



Cornish Ports and Harbours
Historic Environment Action Plan

Cornwall Archaeological Unit



Historic England

Cornish Ports and Harbours

Historic Environment Action Plan

Authors	Fiona Fleming and Charles Johns
Derivation	Work carried out during Stages 1, 2 and 3 of Cornish Ports and Harbours: assessing heritage significance, protection, threats and opportunities
Origination date	
Revisers	FF & CJ
Date of last revision	08/12/2016
Version	0.3
Status	Final
Summary of changes	Incorporates HE's collated comments on v0.2
Circulation	Historic England
Required action	Approval
File name/location	G:\TWE\Waste & Env\Strat Waste & Land\Historic Environment\Projects\Sites\Maritime\Cornish ports and harbours 146246\Stage 3 Products\CPH_HEAP\CPH_HEAP_v1
Approval	

Cornwall Archaeological Unit

Cornwall Council

Fal Building, County Hall, Treyew Road, Truro, Cornwall, TR1 3AY

Tel: (01872) 323603

Email: enquiries@cau.org.uk Web: www.cau.org.uk

The views and recommendations expressed in this report are those of Cornwall Archaeological Unit and are presented in good faith on the basis of professional judgement and on information currently available.

Historic England is committed to delivering constructive, impartial advice. This report was produced by Cornwall Archaeological Unit, commissioned by Historic England. The views expressed may not all be shared by Historic England.

Freedom of Information Act

As Cornwall Council is a public authority it is subject to the terms of the Freedom of Information Act 2000, which came into effect from 1st January 2005.



Cornwall Archaeological Unit is a Registered Organisation with the
Chartered Institute for Archaeologists

Cover illustration

Aerial photograph of St Ives, West Penwith, Cornwall © *HER, Cornwall Council, 2005;*
F69-043

© Historic England 2016

No part of this document may be reproduced, stored in a retrieval system, or transmitted in any form or by any means without the prior permission of the publisher.

Contents

1	Introduction	1
2	The Resource	2
3	Aims	4
4	Characterisation	6
5	Assessment and significance	9
5.1	Historic port core infrastructure (e.g. quays, slipways, jetties, piers)	9
5.2	Civic maritime structures (e.g. customs houses, coastguard stations, seamen's missions)	10
5.3	Historic industrial port structures and spaces (e.g. shipyards, foundries, saw mills, blacksmith's workshops, lime kilns)	11
5.4	Coastal and intertidal landscapes (e.g. foreshore, cliffs, dunes, coastal rough ground)	12
5.5	Recreational and leisure structures and spaces (e.g. swimming pools, lidos, parks and gardens, leisure beaches, yacht clubs)	13
5.6	Military sites and coastal defences (e.g. artillery forts, coastal batteries, pillboxes, searchlight batteries)	14
5.7	Civic coastal defences (e.g. breakwaters, sea walls, groynes)	15
6	Management Recommendations	15
6.1	Forces for change and effects of change	15
6.1.1	Changes in industry and technology	17
6.1.2	Changes in economy and trade	18
6.1.3	Greater need for coastal defences	18
6.1.4	Pressures arising from local planning and development	18
6.1.5	Civic provision	18
6.1.6	Community engagement	19
6.1.7	Location and topography	19
6.1.8	Natural and environmental processes	19
6.1.9	Climate change	19
6.2	Management strategies for conservation, enhancement or regeneration	20
6.2.1	Identify objectives, targets and options:	20
6.2.2	Develop, adopt and implement strategies based on initiatives and policies for:	22
7	References	24

List of Figures

- Fig 1 Location of Cornish Ports and Harbours selected and their classification.
- Fig 2 The small fishing cove at Penberth Cove, West Penwith has been preserved under National Trust ownership.
- Fig 3 The modern multi-purpose port of Penzance developed around the medieval quay from the late 18th century onwards.
- Fig 4 The former industrial port of Charlestown is now a popular visitor destination and is frequently used as a film set location.
- Fig 5 The early to mid-19th century characterisation of Newlyn, mapped at 'Sub-type' level. The characterisation illustrates the separate fishing villages of Newlyn Town and Street-an-Nowen and their individual medieval quays, before these were joined to form one large town in the early 20th century.
- Fig 6 The present day characterisation of Penzance, illustrating the encroachment of residential and commercial development into former port areas; the provision of leisure facilities, such as the Jubilee Pool lido, which incorporates the former Battens Wharf; and the construction of defensive sea walls at the northern end of the harbour.
- Fig 7 The historic quays extending north from Town Quay in Fowey illustrate the growth of the harbour during the medieval and post-medieval periods. The granite jetties and steps reflect different phases of construction and still survive in excellent condition.
- Fig 8 Copperhouse Dock, Hayle has been substantially encroached upon by modern redevelopment, resulting in substantial loss of historic setting.
- Fig 9 The early 20th century Seamen's Mission and adjacent coastguard station in Newlyn. The former Seamen's Mission is currently converted to use as a café.
- Fig 10 The former coal yards and industrial quaysides at Portreath are now wholly redeveloped for modern housing.
- Fig 11 Late 19th and early 20th century shipyards extend along the shoreline to the north of Polruan, infilling between earlier quays and fish cellars.
- Fig 12 The Jubilee Pool lido, Penzance, built in 1935 on the foreshore of a small cove to the west of the main harbour. The lido incorporates the early 19th century Battens Wharf.
- Fig 13 The medieval blockhouses at Fowey and Polruan are significant landmark sites either side of the Fowey harbour mouth. In contrast, the World War Two military site on St Catherine's Point barely survives above ground.
- Fig 14 Historic phases of sea wall construction adjoining the South Pier, Penzance Harbour.
- Fig 15 Front cover of the Cornwall Maritime Strategy 2012-2030

1 Introduction

Cornwall has a rich historic maritime resource, which survives as a physical reminder of human response and interaction in the liminal coastal landscape and the processes that have led to the formation of Cornwall's historic ports and harbours as we experience them today. The evidence for these can be prominent and highly visible or hidden beneath layers of historic change and adaptation; from the smallest cove or harbour to the large multi-purpose ports. Change is inevitable where human perceptions, responses and actions are resource-led, economy-driven and susceptible to external pressures, such as environmental fragility and escalating climate change. The historic maritime environment can be particularly vulnerable to these factors for change, as the recent study of selected Cornish ports and harbours (see Johns and Fleming 2016) demonstrates.

Conserving the historic environment remains an important objective at the heart of national and local spatial strategies and planning policy. A range of protections exist to help achieve this, including national designations (scheduling, listing etc.), local government initiatives (conservation areas, local lists, etc.) and the practical efforts of local communities and interest groups. Nonetheless, there is continued pressure on the historic environment through the demands of modern development, changes in technology, economic fluctuation and natural processes and this requires ongoing attention to ensure that the policies in place remain up to date, relevant, and effective.

This Cornish Ports and Harbours Historic Environment Action Plan (HEAP) is aimed at highlighting what is special and important about Cornwall's historic maritime environment, at bringing to attention the key challenges and opportunities in managing and protecting Cornish ports and harbours into the future, and establishing what the priorities for action should be. The basis for the HEAP is the 15 ports and harbours selected for study during Stage 2 of the Cornish Ports and Harbours project (Johns and Fleming 2016), which were selected as representative examples of Cornwall and Scilly's range of port or harbour classes (Fig 1). The HEAP process has been formulated using characterisation, analysis and assessment, by which to consider Cornish ports and harbours' vulnerability to a range of forces for change. In particular, Historic Landscape Characterisation (HLC) and Historic Seascape Characterisation (HSC) principles have been used to develop strategies to appropriately manage the 'cultural habitats' identified by this process (Clark *et al* 2004, 53). Much of the methodology applied in the Cornish Ports and Harbours study (Johns and Fleming 2016) has been the same as that used for the preparation of this HEAP (following the guidelines set out in Clark *et al* 2004) which summarises the collated results from the main study with reference to those sections that are relevant to, and should be used in conjunction with, it.

