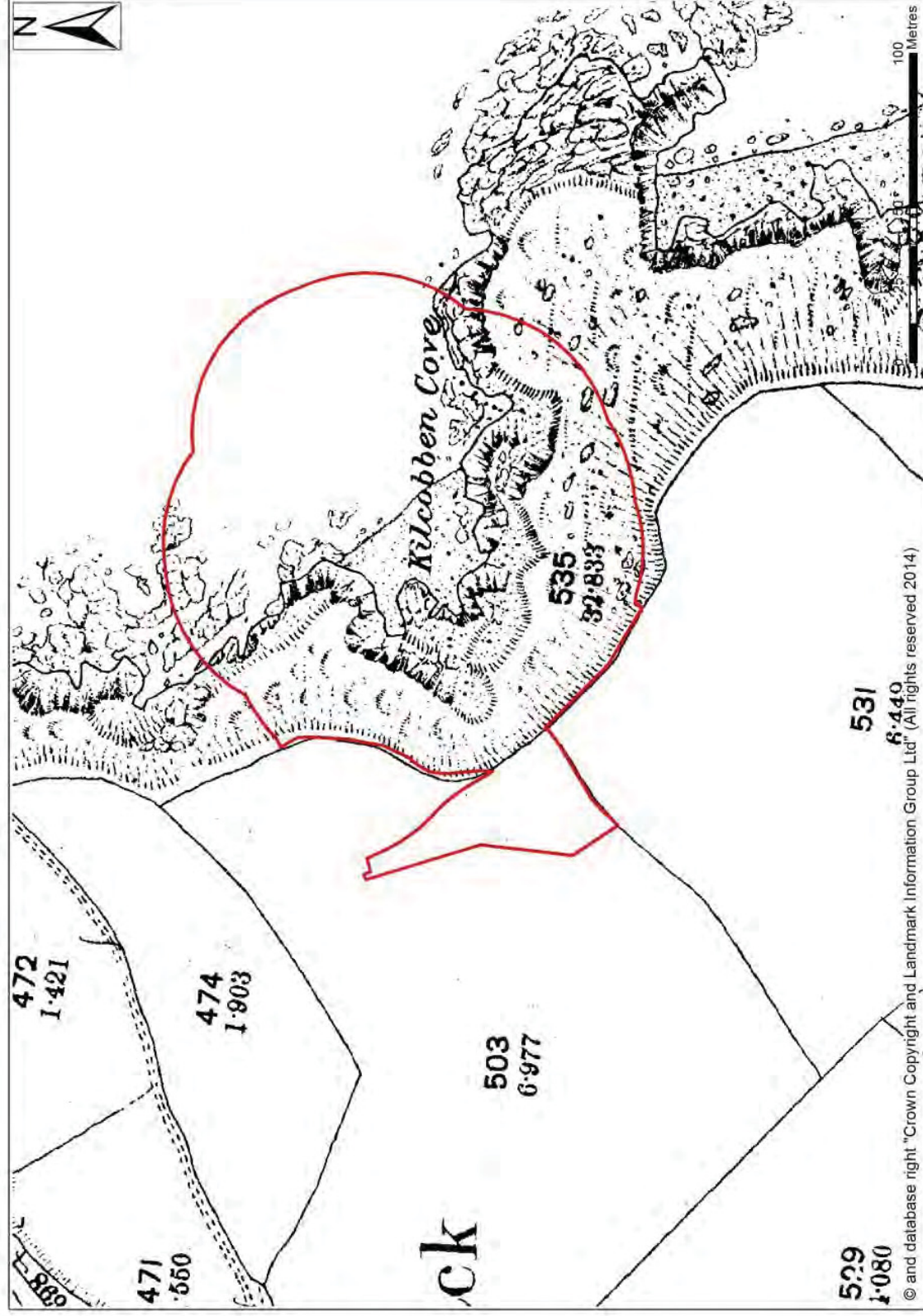


Fig 4 First Edition of the Ordnance Survey 25 Inch Map, c 1880. The study area is outlined in red.

