

Lerryn

Cornish Ports and Harbours



*Assessing heritage significance, threats,
protection and opportunities*



Historic England



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Cover illustration: *Lerryn, looking south from the medieval bridge, June 2015.*

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, Lerryn, situated on the eponymous tributary of the River Fowey in east Cornwall (SX 1398 5700), has been chosen for detailed study as a good example of a local trading port. Discussion of the approach and working methods applied during the execution of the project can be found in the overall Project Report.

Its site historically determined by the medieval (or earlier) crossing at the head of the River Lerryn's navigable creek, for many centuries Lerryn supported the maritime trade of local communities in the parishes of St Winnow on its north bank and St Veep on its south. Post-medieval maritime activity is still manifested by lime kilns, boat houses, warehouses and piers, primarily along the south bank of the river, although their change of use to residential or leisure activities is evident.

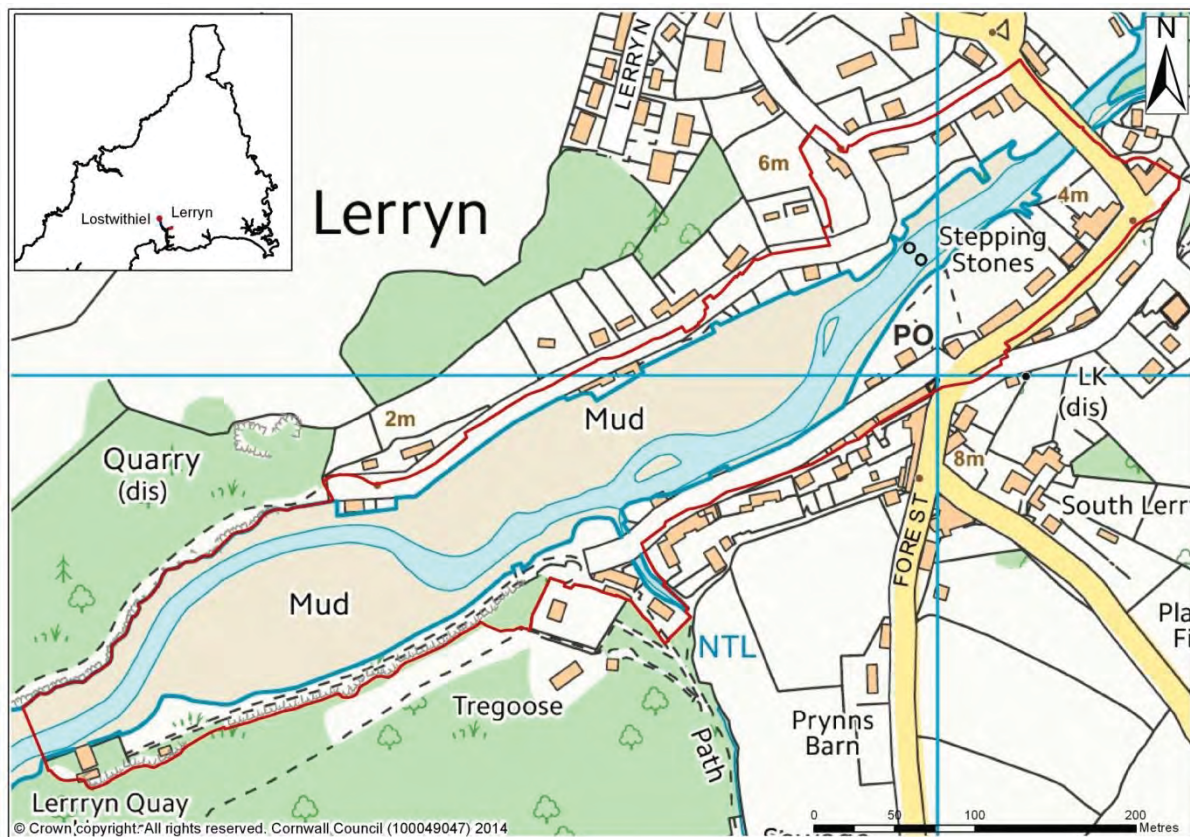


Fig 1 Location map. The red line denotes the study area.

2 Outline history

2.1 Early origins

The site of the medieval settlement at Lerryn, first recorded as *Leryon* in 1284 (Gover 1948, 302), located at the tidal limit of the River Lerryn has attracted people to its sheltered landings and ford since prehistoric times (Parkes 2000, 49). The creek head is the western limit of the Giant's Hedge which runs from Lerryn to Looe (Grigson 1954, 64). Four Roman coins were found on the foreshore in 1758, probably part of the same hoard as 103 coins found nearby by a metal detectorist in 1982 (MCO 26975 and 142740). The muddy shore south of the village centre and the small inlet with the 19th century arched bridge known as 'the Dock' may have been the medieval landing places (Parkes 2000, 49).

2.2 Lerryn Bridge

Lerryn Bridge, with its two uneven sized pointed arches of granite and local stone (there was originally a third) was built over the head of the creek in the 16th century (Henderson 1928, 80). The ford downstream continues to be used by walkers at low tides when the concrete stepping stones, replacing earlier rocks, are uncovered. Repairs to the bridge were ordered in 1573, when it may have seen heavy use for transporting silver ore from Cornish mines for smelting by Bernard Cranach, a German who lived at St Cadix (Foot 1986, 12). The Old Mill (site 22), where there had been a medieval corn mill, was used to stamp the ore; it was subsequently reused for corn and then as saw mill. A local field-name suggests that the silver smelting house was further was further downriver, but it may also have been at the Old Mill site (Parkes 2000, 49). Gascoigne's Map of Cornwall (1699) labels the village '*Leryn Bridge*', and Martyn's Map of Cornwall (1748) labels it '*Lerran*', and shows the village hub to be at the south end of the bridge.

2.3 19th century development

The low banks east and west of the north end of the stepping stones are early wharves, known as Ethy Quay (site 25) and Lerryn Quay (site 26) in the 19th century. The eastern wharf has been altered by land reclamation and incorporation into gardens, but that to the west survives as a grassy space used for the traditional maypole (Parkes 2000, 49). Other quays were built out towards the deeper channel in the post-medieval period when Lerryn was busy with barges and coasters carrying sand, limestone and grain, and explosives for Cornish mines from Herodsfoot to the north-east (Luck 1985, 59). Their stone walls still project from the waterfront, although they are now private gardens; some contain 20th century houses, while others have dwellings converted from stores, granaries and boat houses, with original features like the loading doorway over the water of the Boathouse (now blocked) (site 12). The Red Store (site 10) is an exceptionally well-preserved 19th century waterfront warehouse (Parkes 2000, 50).

There were limekilns on four different sites around the village, the earliest probably dating to the late 18th century (Isham 2000, 81) and a row of cottages is faced with imported limestone. The concentration of lime burning here reflects the relatively inland location of Lerryn with access to farms of the surrounding parishes of St Winnow, Boconnoc, Lanreath and St Veep (Parkes 2000, 50). One of the two surviving kilns has been restored (site 7); an incongruous modern dwelling has been superimposed on the other, but it retains its loading ramp which crosses the lane behind on a bridge (site 3).

The manufacture of lime (for agricultural/building use), appears to have been an important part of the village economy as the local lime entrepreneur Zephaniah Job, built a lime kiln in 1806 (either one of the two kilns in the village). When he died in 1822 the leases were offered for sale; '*To be sold for the remainder of a term of 99 years, determinable on three lives, all that lime kiln and three quays situate at Lerren. Also for the like term all those two lime kilns, dwelling house and granary situate at Lerren*' (Isham 2000, 83). By 1822 Zephaniah had built up a business that included lime kilns, ownership of quays, a granary and shares in two river barges – centred upon

the river for cheaper and easier transport (lime by ship to Fowey from Plymouth then a sailing barge to Lerryn), and a granary (a cheaper import cost by boat than horse and cart by road). In the 1870s Frank Parkyn was a merchant for corn, wool, seed, timber, china clay and artificial manure. He was a lime burner and miller, his son later built Tivoli Park in the village (Foot 1986, 17). Given this riverine mercantile trade (from Fowey etc.); it is likely that other small service industries flourished (boat repairers and small boat builders).

The c 1839 Tithe maps for St Veep and St Winnow (Fig 2 and 3) show linear development extending from the bridge westwards where the river widens. On the southern (St Veep) side of the river, lime kilns and early 19th century development shaped the core of Lerryn from the bridge along its river's edge (Fig 2). The c 1839 Tithe apportionment for St Veep lists a number of quays, at least three granaries, a smithy and other yards and buildings at Lerryn (See Figure 2). Residential development appears to be by typical mid 19th century small cottages, many built in rows — a sign of commercial and speculative development.

On the northern (St Winnow) side of the river (Fig 3) development started from the northern end of the bridge, extending westward and appears to have been later in date and within larger plots than on the St Veep side. There is less evidence of buildings related to mercantile occupations, notable exceptions being exception being 'Little Quay', dock and warehouse (Site 30) and the former granary (Site 31). Rather than boathouses, granaries and other mercantile buildings as seen on the south side of the river, the north side saw mid to late 19th century linear housing with tenement boundaries extending down to the river, giving access to mooring for small boats.

The 1880 OS map (Fig 4) shows a number of sites, quays, lime kilns, chapels, smithy, a school and the corn mill. However, the amount of new build since the c 1839 Tithe maps appears to be relatively small on both sides of the river. One exception to this is the construction of the housing towards the western end of the study area (Lowertown), on the south bank. It is also significant that mid-19th century, larger and purpose built mercantile warehouses (sites 19 and 31), were built on both sides of the river west from the main core of the village where there was more available land, deeper berths for sea-going ships (at high tide). Comparison of the 1880 and 1907 OS maps (Figs 4 and 5) shows even less additional development within these years.

