

Newlyn

Cornish Ports and Harbours



*Assessing heritage significance, threats,
protection and opportunities*



Historic England



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Cover illustration: *Newlyn Harbour, looking north towards Newlyn Town.*

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, Newlyn has been chosen for detailed study as it is the largest fishing port in Cornwall and considered of national significance. Discussion of the approach and working methods applied during the execution of the project can be found in the overall Project Report.

Newlyn is set within Mounts Bay on the south coast of Cornwall. Nestled at the foot of a deep sided basin within the deep shelter of Gwavas Lake, it is protected from the prevailing weather by the high ground of the Penwith peninsula to the west and north west (Fig 1). The modern town now incorporates three separate centres of early settlement, Tolcarne to the north, in Madron parish, and Street-an-Nowan and Newlyn Town in Paul parish. Newlyn Town was always the principal settlement out of these three, first documented in 1278 but probably much older. It likely originated as a small hamlet of fishing cellars and net lofts around a beach landing place; the Cornish place-name element *lyn* means 'pool', referring to the deep anchorage of Gwavas Lake.

Newlyn was part of the regionally significant trade in fish from the 14th century; a quay at Newlyn is first documented in 1437 when indulgences were offered by the church in exchange for its repair. The old medieval quay at Newlyn was rebuilt and extended in 1732. Another small quay at Street-an-Nowan was rebuilt in 1772-3.

Newlyn grew rapidly during the 19th century from a small fishing community and home base of the fishing fleet to a more significant fishing port. The expansion of the harbour facilities at Newlyn began in 1885, resulting in a shift of focus away from the historic area of Newlyn Town towards the bottom of the Coombe at Tolcarne. The construction of a new road, The Strand, in 1908, finally linked Newlyn and Street-an-Nowan without having to cross the beach at low tide.

Today Newlyn is the most important fishing port in Cornwall and one of the UK's premier fishing ports. It has the second largest fleet in the UK and lands the highest value fish catch, making it a port of significant national importance.

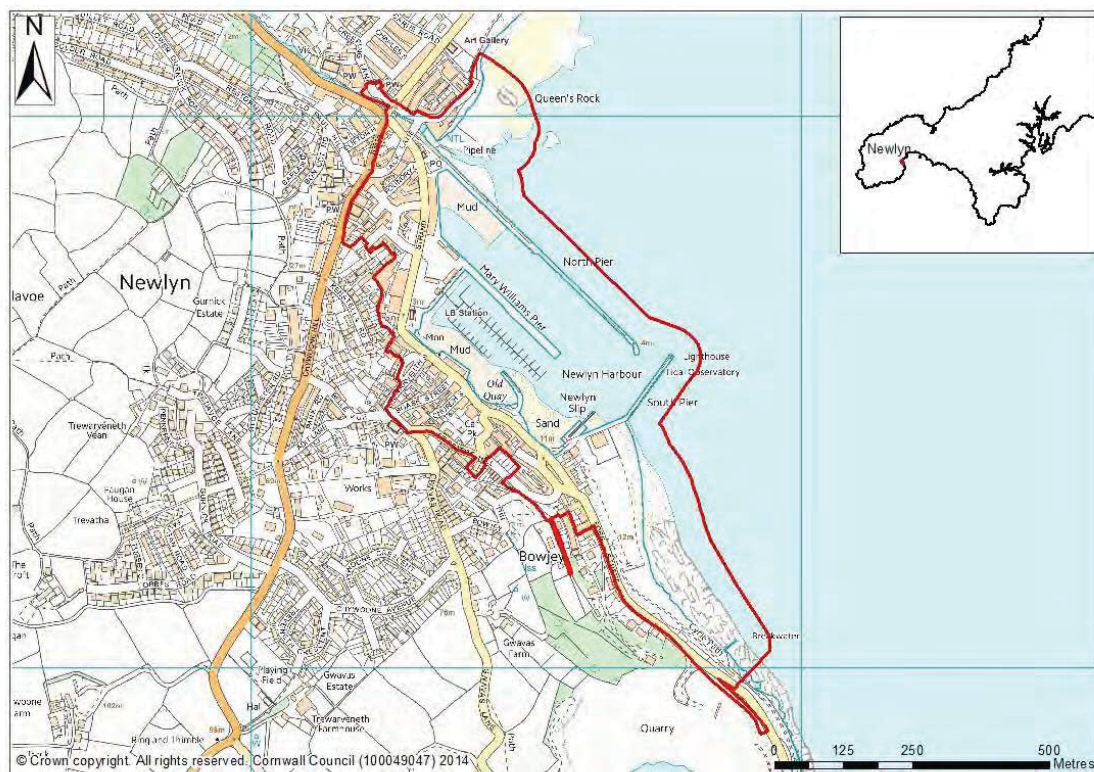


Fig 1 Location map. The red line denotes the study area.

2 Outline history

2.1 Early origins

'a pretty fisher town in the west part of Mount's Bay lying hard by the shore'
(Leland, 1540, in Russell 2003)

Newlyn was always the name given to the principal of the three early settlements that now make up the modern town. This probably originated as a small fishing settlement comprised of fish cellars and net lofts clustered around a natural beach landing place. It is first recorded in 1278 but its origins may be much older. The name Newlyn derives from the Cornish place-name elements *lu* 'fleet' and *lyn* 'pool' (Padel 1985, 149,155); this probably refers to the sheltered anchorage of Gwavas lake, in which Newlyn sits.

The neighbouring settlement of Street-an-Nowan to the north may have come from similar beginnings, being also situated around a natural landing place (in the vicinity of Keel Alley). Street-an-Nowan was also located on the historic routeway along the south of the Lands' End peninsula from Paul, which ran along the high ground until it reached Street-an-Nowan where it dipped towards the fording place (and later bridge) at Newlyn Coombe before continuing on to Penzance; Street-an-Nowan derives its name from the Cornish for 'Ox Way' or 'Street of the Oxen' (Mattingly 2009; Russell 2003).

Tolcarne is first recorded in 1302 when it was a small settlement in Madron parish centred on a manorial mill on the east side of the Newlyn River (Mattingly 2009; Russell 2003). Its name refers to a small rocky outcrop on the eastern side of the Coombe.

Historically all three settlements were probably part of the holdings of the Domesday manor of Alverton. By the late 13th century Newlyn probably comprised of a small settlement located on a narrow strip of coastal ground between the higher plateau to the west and Gwavas Lake to the east. The construction date of the quay is not known but in 1437 church documents record the offer of indulgences in return for contribution towards the quay's repair, indicating that it had already been in existence for some time by this point (Mattingly 2009; Russell 2003).

By the 14th century the trade in fish from Mounts Bay had grown in significance and Newlyn was probably part of this; Newlyn was described as a '*pretty fisher town*' by John Leland, writing on his travels through England c1540. By the 15th century the local fishermen were expanding into the fishing grounds off Ireland and Iceland and by the 16th century were taking part in the Newfoundland trade off the coast of North America (Mattingly 2009; Russell 2003).

Sea-bed species such as hake were the predominant catch into the 17th century when seining and drifting for shoals of pilchards became increasingly prolific. By the 17th century the pilchard industry had begun to eclipse sea-bed fishing through seining and drifting. Newlyn rose dramatically in importance as a result of this industry, at one point threatening nearby Penzance in status, although this was never fulfilled. New development at Street-an-Nowan doubled the size of Newlyn and increased the town's population. Distinctive houses were built to carry out the processing of pilchards, with domestic accommodation on the first floor accessed by external steps and fish pressing cellars below, commonly set around small courtyards where the fish were salted in 'baulks before being pressed (Mattingly 2009; Russell 2003).

Continuing investment in Newlyn harbour during the 18th century included the rebuilding of the medieval quay, which was also extended onto new foundations. A quay at Street-an-Nowan, Gwavas Quay, was also rebuilt during this period; behind the quays were the tithe fish cellars and other local company-owned seine cellars. Newlyn's prosperity during the 18th century resulted in a substantial number of new dwellings being built, from humbler cottages to larger merchant houses. These infilled the earlier areas of settlement and began to expand into the surrounding meadows and orchards fringing the town.

2.2 The late 19th to early 20th century in Newlyn



Fig 2 Newlyn (looking towards Norard Slip from Tolcarne), J Welch and Sons, Portsmouth (Penlee House Museum and Gallery PEZPH: 1992.683a).

The fishing trade in Newlyn prospered into the 19th century, boosted by the increased access to the wider UK market through the steam packets that called at Hayle from the 1830's and the completed rail link between Cornwall and London from the 1860's. The intensification of housing infill and the construction of new fishermen's housing continued into the late 19th and early 20th centuries; the terraces and rows of vernacular cellar /courtyard type cottages survive into the present day, giving Newlyn its distinctive character. A mid 19th century guidebook is quoted as describing a contemporary Newlyn as a 'colony of fishermen, with narrow paved lanes, glistening with pilchard scales in the season – with external staircases, and picturesque interiors' (Russell 2003, 15).

By the 1880's the Newlyn fishing fleet had outgrown the original harbour and medieval quay but proposals to expand the harbour facilities suffered opposition from its nearby rival, Penzance. Eventually a bill was passed and the foundation stone for the South Pier (Fig 6) was laid in 1885, which was completed the following year. A lighthouse was constructed at the end of South Pier shortly afterwards and adjacent to this is the Tidal Observatory from which mean sea level is measured. The North Pier was finished in 1894 and for a short time this became the chief landing place and fish market (Fig 3); an Admiralty boat house built alongside the fish market c1901 is now the post office (Mattingly 2009; Russell 2003).

A phase of road improvements accompanied the harbour expansion, which included a new road and bridge link between Newlyn and Penzance. In 1908 a new harbour road was constructed on a raised causeway between Fore Street in Newlyn Town and Street-an-Nowan, replacing the former foreshore access between the two at low tide. The orientation of the historic buildings on the landward side of the new road 'the Strand', reflect their alignment along the former shoreline in this area. The new road cut off the tidal inlet of Keel Alley at Street-an-Nowan; the back line of the houses continues to preserve the original sea walls and a section of old quay wall and granite sett surface survives at the northeast end of these (Mattingly 2009; Russell 2003).



Fig 3 Newlyn, landing fish. Peacock Series, postmarked 1908 (Penlee House Museum and Gallery PEZPH: 1992.678).



Fig 4 'Street-an-Owan', Newlyn. Paul Bros., Penzance, postmarked 1909 (Penlee House Museum and Gallery PEZPH: 1992.6750).



Fig 5 The Norard Slip, Newlyn, photographer and date unknown (Penlee House Museum and Gallery PEZPH: 1992.693).



Fig 6 South Pier and Slip, Newlyn. Clark's Library, Penzance (Penlee House Museum and Gallery PEZPH: 1992.679).



Fig 7 Keel Alley, Street-an-Nowan. J J Churchward, Penzance (Penlee House Museum and Gallery PEZPH: 1990.1349).



Fig 8 Newlyn from the Strand. Raphael Tuck & Sons (Penlee House Museum and Gallery PEZPH: 1990.510).