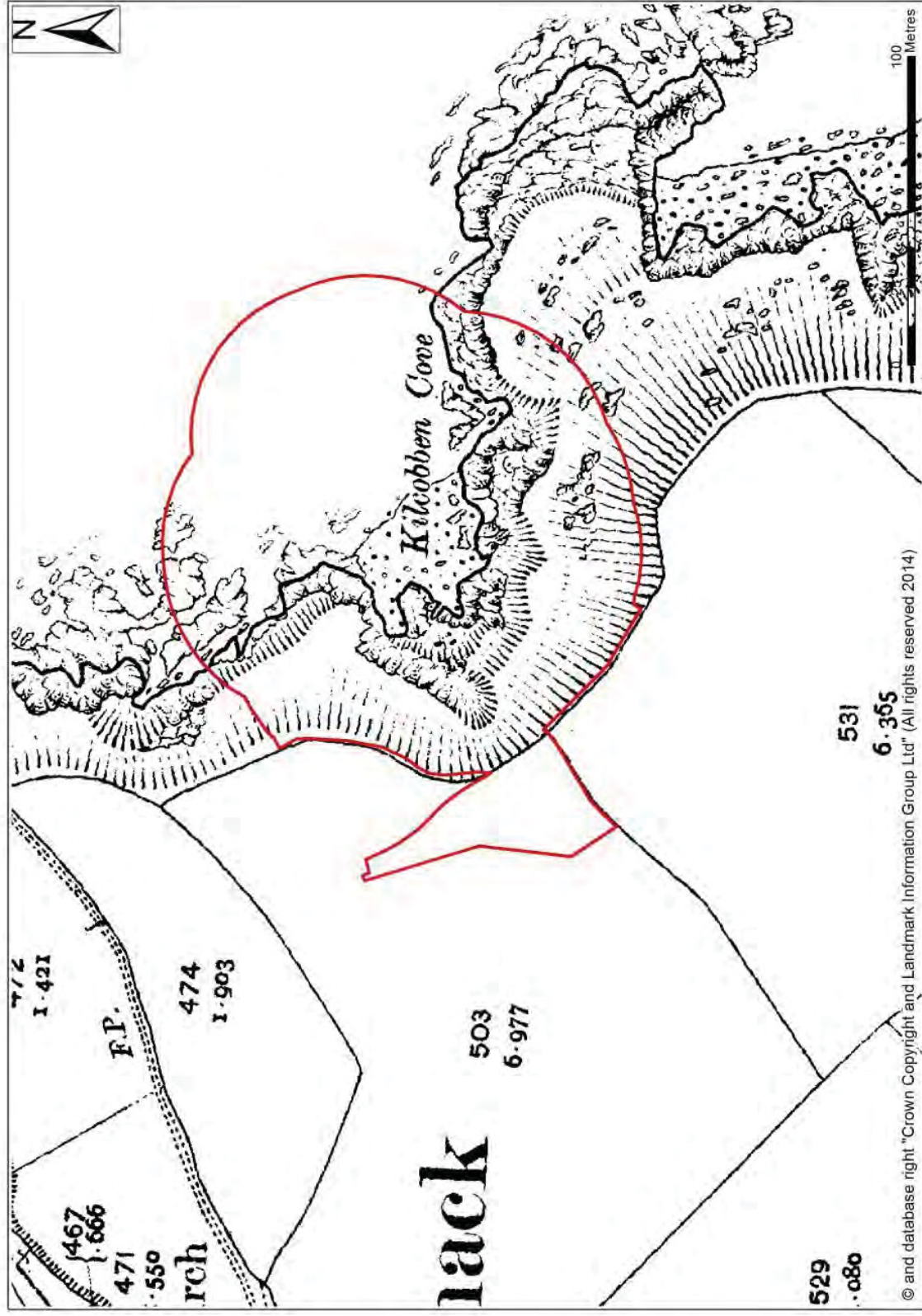


Fig 5 Second Edition of the Ordnance Survey 25 Inch Map, c 1907. The study area is outlined in red.

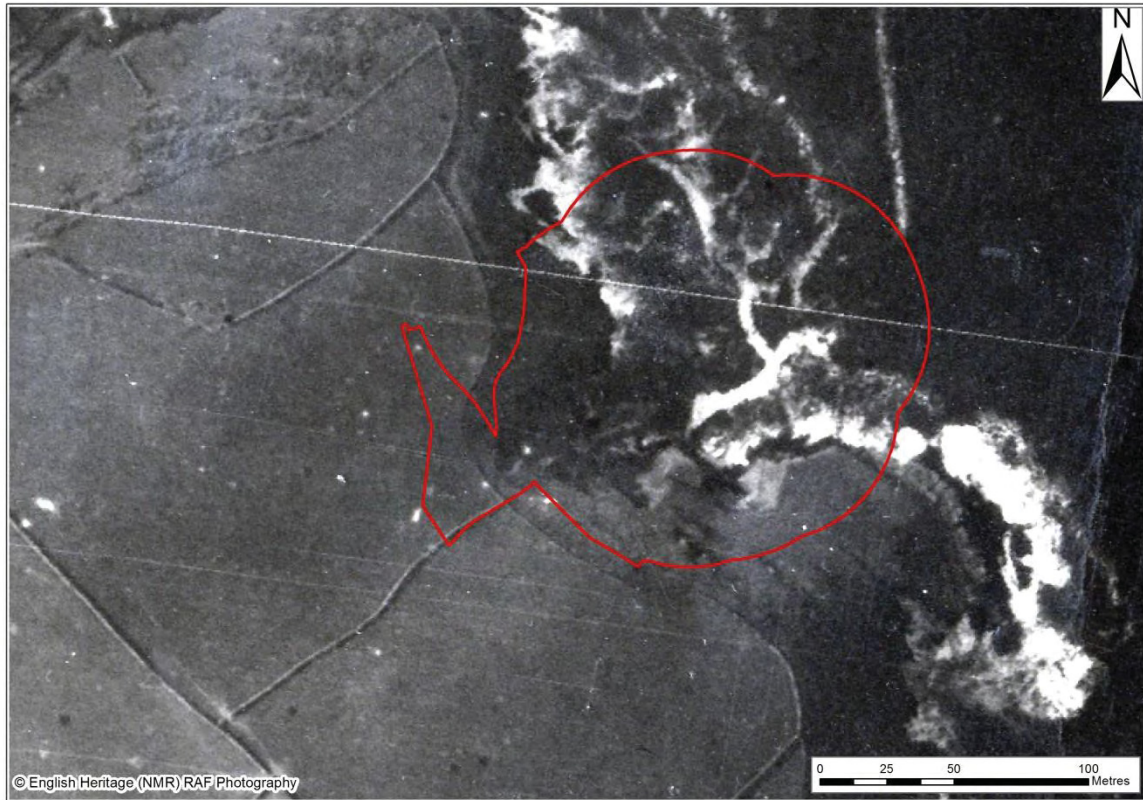


Fig 6 RAF aerial photo (1946). The study area is outlined in red.



Fig 7 Aerial photo (2005). The study area is outlined in red.



Fig 8 HRH the Duke of Edinburgh meeting Tony and Joyce Greenslade at the opening ceremony on 7 July 1961 (Helston Museum Photographic Archive).