2.4 20th century decline

The last surviving port official remembered a 200 ton craft coming in to Lerryn, probably in the late 1890s, to deliver coal; the last shipments of limestone came in 1918 and the last manure barges from Penryn in about 1930. Casualties during both World Wars had an effect on the community as well as the commercial impact of more efficient transport mediums, all of which diminished the need to use the river (Foot 1986, 17; Tor Mark Press 1994, 32).

The swansong of significant developments at Lerryn was the building of Tivoli Park under the patronage of local china clay entrepreneur Frank Parkyn Jnr (1850–1940) who had decided to give back some of his profits to the village. The annual Lerryn Regatta had been a popular event since c 1870, so much so that it was named '*The Henley of the West*'. In 1911 he purchased woodland on the south bank of the river and built Tivoli Park (a smaller version of Tivoli Gardens in Copenhagen, where he had china clay business dealings. By the mid 1920s, it had a plunge pool, fountains, a pond, a water cascade, obelisks and a band stand. At the water's edge were separate changing rooms for the regatta races and a formal castellated entrance to the park (site 18; Fig 14). All these facilities meant that on regatta day the water events, the field sports and the fun fair were concentrated in a compact area and more enjoyable for competitors and visitors. An archive image of the regatta in 1927 (Fig 6) gives an indication of the popularity of this annual event, with thousands attending. With the exception of the two World Wars, the regatta continued until 1968 when 4,000 people attended for the last time (Lostwithiel Past and Present 2009, 1–4).

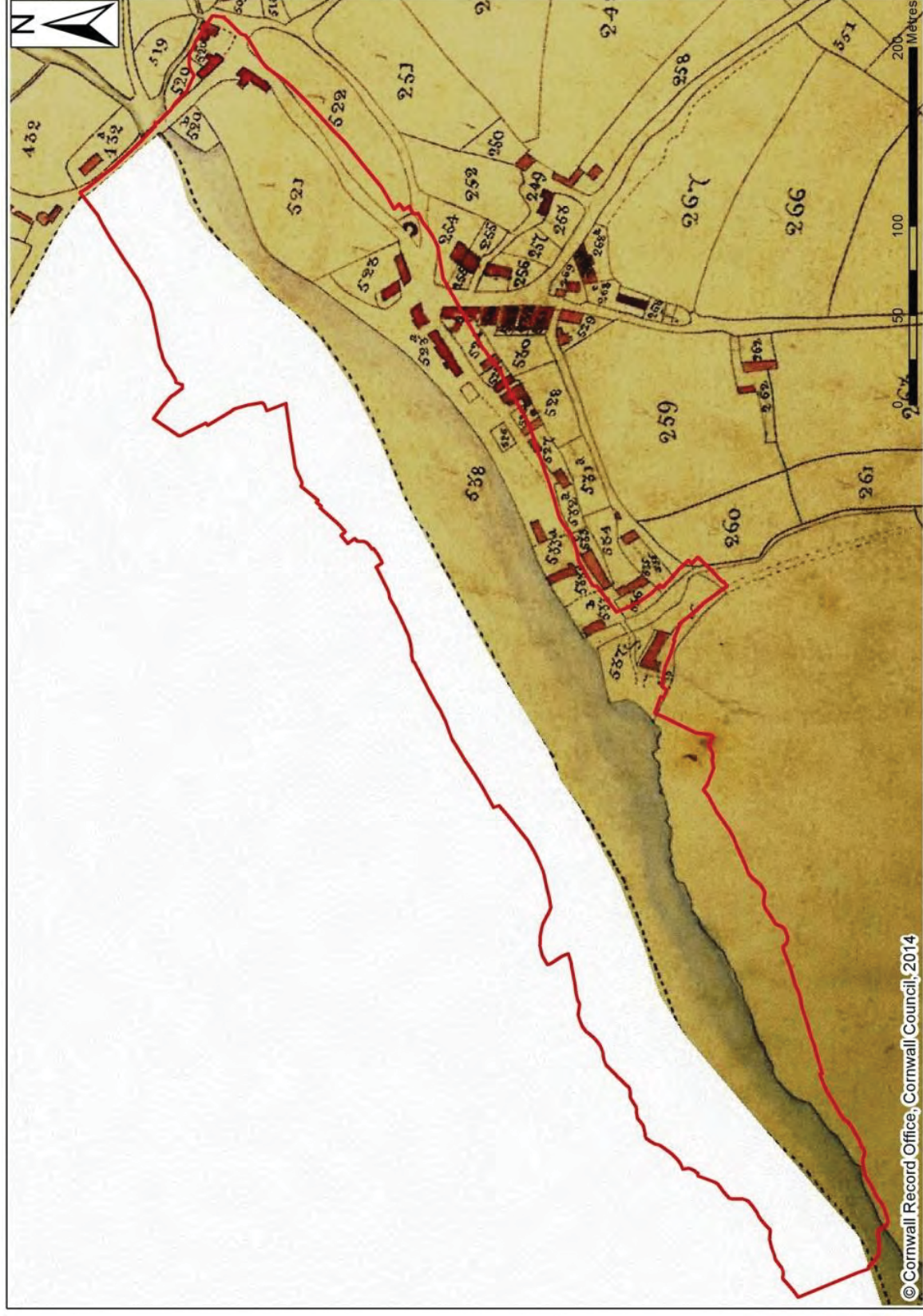


Fig 2 St Veep Tithe Map, c 1839.

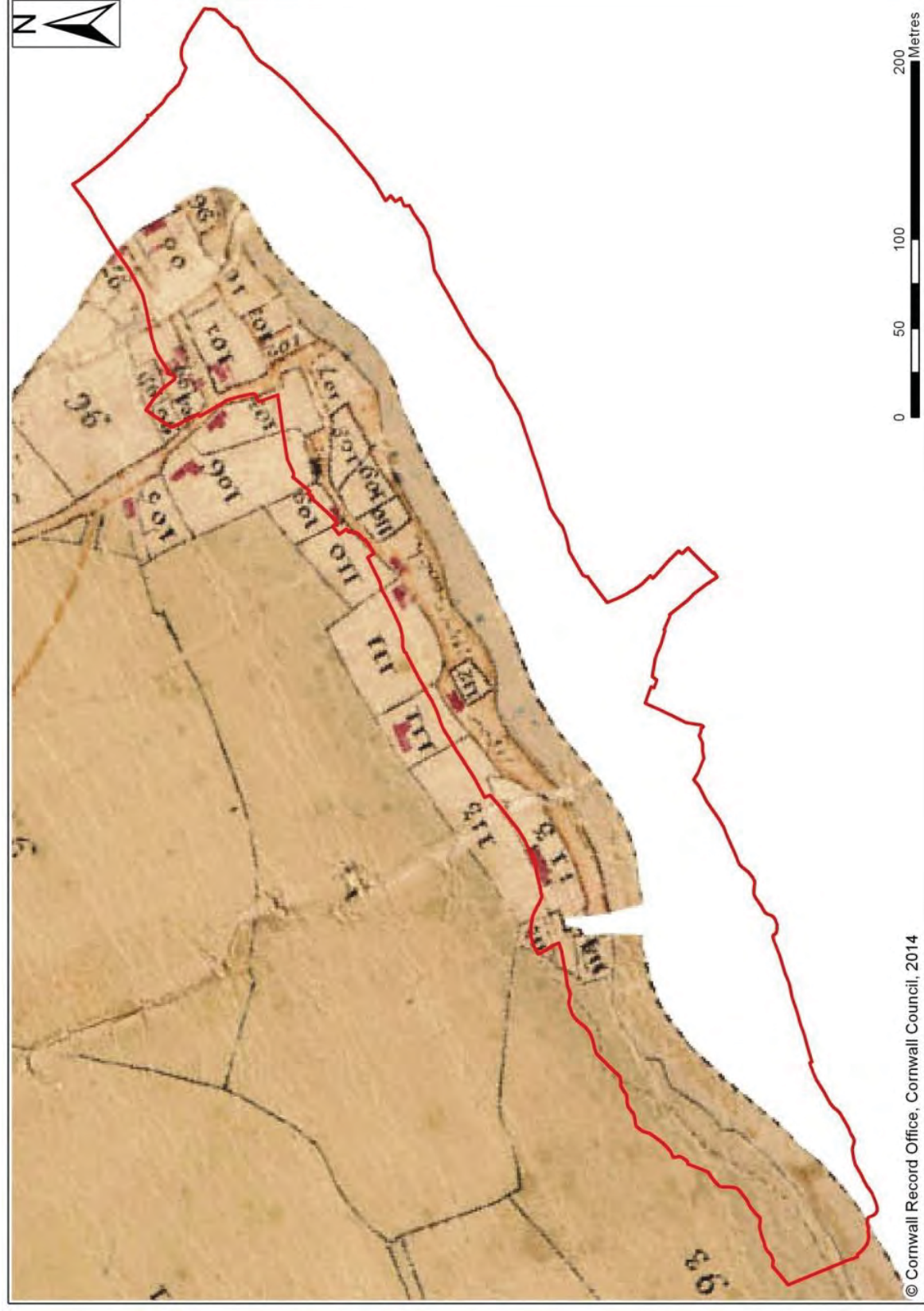


Fig 3 St Winnow Tithe Map, c 1839. The study area is slightly offset due to errors resulting from geo-referencing the Tithe map within GIS.