Fig 9 Entrance to the Pier, Newlyn, c1950's. *Overland Views, Tintagel*. (Penlee House Museum and Gallery PEZPH: 1990.508).

The increased scale and 'industrial' character of Newlyn Harbour was accompanied by a period of continued change and development. New fish stores were built at Fradgan in 1901, along the Coombe at Tolcarne in 1903-4 and along Norard Slip at North Corner, at the southern end of the Strand, in 1906 (Fig 20). By 1907 the fish market had moved from the new North Pier to its present site at the northern end of the Strand. The landmark Ice Works building at Fradgan time (Fig 21) was also constructed around this; this may have replaced or augmented an ice works built on the Coombe in 1874, which later became a pilchard salt pressing works (Mattingly 2009; Russell 2003).

The Coombe at Tolcarne was largely an industrial suburb of 19th century Newlyn, being the site of smithies, timber yards and a brewery in addition to two mills (probably on the site of the former medieval manorial mills). A new urban centre was established at the foot of the Coombe and the head of North Pier saw the construction of the distinctive Arts and Crafts style Royal National Mission for Deep Sea Fishermen in 1911 (Fig 23). The current harbour masters office at the head of North Pier is a simple pebble-dashed building also constructed in a simple Arts and Crafts style, c late 1920's to 1930's in date (Figs 9 and 24).

The late 19th century in Newlyn also saw the establishment of an important artist's colony known for the *plein air* style of painting (e.g. Fig 10). Despite their being contemporary with the major changes taking place in Newlyn Harbour their romanticised view of Newlyn and its fishing industry generally excludes any images relating to this, or any other aspects of 'modern' change from that time.

In addition to the fishing industry in Newlyn, there was a growth in quarrying and mineral industries in and around the town. These supplied the substantial building programme of the 19th and early 20th centuries but also capitalised on the improved export facilities created by the extended harbour. A narrow gauge tramway was constructed between Gwavas Quarry (later Penlee Quarry) and South Pier c1900 to load 'stone boats', continuing in use into the 1930's. The Levant Mine used Newlyn for shipment of copper ore between 1896 and 1902 time (Mattingly 2009; Russell 2003).

During World War I the area to the south of South Pier was used as a seaplane base.

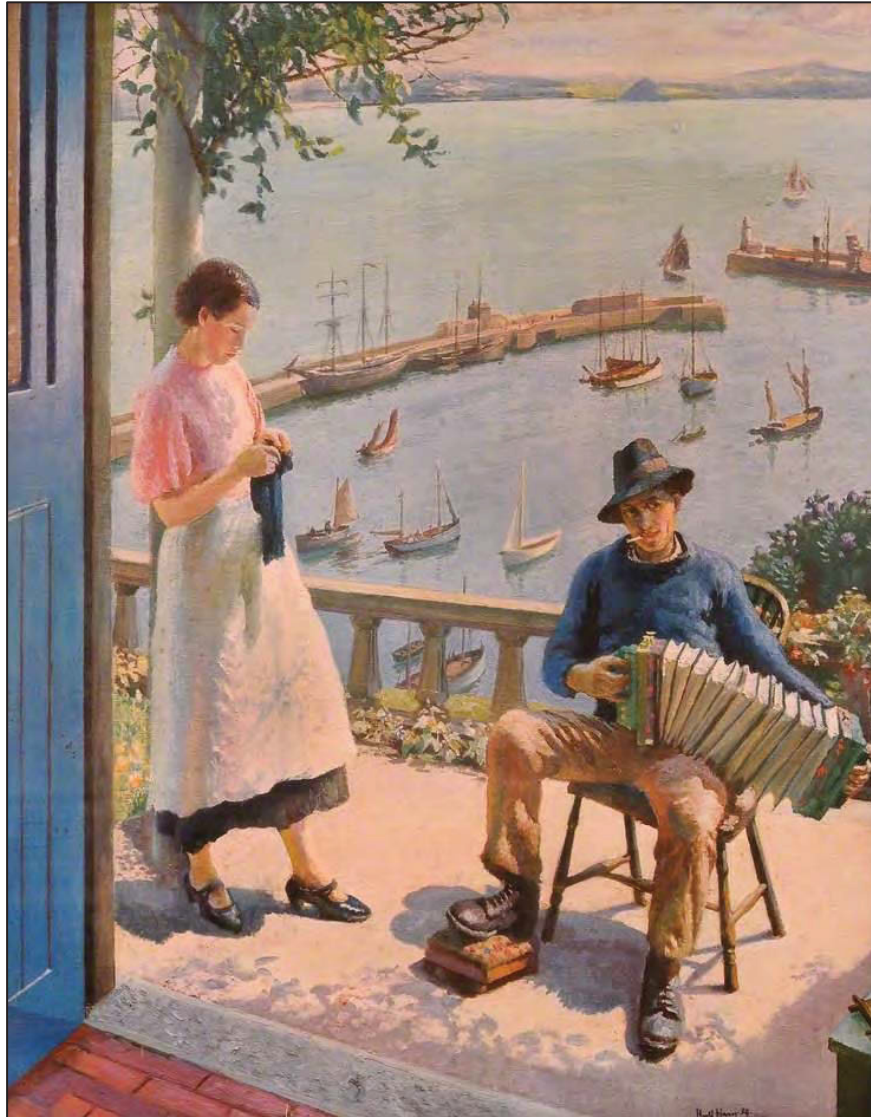


Fig 10 'The Blue Door, Newlyn' (1934) by Harold C. Harvey. Born in Penzance, Harvey's work typifies the changing styles of the Newlyn and Lamorna painters and of Cornish life.

2.3 Modern use

Newlyn harbour has seen some additional improvement and expansion during the later 20th century, with the addition of the new Mary Williams Pier in 1980, the upgrading of the fish market buildings and the construction of a modern ice works. In 1983 Penlee Lifeboat Station moved from its site at Penlee Point to new facilities in Newlyn harbour. The Newlyn fish festival was established in 1991 and is held every year on August Bank Holiday Monday.

Newlyn today is one of the UK's largest fishing ports and the working harbour is a colourful and vibrant place, busy with the movement of boats and related fisheries activity. Although the modern harbour is a functional rather than aesthetic space there are many surviving buildings and structures of historic interest, not least the historic quaysides. The backdrop of the historic town and former medieval quay retains much of its early fishing settlement character and later industrial heritage, particularly redolent within the back streets of Newlyn Town and Street-an-Nowan and along the Coombe at Tolcarne. The modern setting of the harbour front and beachside houses preserve much of the alignment and topography of the earlier shoreline. The steep and dramatic topography of the town also commands sweeping sea views across the harbour and its adjacent coastline.

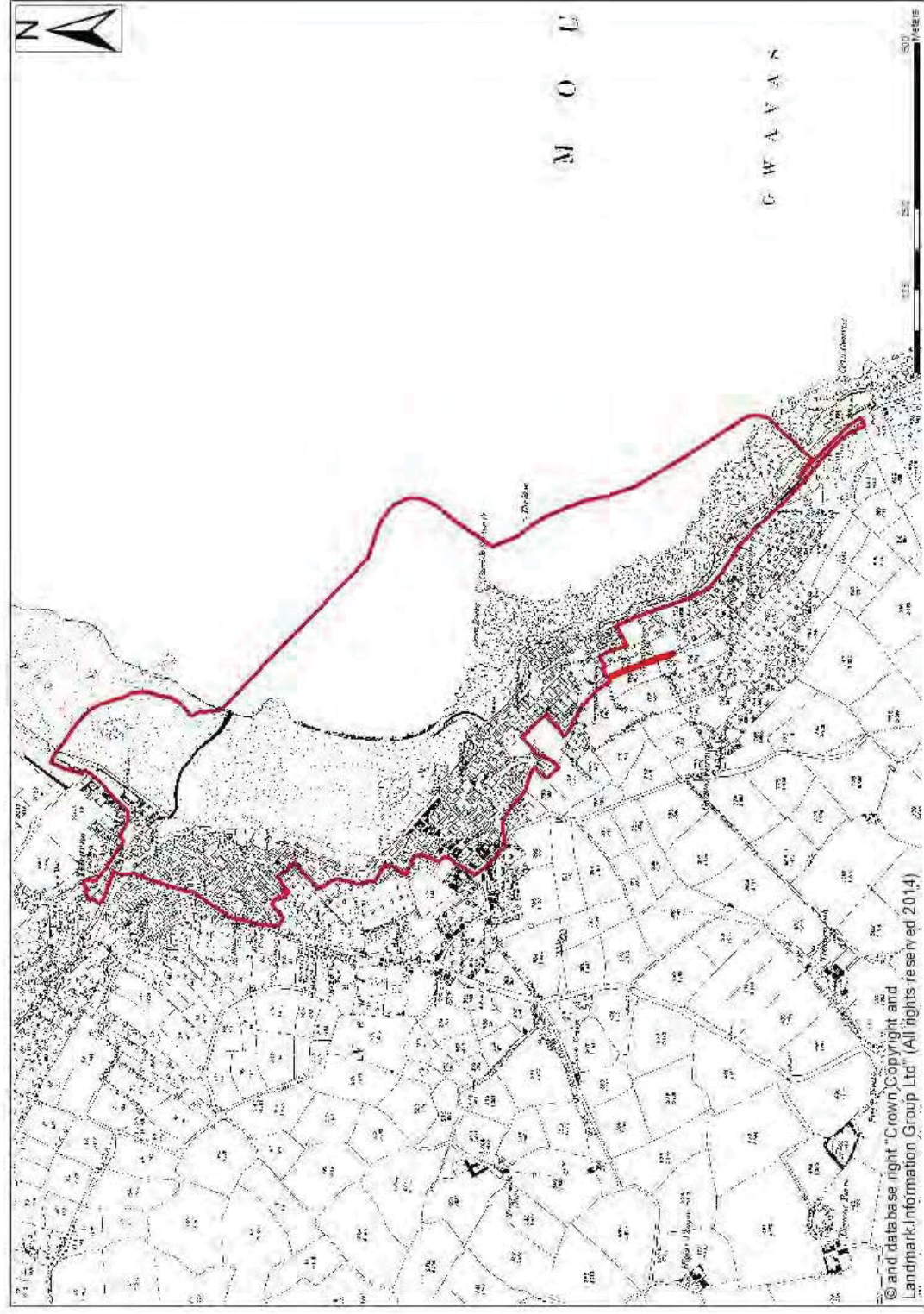


Fig 11 First Edition of the Ordnance Survey 25 Inch Map, c1880.