Fig 9 Descending on the cliff railway (Helston Museum Photographic Archive).

3 Description

Kilcobben Cove is now the site of the modern lifeboat station; this comprises the lifeboat house which sits on a concrete foundation near the base of the cliff and a long slipway at the seaward end. The crew's access to the lifeboat station is facilitated by the steep incline of a cliff railway or lift, powered from within a winch house (called the 'Engine House') at its head (Fig 11). A long flight of steps also connects the two buildings. A surfaced track and car park have been cut into the slope above the 'Engine House'. At the corner of this is a granite memorial to the crew of the *Argarry*, which was lost in a storm in 1962 (Fig 12). The coastal footpath traverses the site beside the 'Engine House' and this ensures that, at least in the summer months, the site receives a steady flow of visitors, the more intrepid of whom descend the steps to view the lifeboat itself.

There are few older historic features at Kilcobben and the remains of these are quite overgrown and relatively inaccessible and/or dangerous to access. The most distinct feature is a trackway which has been cut into the slope on the south side of the cove (Fig 10) and is also visible in aerial views (Fig 7). The southern (upper) end of the track above Prilla Cove may have been lost through cliff erosion. The gouge of the track between Kilcobben and Prilla Coves has been noted in the HER as the banks and ditch of a potential Iron Age cliff castle; fieldwork for the current study indicates that this is extremely unlikely, due to the steep coastal slope which descends sharply beyond the feature. A roughly circular levelled space, partially encircled by the descending trackway at Kilcobben, is a likely capstan platform, probably one of the two windlasses described by Johns (1848). Any other older features at the base of this tiny inlet are likely to have been destroyed by the construction of the present lifeboat station.



Fig 10 The neighbouring landscape and seascape at Kilcobben Cove.



Fig 11 The head of the cliff railway and the associated winch or 'engine house' (Site 3).



Fig 12 Argarry memorial, 1962.



Fig 13 An old trackway (Site 5) cut into the cliff winds down the southern side of Kilcobben Cove.

3.1 Gazetteer

Gaz No.	NRHE Site Type	MCO or identifier	NGR (SW)	Period	Description	Designation and Grade
1	LIFEBOAT STATION	167970, MCO44009	71563 12568	MODERN	A lifeboat station was established at Kilcobben Cove in 1961. The present building was constructed in 2010-11	None
2	SLIPWAY	167970, MCO44009	71575 12579 to 71614 12593	MODERN	A reinforced concrete slipway is used to launch the Lizard lifeboat into the sea	None
3	CLIFF RAILWAY, STEPS		71519 12545 to 71547 12566	MODERN	As the Lizard lifeboat station is at the base of a steep cliff, personnel and materials are transferred to it by a steep incline plane. A long flight	None

Gaz No.	NRHE Site Type	MCO or identifier	NGR (SW)	Period	Description	Designation and Grade
					of steps runs alongside	
4	COMMEMORATIVE MONUMENT	MCO56803	71518 12532	MODERN	The crew of the <i>Argarry</i> were all lost in a storm in December 1962. A granite memorial commemorates the tragedy and the efforts of the lifeboatmen to try to rescue them	None
5	TRACKWAY	177567	71587 12551 to 71665 12510	EARLY MODERN	A trackway is cut into the slope running down the southern side of Kilcobben Cove. Although only shown as an indistinct notch on the TM and not depicted at all on early OS editions, it appears on aerial photos & is also visible on the ground. It is likely to be associated with short-lived pilchard seining activity from this cove	None
6	CAPSTAN		71595 12546	EARLY MODERN	CA Johns (1848) refers to pilchard seining from Kilcobben Cove, enabled by a rough slipway & 'two windlasses'. A probable capstan platform is apparently still extant at the cove (although difficult/dangerous to reach & verify)	None