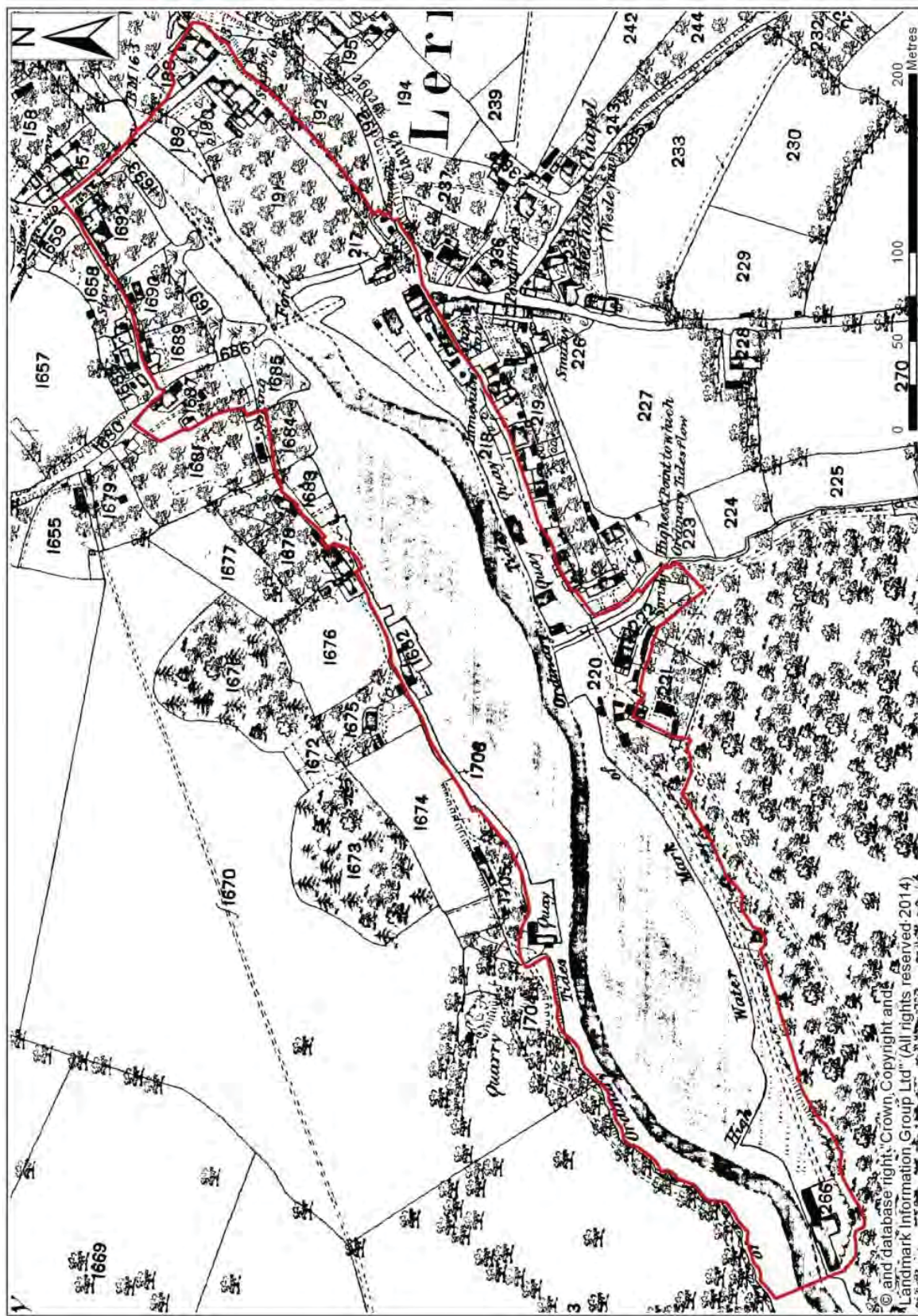


Fig 4 First Edition of the Ordnance Survey 25 Inch Map, c 1880.

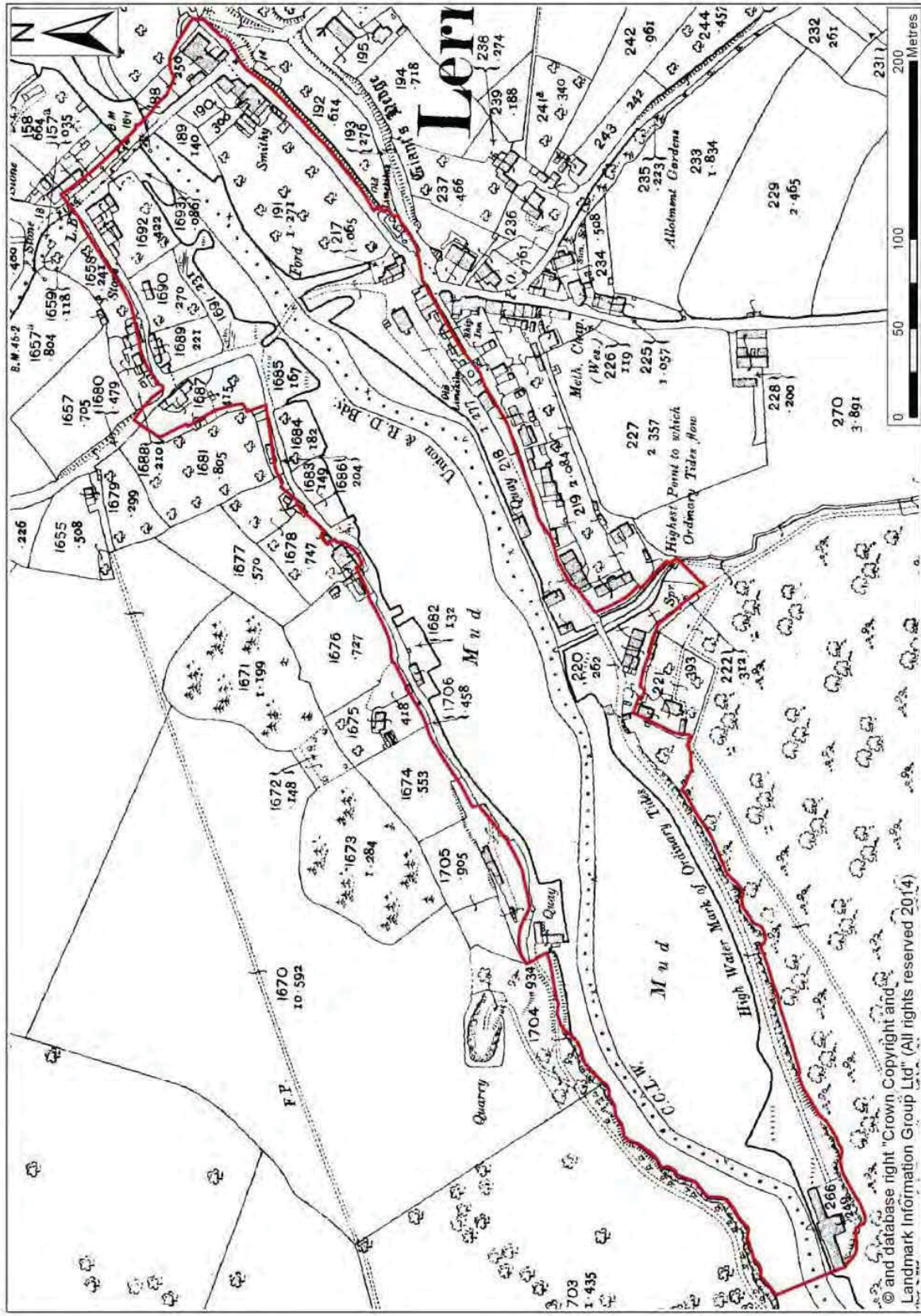


Fig 5 Second Edition of the Ordnance Survey 25 Inch Map, c1907.

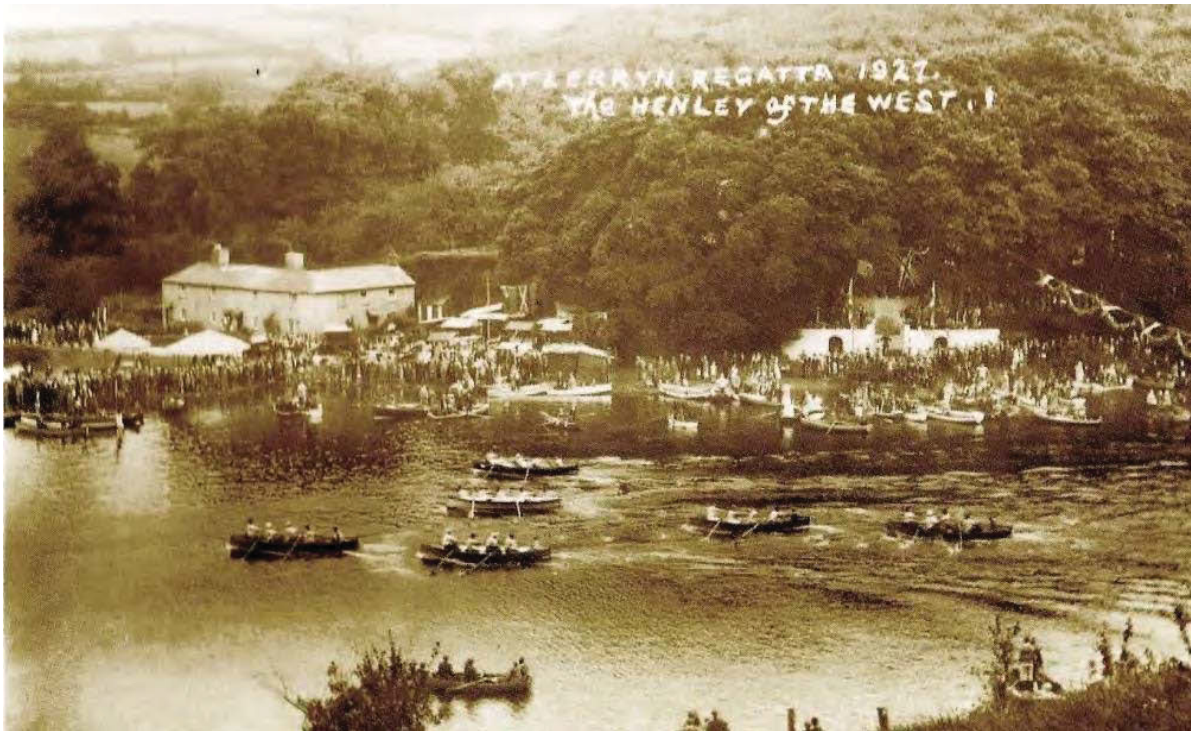


Fig 6 An archive image of Lowertown taken in 1927 during the Lerryn Regatta (reproduced with permission of Lerryn History Society).