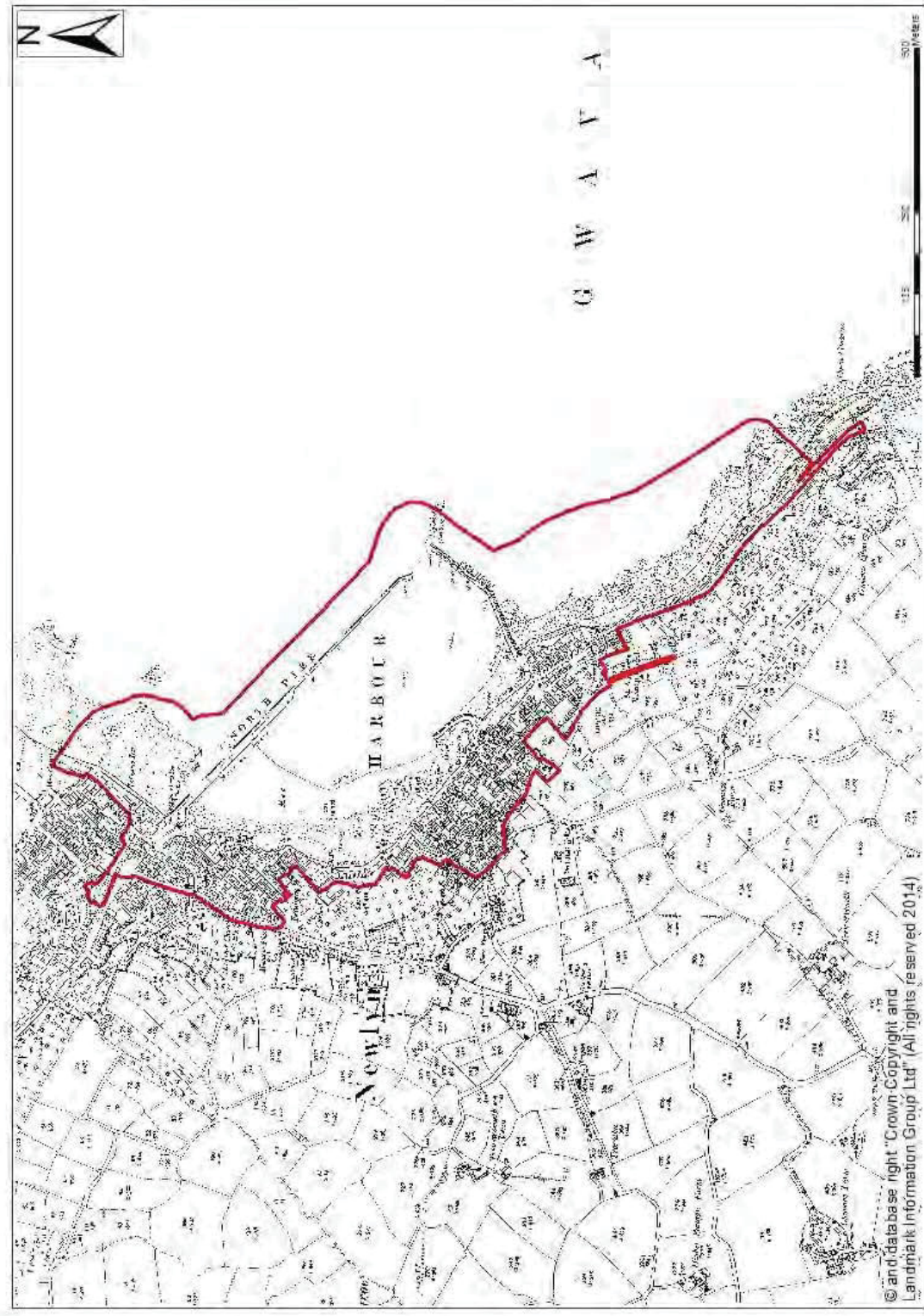


Fig 12 Second Edition of the Ordnance Survey 25 Inch Map, c1907.



Fig 13 RAF aerial photograph (1946: Ref No A20 3306 12 July 1946).



Fig 14 Aerial photograph (Cornwall Council 2005).

3 Description

Newlyn harbour (central NGR SW 4650 2864) lies to the east of Newlyn town and extends between Green Rock to the south east and Tolcarne Stream to the north-west. The medieval harbour, with its curving quay and small raised shingle beach lies towards the southern end of the larger modern harbour extent, set below the sheer cliff edge. The fabric of the quay is probably largely 18th century or later in date although it may preserve older elements within the current structure. The modern harbour now comprises a large sheltered body of water enclosed by the North and South Piers, with a large docking platform in the centre of this provided by Mary Williams Pier and adjacent pontoon. There is a substantial fish market on the west side of the harbour and the head of North Pier still retains the early 20th century harbour masters office and neighbouring seamen's mission.

Beyond the modern harbour there remain many of the historic elements associated with the fishing industry at Newlyn prior to the later 19th century harbour expansion, much of this also pre-dating the linking of Newlyn town and Street-an-Nowan by 'the Strand'. Historic fish cellars, slips, quaysides and sea walls testify to the earlier topography of fishing settlement at Newlyn, backed by the traditional cellar and courtyard-type fishermen's cottages. The steep topography and historic building line reflect earlier foreshores and cliff sides, whilst the deeply forged Coombe at Tolcarne is redolent of the industry that sprang up along its sides during the 19th century, powered by the Tolcarne stream.

The vulnerability of Newlyn to storm damage and tidal flooding has resulted in the construction of substantial sea defences along its coastline and within the harbour itself, largely a mix of concrete walling, rock armour and boulders. This has impacted on the visual aesthetic of the modern foreshore and harbour side areas.

3.1 Gazetteer

No.	Site type	MCO	NGR (SX)	Period	Description	Designation & Grade
1	SEA DEFENCE	-	46861 28007 46881 28049	MODERN	Concrete & block built breakwater and sea wall	None
2	STRUCTURE	-	46865 27996	MODERN	Concrete structure, originally part of the loading system for Penlee Quarry. Historic photos suggest this was the base of a taller structure served by a tramway at quarry level	None
3	CYCLE PATH	-	46892 27979 46674 28174	MODERN	A section of cycle track/footpath along the line of the former quarry tramway	None
4	SPRING	-	46656 28205	EARLY MODERN	A spring issues into a granite built structure with a modern concrete façade. Spring shown on historic mapping. Original form is not clearly visible	None

No.	Site type	MCO	NGR (SX)	Period	Description	Designation & Grade
5	ROPEWALK	29164	46581 28169 46542 28270	EARLY MODERN	Tonkins Ropewalk shown on the 1841 Paul TM survives as an open track leading to housing	None
6	PIER	-	46582 28408	EARLY MODERN	South Pier, built of granite block in 1885	None
7	TIDAL OBSERVATORY	-	46758 28559	MODERN	Tidal observatory used by the OS between 1915 & 1983	None
8	LIGHTHOUSE	-	46763 28565	MODERN	Lighthouse on the end of South Pier (6)	None
9	SLIPWAY	-	46588 28427	MODERN	Slipway with hauling equipment & small ancillary buildings adjacent to South Pier (6)	None
10	SLIPWAY	-	46560 28396	MODERN	Granite built slipway runs SW off South Pier (Site 6)	None
11	SLIPWAY	-	46553 28383 46584 28407	POST MEDIEVAL/ EARLY MODERN	Slipway at Green Rock preceding the construction of South Pier (6). Granite walled with iron railings. Granite /cobble surface still visible though heavily grassed over	None
12	QUAY	44932	46483 28467 46458 28536	MEDIEVAL	Granite built quay, the present structure is probably post medieval in date with many phases of repair but may preserve some medieval fabric	Listed Building Grade II*
13	SLIPWAY	-	46482 28455	EARLY MODERN/ MODERN	A short granite built slipway runs SE off the old quay (12)	None
14	CHAPEL	-	46484 28462	MODERN	A block built chapel on the old quay (12), 1966 date stone above door. Replaces an earlier stone building (Fig 4). Quay wall originally ran higher all along its length to adjoin this building	None
15	SLIPWAY	-	46470 28472	POST MEDIEVAL/ EARLY MODERN	A rough cobbled and granite walled slipway runs NE off the old quay (12), shown on the c1880 OS map but may be pre 19 th century.	None
16	BOLLARD	-	46483 28467	POST MEDIEVAL/ EARLY	A series of rough granite bollards along the length of the old	Part of the Grade II*

No.	Site type	MCO	NGR (SX)	Period	Description	Designation & Grade
			46458 28536	MODERN	quay (12)	Listed quay
17	SLIPWAY	-	46381 28527 46418 28488	MODERN	A slipway built of granite setts with modern concrete retaining wall leads onto a narrow strip of grassy coastal ground. The c1880's OS map shows the coastal strip but no slipway	None
18	QUAY	-	46277 28616	MODERN	Concrete built quay & fish warehouse	None
19	SLIPWAY	-	38920 55060	EARLY MODERN/ MODERN	Norard Slip originally accessed the beach & is now part of the modern road through Newlyn. Still has its granite retaining wall	None
20	WAREHOUSING	-	46267 28599 46308 28568	EARLY MODERN	Fish stores on Norard Slip. Modified on the upper storeys and middle buildings.	None
21	SLIPWAY	-	46278 28620 46315 28593	MODERN	Slipway constructed of granite setts. Shown on c1932 OS map. Square slots (23) cut into it may be remains of WWII anti invasion defences	None
22	LIFEBOAT HOUSE	-	46292 28639	MODERN	Lifeboat house built on reclaimed ground adjacent to modern harbour (48)	None
23	ANTI INVASION DEFENCE	42217	46282 28617	MODERN	Square slots visible within the granite surface of the slipway (21) may be part of wider WWII anti-invasion defences within Newlyn harbour	None
24	BOAT HOUSES	-	46260 28627	MODERN	Two asbestos Nissan buildings & a small concrete building enclosing a yard. Possibly boat or fish stores constructed on reclaimed ground bordering the Strand. Fisheries Resource Centre since 2005	None
25	BOAT HOUSE	-	46242 28638	EARLY MODERN	A small boathouse shown on the c1907 OS map at the foot of the cliff before the Strand was built to link Street-an-Nowan and Tolcarne	None

No.	Site type	MCO	NGR (SX)	Period	Description	Designation & Grade
26	FISH WAREHOUSE	-	46260 28643 46278 28723	MODERN	Fish warehouse and shop on reclaimed ground adjacent to the Strand	None
27	FISH FACTORY	-	46241 28708	EARLY MODERN	Granite built building shown on c1880 OS map and still extant. Fish factory or store linked with warehouse and shop on the Strand (26).	None
28	SLIPWAY	-	46223 28708 46243 28666	EARLY MODERN	Slipway with granite retaining walls and iron railings adjacent to fish factory (27). Accessed the foreshore prior to reclamation of ground adjacent to the Strand	None
29	SLIPWAY	-	46263 28780 46286 28762	MEDIEVAL/ POST MEDIEVAL	Gwavas Quay. A slipway adjacent to Keel Alley before the Strand enclosed this area. The location of the medieval quay at Fradgan is not certain; the remains of an earlier quay (30) are visible adjacent to & underlying the ice works (32)	None
30	QUAY	-	46288 28815	MEDIEVAL/ POST MEDIEVAL/ EARLY MODERN	The remains of a granite quay wall underlie the ice works (32) and turn perpendicular to the SW above the steps to Keel Alley. A rough granite cobbled surface is also visible. Date unknown but a quay is suggested on the c1880 OS map	None
31	WAREHOUSE	-	46254 28799	EARLY MODERN/ MODERN	Granite rubble warehouse; 'Island Stores'. Appears to have replaced a group of smaller buildings shown on the c1880 OS map. May have been a fish store	None
32	ICE WORKS	-	46299 28826	MODERN	Ice works built in 1907 by R. Richard Bath. May have superseded earlier buildings and/or quay (30)	None
33	FISH MARKET	-	46322 28783	MODERN	Fish market on the Strand, constructed by the time of the c1932	None