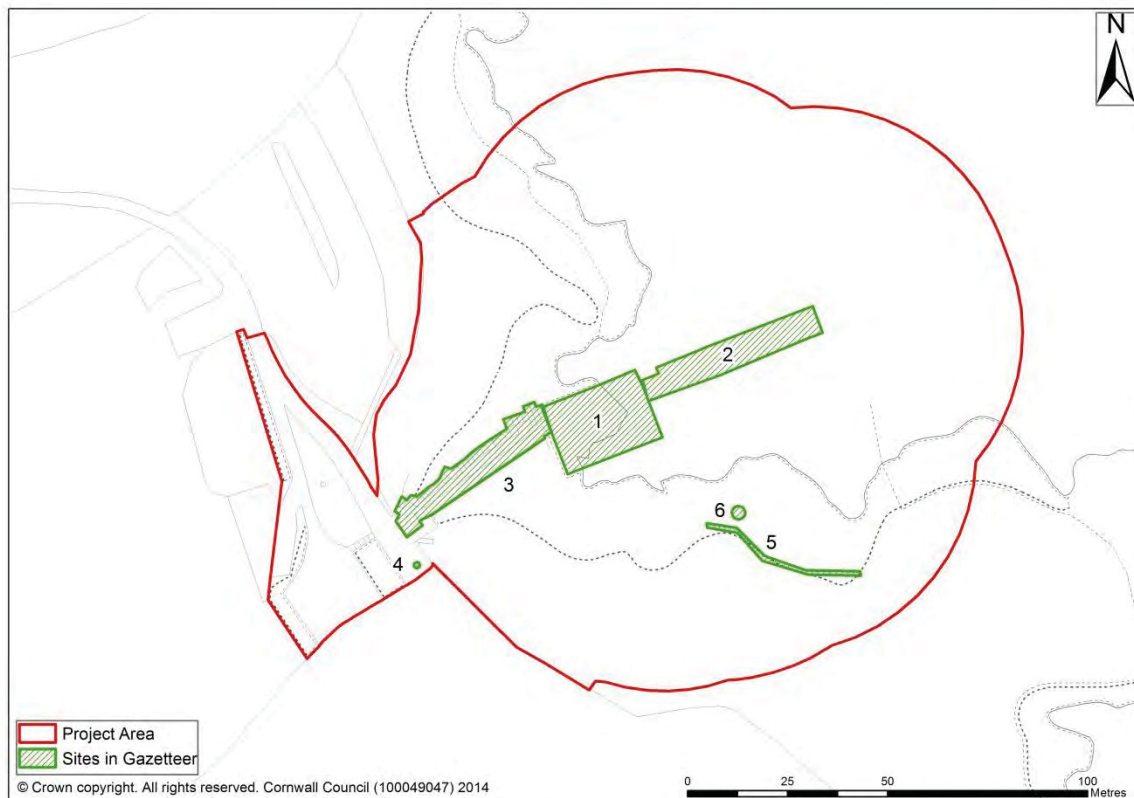


Fig 14 Plan showing Gazetteer entries.

3.2 Historic character

The following sub-sections present the results of a rapid characterisation of the study area using information from three 'previous' time-slices based on the 1839 Tithe mapping and the c1880 First Edition Ordnance Survey mapping (mid to late 19th century character); c1907 Second Edition Ordnance Survey mapping and 1946 RAF vertical photographs (early to mid-20th century character) with present character based on 2014 Ordnance Survey digital mapping. The characterisation mapping is shown at Sub-Type level, the lowest hierarchy of historic characterisation. These component parts or site types are discussed below within a broader context of characterisation aimed predominantly at 'Broad Type' level.

3.2.1 Late 18th to early 19th century character

The late 18th to early 19th century character of Kilcobben Cove reflects that of a coastal inlet after any post medieval mining activity that may have taken place here had ended, but possibly towards the end of its use as a cove for seine fishing (Fig 15). The characterisation for this time-slice therefore largely comprises the cove's physical composition, but it should be borne in mind that the broader coastal landscape in Cornwall has a long history of cultural adaptation, even where this has not involved any visible change or activity. This is recognised through the historic characterisation Broad Types 'Cultural Topography (Landward)' and 'Cultural Topography (Intertidal)'. At Kilcobben these are further distinguished by the character Sub-Types 'Cliff', 'Foreshore (Rocky)', 'Foreshore (Shingle)' and 'Coastal Sea'. An area of coastal slope to the west, shown as enclosed land on the 1839 Landewednack Tithe map (Broad Type 'Enclosed Land', Sub-Type 'Field'), was later modified to create the lifeboat station car park.

The level platform thought to have held one of the post medieval windlasses (site 6) is not shown on historic maps but survives into the present day, as does the cliff path (site 5) leading to it. The documented windlass likely functioned during the late 18th and possibly early 19th century as part of the seine fishing within the cove, where an outcrop of rock was used to tie up boats. These features are characterised for this time-slice as Broad Type 'Water Transport', Sub-Types 'Capstan' and 'Landing Place'.

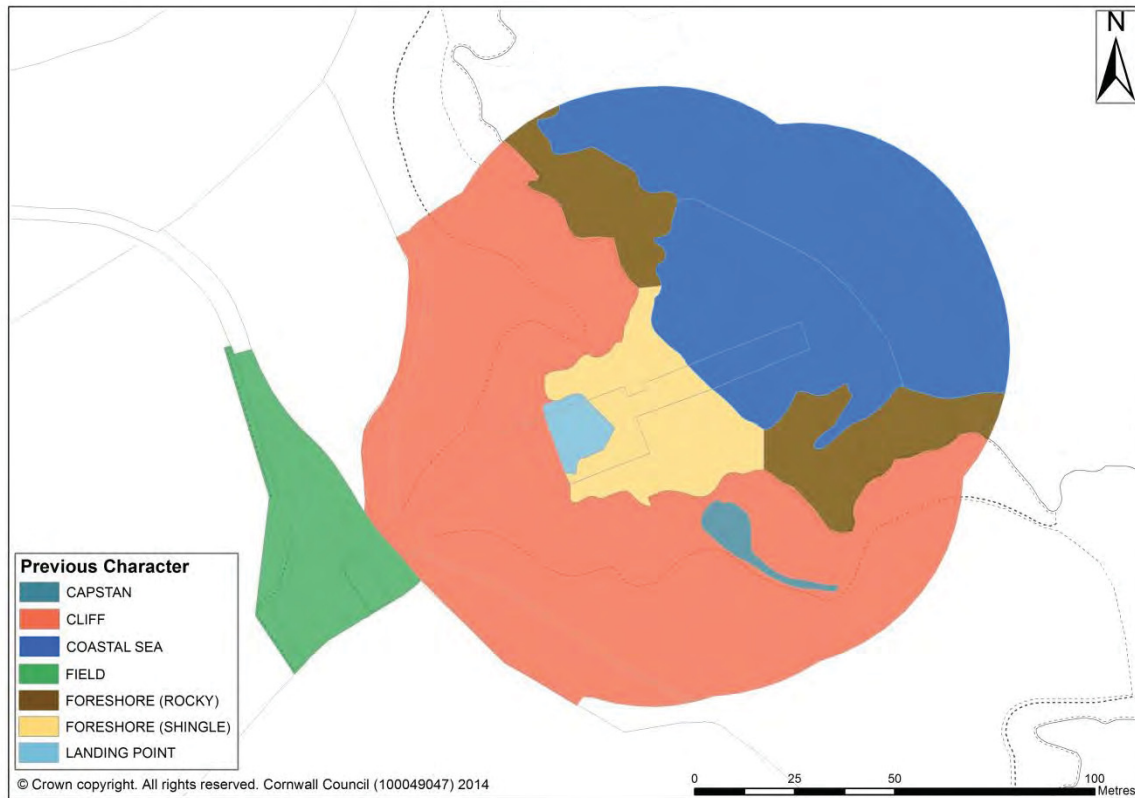


Fig 15 Late 18th to early 19th century character map showing characterisation to Sub-Type level, based on the 1839 Tithe Map