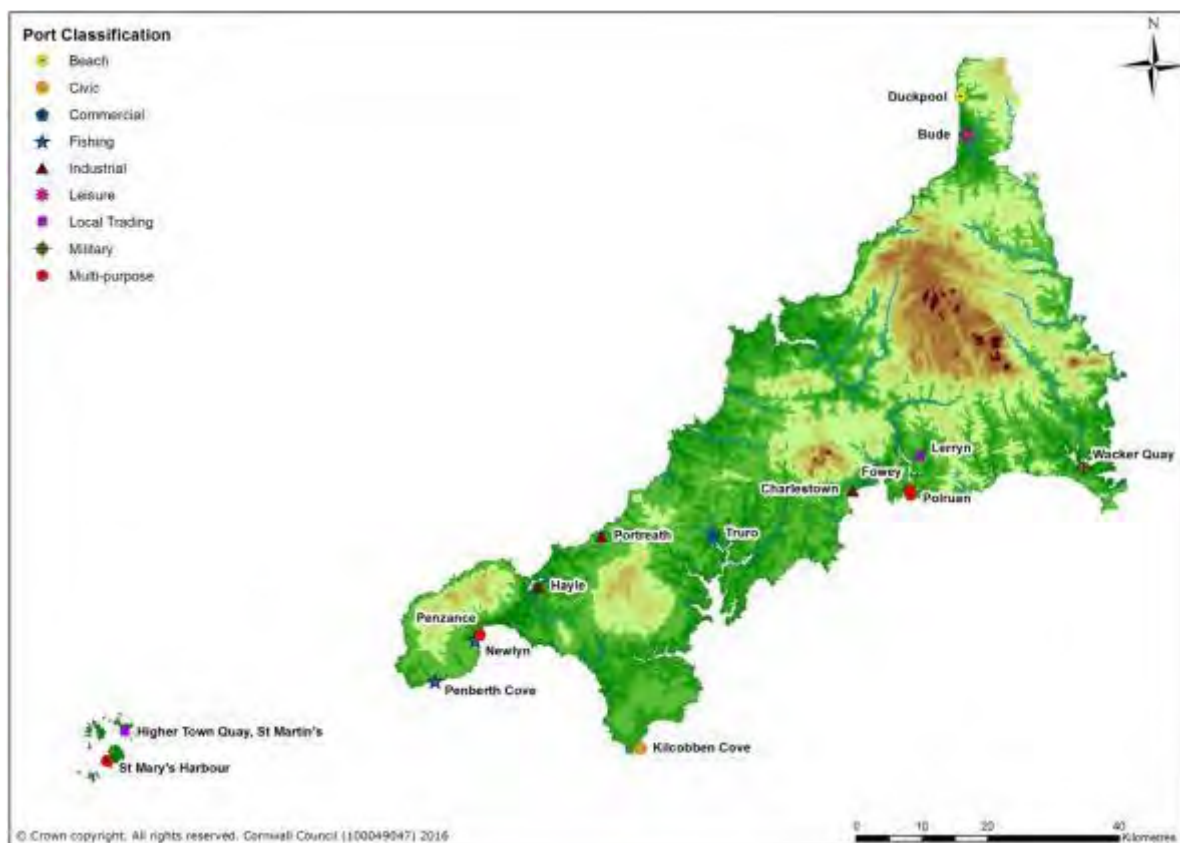


Fig 1 Location of Cornish Ports and Harbours selected and their classification.

2 The Resource

Ports and harbours, in Cornwall, Scilly and elsewhere in England make a major contribution to local character and distinctiveness, forming significant landscape features and reflecting the varied history, use and development of maritime settlements, their hinterlands and the sea. They typically include ranges of substantial and varied specialised buildings, structures, equipment, earthworks and spaces. Being at the interface of land and sea (whether that is open or within estuaries), they are, or in some cases were, important hubs that reveal much about both historic and current terrestrial and maritime activities. As the points where individuals and groups occasionally or routinely either cast off into or returned from the uncertain world of the sea, their histories are often unusually colourful. Indeed, the economic value and importance of ports and harbours is in part currently derived from their contribution to Cornwall and Scilly's tourism industry. As many ports and harbours are still in active use and so continue to develop and require maintenance in the face of natural and anthropogenic forces for change, they form an especially dynamic part of the coastal historic environment resource (English Heritage 2013).



Fig 2 The small fishing cove at Penberth Cove, West Penwith has been preserved under National Trust ownership.

In Cornwall and Scilly, there is great variety in ports and harbours. Some of these are fairly simple or serving single purposes,

perhaps small fishing coves, such as Penberth Cove (Fig 2), for example, local trading ports such as Lerryn, or the military quay at Wacker Quay, St Anthony. Others are more complex, serving a range of activities and functions, such as the multi-purpose ports of Fowey and Penzance (Fig 3). Many ports, such as Hayle, Bude, Portreath and Charlestown, for example, that were established around local industry and commerce have seen their original function diminish as industries and technologies changed (Fig 4). This has resulted in far reaching consequences on the economy and development of these ports, many of which have had to adapt to survive, to varying degrees of success.



Fig 3 The modern multi-purpose port of Penzance developed around the medieval quay from the late 18th century onwards.

The chronologies of Cornwall and Scilly's ports and harbours also range widely, from probable prehistoric landing places at or near distinctive promontories, medieval coastal harbours and seasonal fishing centres and the apparently equally early tiny quays serving medieval farming hamlets on Cornwall's creeks, to the numerous post-medieval and modern constructions that made industry and commerce viable (Johns and Fleming 2016, 3).

The scale, form and survival of the historic maritime environment of the Cornish ports and harbours directly relate to their historic origins and functions and the responses to forces for change that have impacted on these over time. The historic character of individual ports and harbours is a product of the material survival of the historic maritime environment and the social, cultural and physical influences that have variously moulded, adapted and altered this environment and its setting.

The scale, form and survival of the historic maritime environment of the Cornish ports and harbours directly relate to their historic origins and functions and the responses to forces for change that have impacted on these over time.

Cornwall and Scilly's maritime heritage is a significant aspect of their historic environment and historic character. Being a relatively narrow peninsula and with such a prominent coastline, Cornwall's historic, built, social, cultural, economic and semi-natural environments are all closely inter-linked with, and influenced by, the coastal landscape resource and the far-reaching links with the rest of Britain and beyond. The historic maritime character of Cornish port and harbour areas and their management, protection and nurture are therefore vital to Cornwall and Scilly's distinctiveness, past, present and future.

Moving forwards, the management and protection of the historic environment and character of Cornwall and Scilly's ports and harbours depends on clear identification and understanding of the threats and opportunities that face them and putting into place effective means for handling change. Modern development, commercial expansion and unsympathetic use of redundant structures are universal pressures on the historic environment



Fig 4 The former industrial port of Charlestown is now a popular visitor destination and is frequently used as a film set location.

everywhere but ports and harbours in Cornwall and Scilly also have particular vulnerability to threat in coastal areas; the anticipated impacts of climate change events, for example, are of increasing concern. The Cornish Ports and Harbours HEAP considers these concerns and suggests potential means of mitigation and opportunity that can be applied to the broader suite of ports and harbours in Cornwall and Scilly, and further afield (and see Johns and Fleming 2016, Sections 5 and 9). The initiative behind the development of HEAPs to create a process for assessing and delivering management strategies was first introduced in Cornwall (e.g., Herring and Preston-Jones 2003) and the Cornish Ports and Harbours HEAP aims to continue and expand on that legacy.

3 Aims

The aims of the HEAP are:

- To help guide strategic planning policy, guidance and advice; to facilitate conservation and management of the port-related historic environment and its character; and to enhance community understanding and enjoyment of this resource
- To embrace all aspects of port environments, including historic character, its physical setting, the built environment, the intertidal zones and the archaeology
- The philosophy of the HEAP starts from the recognition that the ports and harbours of Cornwall and Scilly are dynamic places that change over time
- To guide the design of development, ensuring that change is appropriate in terms of its impact on fabric and character
- To ensure that development or change is appropriate in terms of its impact on historic fabric and character and so seeks to guide the design of change
- To address issues affecting the sustainability of the historic environment and historic character of Cornwall and Scilly's ports and harbours
- To promote joint working and partnership in managing the Historic Environment
- To promote public understanding and enjoyment of Cornwall and Scilly's ports and harbours historic environment and historic character

The HEAP will be an inspiration for positive action by local organisations and communities, which will enhance the understanding of the historic ports and harbours and environment and its management. It will also:

- Help Cornwall Council to manage change and to ensure that planned development conserves and enhances Cornwall and Scilly's ports and harbours historic environment and historic character;
- Provide information to port authorities to assist with the drawing up of management plans;
- Provide archaeologists and the historic environment service with more information about the historic environment;
- Guide new historic environment initiatives by steering groups and other bodies with a vested interest in port heritage, protection and management.