No.	Site type	MCO	NGR (SX)	Period	Description	Designation & Grade
			46327 28889		OS map. The edge of an underlying granite built quay is visible on the road side	
34	OFFICE	-	46331 28916	MODERN	Harbour Commissioners Office, a 1930's pebble dashed building in the Arts and Crafts style	None
35	BOAT HOUSE	-	46314 28936	MODERN	Early 20 th century building and adjacent wooden sheds. Originally the Admiralty Boathouse, which once held the Rocket Wagon. Currently a Post Office	None
36	WAR MEMORIAL	-	46305 28947	MODERN	War Memorial to the northwest of the current Post Office	None
37	BRIDGE	48414	46301 28985	EARLY MODERN	Granite bridge over the Tolcarne Stream, probably early 19 th century. On route of older road to Penzance & probably the site of the medieval/post medieval fording point	Listed Building Grade II
38	FISH FACTORY/ ICE WORKS		46222 29036	EARLY MODERN/ MODERN	Early 20th century Pilchard Works incorporating a late 19 th century or older ice works. Currently converted to residential use	None
39	CORN MILL	25092	46232 29054	EARLY MODERN	An early 19 th century corn mill at Tolcarne. May incorporate older fabric or stand on or near the site of the two medieval mills are documented at Tolcarne	None
40	SEA DEFENCE	25116	46435 29100	POST MEDIEVAL	The base of a granite sea wall survives NE of Tolcarne Inn. Aligns along an earlier line of foreshore. Overlies possibly medieval peat deposits	None
41	SEA DEFENCE	-	46399 29074 46358 28978	EARLY MODERN/ MODERN	Granite built sea wall with concrete topping. Probably late 19 th century in origin - shown on c1880 OS map - with some 20 th century modification	None
42	SEAMENS	-	46314	MODERN	Seamen's Mission	None

No.	Site type	MCO	NGR (SX)	Period	Description	Designation & Grade
	MISSION		28957		building in the Arts and Crafts style. Built in 1911 adjacent to the former Coastguard Station (Site 43) and now incorporates it	
43	COASTGUARD STATION	-	46320 28952	MODERN	Coastguard Station shown on c1907 OS map, now part of the Seamen's Mission (Site 42)	None
44	PIER	-	46329 28937 46702 28567	MODERN	North Pier, built of granite block in 1894	None
45	LANDING STAGE	-	46336 28907	MODERN	A landing stage is shown on the c1907 OS map, probably now incorporate as part of the wider modern quay (48), which stands on stilts over the former foreshore	None
46	DERRICK	-	46514 28752	MODERN	A modern derrick stands on North Pier	None
47	PIER	-	46388 28732 46558 28565	MODERN	Mary Williams Pier, a modern jettied pier	None
48	PONTOON	-	46347 28681 46528 28526	MODERN	A modern pontoon creates additional berthing to the SW of Mary Williams Pier	None
49	QUAY	-	46351 28907 46303 28653	MODERN	Extensive modern quay extends from North Pier along the Strand. Built on stilts over the foreshore and incorporates a former landing stage (45) in front of the Harbour Commissioners Office (34).	None
50	SEA DEFENCE	-	46387 28724 46300 28612	MODERN	A deep line of boulders form a breakwater along the south side of the modern quay (49)	None
51	HARBOUR	-	46545 28675	MODERN	Inner harbour formed by Mary Williams Pier (47)	None
52	HARBOUR	-	46470 28590		Main harbour formed by N & S Piers (44 & 6)	None

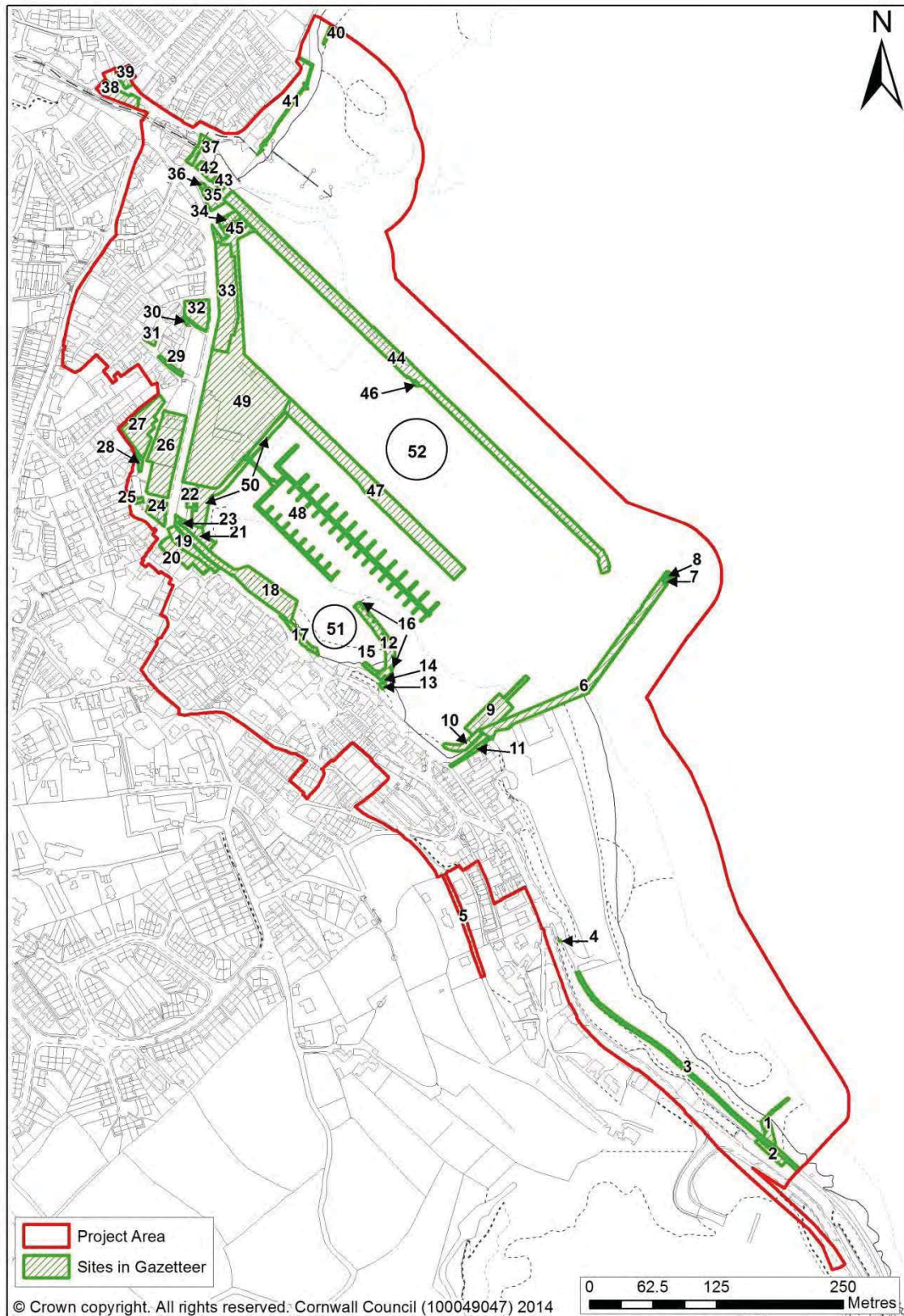


Fig 15 Plan showing Gazetteer entries.



Fig 16 The old quay (Site 12) looking north towards the modern harbour.

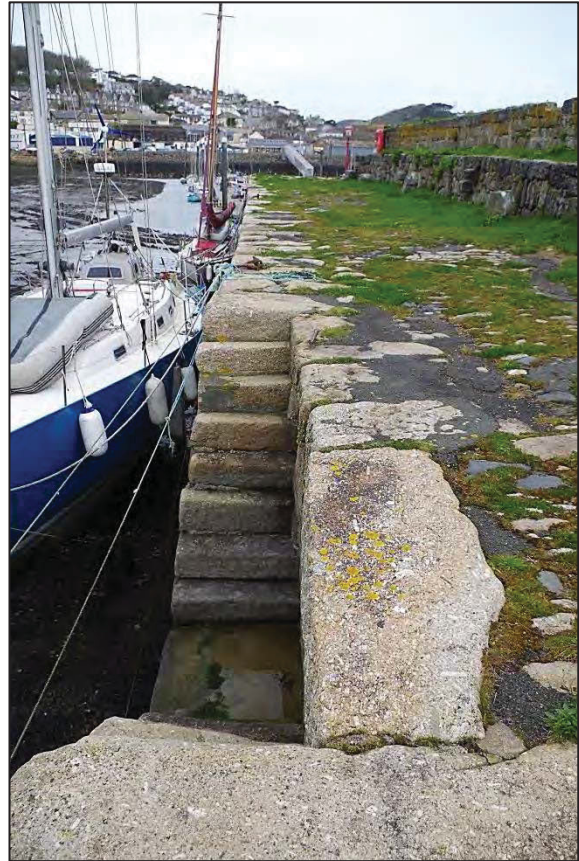


Fig 17 Looking north-west along the old quay (Site 12).



Fig 18 Looking north-west from the old quay along the historic sea walls and slipways (Sites 15 and 17).



Fig 19 Looking south-west along Green Slip (Site 11) from South Pier (Site 6). The historic surface of the slip is still visible beneath the grass and historic iron railings survive along its edge.



Fig 20 Fish warehouses along Norard Slip (Site 19) at North Corner, looking north-west.



Fig 21 Looking north across Keel Alley from Gwavas Quay (Site 29) with the former Ice Works (Site 32) in the background. The historic walling backing onto the houses originally faced onto the foreshore. A section of former quay wall (Site 30) is visible at the base of the Ice Works; this continues to the west above the steps.



Fig 22 A 19th century warehouse 'Island Stores' (Site 31) at Fradgan, Street-an-Nowan.