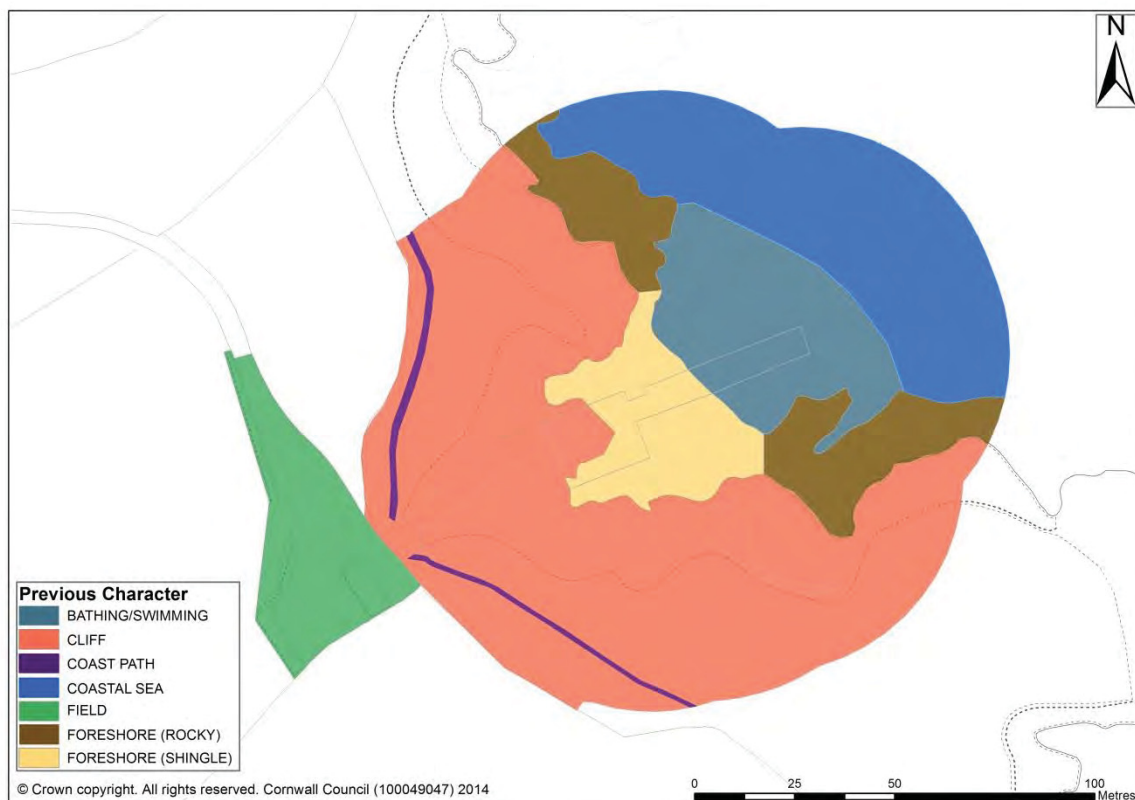


Fig 16 Late 19th to early 20th century character map showing characterisation to Sub-Type level, based on the c1880 and c1907 OS maps

3.2.2 Late 19th and early 20th century character

The predominant character of Kilcobben Cove through the later 19th and early 20th centuries remained that of a small coastal inlet up until the construction of the lifeboat station in 1962 (Fig 16). The use of the cove for bathing is anecdotally suggested by Johns (1848), where he emphasises the physical nature of the cove and its suitability for bathing, rather than any modification for recreational purposes. The sheltered inlet is, however, characterised as Broad Type 'Recreation', Sub-Type 'Bathing/Swimming' to reflect this documented use. It is likely that Kilcobben's remote and secluded character predominated during this period as it did the last, and that visitors were attracted on this basis. As with so many small coves and inlets around the Cornish coast, the historic socio-cultural response is likely to have been both pragmatic and aesthetic at times but this may have remained relatively low level or transient at Kilcobben during this period.

The cove was accessible during this period via the network of coastal paths (Broad Type 'Water Transport', Character Type 'Maritime Safety') established for coastguards to patrol for smugglers, although whether or not the cove was ever used for this purpose is not documented.

The characterisation for this time-slice reflects this period of relative quietude in Kilcobben's history, the physical beauty of the cove perhaps visited only periodically by the occasional walker or intrepid bather. The cove's cultural topography continues to be reflected in the historic characterisation Broad Types 'Cultural Topography (Intertidal)' and 'Cultural Topography (Landward)', Sub-Types 'Cliff', 'Foreshore (Rocky)', Foreshore (Shingle)' and 'Coastal Sea'.

The former windlass platform and access path had probably gone out of use by this time and it is not clear how much of their form would have remained visible against the coastal slope. As an area of coastal clifftop that has seen some human modification that has since ceased, its character during this period is probably best reflected using the Broad Type 'Cultural Topography (Landward)', Sub-Type 'Cliff'.