Fig 6 RAF aerial photo (1946: Ref No E42 3052 12 Oct 1946).

3 Description

Lerryn (SX 1398 5700) is sited about 3km south-east of Lostwithiel at the navigable limit of the River Lerryn, a tributary of the much larger River Fowey. The village extends westwards from the medieval bridge on either side of the river's edge, in both St Veep and St Winnow parishes. The landscape surrounding Lerryn is rolling hills within a wooded and pastoral setting. Lerryn and Manely Wood occupying the steeper slopes down to the river's edge on the south side of the river, and Mill Wood, Middle Wood and Great Wood the north side (see Fig 1). The river becomes increasingly silted especially from St Winnow Point westwards, a consequence of the variations between high and low tides. Lerryn is accessible by road from the north and south, all signposted from Pelynt, Lostwithiel or Lanreath, via long high-sided Cornish lanes, ending in steep hills down to the village.

The industrial and maritime history of the village is demonstrated by the number of limekilns, boathouses, quays and buildings fronting the river on the southern side. The early to mid 19th century period appears to dominate the architectural styles for the small cottages and short sections of tenement rows. Narrow winding lanes on both sides of the river and the narrow medieval bridge all create an impression of simplicity and function – the river at that time (two centuries ago), being the *raison d'être* of many people's trade and livelihood. A parking area (on an old quay), not far from the Ship Inn, fronting the river and the stepping stones across the river (the much older site of the ford), provides the perfect place from which to explore both sides of the village.

Privately owned plots of land stretch down along each bank defining 'quay' ownership, but footpaths and narrow roads also provide vehicular and pedestrian access along some sections of the river's edge. Lerryn is still a picturesque spot, its former maritime setting merging within the steeply wooded valley sides, framing the character of its tidal river dividing both parishes.

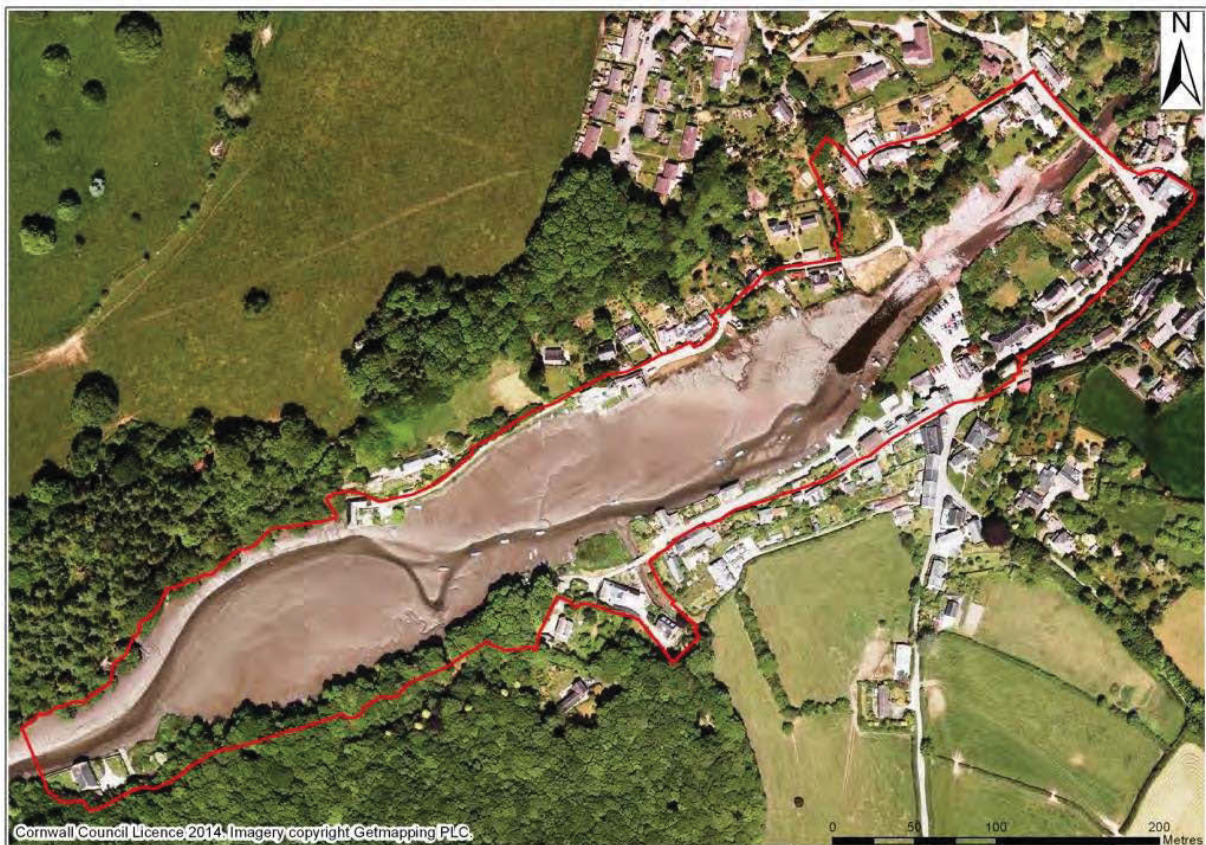


Fig 8 Aerial photograph (Cornwall Council 2005).



Fig 9 General view of the River Lerryn looking east north eastwards towards the medieval bridge (Site 23)

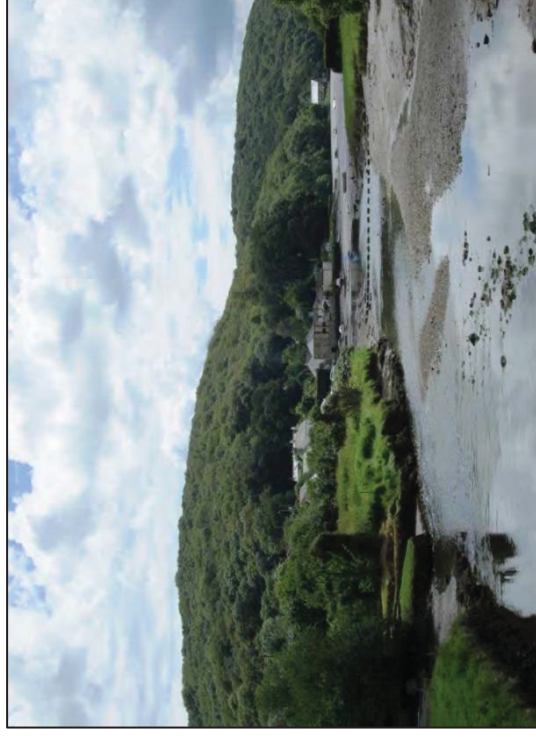


Fig 10 General view of the River Lerryn looking westwards (ford stepping stones in centre) from Site 23.



Fig 11 The Red Store (Site 10) viewed from the south-west.



Fig 12 The Red Store undercroft (Site 10), viewed from the east.

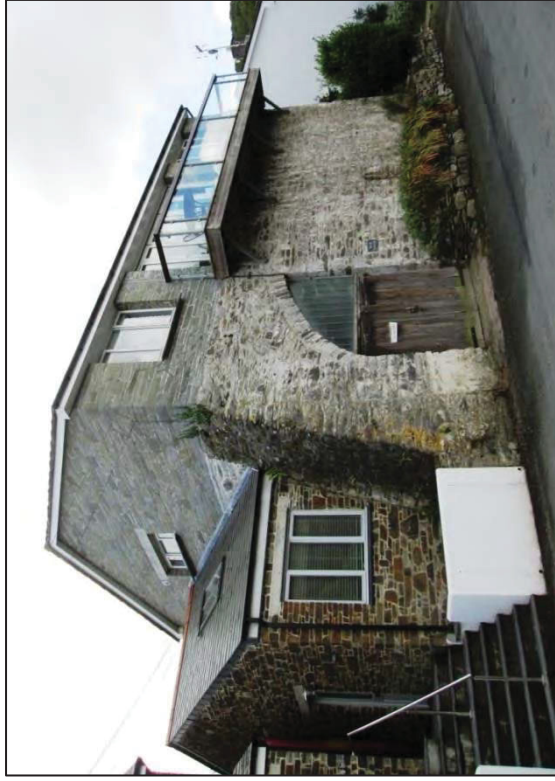


Fig 13 The Lime Kiln (Site 7) with residential conversion, viewed from the east.