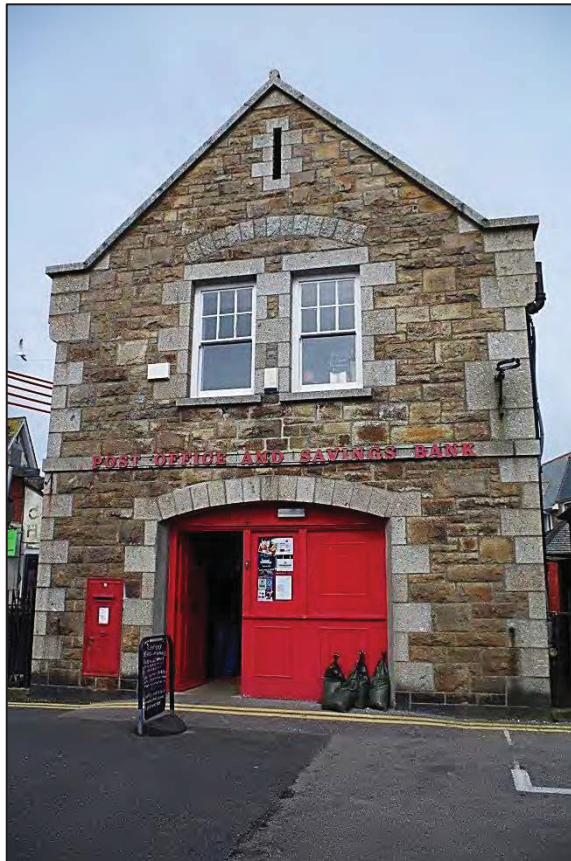


Fig 23 The former Admiralty Boathouse (Site 35) and Seamen's Mission (Site 42) on North Pier.



Fig 24 The Arts and Crafts Style Harbour Commissioners Offices (Site 34) on North Pier.



Fig 25 The modern harbour and fish market (Sites 33 and 49) built out onto stilts above the foreshore. Looking south-west from North Pier.



Fig 26 The busy fishing harbour and fish market (Site 33) against the steep backdrop of the town. Looking west from North Pier.



Fig 27 Looking east from the medieval quay (Site 12) across North and South Piers (Sites 44 and 6) towards Mounts Bay.



Fig 28 Modern pontoon (Site 48) in the harbour with the modern quay and fish market (Sites 33 and 49) in the background. The former Ice Works building at Fradgan is visible below the rocky heights above Tolcarne.

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 and 1843 Tithe mapping for the parishes of Madron and Paul and the c1880's First and Second 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 Early to mid-19th century character

The earliest Historic Characterisation time slice created for Newlyn demonstrates its' early to mid 19th century character (Fig 16), at a point before the Strand was constructed to link the three individual settlements of Newlyn Town, Street-an-Nowan and Tolcarne. Street-an-Nowan and Tolcarne are close to being one amalgamated settlement by this time but Newlyn Town remains separate, accessible across the beach or via the lanes running down from the higher ground. Both areas of settlement during the early part of the 19th century remained relatively small and largely reflecting the fishing settlement and fishing-related industries that predominated during this period; characterised by 'Broad Type 'Settlement', Sub-Type 'Fishing Village'. On the outer margins of the settlements were several ropewalks associated with maritime boat building (Broad Type 'Shipping Industry', Sub-Type 'Open Ropewalk'), whilst within the Tolcarne valley adjacent to the Tolcarne Stream a hub of water powered industry included two early 19th century corn mills (Broad Type 'Processing Industry', Sub-Type 'Corn Mill') and an Ice Works (Broad Type 'Food Industry', Sub-Type 'Ice Works').

Both areas of settlement occupied the higher ground above the foreshore backing quays at foreshore level. Numerous historic accessed the foreshore from points along the higher ground, since incorporated into the modern system of roads and back lanes; both quays and slipways (Sub-Types) are characterised under Broad Type 'Water Transport', Character Type 'Port and Dock Installation'. A small harbour within the lee of the medieval quay was probably part of a wider anchorage within the shelter of Gwavas Lake, characterised as Sub-Types 'Harbour', 'Quay' and 'Anchorage' under Broad Type 'Water Transport'. The quay at Fradgan fronted a wide shingle foreshore by the early 19th century (Fig 16). To the north this tended towards a sandier beach whilst in the south a steep rocky foreshore dominated, backed by higher cliffs to the west. At Tolcarne the Tolcarne Stream ran through a rocky gorge to a wider valley floor above the foreshore; historically a site for water powered industry and one which continued to develop into the later 19th century. The physical topography of the shoreline at Newlyn has clearly dictated its historic form and development and continues to define the distinctive character of the townscape today; the combined effect of physical topography and historic cultural adaptation. Its historic character is reflected through the Broad Types 'Cultural Topography (Intertidal)' and 'Cultural Topography (Landward)', further refined for the early 19th century through the Sub-Types 'Foreshore (Rocky)', 'Foreshore (Shingle)', 'Foreshore (Sandy)' and 'Cliff' and 'Watercourse', respectively.

3.2.2 Early 20th century character

The early 20th century character of Newlyn reflects the point by which the individual settlements were now linked through the construction of the Strand to form one larger 'town' (Fig 17). No longer solely defined by its fishing industry, the wider settlement of Newlyn by the early 20th century was also characteristic of a broader range of 'urban' elements, not least of which was the Newlyn School of artists that colonised the town. The romantic ideal of Newlyn's fishing past was perpetuated by them but the town was also host to a number of broader crafts and industries as well as embracing some of the contemporary trends in town development and vernacular architecture. This is reflected

through a change in characterisation (still within Broad Type 'Settlement') from Sub-Type 'Fishing Village' to Sub-Type 'Town'.

Nonetheless the development of the harbour and fishing port by the early 20th century was substantial. The construction of North and South Piers (Broad Type 'Water Transport', Sub-Type 'Quay') by the end of the 19th century resulted in a shift of focus away from the small medieval harbours at Newlyn Town and Fradgan, now closed off by the Strand. The new quaysides (Fig 17) enclosed a larger sheltered harbour accessed via a navigation channel between the two pier heads (Broad Type 'Water Transport', Sub-Types 'Harbour' and 'Active Navigation Channel'). The new focus of maritime and fishing-related activity at the northwest end of North Pier generated a concentration of associated maritime facilities, which included the Admiralty Boathouse and the Seamen's Mission and adjacent Coastguard Station (possibly amalgamated by this time). These institutions are all characterised as Sub-Types under the Broad Type 'Water Transport' and respective Character Types 'Port and Dock Installation' and 'Maritime Safety'.

An associated increase in fishing-related industry and commerce by the early 20th century is demonstrated by the fish processing factories established at Fradgan and Tolcarne, alongside a new ice works at Fradgan and fish warehouses and market facilities alongside the Strand. The historic character of these port-related sites by the early 20th century is captured by Broad Type 'Food Industry', Sub-Types 'Fish Processing Factory' and 'Ice Works' and Broad Type 'Fishing', Sub-Type 'Fish Market' (Fig 17). Other industry by this time included a timber yard (Broad Type 'Processing Industry') to the northeast of Tolcarne Inn, established once the main route to Penzance had been relocated to the northwest, away from the coastal edge.

Whilst the fishing-related activity at Newlyn by the early 20th century was focussed along the Strand and at North Pier, South Pier was more closely associated with the industrial activity generated by Gwavas (Penlee) Quarry (outside the study area). The shipment of stone aggregate from the quarry was carried out via a complex conveyor and tramway system (Broad Type 'Extractive Industry', Sub-Type 'Mineral Railway') linked to South Pier. The tramway entered the port area via the coastal strip above the rocky foreshore and ran along the length of South Pier. For a short time during World War I a seaplane base (Broad Type 'Defence', Character Type 'Military Transport') occupied the foreshore to the east of the mineral railway (Fig 17).

By the early 20th century the physical topography of Newlyn on the landward side was significantly modified and infilled by new development and road construction, some of this on the newly reclaimed ground infilling along the western side of the Strand. On the seaward side the principal change was a gradual accumulation of silts within the newly created harbour, which replaced the shingle foreshore with intertidal mudflats (Broad Type 'Cultural Topography (Intertidal)', Sub-Type 'Intertidal Mudflats'). The considerable change in character from 19th century fishing village to 20th century fishing port and industrial hub was largely due to the dramatic increase in the scale of activity within the harbour and port area at Newlyn rather than a change in the activity itself. The adjacent settlement grew to reflect other influences of the time but the port remained firmly rooted in fishing, as it does today.

3.2.3 Present character

The present character of Newlyn reflects its continued development into one of UK's largest fishing ports during the course of the 20th century (Fig 18). This has predominantly been focussed within the main harbour area, with the addition of a substantial quayside adjacent to the Strand, the Mary Williams Pier and a floating pontoon to provide additional berthing facilities at all states of the tide. The modern harbour frontage and coastal margins are supported by reinforced sea defences (Broad Type 'Sea Defence', Sub-Types 'Breakwater' and 'Sea Wall'); these include a boulder breakwater and rock bund at Tolcarne to supplement the existing sea wall and a boulder retaining wall to the west of Mary Williams Pier, now the site of the re-located Penlee Lifeboat house (Broad Type Maritime Safety, Sub-Type 'Lifeboat House').

The centre of the fish processing and wholesaling (Sub-Types 'Fish Processing Factory' and 'Fish Market') remains located at Street-an-Nowan and along the Strand (Fig 18), although there has been a conversion of some historic buildings, warehouses and cellars, to residential use, whilst some, such as the Island Stores and the former ice works at Fradgan, stand in relative disuse. At Tolcarne the former Pilchard Works and corn mill are also now brought within the residential character of the town and the former Admiralty boathouse on North Quay is converted as a Post Office. This encroachment of the residential and commercial elements of the town into the port's former domain is characterised under the Broad Type 'Settlement', Sub-Type 'Town'; this process is common to other of the larger ports and harbours in Cornwall, reflecting the changing pressures and priorities of urban and maritime spaces into the present day and the symbiotic relationship between these two different areas.

To the south of South Pier there has also been substantial change during the latter part of the 20th century, resulting now in a somewhat 'dead space' of artificial gravel beach and open rough ground. The mineral railway is replaced by a cycle path and footpath, reflecting the modern trend to convert past industrial spaces to recreational use. This area has not wholly claimed its new guise, however and there remain broken traces of its industrial past, with large areas of open ground between the present foreshore and the cliff edge; characterised as Broad Type 'Rough Ground (Coastal)', Sub-Type 'Coastal Rough Ground') (Fig 18). South Pier itself still houses its lighthouse and is not accessible to the public. The slipways and sheds on the landward side of the pier are the domain of boat repairs yards and their retained port-related character is captured under Broad Type 'Water Transport', Sub-Types 'Slipway' and 'Boat Yard'.

Present day Newlyn does not have quite the tourist appeal of its larger neighbour, Penzance, although it is nonetheless a popular destination for both local and seasonal visitors alike. The working harbour is a busy and colourful place but largely utilitarian in nature. The historic streets behind the quays remain quaint and characterful, however, with many of the former fish cellars and merchant houses still redolent of their former character. There are also clues to the physical development of the historic fishing settlements and the topography of earlier foreshores and quaysides; Keel Alley, for example, now a small public park and gardens (Broad Type 'Recreation', Character Type 'Seaside Recreation'), remains lower than the causeway road 'the Strand', to the east. The back walls of the houses to the west that once fronted the sea still survive and Gwavas Quay to the south still runs down from the higher ground at Fradgan towards the level of the former foreshore. The Coombe at Tolcarne retains some vestiges of industry and the historic buildings here still cluster around the Tolcarne Stream and the numerous bridges that link between the narrow winding lanes. The Newlyn Art Gallery retains the legacy of the artists that once colonised the town but, as in their heyday, their influence is reflected towards the romantic idyll of the former fishing villages and quays and away from the large and bustling modern harbour that dominates this coastal town.