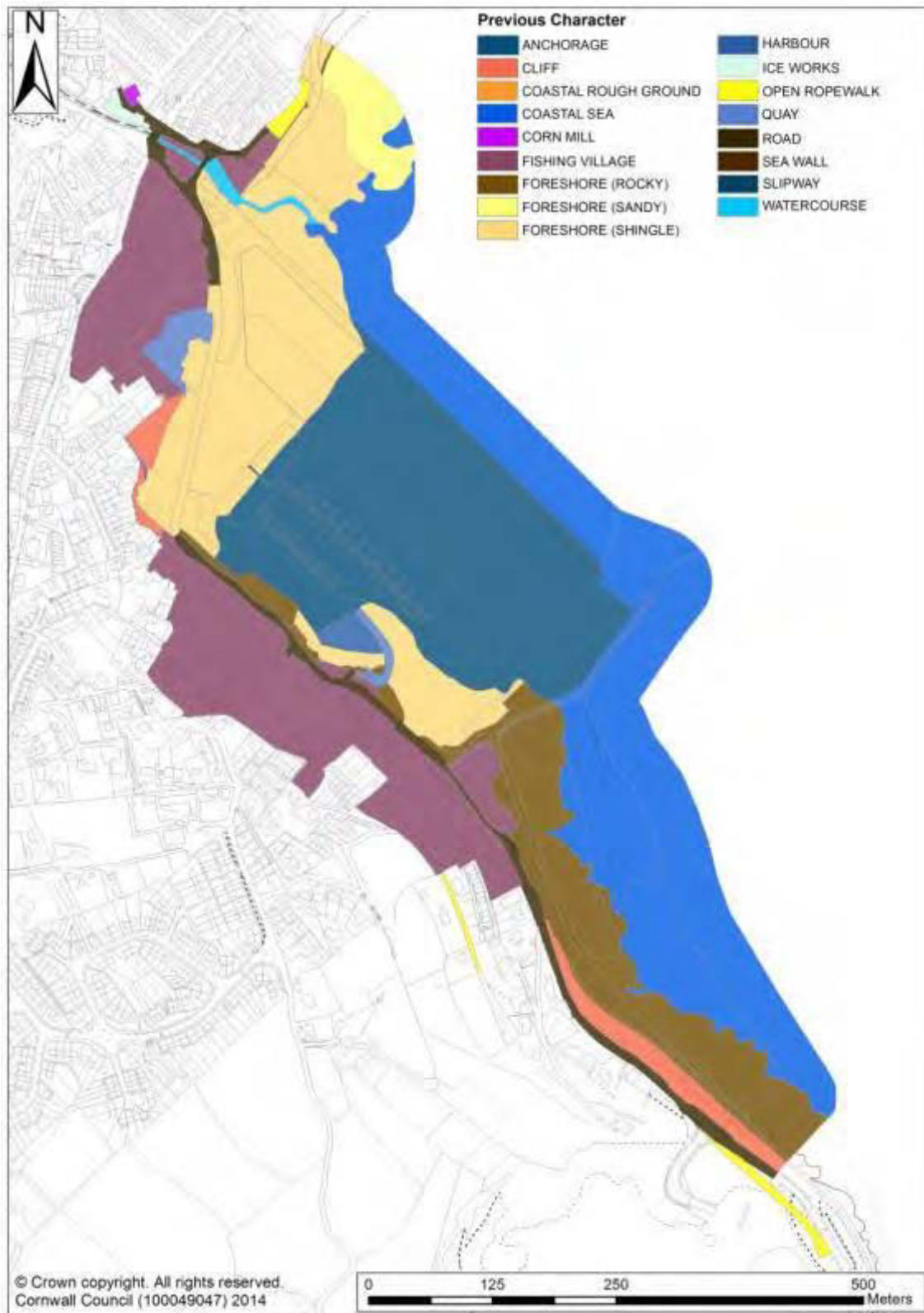


Fig 5 The early to mid-19th century characterisation of Newlyn, mapped at 'Sub-type' level. The characterisation illustrates the separate fishing villages of Newlyn Town and Street-an-Nowen and their individual medieval quays, before these were joined to form one large town in the early 20th century.

4 Characterisation

The 15 Cornish ports and harbours assessed in the main study (Johns and Fleming 2016) were selected as representative of the range of ports and harbours found within the county and their likely vulnerabilities to forces for change (Table 1). The scope of each port assessment was determined by those areas directly related to port character or function, which included isolated components that are, or were, directly associated with port activity. Typically this included the present-day working port areas; historic industrial buildings or structures with a port-related function; historic port areas now converted to new use (e.g. residential or commercial redevelopment, leisure provision); landscape areas that are, or were, the site of port-related buildings (e.g., coastguard stations, lifeboat houses, lookouts); coastal areas that have, or once had, a port-related function (e.g., areas of foreshore used as landing points, shipyards or mineral extraction); inter-tidal areas that have, or once had, a port-related function (e.g., navigation channels, dredging areas, anchorages).

The historic character assessment of individual ports and harbours was carried out to a fairly fine-grained 'Sub-type' level (see Johns and Fleming 2016, Section 7). These Sub-types ranged in size, from individual buildings, such as coastguard stations, for example, to larger components, such as 'quays', harbours or 'fishing villages', each being attributed on the basis of a unified character or function (Fig 5). Sub-types were identified as the lowest level of an ascending hierarchy of Character types, Broad types and Classes. At a coarser grain of analysis the 'Broad type' provided the wider context of port character; mapping at the finer grained Sub-type level allowed the characterisation of significant port-related components and illustrated the more subtle changes within historic port areas. The historic characterisation of the 15 ports and harbours covered by the main study is discussed in greater detail in the main report (Johns and Fleming 2016, Section 7) and the data is held on GIS at the offices of Cornwall Archaeological Unit (CAU), Cornwall Council.

The majority of Cornwall and Scilly's ports and harbours have an immense time depth, typically demonstrating use back into the early medieval period, and often earlier. In most cases the historic growth of a port or harbour can be related to the dual aspects of location and economic impetus. Small coves around the Cornish coast (e.g., Penberth Cove, Kilcobben Cove, Duckpool, Praa Sands) provided vital historic landing places, harbours and fishing coves but were restricted from growing into larger ports by their physical geography; key locations around the deep river estuaries (e.g., Fowey, Hayle, Truro) determined larger local centres of maritime activity and seaborne trade, which subsequently developed into sizeable ports through their proximity to historic sea and land trading routes and the capacity to expand into ancillary areas of industry and settlement; smaller inland ports at the navigable head of rivers (e.g. Lerryn, Tregony, Lostwithiel) developed, and principally remained, as local trading ports; larger ports along the open coast (e.g., Penzance, Newlyn, Falmouth, Bude, St Mary's) developed in tandem with urban growth and seaborne trade, and the growth in local industries such as fishing, shipbuilding and mineral extraction. A small number of ports and harbours were established around the coast of Cornwall whose primary use was for military purposes (e.g., Wacker Quay (Antony), Crab Quay (Pendennis), Mylor Creek)

By the late 19th to early 20th centuries the decline in maritime industry along with external forces for change, such as wartime defence, settlement expansion and the rising popularity of coastal recreation, opened up the way for increased redevelopment within and around former port areas. This resulted in the construction of military coastal defences within key areas, although these were comparatively short-term, and an increase in residential, commercial and recreational development. Another evolving feature within many ports and harbours has been the provision of sea defences and flood protection schemes, some of which are historic and integrate heritage values with their practical purpose.