Fig 14 The Tivoli Pleasure Park entrance and changing rooms (Site 18), viewed from the north.



Fig 15 The Warehouse, Walled yard and Quay (Site 19), viewed from the north east.



Fig 16 A view of Lower town and humped back bridge (Site 14), former Boathouse (Site 12), and Red Store (Site 10),

3.1 Gazetteer

No.	Site Type	MCO	NGR (SX)	Period	Description	Designation and Grade
1	CAR PARK	39526.2	14001 57042	EARLY MODERN	Probable old quay edge & entry/exit to ford (Site 2) at low tide. Car park.	None
2	FORD	39527	13992 57052 13977 57084	EARLY MODERN	Probable ancient crossing point over the river. Still used as crossing point with concrete stepping stones.	None
3	LIME KILN	MCO 45004	14035 57011	EARLY MODERN	Early C19 th Lime Kiln with bridge over lane to load limestone/coal. Seating area on top for view over Lerryn.	LB Grade II 60626
4	BOATHOUSE/ STORE	39525	14294 57243	EARLY MODERN	Extant single storey stone built, slate roofed former boat house/store.	None
5	DRILL HALL	39524	13963 56991	EARLY MODERN	A timber Drill Hall built in 1911 restored 2002. On previous site of early C19 th granary and stores.	None
6	QUAYS	MCO 4815	13980 57040 13939 56976	EARLY MODERN	Quays are shown extending along the river's edge on TM, with the present day 'Green' behind the Ship Inn. Partial evidence for this.	None
7	LIME KILN	MCO 45005	13951 56966	EARLY MODERN	Early C19 th two well Lime Kiln with house built over (Fig 13).	None
8	SLIPWAY	39523	13931 56967	EARLY MODERN	Modern concrete slipway	None
9	QUAY	MCO 4816	13939 56976 13875 56941	EARLY MODERN	A mooring Quay extended along the river's edge on TM. Partially extant.	None
10	WAREHOUSE/ BOATSTORE/ GRANARY/ DOCK/QUAY	39517	13865 56936	EARLY MODERN	The 'Red Store' (Fig 11) was recently renovated for community use. It has a small Dock on east side with a small quay – shown on 1839 TM.	LB Grade II 60624
11	QUAY	MCO 4818	13858 56936 13827	EARLY MODERN	A mooring Quay still extends along the river's edge, as	None

No.	Site Type	MCO	NGR (SX)	Period	Description	Designation and Grade
		39514	56926		described on TM. Mooring hooks in place. Previous site of Boathouse on TM.	
12	BOATHOUSE	39515	13827 56920	EARLY MODERN	Extant stone/slate mid-C19 th Boathouse or store. Residential conversion (Fig 20).	None
13	QUAY	MCO 4817 39518-9	13809 56915	EARLY MODERN	A mooring Quay still extends along the river/Dock edge, as shown on TM. Previous site of early C19 th Granary/warehouse. Quay still used for mooring (Fig 20).	None
14	BRIDGE	LB 60623 MCO 48342	13987 57240	EARLY MODERN	Hump backed bridge (Fig 20) at Lower town - rebuilt mid-C19 th probably by Frank Parkyn to allow boats to moor/dock beyond the bridge (15).	Listed Grade II
15	QUAY/DOCK	39510	13813 56894 13843 56856	EARLY MODERN	Site of small Quay/Dock, possibly medieval. Area named Lowertown. Site now overgrown.	None
16	STORE	39747	13759 56888	EARLY MODERN	Small black painted timber/stone boat store (single storey), c C20 th	None
17	QUAY	39512	13739 56880	MODERN	Small stone quay/jetty at the river's edge in front of the Tivoli Pleasure garden formal entrance (See Site 18, Figs 7 and 15).	None
18	PLEASURE GARDENS	MCO 57058	13745 56868	MODERN	Tivoli Park, Pleasure Garden built c1920. Features include gateway, fountain, & folly. The park played a major role in town regattas (Fig 7). Now overgrown, some structures are visible. Formal entrance features include two change rooms and steps.	None
19	WALLED YARD/QUAY	39508.1	13471 56763 (centred)	EARLY MODERN	Walled Yard to E/W of main warehouse with quay along river frontage. Northern section of yards	None

No.	Site Type	MCO	NGR (SX)	Period	Description	Designation and Grade
					formally roofed over (Figs 4 & 5). Conserved to high quality (Fig 15).	
20	WAREHOUSE	39508.2	13471 56763	EARLY MODERN	Large two storeyed Warehouse (mid C19 th), converted (Fig 15).	None
21	SMITHY	MCO 9142	14110 57080	EARLY MODERN	Former site of Lerryn's Smithy (Forge Cottages). Now converted for residential use.	None
22	CORN MILL	MCO 29355	14135 57120	EARLY MODERN	Site now converted for residential use. Possible site of former medieval corn mill, C16 th silver smelter, C19 th saw mill and corn mill. 1855 date stone relates to rebuilding for saw mill.	None
23	BRIDGE	SM 15577 LB 60622 MCO 9613	14086 57152	MEDIEVAL	Probably of C13 th build, repaired in 1573 Parapet repairs in the C17 th . Two pointed arches with passing.	Scheduled Monument Listed Building
24	QUAY	39532	14091 57145 14057 57116	POST MEDIEVAL	Existing stone revetted waterfront – probably site of post medieval quay.	None
25	QUAY	26990	14079 57156 14054 57134	POST MEDIEVAL	Locally termed ' <i>Lerryn Quay</i> '. Low stone remnants of quay wall and post stumps visible at low tide – probably site of post medieval quay. The quay may extend to the ford.	None
26	QUAY	39539 39541	13943 57065 13909 57051	POST MEDIEVAL	Locally termed ' <i>Ethy Quay</i> '. Quay edge may have been reformed to create river garden edge. The quay may extend to the old ford, with Mooring Posts.	None
27	QUAY/JETTY	35945	13908 57052 13865 57031	POST MEDIEVAL	Possible post medieval Quay/Jetty edge. Removed then later reformed to create river garden edge with new stonework revetting.	None
28	TIMBER JETTY	39544	13861 57025	POST MEDIEVAL	Small timber jetty, 4m x 0.8m wide.	None
29	QUAY	39543	13859 57026	POST MEDIEVAL	Quay edge with some small timber mooring	None

No.	Site Type	MCO	NGR (SX)	Period	Description	Designation and Grade
			13817 57004		posts, and conc/granite steps down to shingle foreshore.	
30	QUAY/DOCK/ WAREHOUSE	39542.1	13795 56997	POST MEDIEVAL	'Little Quay'. Yard shown on TM. Extant stone quay, yard, infilled dock to east. Former warehouse/store now residential. Boats moored on W side of quay.	None
31	GRANARY/WA REHOUSE QUAY/DOCK/	MCO 4814 MCO 26737 26991	13645 56922	POST MEDIEVAL	Granary owned by William Parkyn in 1840s. Later enlarged to include Warehouse. Quay and yard to S, Dock to east. Coal imports for Ethy after granary use ended. Buildings subsequently later converted to residential.	None
32	COOPERAGE	LB 60649	13939 57133	MEDIEVAL	Listed Grade II Late C17 th and C19 th cottages with coopers building to rear.	Listed Building
33	NAVIGATION CHANNEL	-	15385 56853 to 14090 57130	MODERN	Navigation channel along River Lerryn	None

Note: If the site identifier has prefix letters it is held within the HER. If there are no prefix letters it is an identification number in the 'Fowey Estuary Historic Audit' (Parkes 2000).