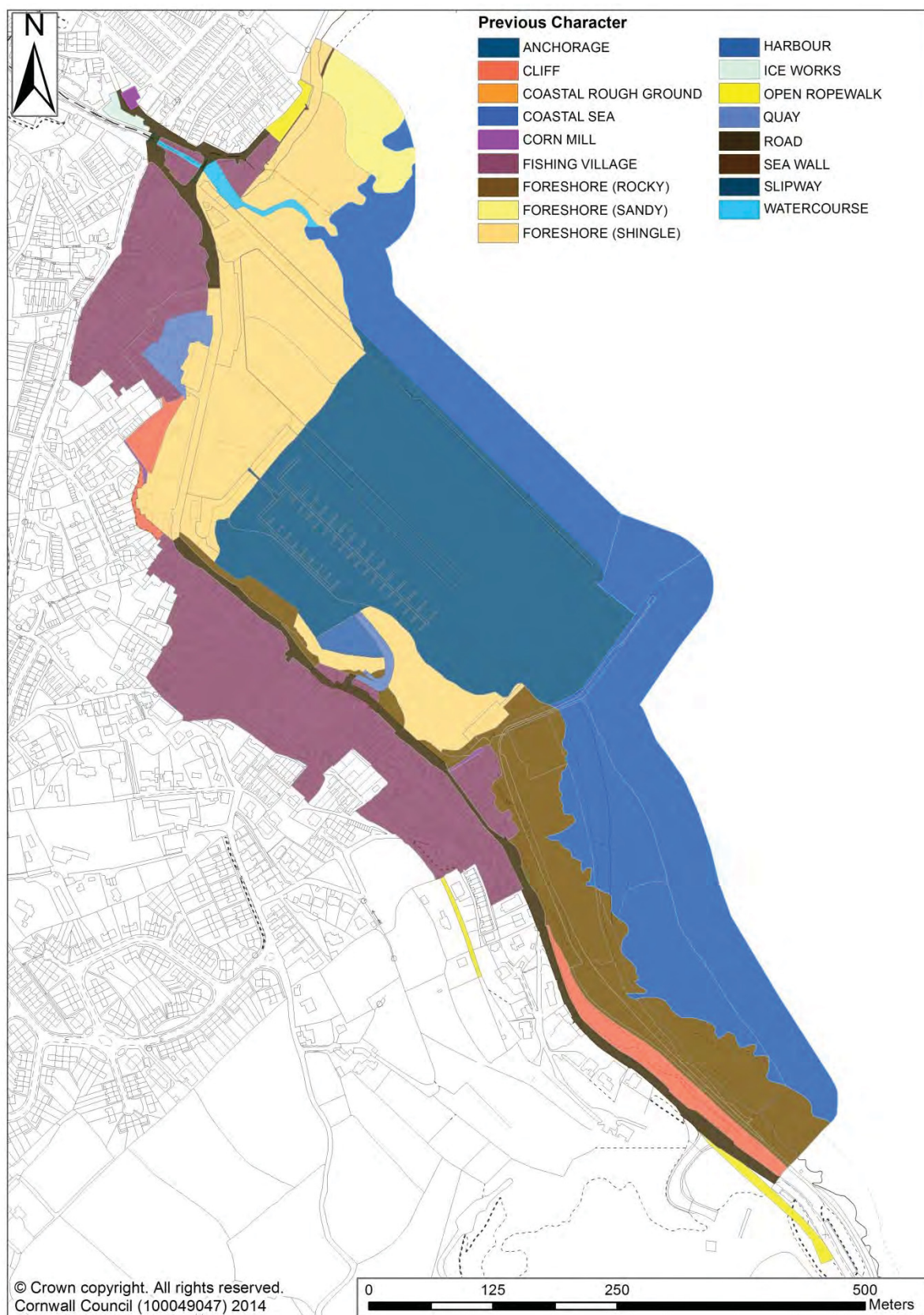


Fig 16 Early to mid-19th century previous character map showing characterisation to Sub-Type level, based on the 1839 and 1843 Tithe Maps and later 19th century OS mapping.

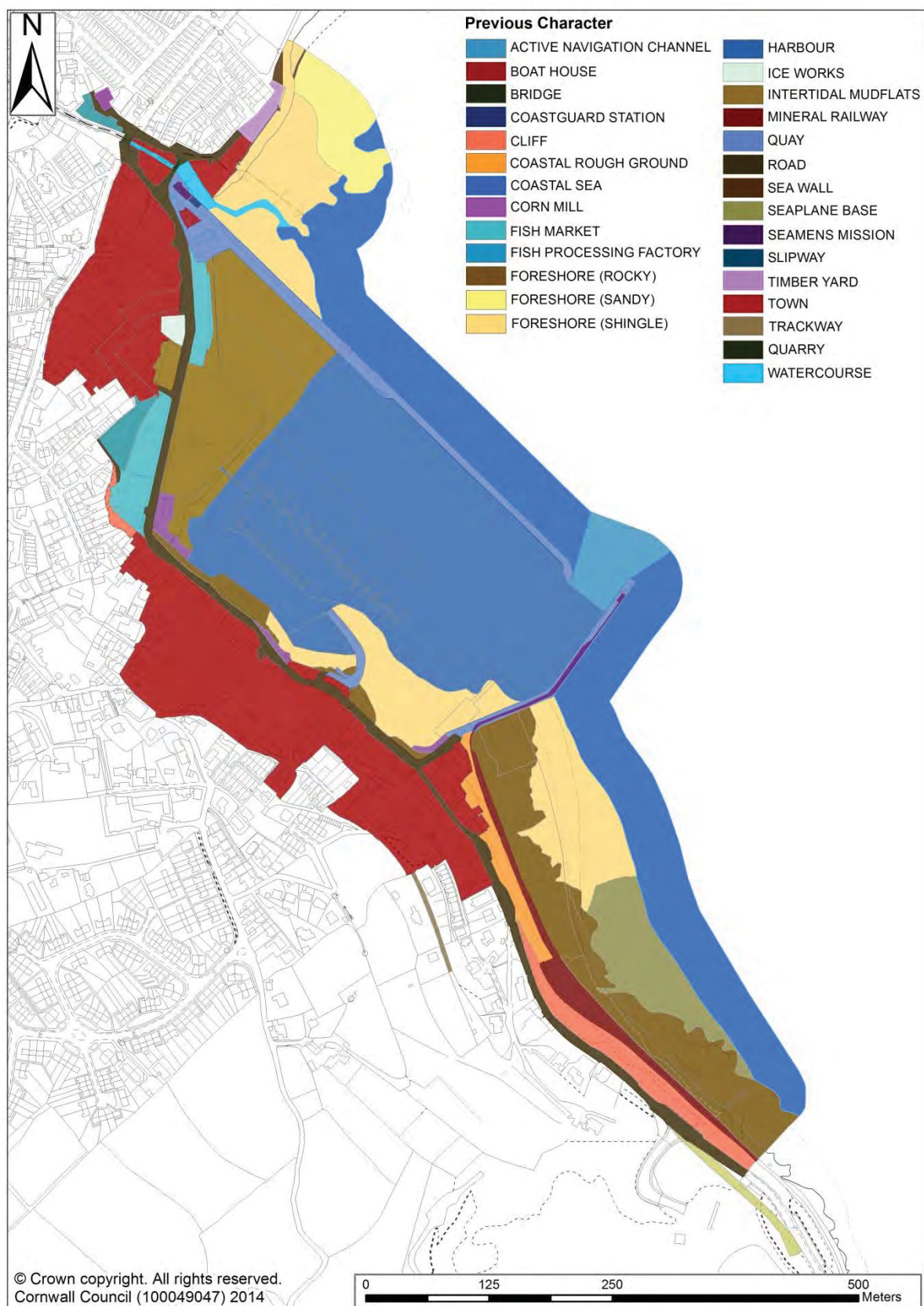


Fig 17 Early 20th century previous character map showing characterisation to Sub-Type level, based on the c1907 and c1932 OS maps.

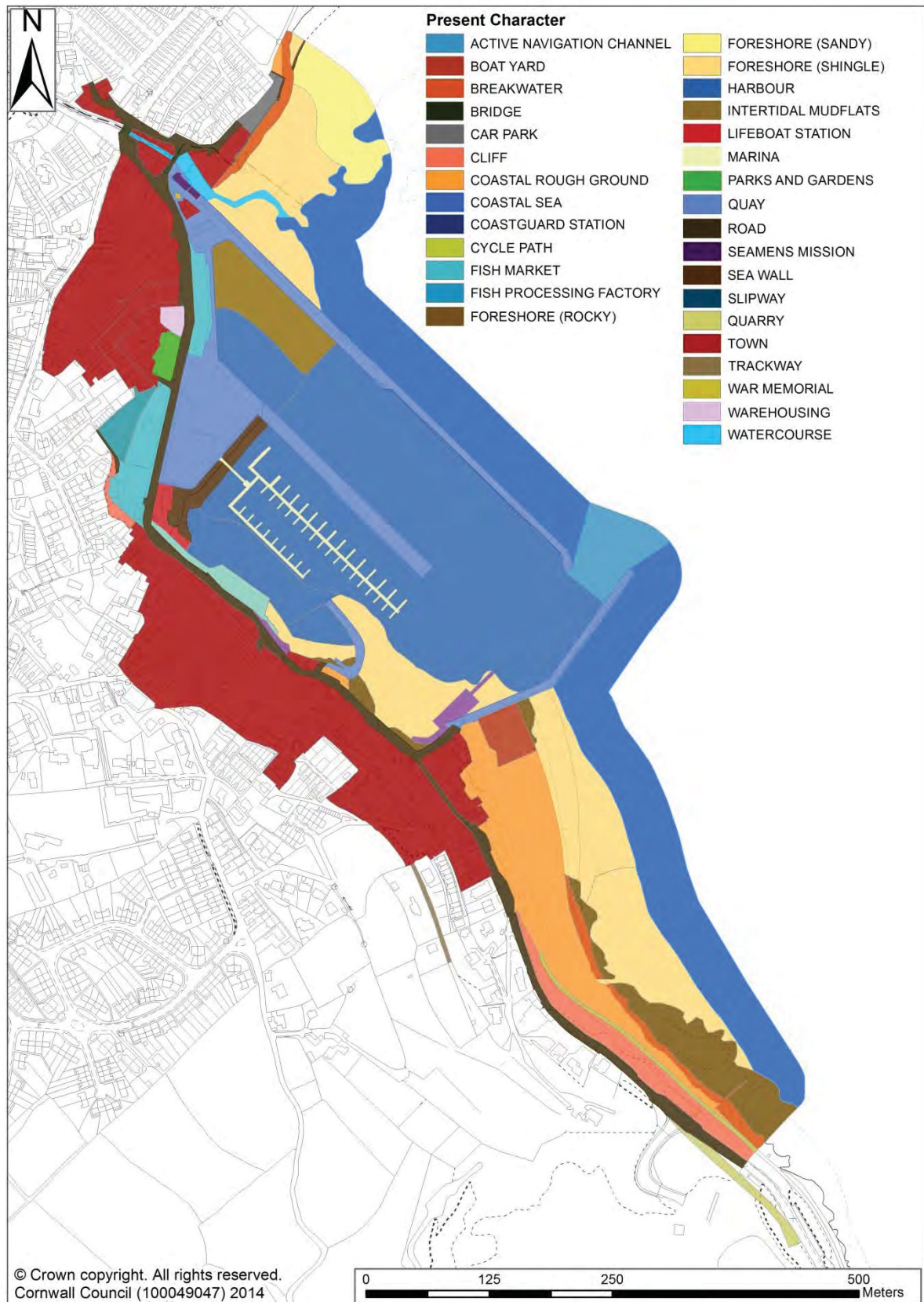


Fig 18 Present character map showing characterisation to Sub-Type level, based on OS digital mapping (2014).