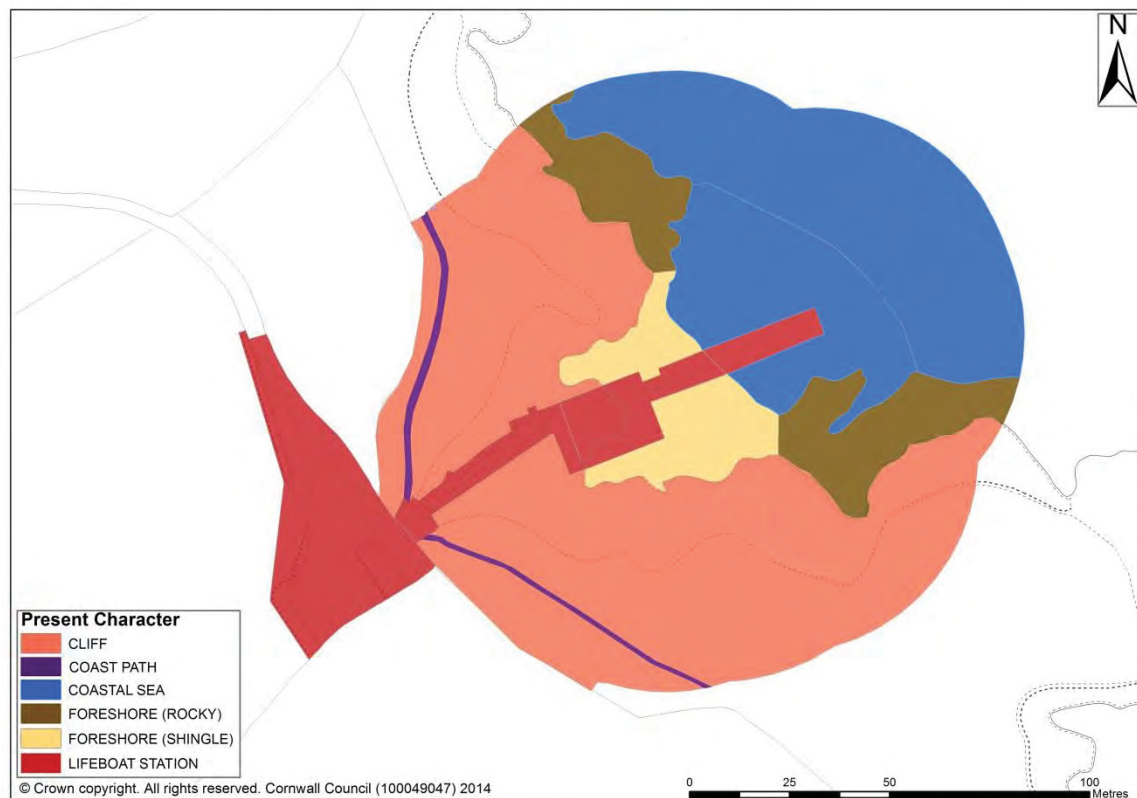


Fig 17 Present character map showing characterisation to Sub-Type level, based on OS digital mapping (2014)

3.2.3 Present character

The present character of Kilcobben Cove is that of a lifeboat station situated on the cliff slope above a small coastal inlet (Fig 17). The Sub-Types 'Cliff', 'Foreshore (Rocky)', 'Foreshore (Shingle)' and 'Coastal Sea' remain unchanged. The lifeboat station, railway and slipway (sites 1-3) are characterised as Broad Type 'Water Transport', Character Type 'Maritime Safety', Sub-Type 'Lifeboat Station'. This period of the site's history reflects its function as part of the maritime safety network that in Cornwall sees small institutions located at harbours and significant coastal locations. Stations such as Kilcobben demonstrate the vulnerability of those using the waters around the Cornish coast and the importance of the landline network that monitors their safety at sea.

Being situated on the South West Coast Path, Kilcobben can still be enjoyed by walkers across the clifftops and the recreational character of the coastal path can be characterised under Broad Type 'Recreation', Character Type 'Seaside Recreation'.

4 Designation, ownership and management

4.1 Designations

4.1.1 Heritage designations

Scheduled Monuments

A Scheduled Monument is one designated by statute as a site of national importance and is protected by The Ancient Monuments and Archaeological Areas Act 1979, as amended by The National Heritage Act 1983. By law, any proposed work affecting such sites requires Scheduled Monument Consent from the Secretary of State for Culture, Media and Sport.

There are no Scheduled Monuments in the study area.

Listed Buildings

In England and Wales the authority for listing is granted to the Secretary of State by the Planning (Listed Buildings and Conservation) Act 1990.

There are no Listed Buildings in the study area.

The Historic England (HE) South West office is in Bristol. HE provides input and advice on heritage matters for Listed Buildings and Scheduled Monuments, together with strategic overviews and support at local, regional and national levels.

Heritage at Risk

There are no sites or buildings in the study area that are listed on Historic England's *Heritage at Risk Register 2015*.

Local Lists

Local heritage listing is means for a community and a local authority to jointly identify heritage assets that are valued as distinctive elements of the local historic environment. There is no local list for the Lizard peninsula apart from sites recorded in the HER. Cornwall Council supports the development of local lists and is currently looking at a standard way of assessing criteria for inclusion on lists by neighbourhood groups based on the 'Good Practice Guide for Local Heritage Listing' (English Heritage 2012).

