

Penzance

Cornish Ports and Harbours



Assessing heritage significance, threats, protection and opportunities



Historic England



Contents

1	Introduction	2
2	Outline history	4
2.1	Early origins	4
2.2	The 19 th century in Penzance	5
2.3	Modern use	9
3	Description	13
3.1	Gazetteer	13
3.2	Historic character	27
3.2.1	Late 18 th to early 19 th century character	27
3.2.2	Late 19 th century character	27
3.2.3	Present character	28
4	Designation, ownership and management	29
4.1	Designations	29
4.1.1	Heritage designations	29
4.1.2	Conservation designations	31
4.2	Ownership	31
4.3	Planning arrangements	31
4.3.1	The Marine Management Organisation (MMO)	31
4.3.2	The National Planning Policy Framework (NPPF)	31
4.3.3	Cornwall Local Plan	31
4.3.4	The Cornwall Maritime Strategy 2012–2030	32
4.3.5	Cornwall Devolution Deal	32
5	Forces for change	33
5.1	Development Pressures	33
5.2	Isles of the Scilly transport links	33
5.3	Coastal erosion	33
5.4	Climate change	34
6	Assessment of significance	35
6.1	Evidential	35
6.2	Historical	36
6.3	Aesthetic	36
6.4	Communal	37
7	Summary of recommendations	37
8	References	38
8.1	Primary sources	38
8.2	Publications	38
8.3	Websites	39

Cover illustration: *Penzance Harbour (photo: Kevin Camidge).*

2 Outline history

2.1 Early origins

'Pensants, - standing fast in the shore of Mount-bay, ys the westest market towne of al Cornwayle, and no socur for botes or shyppes, but a forced pere or key.'

(Leland 1540, in Polsue 1868)

Penzance probably originated as a small fishing settlement of fish cellars and net lofts tucked into the sheltered lee of the headland, some time prior to the 14th century. The ancient St Anthony's Chapel (now lost) once stood close to the nose of the headland, which was given the name *'pen sans'*, Cornish for 'holy headland'. Subsequently the planned medieval market town of Penzance was established on the nose of the headland; this may have coincided with the construction of the earliest quay at the southwest end of what is now South Pier, later documented in a King Henry VIII charter as being in need of repair. The early quay was constructed along a spit of natural elvan rock, which partly enclosed the coastal waters from the south, with the rocky foreshore to the north curving round to form a larger natural bay and anchorage. Parts of the earliest quay may be incorporated into later rebuilds of South Pier. The spire of St Mary's Chapel in the heart of the medieval town (on the site of the present St Mary's Church) was used as a local navigation mark by sailors (Cahill and Russell 2003; Carter 1998; Cornwall Council 2010; Pool 1974).

The quay was repaired several times as the developing medieval and post-medieval town of Penzance grew in size and status as a market centre and fishing port (Cahill 2009). Despite a crippling raid by the Spanish in 1595, where part of the town was burned down, it continued to develop as an important maritime and market trade centre linking the south coast of England with south-west Ireland and mainland Europe.

The commercial port of Penzance properly developed from around the 17th century, by which time Penzance was the customs port for the wider Mounts Bay area and had gained the hard-won status of a 'coinage town', collecting tin coinage from the Penwith and Kerrier Stannary district for the Duchy purse. Linked with the expanding tin industry, Penzance principally traded in the import of timber, salt, iron and coal. In times of poor harvest large amounts of grain were added to this list. Export goods included herring and pilchards to southern Europe and the metropolitan markets in Bristol and London; the beach to the west of Battery Rocks was traditionally used by the seine boats to dry their nets. After Penzance became a coinage town in 1663, tin became a large part of the export market, with the addition of copper ore by the late 18th century (Cahill and Russell 2003; Carter 1998; Cornwall Council 2010; Pool 1974).