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.

Listed Buildings, associated with the port and harbour area (Fig 19), include:

- The old harbour pier and walls (Grade II*);
- The old bridge (Grade II).

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.

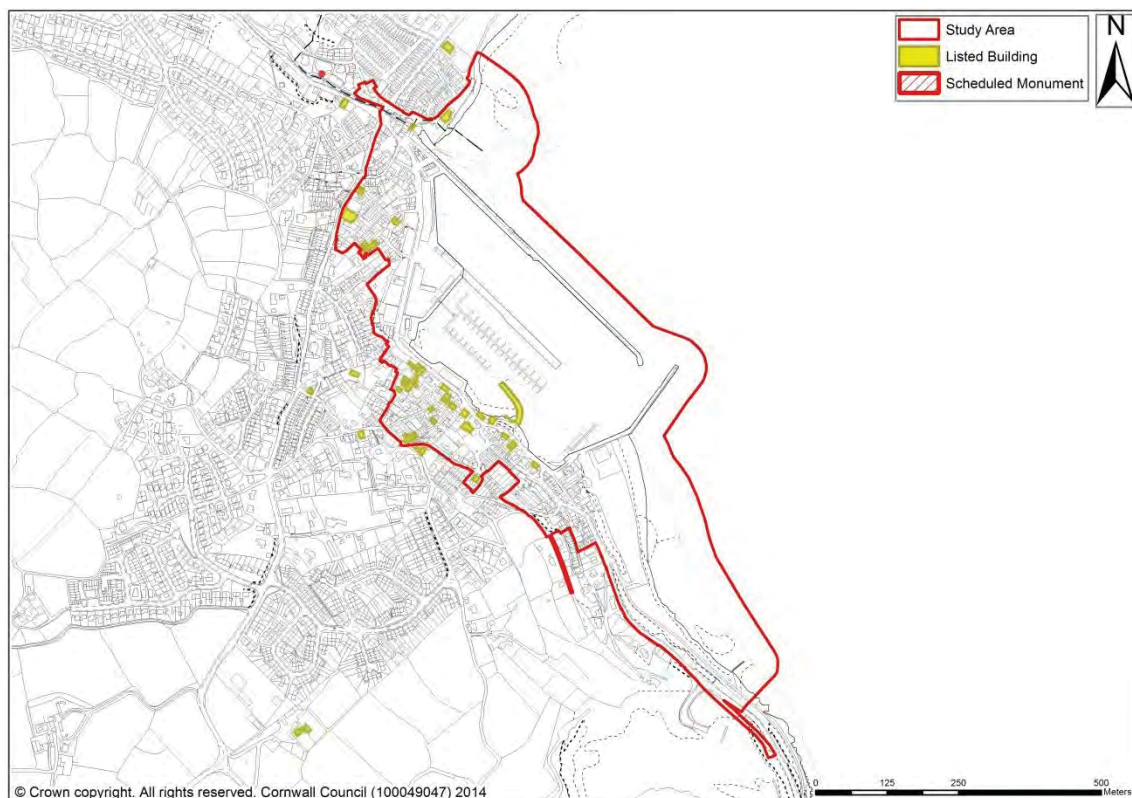


Fig 19 Listed buildings in the study area.

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 Advice Note 6 (Historic England 2015a).

Heritage at Risk

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

Newlyn 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'.

Newlyn Conservation Area was designated in 1970 (DC 063). 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 Newlyn 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

There are no conservation designations that apply to the study area.

4.2 Ownership

Newlyn has been a Trust Port since 1906, under the management of the Newlyn Pier and Harbour Commissioners and having a resident Harbour Master.

Newlyn is currently one of the UK's largest fishing ports and is the first 24/7 harbour available to boats fishing the South Western Approaches (www.newlynharbour.com 2015). The port has not handled any commercial cargo within the last ten years and commercial fishing has generally taken precedence. More recently there have been increasing moves to make the harbour more yacht friendly and to encourage leisure visitors, thereby bringing in additional revenue.

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

Newlyn remains one of the UK's largest fishing ports and the investment strategy of the Newlyn Pier and Harbour Commissioners remains focussed on maintaining and improving the port's facilities and services to service the future of its fishing industry. There is also provision, however, to attract a wider range of users and to engage with the wider community, both local and nationwide.

The most significant development of Newlyn Harbour within the 20th century has been the provision of additional quays alongside the Mary Williams Pier and floating pontoons. This has increased berthing facilities at Newlyn and expanded the fish market area. The focus on the fishing industry has created some vulnerability for Newlyn, however, with the town's economy so heavily dependent upon its success. Proposals for changes within the harbour extent to allow the public greater access and encourage more leisure visitors may help bring better balance and stability and a wider source of useful revenue.

5.1 Community pressures

The population of Newlyn has declined in number since 2001 and the town lies within Penwith, one of the most deprived local district authorities in the country (Mattingly 2009). Unemployment and lower than average wages are a real and current threat, once more highlighting the town's dependency on the sustainability of the fishing industry, which presently provides over 50% of local employment.

5.2 Proposed harbour development

There have been proposals to invest in the regeneration of Newlyn's harbour and waterfront, to include a new fish market that will help safeguard Newlyn's fishing industry into the future. The associated harbour development would be aimed at opening up the waterfront to residents and visitors in a way that encourages their engagement and appreciation for the town's fishing heritage. Such a development could also increase commercial opportunities and encourage visitor footfall. Adding interpretation material would increase understanding and appreciation of the way in which historic Newlyn grew and developed. As there are still maritime buildings of historic interest in the vicinity of the modern harbour an added benefit would be to enhance understanding of these and bring them once more into the port realm.

5.3 Penlee Marina development

A scheme by MDL Marinas to develop Penlee Quarry as a marina with adjacent hotel and retail facilities is at an early stage of proposals. The scheme is aimed at sympathetically re-developing the redundant industrial site to achieve minimum impact on the surrounding coastline and countryside. It includes some proposed residential development and would involve a breakthrough between the quarry area and the sea. Such a development would potentially impact on Newlyn in several ways. Positives might include an increased maritime profile, increased visitor footfall to the town, increased local employment potential, increased local business and increased revenue generally. Negatives might include potential over development of the area, which may impact on the scale, setting and historic character of the town.

5.4 Climate change

'Climate change in Cornwall is expected to result in wetter, stormier winters and drier, hotter summers, with extreme weather events such as storms becoming more common. There is increasing uncertainty about the projected changes to precipitation, particularly for the summer months'

(Cornwall Maritime Strategy 2010-2030; Annex)

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 storms of winter 2013–14 demonstrated how vulnerable Newlyn's coastline and harbour are to the potential impacts of climate change and more frequent extreme weather conditions. This is a major force for change in future proposals to develop and protect Newlyn Harbour into the future.

A predicted rise in sea levels in the next century due to global warming could have a profound effect on areas of Cornwall's low-lying shoreline.

'Estimates suggest that net sea level rise in the South West could be between 20 and 80 cm by the 2080s. The sea level in Newlyn, a location with one of the five longest sea level records in the UK, has risen by approximately 20 cm since 1920. It has been suggested that a sea level rise of 20 cm by 2030 would compromise freshwater and coastal habitats, sea defences and increase the frequency of coastal flood events, and due to the coastal topography, managed retreat is not always an option.' (Cornwall Maritime Strategy 2012-2030; Annex)

Newlyn is situated in the most westerly and sheltered part of Mounts Bay but is very exposed to infrequent south easterly storms. The harbour is protected by substantial breakwaters along its coastal length and a rock bund has been added at Tolcarne where the Tolcarne Stream issues onto the foreshore. The sea defences offer good protection but the foreshore between Newlyn and Penzance remains prone to erosion and generally falling beach levels. At Sandy Cove to the south of South Pier there is evidence for accretion of the foreshore in this area as beach sediments are moved up from the south through longshore drift to become trapped against the South Pier.

Recent years have seen increased flooding of the harbour area and along the narrow Coombe at Tolcarne, caused by waves overtopping the sea defences and increased flow along the Tolcarne Stream. The risk of flooding and erosion is set to increase, as climate change brings greater risk of damaging storms and sea level rise (see below).