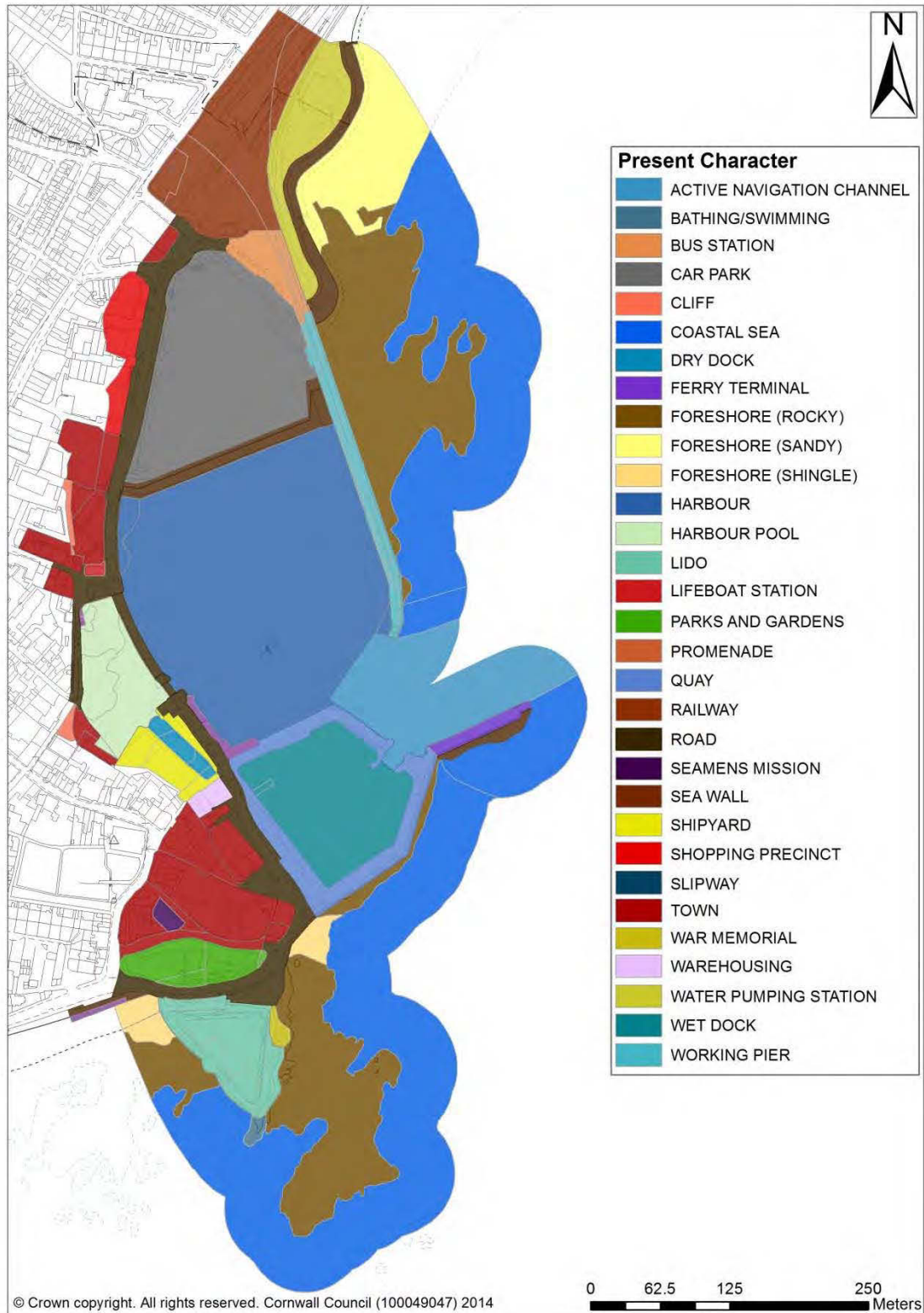


Fig 6 The present day characterisation of Penzance, illustrating the encroachment of residential and commercial development into former port areas; the provision of leisure facilities, such as the Jubilee Pool lido, which incorporates the former Battens Wharf; and the construction of defensive sea walls at the northern end of the harbour.

The characterisation of Cornwall and Scilly's ports and harbours illustrates the changes in port character that have occurred broadly over the last two centuries of port and harbour development, as this timeframe has been the most practical in terms of identifying changes in historic character through the use of historic mapping, aerial photography and practical fieldwork. The characterisation was presented through three time-slices to illustrate changes in historic character at key points in port and harbour development; broadly this translated as the early to mid-19th century (in some case the late 18th century where sources allowed), the late 19th to early 20th century and the present-day. The present-day character of many of Cornwall and Scilly's ports and harbours particularly illustrates the changes resulting from encroaching residential, commercial and leisure-based development, as well as the increased construction of coastal defences in response to the impacts from climate change events (Fig 6).

The characterisation of the 15 ports and harbours selected by the Cornish Ports and Harbours Assessment (Johns and Fleming 2016) has demonstrated the juxtaposition of certain character 'Sub-types' with different functional and cultural locations within port and harbour extents. As mentioned above (p6), these Sub-types represent component parts, or attributes of the coarser grain characterisation 'Broad types'. The Sub-types of which provide the finer grain character of individual structures or spaces with broader functional, cultural or topographic contexts.

Examples of Sub-types associated with historic port cores therefore typically include:

- quays, slipways, jetties, warehousing, harbours, anchorages, landing points, fish cellars, fish processing facilities, fishing villages, capstans, boat houses, shipyards, wet docks and dry docks.

Closely associated with, but usually peripheral to, the port core are Sub-types reflecting various aspects of maritime civic provision, such as;

- customs houses, lifeboat houses, coastguard stations, seamen's missions

Also closely associated with, and located both within and peripheral to, port cores there may be industrial Sub-types, such as;

- foundries, lime kilns, saw mills, timber yards, coal depots, blacksmiths workshops, mineral railways, corn mills, mill ponds, ice works, factories.

Within the coastal and intertidal areas there are likely to be Sub-types reflecting both semi-natural and man-made components, all of which have served a range of past and present cultural roles and which might include;

- foreshore (rocky, sandy or shingle), cliffs, dunes, saltmarsh, intertidal mudflats, coastal rough ground, navigation channels, dredging areas, disused navigation channels, watercourses, ancient and regenerated woodland.

With the changes to many ports resulting in a change to residential, commercial or leisure-based use, former port-related buildings, structures or spaces might be found to include Sub-types such as;

- villages, towns, shops, hotels, promenades, leisure beaches, water sports centres, car parks, recreational open ground, parks and gardens.

Related to specific periods of military threat might be Sub-types such as;

- coastal batteries, artillery forts, searchlight batteries, pillboxes, rifle ranges.

Related to the construction of early modern and modern coastal defences might be Sub-types such as;

- breakwaters, sea walls, groynes.

5 Assessment and significance

The significance of Cornwall and Scilly's ports and harbours has been assessed based on current understanding of the resource, including survival and condition of port-related structures and spaces and the evidence for historic function and heritage value at a local, regional and national level (see Johns and Fleming 2016, Section 4). Also considered are current views of what constitutes significance, including the visual aesthetics of individual port and harbour areas and their historic coherence, how they are perceived by the communities that live and work within them and those that visit them, and the level of demonstrated communal value and interaction. These aspects of what constitutes heritage significance are based on the English Heritage 'Conservation Principles, Policies and Guidance (English Heritage 2008). By its nature, significance is a subjective evaluation of heritage assets as they are perceived by contemporary society and any statement of significance is subject to change in the light of new discoveries or leaps in understanding. It is therefore important that what is currently considered important or significant about ports and harbours in Cornwall and Scilly, and further afield, be kept under regular review.

5.1 Historic port core infrastructure (e.g. quays, slipways, jetties, piers)

Assessment of many of Cornwall and Scilly's historic port cores has demonstrated a generally high level of survival of historic port core infrastructure, such as quays, jetties, slipways and piers. The condition of historic structures is also typically good to very good and historic port and harbour settings are generally well-preserved. There is often good legibility of the historic built fabric and clear evidence as to how this relates to later port development (Fig 7). Exceptions to this are found at some historic ports, typically those that had a specific industrial function or whose historic purpose was relatively short-lived. Ports such as Hayle and Portreath, for example have suffered considerable loss of historic industrial structures and features and, although the footprint of historic quays may survive to some extent, there has been substantial loss of setting through the intrusion of modern redevelopment (Fig 8).



Fig 7 The historic quays extending north from Town Quay in Fowey illustrate the growth of the harbour during the medieval and post-medieval periods. The granite jetties and steps reflect different phases of construction and still survive in excellent condition.



Fig 8 Copperhouse Dock, Hayle has been substantially encroached upon by modern redevelopment, resulting in substantial loss of historic setting.

Within some larger ports (e.g. Truro, Fowey, Penzance, Newlyn) there has been some displacement of historic port areas, sometimes through contraction of the historic port as a result of reduced activity (e.g. Penzance), sometimes through a shift of focus as a result of port expansion (e.g. Fowey, Newlyn), or through physical forces for change, such as river siltation, which have pushed the working core of a port to a new location (e.g., Truro, Lostwithiel). In such cases, the historic port areas typically remain in use, albeit in a reduced or changed form, but these are likely to have seen a greater extent of modification and loss of legibility, along with potentially reduced inter-visibility of port-related components.

The time depth of port activity is greatest for core historic components such as quays, jetties and slipways, and these often retain high visual appeal, which can significantly contribute to the attractiveness of the wider port setting. Due to their clear legibility and visual appeal they are commonly perceived to be important and integral features in their own right, with high communal, historic and aesthetic value. As a result of their location and setting, the majority of historic port areas also have high present-day amenity value, especially where core components have been adapted to secondary functions such as leisure and recreation (e.g. Lerryn, Fowey, Devoran, Wacker Quay).

Cornwall and Scilly's historic ports and harbours are a significant feature of its maritime coast and there is some rarity value in the number of quays that potentially retain some or all of their medieval fabric and form (e.g. Newlyn, Penzance, Fowey, St Mary's Harbour). These components are most likely to have been recorded in historic photographs and local accounts and in the present day are most likely to see periodic assessment and research as a result of conservation and management appraisals, enabling the character of these areas to contribute to planning roles for local character given in the National Planning Policy Framework (NPPF).

There is generally a good level of designation and protection in place for the majority of Cornwall and Scilly's historic port and harbour areas. This ranges from the wider coverage of Conservation Areas to more discrete sites covered by Listed Building and Scheduling designations. Management issues relating to these components include ensuring sensitive and appropriate repair to historic fabric by experienced contractors, preventing unsuitable development in these areas and inappropriate conversion of heritage assets to other uses, ensuring appropriate protection to heritage assets from the impacts of climate change events and coastal flooding (and see Johns and Fleming 2016, Section 10).



Fig 9 The early 20th century Seamen's Mission and adjacent coastguard station in Newlyn. The former Seamen's Mission is currently converted to use as a café.

5.2 Civic maritime structures (e.g. customs houses, coastguard stations, seamen's missions)

There is usually a reasonable survival of historic maritime buildings constructed for civic purposes, although many have since seen conversion to alternative use (Fig 9). Often the design and architecture of such buildings is attractive and therefore desirable to retain in some form. The peripheral location of some of these buildings to core port areas, however, means they are often vulnerable to redevelopment. The time depth of civic maritime structures typically dates from around the early 19th century or later, when maritime safety became a priority issue for ports on a national scale. The

significance of these components is partly that they represent a key phase of port development at a local, regional and national level.