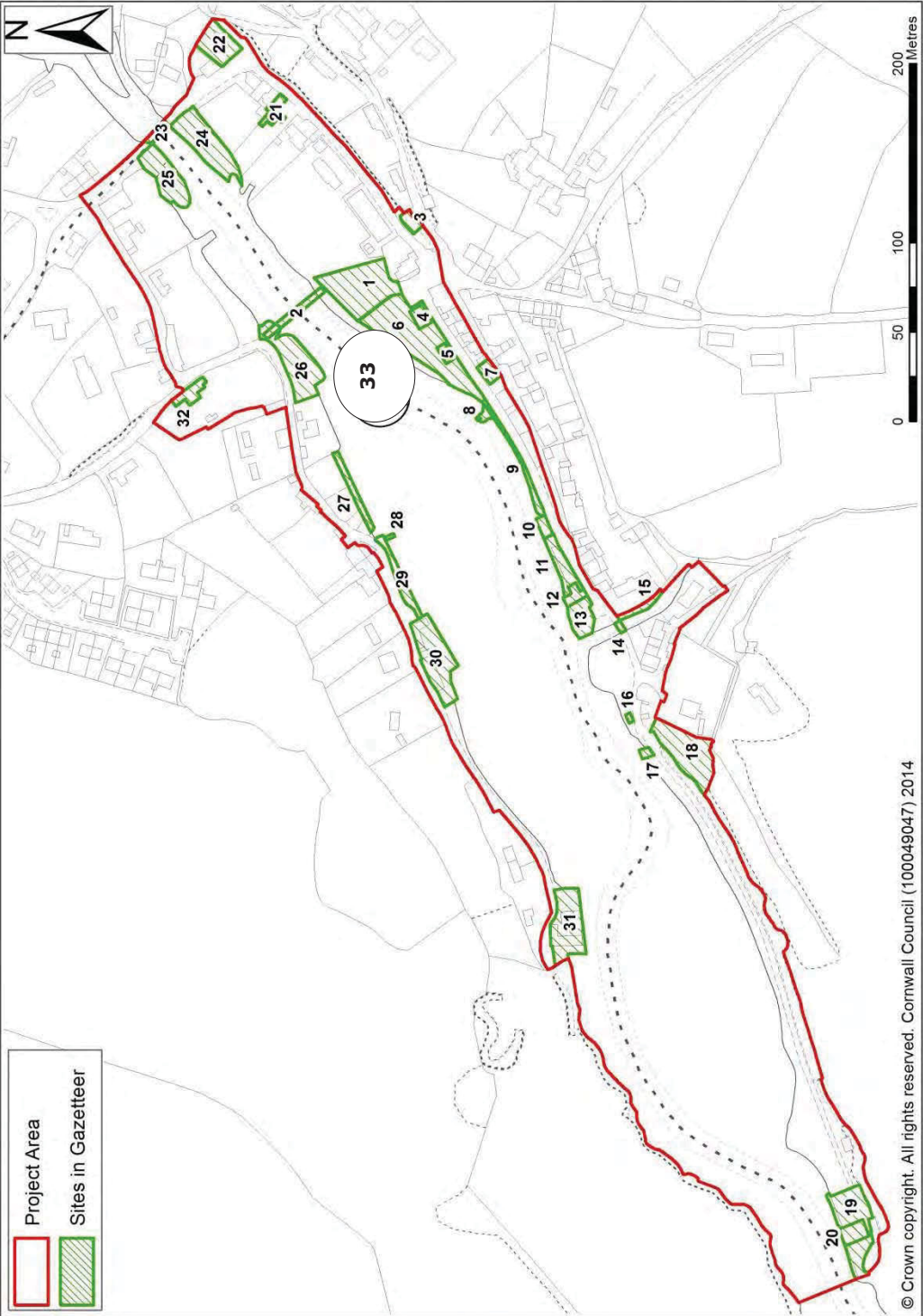


Fig 17 Plan showing principal features/Gazetteer entries.

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 c 1839 Tithe mapping and the c 1880s First and Second Edition Ordnance Survey mapping (mid to late 19th century character); c 1907 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 Early to mid-19th century character

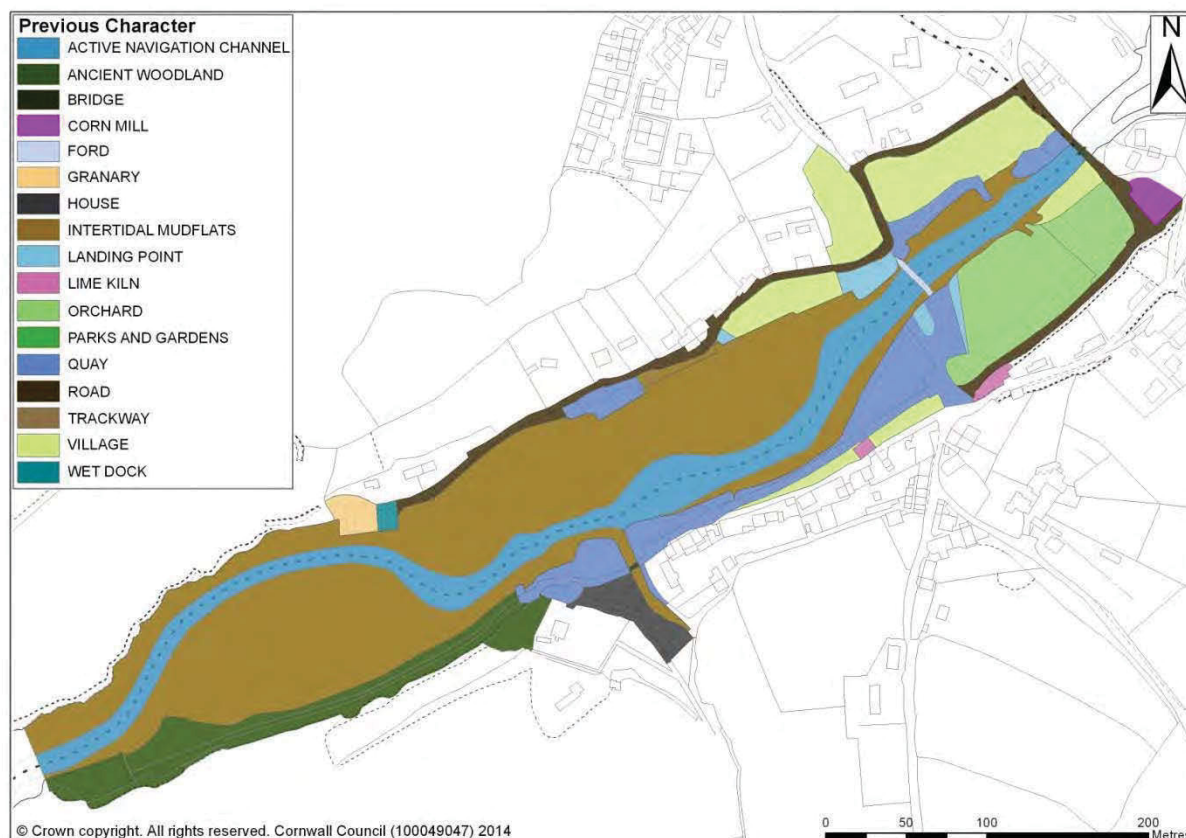


Fig 18 Early 19th century previous character map showing characterisation to Sub-Type level, based on the 1839 St Veep and 1842 St Winnow Tithe Maps

Settlement at Lerryn historically developed around a fording point and bridgehead (Broad Type 'Transport', Sub-Types 'Ford' and 'Bridge') over the River Lerryn. The village originated as a small rural settlement within an agricultural hinterland but quick and cheap road and river transport links enabled small-scale industries to flourish from an early period in the settlement's history. By the early 19th century industrial growth and population increase had resulted in a node of settlement around the former medieval bridgehead, with a series of various-sized quays lining the riverside; a more extensive quay extended westwards towards the deeper water of the navigable river channel (Broad Type 'Water Transport', Sub-Type 'Active Navigation Channel') where it cut in towards the shore (Fig 19). Beyond this quayside lay the expanse of Lerryn Wood (Broad Type 'Woodland', Sub-Type 'Ancient Woodland'), stretching to the water's edge.

The early 19th century character of Lerryn was that of a riverside settlement (Broad Type 'Settlement', Sub-Type 'Village') and small-scale trading port comprising a series of riverside quays (Broad Type 'Water Transport', Sub-Type 'Quay'), discrete areas of enclosure and orchards (Broad Type 'Enclosed Land', Sub-Type 'Orchard') still evident

within its heart. Pockets of small-scale industry were located close to the quaysides; a granary (Broad-Type 'Food Industry', Sub-Type 'Granary') on the northern riverbank and two lime kilns (Broad Type 'Processing Industry', Sub-Type 'Lime Kiln') on the south. A corn mill (Broad Type 'Processing Industry', Sub-Type 'Corn Mill') lay to the southeast of the medieval bridge; the link between the bridge and the medieval silver-smelting site is made above, the corn mill probably replacing this earlier industrial site.

3.2.2 Late 19th century character

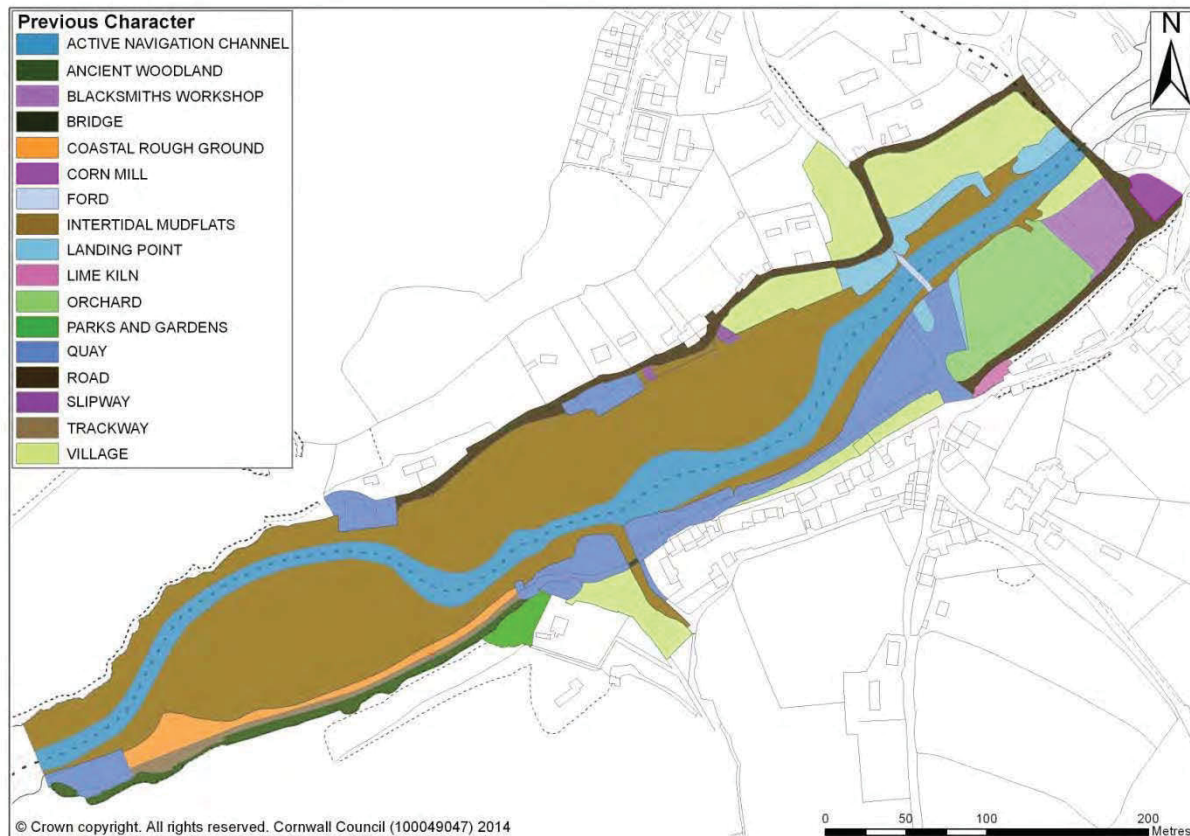


Fig 19 Late 19th century previous character map showing characterisation to Sub-Type level, based on the c 1880 and c 1907 OS Maps.