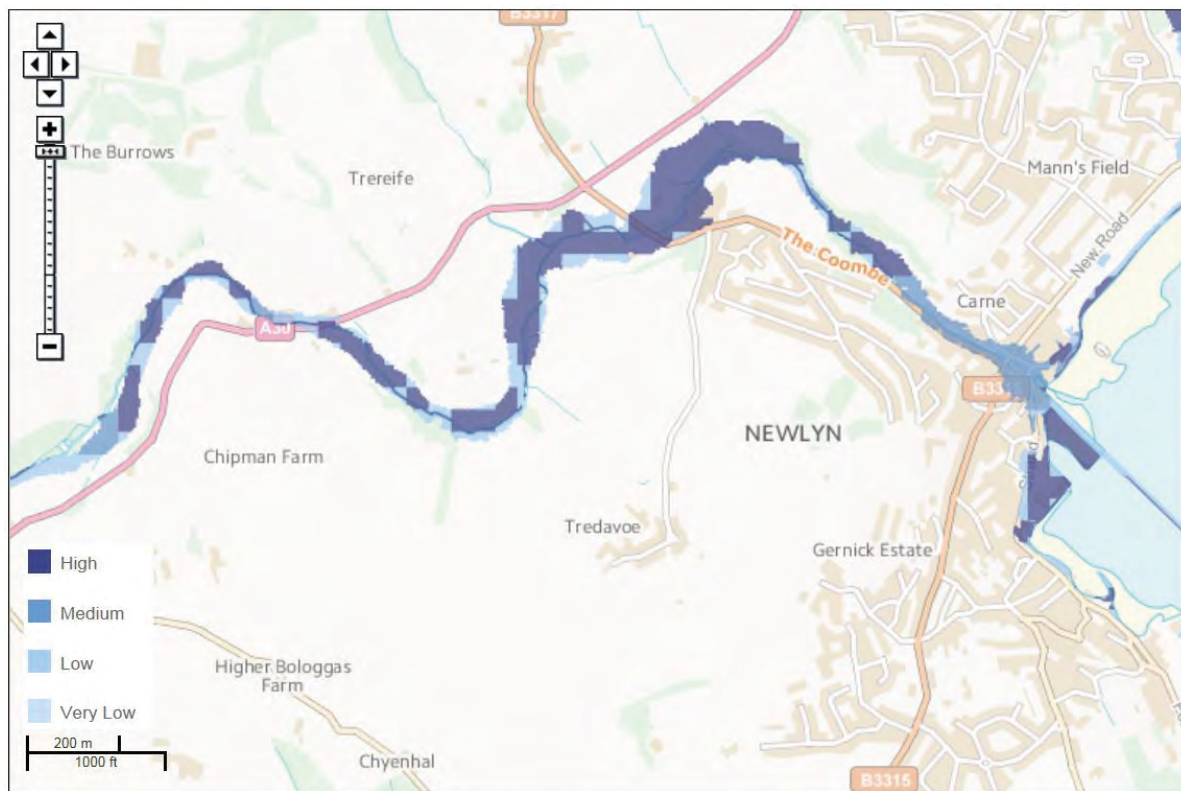


Fig 20 Risk of flooding from rivers and sea at Newlyn (© Environment Agency copyright and database rights 2015. © Ordnance Survey Crown copyright. All rights reserved. Environment Agency, 100026380. Contains Royal Mail data © Royal Mail copyright and database right 2015).

The Environment Agency predict an anticipated retreat from the 2010 shoreline position of 0m over the next 20 years, 1.4m–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'.

The areas marked as 'High' on Figure 20 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', a 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. The following subsections present a preliminary assessment of the values and significance relating to Newlyn Harbour's port-related heritage.

6.1 Evidential

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

The old quay at Newlyn is probably largely 18th century in date and may preserve older fabric within its present structure. At Fradgan, Gwavas Quay may represent a post medieval or older slipway onto the original foreshore. There are also the remains of a post medieval quay adjacent to the former ice works at Fradgan; the medieval quay documented at Fradgan may lie within close proximity to either of these features but is not currently identified. Within the back streets of Newlyn Town and Street-an-Nowan are many small fishermen's cottages built in the characteristic cellar or courtyard style, which are testament to the local fishing settlement character of these areas well into the early 20th century.

North Pier and South Pier survive in their 19th century form and there are a number of 19th century warehouses and fish stores within the harbour vicinity; these include Island Stores and the former Ice Works at Fradgan. At Tolcarne many of the historic buildings along the Coombe are redolent of the industrial core that had developed in this area by the 19th century, with some buildings substantially older still.

There are numerous former slipways incorporated into the current system of roads and back lanes at Newlyn. These are clues to the topography of the three historic settlements that grew to form the modern town and the line and level of the former foreshore that linked them. The historic quays, slipways and defensive sea walling are constructed out of the local granite and this adds to the very distinctive character of the historic harbour structure at Newlyn. To the northeast of the Tolcarne Inn the base of an older, probably post medieval, granite sea wall survives, backed by timber stumps.

The maritime buildings on North Pier at Tolcarne, including the former Admiralty boathouse, the Seamen's Mission and the Harbour Commissioners Offices, are distinctive examples of early 20th century architecture, particularly the Arts and Crafts Style popular at the time. Together they reflect the shift in focus of Newlyn's fishing industry to North Pier as the local fleet grew in size and importance.

Within the harbour there are the visible remains of anti-tank road blocks erected during World War II at vulnerable points near the quays and slips at Newlyn Town, Street-an-Nowan and Tolcarne against possible invasion.

To the south of Sandy Cove there are remains of the concrete superstructures constructed by Penlee Quarry to transport aggregate to South Pier for shipment. There is little trace of the mineral tramway that linked the quarry and South Pier, although its line is preserved by the modern footpath that runs around the foot of the cliff.

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 concentration of traditional fishermen's dwellings around the historic quays at Newlyn Town and Street-an-Nowan demonstrate the origins of settlement in these areas and the close connection between the local communities and the sea on which their livelihood depended.

The substantial growth of Newlyn and the harbour area during the 19th century is demonstrated by the North and South Piers and their associated buildings, which like their older counterparts, continued to cluster around the pier heads and infill the existing settlement cores. These buildings are predominantly industrial or maritime in character, emphasising the dominance of fishing and fishing-related activity that persisted and increased at Newlyn into the late 19th century and beyond. Today the modern harbour is even larger in scale, dominating the waterfront and demonstrating the continuing prominence of Newlyn's fishing industry into the present day.

The historic character of the Coombe at Tolcarne, bordering the Tolcarne Stream, is preserved in the many industrial buildings that still survive into the present day. Although most of these are now converted to residential use they still speak of their industrial past through their architectural form and fabric and their proximity to the Tolcarne Stream, which provided their power.

The remains of the World War II anti-tank road blocks are associated with a time of international tension, when all coastal areas of Britain were vulnerable to the threat of invasion. Although no visible evidence of the World War I seaplane base survives it is clear that Newlyn also played a part in the defence of the coastline at times of war. Such tangible evidence links Newlyn harbour with those wider events of international aggression that resonated across the world stage during the earlier 20th century.

The work of the Newlyn School of artists has found a wide resonance and Newlyn continues to be popular amongst artists today. Although the relationship between the port of Newlyn and the town's artists' colony is somewhat indirect, historically there has been a long mutual symbiosis that continues into the present day.

6.3 Aesthetic

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

The modern harbour at Newlyn is busy, noisy and vibrant. Still the commercial hub of the town the modern areas are utilitarian rather than aesthetic but there is an energy and purpose about the place that stimulates the senses. Amongst the working fishing boats there are a small number of sleek yachts and leisure craft, which may increase in number if the harbour develops into the future as it intends.

The modern harbour is set against the dramatic backdrop of the present-day town, with narrow roads winding up the cliff sides lined with 18th and 19th century villas jostling for the breath-taking views along the coast and out to sea. Closer to the foot of the cliffs the houses are small and more closely clustered together around the old quays and slips and the protective strength of old granite sea walls.

At the foot of the Coombe at Tolcarne, the Tolcarne Stream is a pretty, rushing stream, crossed by numerous granite bridges and lined with wild planting and flowers. The contrast with the industrial granite buildings creates an appealing dynamic, although the appeal is somewhat muted where the main road from Penzance feeds into the town from the north; the small commercial hub at Tolcarne is cramped and busy with traffic and not an easy place in which to linger.

The Newlyn School of artists have left a lasting legacy of the town through their paintings and the Newlyn Art Gallery, which was established in 1895. The paintings of the School still remains the aesthetic route by which many people 'know' Newlyn.

Newlyn remains popular with artists and holiday visitors and the harbour and town alike hold many charms to those attracted by the visual aesthetic and history of the place.

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 local families who have historically dominated the fishing industry in Newlyn remain active in sustaining it into the future. The majority of the local community depend on it for their continuing livelihood and there is vested local interest in its success. Although historically and in the present day there is a wide and diverse mix of residents and visitors, the working harbour remains the beating heart of the town and all the heritage aspects of Newlyn; historic, evidential, aesthetic and communal, converge upon it.

The heartfelt campaign of the local community in the 1930s in opposition to the wholesale clearance of the older fishermen's cottages in the port is a campaign that still remembered in the town and a clear expression of communal values

7 Summary of recommendations

As demonstrated by the three historic characterisation time slices for Newlyn, the modern town has developed from three independent coastal settlements strongly defined by their physical setting and natural topography. The sea has always been at the core of their development, the existence of the two larger ones predominantly due to fishing and fishing-related activity, the third, at Tolcarne, due to the local industries that harnessed the natural power source provided by the Tolcarne Stream. The Coombe was also the site of a natural crossing place formed where the stream ushers out across the more level ground of the coastal plain. The modern harbour is a direct result of the increased amalgamation of these individual settlements and the opportunity and capacity to increase the scale of local and international fishing, the result being that Newlyn is currently the second largest fishing port in the UK.

Alongside the modern working harbour, however, much of the historic infrastructure of the three historic settlement cores, quaysides, slips, industrial buildings and routeways remains well preserved. Together these historic elements are key to understanding and appreciating the development and aesthetic appeal of the present day town and harbour area. Newlyn is a Conservation Area and historic buildings within the town are Listed Buildings. Some key historic buildings and structures are omitted from the Listings, however, and so have little in the way of heritage protection. The Arts and Crafts Harbour Commissioners Offices and Seamen's Mission on North Pier and the former Ice Works at Fradgan are just three prime examples. It is important that any measures taken to address the forces for change through redevelopment or revised management of the harbour and adjacent historic areas are able to take full account of the historic significance of many port-related buildings and structures that may otherwise go overlooked and in accordance with guidance issued by Historic England.

The proposed development of the modern harbour area is aimed at sustaining the fishing industry in Newlyn into the future whilst opening up additional opportunities to attract local and seasonal visitors to the town. It is important that the scale and nature of any redevelopment is sympathetic to the existing harbour areas, particularly in respect of any surviving historic fabric. If the proposed plans for a marina within the former Penlee quarry to the south of town proceed it is equally important that the appropriateness of any redevelopment is considered and every effort made to reduce the impact of a large scale development in this area. The setting of South Pier, Green Rocks and the old medieval quay may be particularly vulnerable to the impact of redevelopment where it extends onto the higher cliff sides above Sandy Cove.

Newlyn and its port-related heritage would benefit from an adequately-resourced Conservation Management Plan. This should include a vision for Newlyn 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 Newlyn and its port-related heritage and the people who value it. The policies should be based on an understanding of Newlyn and its port-related heritage, how it is valued and its current

management issues. It is also recommended that a Conservation Area Appraisal for Newlyn should take place in 2016.

There has been only limited archaeological intervention or historic assessment within Newlyn or its harbour. There is significant potential for surviving below ground remains in the vicinity of the old medieval quay (to include the historic harbour area) and the historic settlement core of Newlyn Town, at Fradgan, Keel Alley and Gwavas Quay and within the historic core of Street-an-Nowan and in the vicinity of the two historic corn mills at Tolcarne (to include potential historic fording points). The potential for the survival of buried archaeological features and deposits should be considered if any ground disturbance or dredging is planned. 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.

To help better understand the key historic areas a proper digital survey of their structural components is recommended; this should include a measured topographical survey of the historic harbour area and the three original settlement cores to assess the relationship between these and the historic topography of the foreshore prior to the three settlements being amalgamated into one. Full buildings surveys of selected historic buildings and structures are also recommended, particularly prior to any re-development being carried out.

To aid the appreciation and understanding of the historic harbour by both locals and seasonal visitors, there should be some provision of well-placed information boards containing a brief written account of the harbour's origins and development, supported by selected historic photographs and mapping.

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