Present-day perceptions of civic maritime structures may be reduced through loss or disassociation arising from development. There is often high historic and communal value to these components, however, due to the level of community heritage associated with them – particularly where maritime search and rescue is concerned, but also because those who manned these stations were an integral, and often well-documented, part of the local community.

Many historic civic maritime structures are protected as Listed Buildings or through their location within Conservation Areas. Those that are more peripheral to core port areas, however, may be unprotected and their isolation may make them vulnerable to inappropriate redevelopment. Management issues relating to these historic components are the same as for the core port heritage assets, largely ensuring sensitive repair and restoration, avoiding inappropriate redevelopment and conversion, and protecting from the impacts of coastal flooding and climate change (and see Johns and Fleming 2016, Section 10).

5.3 Historic industrial port structures and spaces (e.g. shipyards, foundries, saw mills, blacksmith's workshops, lime kilns)

Within Cornwall and Scilly's historic industrial ports and harbours there is the potential for poor survival of historic industrial structures and spaces due to late 19th century industrial decline, which has typically resulted in large areas of port-related industry being redeveloped for alternative use from the early 20th century onwards. Some shipyards and their related historic components do survive on a much reduced scale (e.g. Polruan, Fowey, Penzance) but within many of the industrial class of ports (e.g. Hayle, Portreath, Charlestown, Bude, Devoran, St Agnes) there has been significant loss of industrial features, usually replaced by non-maritime development (Fig 10). Where historic industrial components do survive there is usually significant impact on their setting and they are typically vulnerable to potential dereliction or conversion to new use.



Fig 10 The former coal yards and industrial quaysides at Portreath are now wholly redeveloped for modern housing.

The relationship between surviving industrial components and port-related areas is often hard to distinguish due to the wide-scale loss of associated industrial features. Often the significance of surviving heritage assets is misunderstood or overlooked and the low aesthetic value attributed to them renders them vulnerable to loss or unsympathetic redevelopment. The scale of redevelopment of industrial port-related components has resulted in a number of archaeological assessments and historic building projects in recent years, so that the industrial heritage of many of Cornwall and Scilly's major ports (e.g., Hayle, Portreath, Bude, and Charlestown) is comparatively well-researched and documented. There is continuing risk to many former industrial port areas in Cornwall and Scilly, however, due to the pressures of modern development.

Whilst there is protection in place for some industrial port-related areas and their surviving components through their inclusion within wider World Heritage Sites and Conservation Areas, or under protection from Listed Buildings or scheduling designations, this is an area which would merit review. Management issues for historic

industrial components include the upkeep of disused structures, ensuring appropriate and sensitive repair and restoration to historic fabric, and ensuring redevelopment is sensitive and at an appropriate scale (and see Johns and Fleming 2016, Section 10).

5.4 Coastal and intertidal landscapes (e.g. foreshore, cliffs, dunes, coastal rough ground)

Within the coastal landscapes and intertidal areas of port and harbour areas there is often a mixed survival of topographic features and the cultural roles they have served in the past. More robust features, such as cliffs and rocky shorelines have typically fared better than less durable features such as dunes, mudflats, coastal rough ground, and sand or shingle foreshores. Nonetheless, all features of the coastal and intertidal landscape of Cornwall and Scilly's ports and harbours, whether man-made or semi-natural, have shown themselves to be vulnerable to encroaching development, past and present, and of particular resonance in modern times are the increasing impacts of coastal flooding and climate change. Since the late 19th century there has been marked development of riversides (e.g., Fowey, Polruan, Truro, Falmouth) to accommodate new quays, yards and premises (Fig 11) and many coastal ports and harbours have been enlarged or altered to accommodate new maritime industry (e.g., Newlyn, Fowey, Falmouth) or increased leisure-related development (e.g., Bude, Penzance, St Ives, Mevagissey).

Most at risk are those areas of foreshore or coastal rough ground closest to port areas or immediately adjacent to the coastal strip. These semi-natural coastal areas, with their cultural topography, have a very long time depth of use and adaptation dating back to the earliest hunter gatherer communities.

Evidence of early industrial activity is recorded at some beachheads (e.g., Duckpool), and from the earliest period of maritime history the coves and inlets around Cornwall and Scilly's coastline were used as harbours, anchorages and landing points.

These coastal and intertidal landscapes typically have high aesthetic and communal value, being of significant appeal to both local and visiting communities. They are typically the location of a range of recreational and maritime activities and are popular areas of green space within urban and port development. They are often the site of peripheral port-related structures, such as coastguard stations, lighthouses, lookouts and coastal defences.

Although of comparatively low rarity value, communally these coastal and intertidal areas of Cornwall and Scilly's ports and harbours have regional significance as the location for much of their shore-based maritime activity and for their long time depth of cultural history. There are numerous archaeological sites recorded around Cornwall and Scilly's coastline, of various periods and comprising evidence of a range of functions; domestic, industrial, ceremonial and agricultural.

There is protection for some of these areas where they are located within designated areas, such as Cornwall's Heritage Coast, World Heritage Sites and Areas of Outstanding Natural Beauty (AONB's). Additional local designations for ecology and habitat may also apply. Management issues for these areas include ensuring appropriate scales of any proposed development, the management of coastal areas as part of farm stewardship schemes, where these apply, and the protection of vulnerable



Fig 11 Late 19th and early 20th century shipyards extend along the shoreline to the north of Polruan, infilling between earlier quays and fish cellars.

areas against the impacts of coastal flooding and climate change events (and see Johns and Fleming 2016, Section 10).

5.5 Recreational and leisure structures and spaces (e.g. swimming pools, lidos, parks and gardens, leisure beaches, yacht clubs)

Cornwall and Scilly continue to be popular leisure destinations for both local visitors and holidaymakers and where recreational or leisure-orientated structures or spaces exist within port and harbour areas these are generally well-preserved and appreciated. In particular there are some good examples of late 19th and early 20th century recreational and leisure-orientated structures and spaces (e.g. lidos, parks and gardens, bathing pools, leisure beaches, yacht clubs) within their historic port and harbour areas. These leisure facilities are significant for reflecting contemporary social fashions in seaside leisure and typically have high communal value, although their aesthetic value can vary, dependent on location. In some cases, such as the Art Deco Jubilee Pool

(MCO25115) in Penzance, for example, there is considerable architectural merit combined with a highly attractive visual setting (Fig 12). In areas perceived as being lower end holiday destinations or where there is a threat of redevelopment, however, survival may be less pronounced and there may be a higher risk of neglect. In some cases potentially significant recreational sites, such as the 19th century Regatta pleasure gardens and changing rooms (MCO57058) at Lerryn, have fallen into historic disuse, so that their restoration and care is no longer considered viable. Typically, recreational and leisure facilities of late 19th to mid-20th



Fig 12 The Jubilee Pool lido, Penzance, built in 1935 on the foreshore of a small cove to the west of the main harbour. The lido incorporates the early 19th century Battens Wharf.

century date replace earlier historic port-related structures and spaces, particularly areas of former foreshore or coastal rough ground, or where former maritime industrial features have fallen into disuse (Fig 12). As such, the cultural history of these sites potentially demonstrates rich and complex time-depth. Equally, the superseding recreational character of these port and harbour areas is significant in representing a period of social maritime history, which in Cornwall and Scilly has laid the foundations for a key facet of their present-day culture and economy.

The vulnerability of many of Cornwall and Scilly's coastal recreational sites to the threat of climate change and more localised issues such as neglect or redevelopment is therefore of significant concern, given their present-day dependence on recreation and leisure as a source of revenue. There may be some protection for historic recreational and leisure-based sites within port and harbour areas where they are located within Conservation Areas or protected under Listed Building designation. Management issues include appropriate upkeep and maintenance, particularly of significant structures and spaces, minimising the risk of redevelopment, and protecting against the impacts of coastal flooding and climate change events (and see Johns and Fleming 2016, Section 10).

5.6 Military sites and coastal defences (e.g. artillery forts, coastal batteries, pillboxes, searchlight batteries)

Military sites and structures within port and harbour areas were typically constructed in response to specific periods of military threat and were therefore variously prone to periods of disuse, re-fortification, and abandonment. As a result, military structures and spaces within Cornwall and Scilly's port and harbour areas may only partly survive, may survive but in poor condition, or have been lost altogether. The older medieval and post-medieval artillery forts, for example, typically situated at harbour mouths (e.g. Fowey, Polruan, Falmouth), are often ruinous but their historic, aesthetic and communal value combined is usually very high and they are often valued landmark sites (Fig 13). In comparison, many 20th century wartime structures, such as pillboxes, searchlight batteries, observation posts and disembarkation points, are likely to have been relatively short-lived and visually unexciting structures, which may have little or no designation or protection and which are typically more likely to have been abandoned, demolished or redeveloped. The World War II military base at St Catherine's Point, Fowey, for example, survives as a series of low building foundations within the woodland (Fig 13) and no visible signs of the gun emplacements or searchlight batteries on the point remain.