During the late 19th century there was little intrinsic change to Lerryn's character as a small rural settlement and agri-industrial port. Maritime activity at Lerryn reflected wider trends in industrial growth countrywide during this period of the Industrial Revolution. There was some continuation of small-scale industry (which included the addition of a Smithy; Broad Type 'Processing Industry', Sub-Type 'Blacksmiths Workshop' on part of the former orchard) and some early expansion of the quaysides along the river, particularly on the south side (Fig 20). A new quay was established to the southwest of the village within an area of cleared woodland, with a trackway running along the cleared ground by the river's edge (Broad Type 'Transportation', Sub-Type 'Trackway' and Broad Type 'Rough Ground (Coastal)', Sub-Type 'Coastal Rough Ground') to link this with an existing quay closer to Lerryn.

Into the early 20th century a growing social trend catering for increased leisure activities was reflected in a small way at Lerryn with the changing rooms and pleasure gardens (Broad Type 'Recreation', Sub-Type 'Parks and Gardens') at Tivoli Park serving the annual 'Lerryn Regatta'. Although still on a small scale, the beginnings of change are apparent in the diversification of maritime activity, which at Lerryn became more apparent as the 20th century progressed. This was partly the result of a relative stagnation of industrial growth by the early 20th century, as working occupations

became less focused on agricultural or small-scale industrial labours and more efficient transport modes moved away from the river as the principal means of service.

3.2.3 Present character

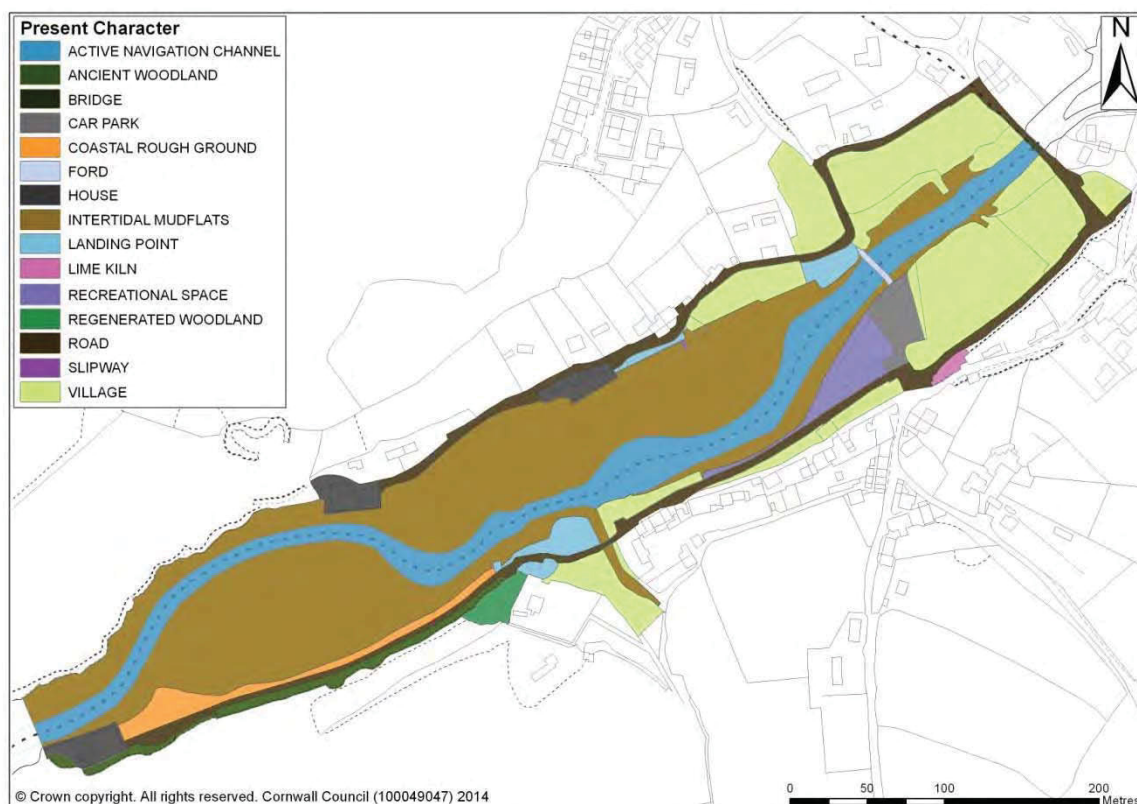


Fig 20 Present character map showing characterisation to Sub-Type level, based on OS digital mapping (2014)

The present day character of Lerryn leans principally towards a small residential village, the spread of development significantly pronounced since the late 20th century. This reflects the modern trend for seeking quiet rural seclusion away from the urban workplace. With longer commuter work practices, the perception of this quiet secluded site is seen as being the fulfilment of a quiet existence, away from the stresses of the workplace. The river itself seems little changed, still tidal to beyond Lerryn Bridge, with the medieval bridge and fording place still in use. Beyond the navigable channel the mudflats (Broad Type 'Cultural Topography (Intertidal)', Sub-Type 'Intertidal Mudflats') are visible at states of low tide, the river itself, no longer used for mercantile trade, now largely an opportunity for leisure and recreation-based activity.

The industrial character of the village has largely disappeared, the former industrial buildings converted to residential use in most cases; one former lime kiln (Broad Type 'Processing Industry', Sub-Type 'Lime Kiln') remains extant, though disused, its character still redolent of its former function. Parts of the quaysides and quayside buildings are also converted to residential development (Broad Type 'Settlement', Sub-Types 'House' or 'Village'), with some of the smaller quays reduced to grass covered hard standings or landing points (Broad Type 'Water Transport', Sub-Type 'Landing Point'); a number of these are now incorporated within domestic gardens (Fig 21). The historic form of the quays is still apparent in many cases, but the function is much changed, although still linked to the use of the river by small boats and leisure craft. A car parking area (Broad Type 'Transport', Sub-Type 'Car Park') on an area of former quay provides for day visitors who come to enjoy the quietude and picturesque appeal of Lerryn today, one of the former quay buildings and adjacent former quayside

converted to visitor tea rooms and a grassy area for picnic tables (Broad Type 'Recreation', Sub-Type 'Recreational Space').

4 Designation, ownership and management

4.1 Designations

4.1.1 Heritage designations

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.

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 is one Scheduled Monument in the study area: Lerryn Bridge: NHLE 10208110

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. The study area contains a number of Grade II Listed (Houses, boat buildings, lime kilns, bridge)

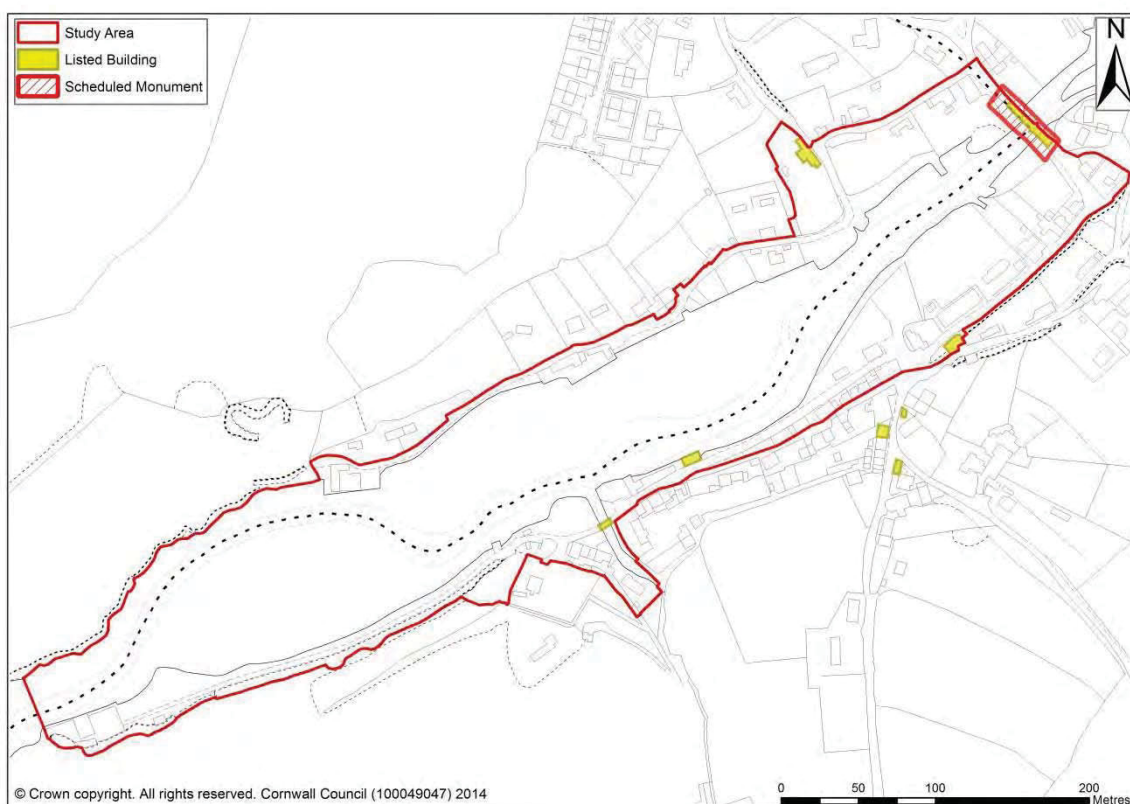


Fig 21 Listed Buildings and Scheduled Monuments in Lerryn.