4.1.2 Conservation designations

A large proportion of the land area in Great Britain is under the protection of conservation designations. Statutory designations broadly fall into three categories: nature conservation, landscape conservation and natural heritage conservation, which protects wildlife, landscape and cultural aspects of the countryside. Kilcobben Cove is included within the following conservation designations:

- Area of Outstanding Natural Beauty (AONB);
- Heritage Coast;
- Area of Great Scientific Value (AGSV);
- Site of Special Scientific Interest — applies to the coastal slope and cliffs (SSSI);
- Special Area for Conservation — applies to the coastal slope and cliffs (SAC).

4.2 Ownership

The cove is now entirely occupied by the present lifeboat station operated by the RNLI, a national charity. No other boats usually launch or land here. The lifeboat station is open to the public, with regular hours during the summer. For those visitors less inclined to negotiate the steps down to the lifeboat house, information boards are also available on the side of the 'Engine House'.

4.3 Planning arrangements

4.3.1 The Marine Management Organisation (MMO)

Marine activities in the seas around England and Wales are licensed, regulated and planned by the Marine Management Organisation (MMO) so that they are carried out in a sustainable way. Their responsibilities include planning and licensing for marine construction, deposits and dredging that may have an environmental, economic or social impact and producing marine plans to include all marine activities, including those they do not directly regulate. The study area will come under the South West Inshore Plan which will be completed by 2021.

4.3.2 The National Planning Policy Framework (NPPF)

The National Planning Policy Framework (NPPF) is the national planning policy document for England and Wales. This national guidance is applied at a more local level by Councils (also known as Local Planning Authorities), who form area specific policies and proposals that reflect the broad guidance of the NPPF, but with more locally specific detail.

4.3.3 Cornwall Local Plan

In Cornwall the main policy document is the emerging Cornwall Local Plan, which aims to control and influence the use of land in the public interest by identifying areas where development can and cannot take place. Sitting underneath the Cornwall Local Plan are area-based policies for settlements, reflecting the specific character and needs of each place. These are referred to as either Town Frameworks or Neighbourhood Plans — Neighbourhood Planning is now a potential way ahead for bringing positive management actions forwards.

The NPPF requires that Local Plans 'be prepared with the objective of contributing to the achievement of sustainable development.' Local Plans should cover a 20 year period, and be able to demonstrate that the content of the Plan is deliverable, meaning that a sufficient number of sites have been identified to achieve the objectives of the Plan.

From 1 April 2009, the six District Councils and the County Council became a unitary authority - Cornwall Council. Many of the planning policies that were used by the former districts have been saved until such time that a county wide Local Plan is adopted. These policies will be used to determine planning applications that are submitted to Cornwall Council, albeit that the national guidance of the NPPF will be given greatest weight in decision making if the saved policies are considered out-of-date.

4.3.4 The Cornwall Maritime Strategy 2012–2030

'A future for Maritime Cornwall: The Cornwall Maritime Strategy 2012-2030' was adopted by Cornwall Council in August 2012. It is the first, and to date the only, high-level maritime strategy to be produced by a local authority. Section 1.4 of the Strategy identifies strong roles for landscape and seascape character in building Cornwall's

future sustainable economic and community development. The following objectives of the Strategy are of particular relevance to this study:

- Objective E: To recognise, protect and further develop the 'working harbour' role of Cornwall's estuaries, ports and harbours;
- Objective F: To better connect Cornwall's coastal communities and destinations and support sustainable, low carbon transport; and
- Objective G: Ensure Cornwall's natural and historic maritime environment and culture is renowned worldwide, and is a source of pride and inspiration to residents and visitors.

4.3.5 Cornwall Devolution Deal

The Devolution Deal gives Cornwall greater powers over public sector funding and is the first stage of a longer journey towards delivering the full Case for Cornwall, sets out details of the additional powers and freedoms we want from the new Government.

The Deal was officially signed by the Prime Minister, the Secretary of State for Communities and Local Government, the Leader of Cornwall Council and others on 16 July 2015.

Under the terms of the Deal, which is based on the proposals set out in the Case for Cornwall which were formally agreed by the full Council, Cornwall will have greater powers over areas of public spending which are currently controlled by London. The deal covers a range of key areas including Heritage and Culture:

44. The Government recognises Cornwall's rich and unique heritage, including its historic revived language and passionate communities, and that this cultural distinctiveness is an important factor in Cornwall's local economy. It underpins tourism and is a key driver that attracts other business to the location.

45. In order to support the cultural heritage of the local area Cornwall Council, Cornwall and Isles of Scilly Local Enterprise Partnership and Government agree to:

- Invite local partners to create a Cornish Heritage Environment Forum so that Cornwall can develop their vision for heritage at a more local level. Cornwall would be able also to use this group to explore links to the local tourism agenda. This forum would build on the work of the existing South West Heritage Environment Forum.
- Cornwall Council and Historic England will jointly produce a study of the cultural distinctiveness of Cornwall's historic environment. This will inform the work of the new Cornish Historic Environment Forum and the development of the Framework Convention for National Minorities (FCNM).
- Engage Government, through the Department for Culture, Media and Sport, on how to best support tourism in Cornwall.

5 Forces for change

5.1 Infrastructure

Given that the Lizard Lifeboat Station has been upgraded in recent years it seems unlikely that there will be significant further change here in the next decade or so. A maritime facility such as this will, however, require regular maintenance, repair and updating so such activity may have some impacts on its surroundings, although the cliffs and coastal slope are protected as part of an SSSI and other conservation designations (see above). The RNLI is run entirely on donations from the public which could be reduced if there is an economic downturn.