Fig 13 The medieval blockhouses at Fowey and Polruan are significant landmark sites either side of the Fowey harbour mouth. In contrast, the World War Two military site on St Catherine's Point barely survives above ground.

Port and harbour components of military character (except the older artillery forts) generally have a short time depth of use. They may also be perceived by some to have relatively low historic value but communally these military structures and spaces reflect a significant period in local and world history and, in their time, were vital to the defence of Cornwall and Scilly's ports and harbours and the broader coastal area. They are typically located close to core areas of all major Cornish ports and harbours but also extend beyond these to the wider towns and coastal areas they serve. Military conflict is also a relatively popular area of research and there is the likelihood for military documentary records to survive that record the activity and use of military sites within port and harbour areas and document the people who manned them. The social history associated with these components and how they are perceived by local communities is therefore relatively high in comparison to their visual impact.

Some military components of port and harbour areas, such as the older artillery forts and coastal batteries, are now protected by Listed Building or scheduling designations. More recent 20th century wartime structures have usually not seen any form of continued use since the end of conflict and commonly have no form of designated protection, except where they are located within a Conservation Area or World Heritage Site. Management issues for port and harbour sites of military character include the upkeep of the historic fabric, minimising the risk of redevelopment, and protecting against the impacts of coastal flooding and climate change events (and see Johns and Fleming 2016, Section 10).

5.7 Civic coastal defences (e.g. breakwaters, sea walls, groynes)

Civic coastal defences, historic and modern, generally survive in good condition and undergo maintenance to keep them fit for purpose, although, by default, they are positioned to take the brunt of any impacts from coastal flooding and storm events, so are always vulnerable to potential damage. There are some older examples of sea walls and breakwaters that contribute historic and aesthetic value to some of Cornwall and Scilly's ports and harbours (e.g. Hayle, Newlyn, St Mary's Harbour, and Penzance) but the majority are modern 20th century additions and the need to expand on these is ever increasing (Fig 14).

Civic coastal defences are typically located within and adjacent to core port areas and along vulnerable stretches of coastline. In some cases these components are extensive and highly visible; potentially impacting on the visual setting of some ports and harbours (e.g. Penzance, Newlyn). Nonetheless they are of high communal value to communities affected by the devastating impacts of increasing weather events.

There is often some amenity value to breakwaters and sea walls where these create promenade walks and spaces for recreational activity. They are not rare in themselves, except where a particularly early example survives (e.g. the sea wall (MCO34315) enclosing Copperhouse Pool, Hayle) but they are significant in illustrating the growing requirement for coastal defences in the light of increasing climate change events.

There is not generally any designated protection for these components, except where historic sites are located within a Conservation Area or World Heritage Site (e.g. Hayle; Newlyn). Management issues include the upkeep and repair of historic sea walls and breakwaters (particularly where damage occurs), the monitoring of defences to ensure they are fit for purpose, and the review of proposed new defences to assess the potential impact on historic port and harbour settings. Management opportunities include the representation of such sites within regional and national Shoreline Management Plans (SMPs) as these are at the forefront of present and future management of coastal areas and shorelines and the coastal defences present within coastal towns and port and harbour areas are critical to achieving this (and see Johns and Fleming 2016, Section 10).



Fig 14 Historic phases of sea wall construction adjoining the South Pier, Penzance Harbour.

6 Management Recommendations

6.1 Forces for change and effects of change

A comprehensive discussion of the forces for change for Cornwall and Scilly's ports and harbours is presented in Johns and Fleming 2016, Sections 5 and 9 and within the individual port and harbour reports. As mentioned above (p4), these ports were selected as representative of a range of port classifications identified in Cornwall and Scilly and the principal issues, threats and forces for change that related to these (Table 1). A brief summary of the key points is included here, along with a brief discussion of the effects of change and the management strategies recommended as mitigation against these.

The principal forces for change with potential for impact on Cornwall and Scilly's ports and harbours are:

- Changes in industry and technology
- Changes in economy and trade
- Greater need for coastal defences
- Pressures arising from local planning and development
- Changing policies and strategies in civic provision
- Reduction or increase in community engagement
- Location and topography
- Natural and environmental processes
- Climate change

The impacts resulting from the above forces for change throughout the course of individual port and harbour histories will vary according to a number of factors, such as location and topography, historic role and function and the capacity to adapt to changing situations. By their nature, forces for change can be both positive and negative and along with potentially damaging impacts on historic port and harbour settings and the fabric of historic structures and spaces there may be real opportunities for positive change achieved through sensitive redevelopment, due care and protection, research opportunities and increased community engagement.

Table 1 List of ports and harbours selected for study in Stage 2 of the Cornish Ports and Harbours Project, their classification and identified issues, threats and forces for change (adapted from Johns and Fleming 2016, Table 3).

Name	Class	Reason selected and principal threats and forces for change
Cornwall		
1) Duckpool	Beach (Scale 1)	A good example of a beach used for various maritime activities throughout history. Threats and issues include changes in industry and technology; climate change
2) Penberth	Fishing (Scale 3)	Typical smaller fishing harbour. An SMP review priority area (storm damage). Threats and issues include changes in industry and technology; pressures of planning and development; location and topography; climate change
3) Newlyn	Fishing (Scale 6)	Largest fishing port in Cornwall. Threats and issues include changes in industry and technology; changes in economy and trade; pressures of planning and development; climate change
4) Wacker Quay	Military (Scale 2)	A good representative of this class. Threats and issues include natural and environmental processes, location and topography; community engagement; climate change
5) Lerryn	Local Trading (Scale 3)	A good example of this class, successional use of buildings, development pressure. Threats and issues include changes in economy and trade; pressures of planning and development; climate change
6) Portreath	Industrial (Scale 4)	An SMP Review priority area, storm damage. Deteriorating infrastructure. A World Heritage Site (WHS). Threats and issues include changes in industry and technology; pressures of planning and development; climate change

7) Charlestown	Industrial (Scale 4)	Proposals for marina development. Within a WHS. Threats and issues include changes in industry and technology; changes in economy and trade; pressures of planning and development; climate change
8) Hayle	Industrial (Scale 5)	Needs a culturally sustainable regeneration strategy. Within a WHS. Threats and issues include changes in industry and technology; pressures of planning and development; climate change
9) Truro	Commercial (Scale 5)	Still a commercial port and a good representative of this class. Threats and issues include changes in industry and technology; changes in economy and trade; pressures of planning and development; natural and environmental processes; climate change
10) Kilcobben Cove, The Lizard	Civic provision (Scale 2)	Not many of this class to choose from. Threats and issues include changing policies and strategies in civic provision; climate change
11) Bude	Leisure (Scale 4)	Possibly the only representative of this class in Cornwall. Threats and issues include changes in industry and technology; changes in economy and trade; climate change
12) Fowey	Multi-purpose (Scale 6)	A decline in china clay industry would affect the way the waters of the estuary are used. Threats and issues include changes in industry and technology; changes in economy and trade; pressures of planning and development; natural and environmental processes; climate change
13) Penzance	Multi-purpose (Scale 6)	SMP Review priority area, storm damage. Likely to change due to improved ferry link proposals. Threats and issues include changes in industry and technology; changes in economy and trade; pressures of planning and development; natural and environmental processes; climate change
Isles of Scilly		
14) St Mary's Harbour	Multi-purpose (Scale 4)	An SMP Review priority area (storm damage). Improvements and extension to quay carried out 2014–16. Threats and issues include changes in industry and technology; changes in economy and trade; climate change
15) Higher Town Quay, St Martin's	Local trading (Scale 2)	Typical off island quay providing main link with St Mary's Harbour. Threats and issues include changes in economy and trade; climate change

6.1.1 Changes in industry and technology

Effects of change resulting from changes in industry and technology, past and present, may include some or all of the following:

- Historic industrial decline may have resulted in loss of function or purpose (e.g. Hayle, Portreath)
- Historic industry may continue but on a reduced scale (e.g. the shipyards in Fowey, Polruan and Penzance)
- Industrial heritage assets may be vulnerable to loss or conversion to new use (e.g. Hayle, Portreath, Charlestown)

- Large-scale redevelopment of former industrial 'brownfield' areas may occur/have occurred (e.g. Portreath, Hayle)
- Potential loss of historic legibility (e.g. Portreath, Hayle)
- Historic mineral extraction may alter beach profiles (e.g. Bude, Portreath)
- Modern industries and technologies may result in a shift of focus away from historic port cores (e.g. Newlyn, Truro, Fowey)
- Potential for protection of heritage assets through designation
- Opportunities for community engagement in local history
- Opportunities for new growth in manufacture and trade
- Opportunities for local employment
- Opportunities for new investment