Listed Building Heritage Partnership Agreements

Listed Building Heritage Partnership Agreements (LBHPAs) were introduced by section 60 of the Enterprise and Regulatory Reform Act 2013. They allow the owner of a listed building or buildings and their local planning authority to agree which necessary works to the building are routine and regular and, if done correctly, will not harm its special interest. The agreement grants listed building consent (LBC) for these works, for an extended period of time, and they can go ahead whenever convenient. Guidance on setting up LBHPAs is given in Historic England Advice Note 5 (Historic England 2015a).

Local Listed Building Consent Orders

Local Listed Building Consent Orders (LLBCOs) were introduced by section 60 of the Enterprise and Regulatory Reform Act 2013. They allow a Local Planning Authority to grant listed building consent for an extended period for works of any description for the alteration or extension of groups of listed buildings in all or part of their area, or buildings of a particular description in their area. This is a pro-active and blanket grant of consent, which means that owners of those listed buildings will not have to make individual applications, but will be able to proceed with the works, subject to any conditions that may be attached to the Order. Guidance on LLBCOs is given in Historic England Advice Note 6 (Historic England 2015a).

Heritage at Risk

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

Lerryn Conservation Area

Conservation Areas were first introduced in 1967 through the Civic Amenities Act and to date more than 9000 exist in the UK. The current Act governing the designation of these 'areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance' is the Planning (Listed Buildings and Conservation Areas) Act 1990. Under this Act local planning authorities are required to designate conservation areas, to keep them under review and if appropriate to designate further areas. Designation remains the principal means by which local authorities can apply conservation policies to a particular area. Current guidance was set out by English Heritage in the 2011 publication 'Understanding Place: Conservation Area Designation, Appraisal and Management'.

Lerryn Conservation Area was designated in 1978 (DC 0152). A Conservation Area Appraisal has not been undertaken.

Article 4(2) directions

Under Article 4 of the General Permitted Development Order 1995, a local authority may bring certain permitted development rights under their control. There are two routes to serving such notice – the more usual relates specifically to conservation areas and is covered by Article 4(2).

There are a range of works that may need to be the subject of an application after as Article 4(2) direction – the most usual are alterations to windows, doors, roofs, chimneys and the like. If an LPA is minded to serve such notice they must specify the buildings that have frontages facing an identified location. That application needs to have been assessed and reasons for the Article 4 direction identified.

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 Lerryn 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:

- Cornwall Area of Outstanding Natural Beauty (AONB) — South Coast eastern area;
- County Wildlife Site (Lerryn Estuary)
- Biodiversity Action Plan (BAP) — (Lerryn woodland habitat BAP ID1562;
- Biodiversity Action Plan (BAP) — Lerryn River mudflat habitat BAP ID4337.

The Fowey Estuary Management Plan (Oke and Burfoot 1997) stops at the east side of Lerryn bridge.

4.2 Ownership

The Parish Council hold some public assets such as some of the existing and old parts of the quay areas fringing the River Lerryn; the Ship Inn owns 'The Green', and Cornwall Council retains some moorings rights. A significant amount of former quay areas are now privately owned.

4.3 Planning arrangements

4.3.1 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.

4.3.2 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.

4.3.3 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.

4.3.4 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 Developmental pressures

A significant force for change is the pressure for new housing development or successional use of historic buildings for residential or community use. Lerryn is currently protected by two layers of conservation plans, the detailed and focussed Lerryn Conservation Area Plan, and the more generic Cornwall AONB Conservation Area Management Plan (south east). Their action plans aim to minimise negative impacts of change. There is no doubt that planning policies have had due regard to its conservation area designation by generally sympathetic adaption of former commercial and mercantile buildings and careful siting of new build, whilst retaining the character and setting of the village and quays but there are some exceptions such as the lime kiln with modern dwelling built on top (site 7) and the corn mill (site 22).

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. 187 countries will reduce carbon emissions, starting in 2020, once 55 countries covering 55% of global emissions have acceded to it.

The impacts of climate change have the potential to alter or put pressure on the historic environment of Lerryn. The Lowertown area has already been affected by flooding, with houses and gardens damaged a year ago. Given its low lying setting between two higher valley sides, increased storminess, rain and high winds may not be so much of an issue compared to more exposed sites. In respect to this force for change, Policy GP10.7 of The Cornwall AONB Management Plan (2011–2016) is '*Support communication of the implications of the Shoreline Management Plan to creekside and coastal communities within this section such as Lerryn and Golant in order to open an early dialogue about sea level rise and coastal change*'.



Fig 22 Risk of flooding from rivers and sea at Lerryn (© 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 22 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 Lerryn's port-related heritage.

6.1 Evidential value

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

Most of the buildings, quays and docks shown on the c 1839 Tithe maps and 1880 OS map are still extant. Modern adaptive conversions of 19th century commercial buildings have been broadly sympathetic. Original tracks and lanes all appear to survive.

6.2 Historic value

— *'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 present day character of Lerryn's riverside core is that of a quiet residential backwater. Its historic value lies in the number of historic quays and small-scale industrial buildings that have been incorporated within residential riverside properties or converted to residential use. There is consequently a proportionally high level of historic preservation that allows the port heritage to be relatively easily read and which is of high visual appeal to historians, residents and visitors alike. The value of Lerryn's present day character is the level of cohesion between its historic form and function and that of the present day.

There is relatively good cartographic and documentary evidence for the phases of expansion and decline at Lerryn with some published material, much of which is available online via the Lerryn History Group. Three of the four lime kilns are well documented.

6.3 Aesthetic value

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

The AONB status reflects the aesthetic value placed on this River Fowey valley village: a protected landscape of great importance and natural beauty. Those factors, which contribute to the Fowey Valley's outstanding status in a national context, relate to its completeness, cultural development and human scale.

The present day leisure and recreational character of Lerryn retains and relies on many visible elements of historic form and structure. These have created its present distinctiveness and have influenced how the site is currently used and appreciated: how the tangible presence of the past within the present form and character of the quayside enriches the visitor experience.

6.4 Communal value

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

Alongside the attractive quietude of Lerryn as a residential village, accessed only by long winding lanes through the undulating countryside, is the draw of the river and its reaches to visitors and leisure craft. The surviving quays continue to be used for mooring and at the core of Lerryn the tea rooms and outside seating provides a focal

point for enjoyment and relaxation on what was once the main working quayside. Visitors come to look at the views along the river walks (both upstream and downstream of the bridge), and appreciate the 18th/19th century character of the village or simply relax in the pub. An information board and the Lerryn History Group displays within the pub presents interesting information for those seeking more intellectual pursuits, reinforcing the character and tranquil setting of this river valley creekside location.

Lerryn has an active History Society which was formed in 2101 to actively promote research and record the development of the area. The Society members are recording a range of subjects which reflect rural life, from the history of houses to the background of village groups and societies as well as capturing of reminiscences of working and village life as well as archiving existing material which is in its possession.



Fig 23 View looking east along Lerryn Quays (c 1930); one of the few last coasters to visit. Sites 10 (Red Store) and 13 (Boathouse/store) are visible. Site 30 in foreground (reproduced with permission of Lerryn History Society).

7 Summary of recommendations

Lerryn would benefit from an adequately-resourced Conservation Management Plan. This should include a vision for Lerryn and its port-related heritage along with a set of management policies, taking into account what has gone before. These policies should be specific to the needs of Lerryn and its port-related heritage and the people who value it. The policies should be based on an understanding of Lerryn and its port-related heritage, how it is valued and its current management issues.

There appear to be sufficient statutory designations to protect the main historic components from development that would harm the character and setting of the village but it is important that any development proposals should be fully informed on its historic cultural heritage, the significance and sensitivity of that heritage, and the important contributions that heritage makes to the present character of Lerryn. It is also recommended that a Conservation Area Appraisal should be undertaken for Lerryn in 2016.

There has been only limited archaeological intervention or historic assessment of Lerryn and to help better understand the area a proper digital survey of key historic components is recommended; this should include a measured topographical survey as well as buildings surveys of historic buildings and structures. Cornwall Council are currently carrying out a pilot project with the Neighbourhood Group in the St Austell Conservation Area using a Smartphone app to undertake Local List Surveys, Buildings at Risk Surveys and Condition Surveys. This has the potential to be extended to other Neighbourhood Groups or, in this instance, the Lerryn History Society.

The history and nature of Lerryn means that there is archaeological potential virtually everywhere. Consequently any works that involve groundworks or dredging may reveal interesting finds. Where work is subject to the planning process it will be considered within the context of the NPPF and may be subject to relevant conditions. Where there are conditions attached to any planning, listed building or conservation area approval or any other relevant approval requiring archaeological investigation and recording then this work is funded by the applicant as it is not supplied by the local planning authority. Similarly outside the planning system any investigation will require funding.

High river levels and flooding (during combinations of high tide and heavy rain), could be mitigated through careful design of flood remediation measures in the Lowertown area.

The results of this report could be used to enhance the existing displays of the Lerryn History Society within the Ship Inn, and possibly to enhance or add to existing information boards within the village

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