5.2 Climate change

Average global temperature and sea level have risen since the late 19th century and at an increased rate over the past few decades. Average UK temperature has risen since the mid-20th century, as have average sea level and sea surface temperature around the UK coast. Over the same time period, trends in precipitation and storminess are harder to identify (UK Climate Projections (UKCP09)). Future sea-level rise around the UK is estimated to be between 12 and 76cm by 2090–2099 (Lowe *et al* 2009). This range is based on projections using low, medium and high scenarios for greenhouse gas emissions, and the central estimate for the medium scenario is 37cm by 2100, although this should not be taken as the most likely projection.

The Paris Agreement of November 2015 represented a historic moment in the fight against climate change. An enduring, legally-binding treaty, it is the first to commit all countries to cutting carbon emissions. Once 55 countries covering 55% of global emissions have acceded to it, 187 countries will reduce carbon emissions, starting in 2020.

The Environment Agency predict an anticipated retreat from the 2010 shoreline position at Kilcobben Cove of 0.7m–1.3m over the next 20 years, 1.7m–3.3m over the next 50 years and 3.4m–6.6m over the next 100 years. The Shoreline Management Plan (SMP) policy over each of these management epochs is 'No active intervention'.



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Fig 18 Risk of flooding from rivers and sea at The Lizard (© Environment Agency copyright and database rights 2015. © Ordnance Survey Crown copyright. All rights reserved. Environment Agency, 100026380. Contains Royal Mail data © Royal Mail copyright and database right 2015).

The areas marked as 'High' on Figure 18 indicate that each year, this area has a chance of flooding of greater than 1 in 30 (3.3%). This takes into account the effect of any flood defences that may be in this area. Flood defences reduce, but do not completely stop the chance of flooding as they can be overtopped or fail.

6 Assessment of significance

In 2008, English Heritage published 'Conservation Principles', containing its framework and guidance for assessing the range of values pertaining to the historic environment (English Heritage 2008). This guidance identifies four main types of values: Evidential, Historical, Aesthetic and Communal and the following subsections present a preliminary assessment of the values and significance relating to Kilcobben's harbour-related heritage.

6.1 Evidential

— *'the potential of a place to yield evidence about past human activity'*

The site is dominated by the modern lifeboat station. Only a few traces of historic features now remain, and most of these are probably not evident to the untrained eye.

6.2 Historical

— *'the ways in which past people, events and aspects of life can be connected to the present (it tends to be illustrative or associative)'*

The history of the lifeboat station at Kilcobben Cove is well-documented from construction and the opening ceremony by Prince Phillip in 1961 to the building and opening of the new station in 2012, with all the rescues and events in between. These include a series of black and white photographs taken in the 1980s by Paul Yockney which are held in the Helston Museum Photographic Archive and are available digitally on the Cornish Memory website.

The lifeboat station has added historic value because of its association with the suite of lifeboat stations and maritime safety infrastructure on the Lizard as well as the early days of lifeboat history in Cornwall. The commemorative plaques listing the rescues carried out by the Lizard lifeboat, here and at Polpeor Cove, are a way that people can connect the present with the past and intensify their understanding of the place. There are documentary accounts and photographs of the many historic wrecks that have occurred around the Lizard.

6.3 Aesthetic

— *'the ways in which people draw sensory and intellectual stimulation from a place'*

Kilcobben Cove is a good example of a modern lifeboat station, situated in a relatively remote location. The local cliffs are tall and dramatic, and are set within the context of the surrounding Lizard landscape and seascape.

The modern build of the lifeboat station with its curved roofline presents an iconic building in its own right. There is a sense of 'discovery' of this building at the base of the cliffs when approaching the cove along the coastal footpath. It is equally interesting when viewed from the sea.

6.4 Communal

— *'the meanings of a place for the people who relate to it or for whom it figures in their collective memory'*

The RNLI is a highly respected charity and its lifeboat crew, all volunteers, are mostly Lizard men, which gives the station a very strong local connection. Fund raising events for the lifeboat are an important part of village life, as is the annual lifeboat day at the station in the summer.

The tradition of voluntary service in heroic lifeboat rescues is part of the soul of Cornish coastal communities. We only have to think of the intense emotions aroused by memories of the Penlee lifeboat disaster of 19 December 1981. The Penlee Lifeboat *Solomon Browne* went to the aid of the coaster *Union Star* after its engines failed in heavy seas. After the lifeboat had rescued four people, both vessels were lost with all hands; in all, sixteen people died including eight volunteer lifeboatmen. The Lizard

lifeboat, along with those from Sennen Cove and St Mary's were summoned to try to help their colleagues from Penlee. The Sennen Cove Lifeboat found it impossible to make headway round Land's End. The Lizard Lifeboat found a serious hole in its hull when it finally returned to its slipway after a fruitless search.

7 Summary of recommendations

Further research and publication of a popular booklet detailing the history of the Lizard lifeboat stations is recommended, including oral history accounts of present and former members of the lifeboat crew and support staff.

As a result of the Cornwall Devolution Deal, Historic Environment Strategy, CC, is preparing a project design to undertake a review of what of what makes Cornish historic assets 'locally distinctive' and develop a way of assessing this heritage value, against the others already dealt with by methodologies such as 'Conservation Principles' in order to inform decision making on non-designated heritage assets under the NPPF. As such it overlaps with other Historic England funded initiatives around local listing and nationally important but undesigned assets. The project will be steered by the Heritage Kernow Executive Board and funded by Cornwall Council and Historic England. It is anticipated that this report and the overall results of the Cornish Ports and Harbours project will be of direct relevance to this new initiative.



Fig 19 The launch of the Lizard lifeboat Rose at Kilcobben Cove on 29 December 2015, the day of the final joint exercise with RNAS Cudrose's SAR Sea Kings (photo: Barry Lovelock).

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