6.1.2 Changes in economy and trade

- Changing use of port heritage assets, which may be vulnerable to conversion or redevelopment resulting in loss of historic legibility
- Potential for port decline and loss of historic function or purpose (e.g. Truro, Penzance, Lerryn)
- Opportunities for economic growth (e.g. the fishing port of Newlyn)
- Opportunities for local employment (e.g. the china clay docks at Fowey)
- Opportunities for wider engagement in business, commercial, industrial and recreational enterprise

6.1.3 Greater need for coastal defences

- Potential vulnerability to loss or encroachment on historic port and harbour areas through construction of modern sea walls and breakwaters
- Potential vulnerability to loss or modification of historic sea defences through the need for modern reinforcement, repair or modification
- Potential for protection of heritage assets through designation
- Opportunity for community engagement in local history

6.1.4 Pressures arising from local planning and development

- Potential for modern development to encroach on historic port cores due to developmental pressures and changes in port infrastructure (e.g. Penzance, Portreath, Truro)
- Port heritage assets may be vulnerable to insensitive redevelopment or conversion to new use
- Potential for loss of legibility of historic port areas due to encroaching development (e.g. Portreath, Hayle)
- Potential to enhance port and harbour areas through innovative and sensitive redevelopment
- Potential to enhance port heritage assets through sensitive conversion to new use
- Potential to attract commercial and business enterprise to former port areas through sensitive redevelopment

6.1.5 Civic provision

- Potential for lower perceptions of historic significance due to often isolated locations of heritage assets

- Vulnerability of modern civic provision to changes in Government funding and policy
- Vulnerability of heritage assets to insensitive development or conversion to new use
- Opportunities for sensitive and innovative conversion of redundant heritage assets to new use

6.1.6 Community engagement

- Potential lack of local interest due to low perceived value of historic ports or through lack of public access
- Potential lack of local support to port and harbour initiatives
- Opportunities to open up access to historic port areas (as being considered at Newlyn, for example)
- Opportunities to establish local user associations (e.g., Penzance Harbour Users Association)
- Opportunities for historical and archaeological research by local interest groups and professional bodies

6.1.7 Location and topography

- Restrictive setting may be a prevention to expansion (e.g. Polruan, Mullion, Boscastle)
- Restrictive setting may enhance present-day appeal (e.g. Cadgwith, Porthleven, Mullion, St Ives, Penberth Cove)
- Location and topography are factors in the level of a port's vulnerability to climate change events, coastal erosion and storm damage (e.g. Porthleven, Penzance)
- Ports adjacent to urban centres may be particularly vulnerable to pressures of urban expansion and development (e.g. Penzance, Truro, Falmouth)
- Ports on river estuaries may be vulnerable to issues such as siltation (e.g. Truro, Lostwithiel)
- Ports with attractive coastal or estuary settings may find opportunities in the leisure and recreation market (e.g. Fowey, Penzance, Looe, Padstow, St Ives, Bude)
- Ports located on or near major shipping lanes may find opportunities in continued trade and industry (e.g. Penzance, Fowey, Falmouth)

6.1.8 Natural and environmental processes

- River siltation is an issue for some major ports, potentially resulting in a shift of the working port to deeper waters (e.g. Truro, Lostwithiel)
- Potential for shifting coastal deposits and longshore drift to result in changes to navigation channels and the build-up of sandbanks, mud banks and dunes (e.g. Hayle, Newlyn, Penzance)
- Opportunities may arise for port and harbour expansion through reclaiming land build-up as a result of sedimentary and deposition processes (such as longshore drift, for example)

6.1.9 Climate change

- Extreme weather events are more likely to impact on vulnerable port and harbour areas (e.g., as seen at Porthleven, Newlyn, Penzance, Mullion, Portreath, for example)

- The effects of coastal erosion and deposition are likely to increase in port and harbour areas (e.g., Hayle)
- Potential for coastal erosion and deposition to result from the construction of coastal defences
- Potential for coastal flooding from sea level rise and storm events to become more prevalent within coastal areas
- Opportunities to review current coastal management policies
- Opportunities to re-model existing coastal defences and introduce up to date designs and technologies

6.2 Management strategies for conservation, enhancement or regeneration

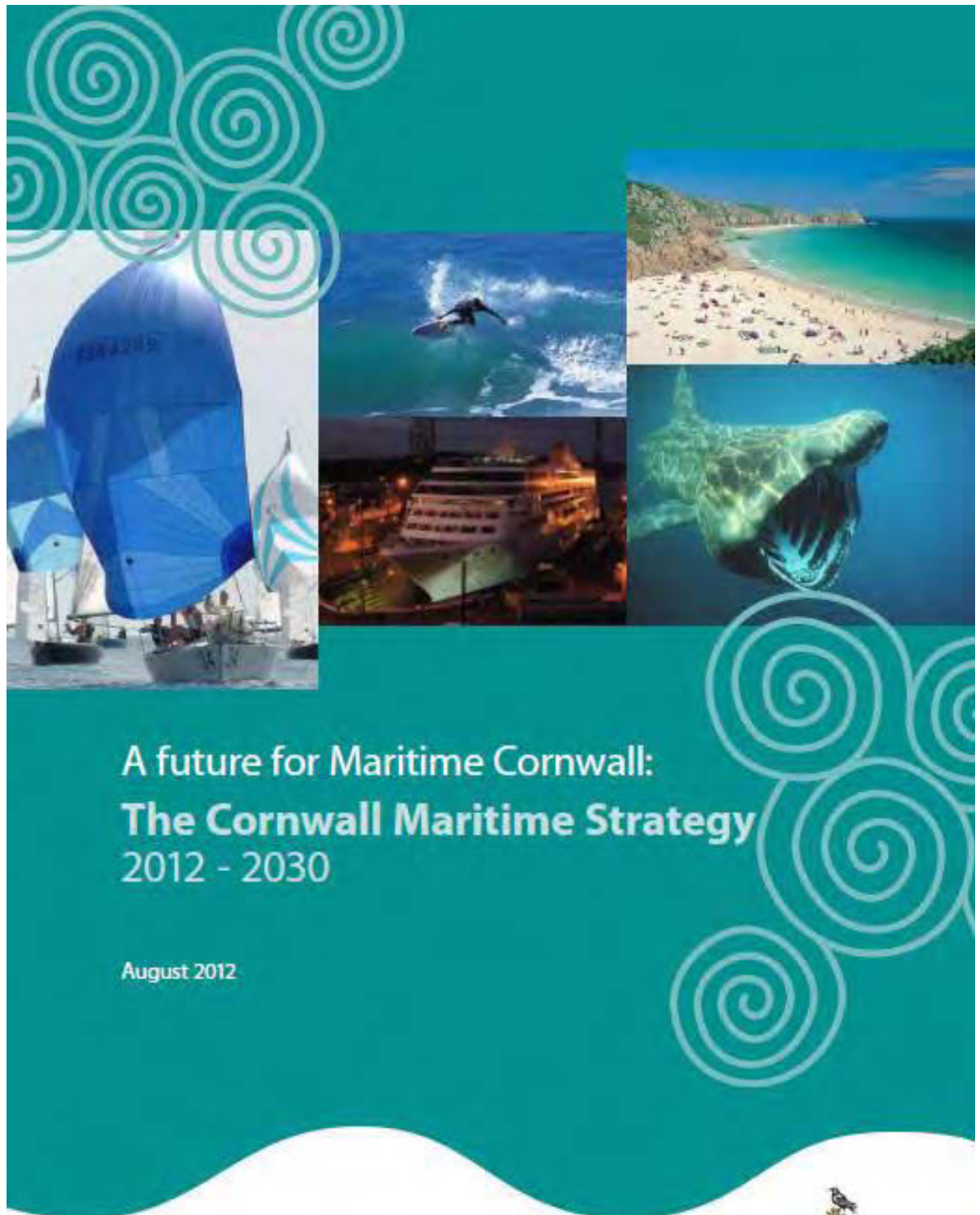
Refer to the Issues and Recommendations Section in Johns and Fleming 2016, Section 10 for more in-depth discussion of management recommendations for Cornwall and Scilly's ports and harbours. This section synthesises the management strategies identified for the ports and harbours included in the main study, which can be extrapolated out to the wider suite of Cornish ports and harbours and contribute to broader strategies and policies for the management of historic ports and harbours nationwide.

The Cornish Ports and Harbours Assessment (Johns and Fleming 2016) details the relevant statutory bodies, local authorities, partnership groups, community groups and management bodies that make-up the wide range of stakeholders involved at setting out and putting in to practice management policies for Cornwall and Scilly's ports and harbours. It also details regional and national policies, such as the Shoreline Management Plan (SMP), the National Planning Policy Framework (NPPF), Local Plans, the Cornwall Maritime Strategy 2012-2030 (Fig 15), that have a responsibility towards addressing management issues associated with the care of the historic environment.

General principles for policy-making bodies to consider in regard to the present and future management of Cornwall and Scilly's ports and harbours would be to:

6.2.1 Identify objectives, targets and options:

- To maintain and protect the historic fabric and character of port and harbour areas
- To preserve port heritage assets variously through designation, through sustaining their purpose and function, through sensitive conversion of redundant assets to new use, through detailed building records of historic assets as part of planning policy and ahead of any redevelopment
- To develop sustainable port economies through supporting existing maritime enterprise and acting on future opportunities
- To explore and encourage opportunities for port and harbour regeneration
- To assess current measures for protection and conservation of port heritage assets and implement strategies for sustaining or improving these
- To ensure development within or adjacent to port and harbour areas is carried out sensitively and at an appropriate scale, with respect to their historic character



A future for Maritime Cornwall:
The Cornwall Maritime Strategy
2012 - 2030

August 2012



Fig 15 Front cover of the Cornwall Maritime Strategy 2012-2015.

- To promote local interest in port and harbour areas and to encourage opportunities for community engagement through raising port profiles amongst a wider group of potential stakeholders, such as commercial investors, local businesses, potential developers, heritage protection groups and the large body of visitors to the county -

Local interest groups such as neighbourhood forums, community archaeology groups and local history societies can carry out a wide range of tasks, from the preparation of Neighbourhood Development Plans (neighbourhood forums, see above) to building and condition surveys, compilation of local lists and Conservation Area Appraisals.

Heritage Partnership Agreements can be sought to encourage better relationships between port authorities and statutory bodies.

Local authorities should work jointly with communities and neighbourhood groups in the production of Local Lists of heritage assets, following the guidance set out in HE Advice Note 7 'Local Heritage Listing' (Historic England 2016).

Information on port-related heritage could be disseminated through such means as town trails, stand-alone information boards, leaflets, information guides and mobile apps.

- To continue to develop coastal defence strategies for the future protection of vulnerable port and harbour areas and adjacent coastlines
- To ensure the protection and enhancement of the historic character of Cornwall and Scilly's ports and harbours and their settings, which provide both landscape context and cultural space, and which generally have high visual appeal for local residents and visitors
- To ensure sustainable practices within port and harbour areas in order to protect and sustain sensitive marine environments

6.2.2 Develop, adopt and implement strategies based on initiatives and policies for:

Land-use planning

The Local Planning Authority should be consulted for all aspects of onshore and intertidal development. Any proposed development should adhere to the planning processes concerning archaeology and the historic environment as set out in the National Planning Policy Framework (NPPF) and the Cornwall Local Plan. Where development will affect significant heritage assets there should be proper provision made for detailed building recording and/or archaeological evaluation as appropriate.

Conservation Area Appraisals for port heritage areas should be undertaken, and existing appraisals reviewed. Existing designation for historic port and harbour areas should be assessed for suitability. Where appropriate extensions to existing Conservation Areas should be requested or new designations put into place to ensure optimum protection through current conservation policies.

Historic England and local authorities should be consulted on all aspects of protection and management of maritime archaeology and the historic environment within Cornwall and Scilly's ports and harbours and this advice should be acted on. This advice stresses the need for consultation with Historic England and the Cornwall and Scilly HER regarding management of the historic environment and on the implications of specific developments or other actions. It is vital that regional and local advice is taken and that the historic character of ports and harbours and all heritage assets within their present-day extents are considered, not just designated monuments, buildings and areas.

The strategies and policies set out in the Cornwall Maritime Strategy (Cornwall Council 2012) should be engaged with and action plans such as Maritime Action Plans, Shoreline Management Plans, the South West Inshore Marine Plan, Cornwall Beach Management Strategies, and AONB and Estuary Management Plans should be implemented.

Advice and policy set out by the revised Code of Practice for Seabed Developers produced by the Joint Nautical Archaeological Policy Committee should be engaged with and adhered to.

Up to date management plans should be commissioned for Cornwall and Scilly's ports and harbours, to comprise archaeological and environmental assessment of port areas (to include the inshore marine environment), the identification of forces for change and projected future needs, and a management strategy that considers developmental needs alongside those of the historic, coastal and marine environments.

Local neighbourhood forums should be established with the aim of encouraging local communities to actively engage with aspects of local planning and the production of Neighbourhood Development Plans, Neighbourhood Development Orders and Community Right to Build Orders.

Maritime wildlife/ecology

The advice and policies set out by the Marine Management Organisation (MMO) should be consulted and adhered to. The MMO is responsible for regulating, planning and licensing marine activities (e.g. dredging, marine construction) that may have an environmental, economic or social impact on marine environments.

The South West Inshore Plan, which is about to start and will be completed by 2021, should be consulted and adhered to.

The advice and policies set out by the Cornwall and Isles of Scilly Inshore Fisheries and Conservation Authority (IFCA) should be consulted and adhered to. The remit of the IFCA is the sustainable management of the inshore marine environment.

Tourism

Opportunities to educate and inform people about Cornwall and Scilly's ports and harbours should be explored, with the aim of promoting quality of life, attracting tourism and generating interest in local business potential.

Collaborative opportunities with agencies such as Natural England, the Marine Protected Area Network, the Cornish Mining World Heritage Site team, the National Trust and Historic England should be sought out, to work towards securing the protection, management and promotion of Cornwall and Scilly's historic ports and harbours, to include their historic character and port-related heritage.

Historical and cultural activities and events that celebrate Cornwall and Scilly's distinctive port-related heritage should be supported and encouraged.

Collaboration with local authorities and environment agencies to protect and manage Cornwall and Scilly's ports and harbours and their maritime setting should be encouraged in order to help preserve their historic character, protect their heritage assets and sustain their future survival.

Maritime enterprise and economy

Opportunities should be explored to build and expand on aspects of sustainable maritime economy, such as recreational and commercial fishing, marine aquaculture, ship repair, marine construction, leisure-based activities, tourism, marine renewables, waste processing and emerging knowledge-based industries. The aims would be to achieve these through innovative development and sound environmental and economic practices.

Feasibility studies and action plans should be produced, aimed at identifying the strengths, issues and opportunities of individual ports to gain a better understanding of their roles and the potential to develop sustainable economies and port facilities.

Funding initiatives (e.g., the European Maritime and Fisheries Fund) and partnership agreements aimed at supporting maritime enterprise and industry should be investigated.

The objective of the Cornwall Maritime Strategy (Cornwall Council 2012) is to recognise, protect and develop the 'working harbour' role of Cornwall's estuaries, ports and harbours. The aims of the strategy should be engaged with in order to work

towards more coordinated management and advocacy for ports and harbours as well as to encourage further economic development whilst balancing the operational, leisure and environmental uses.

The development of neighbourhood planning and regeneration initiatives should be supported and actively engaged with in order to work towards creating future employment opportunities, protecting vulnerable waterfronts and port infrastructure against the future impacts of climate change, and providing for sustainable maritime-related business and enterprise.

Access

The Cornwall Maritime Strategy (Cornwall Council 2012) should be engaged with in order to seek solutions to improving access to and connectivity with waterfront areas, beaches, estuaries and the open sea. This might include the provision of walkways, cycle routes, ferry transport, affordable public slipways and boating facilities and the removal of physical barriers to access.

The legibility of the historic relationship between port and settlement areas should be preserved through sensitive re-use of port heritage assets, opening up access ways between the two areas and promoting healthy and sustainable regeneration of maritime commerce and enterprise

Measures to enhance, promote, and protect public spaces within Cornwall and Scilly's ports and harbours should be undertaken, with the aims of improving safe access and increasing public understanding of historic character and heritage significance. These measures should include mitigation against the impacts of sea level rise and coastal erosion (such as maintaining the South West Coast Path and protecting beach and foreshore areas from the impacts of erosion and deposition as a result of climate change events).

7 References

- Clark, J, Darlington, J, and Fairclough, G, 2004. *Using Historic Landscape Characterisation: English Heritage's review of HLC Applications 2002-03*, English Heritage & Lancashire County Council: London and Preston
- Cornwall Council, 2012. *A future for Maritime Cornwall: The Cornwall Maritime Strategy 2012-2030*, Truro
- English Heritage, 2008. *Conservation Principles, Policies and Guidance for the Sustainable Management of the Historic Environment*, English Heritage
- English Heritage, 2013. *Cornish ports and harbours: assessing heritage significance, threats, protection and opportunities (4A3.204) Project Brief*, Swindon (English Heritage)
- Herring, P, and Preston-Jones, A, 2003. *Bodmin Moor Rough Ground Historic Environment Action Plan*, Truro, Historic Environment Service and English Heritage, unpublished
- Historic England, 2016. *Local Heritage Listing. Historic England Advice Note 7*, Swindon (Historic England)
- Johns, C, and Fleming, F, 2016. *Cornish Ports and Harbours: Assessing Heritage Significance, Threats, Protection and Opportunities*, Truro, Cornwall Archaeological unit, Cornwall Council, Report No. 2016R023



Cornwall Archaeological Unit

Fal Building, County Hall, Treyew Road, Truro, Cornwall,
TR1 3AY

(01872) 323603
enquiries@cau.org.uk
www.cau.org.uk