In 1740 a coastal battery was constructed on Battery Rocks (Figs 6 and 21), which included a defensive sea wall between the battery and the quay to the north; this wall ran along the rocky foreshore above a small sandy inlet to the north of Battery Rocks (Fig 20). During the war with France (1793–1815) the port continued its military function, serving as an important naval base and victualing station. A post-medieval shipyard (MCO29167) is recorded near Battery Rocks; its exact location is not known but it probably occupied the northern foreshore of a natural cove that existed here up until the construction of the Jubilee Pool in 1935 (Cahill and Russell 2003; Carter 1998; Pool 1974). During the medieval period the cove probably extended further northwards towards a shoreline of sand dunes bordering fields, with the fishing settlement adjacent to the north (Cahill 2015).



Fig 2 An etching of Penzance by William Penaluna, dated May 1817 (Penlee House Gallery and Museum PEZPH: 1996.246).

The quay at Penzance underwent a major rebuild in 1745, with a later extension in 1782 creating valuable deep-water port facilities. The rebuild was financed from the quay and harbour dues, which were granted to the town Corporation (Cahill and Russell 2003; The Cahill Partnership 2009). A coursed masonry construction of dressed granite enclosed a rubble masonry core and the resulting structure survives into the present day as a highly significant example of one of the largest and most complex 18th century quay structures in Cornwall; a granite-built arched storage arcade on South Pier also survives from this period (Fig 13) (The Cahill Partnership 2009).

Associated with the growth of the harbour was an increase in maritime-related industry and manufacture, which included boat-building, sail-making, ropewalks and tallow-chandlers; the Matthews dry dock and shipyard was one such establishment, constructed adjacent to the old harbour in 1815. Premises were generally small-scale and loosely focussed around the quay and harbour sides and extending along the foreshore in both directions. By this time access to the sheltered foreshore north of the harbour had opened up, with a series of landing places and slips accessed via New Street, Jennings Lane and New Town Lane (Cahill and Russell 2003).

2.2 The 19th century in Penzance

The 19th century was an economic boom time for Penzance. The local tin and copper industry was in a state of growth along with a widening European market for the export of pilchards and market garden produce from the rural Penzance hinterland. In response there was a massive expansion of the harbour in 1845–48. The South Pier was extended and St Albert Pier built (Fig 3), along with the improvement or new

construction of wharves, docks and warehousing along the foreshore north of the existing harbour, using backfilled mine waste from the Old Wheal Bolton mine at Ludgvan. Ross Bridge was built in 1881, completing the harbour expansion and enclosing the Abbey Basin; the Abbey Warehouse and its quay may also date to around this time (Fig 16). Extended port facilities included a lighthouse built by the Copperhouse Company of Hayle on South Pier in 1863, the construction of a north arm to South Pier to create a wet dock in 1884, a lifeboat station on Wharf Road in 1885, the realignment of the former Matthews dry dock and construction of a new dry dock by Holmans in 1900 (Cahill and Russell 2003; Carter 1998; Pool 1974).



Fig 3 Setting the foundation stone for the New Pier (Albert Pier). A photograph of an engraving of July 7th 1845. Delineator - FC Stockdale. Lithographer - Thomas Picken. (Penlee House Gallery and Museum PEZPH: 1989.554).

During the early 19th century a small quay (Battens Wharf) and slipway were constructed to the west of Battery Rocks (Fig 5), along with an ore works to the north. By the later 19th century two lime kilns were constructed on part of the barbican to the north of the former battery. The 19th century development of Penzance harbour was partly linked to the coming of the railway to the town in 1852, the new Albert Pier subsequently the site of a branch siding and railway sheds linked to the mainline station (Figs 3 and 4). The event also marked a turning point in the town's history. Whilst maritime trade continued as the mainstay of its wealth and economy, the favourable location of Penzance saw it grow in reputation as a health resort and holiday destination. This resulted in the redevelopment of some former maritime and coastal areas, which included a promenade and sea wall constructed at Western Green in 1843 and a remodelling of the Barbican to create St Anthony's Gardens. By the late 19th century the mining industry had declined, resulting in the decreased export of metal ores. Penzance remained an important commercial port, however, exporting a variety of goods such as china clay, cement, potatoes, coal, artificial manure and flowers (Cahill and Russell 2003; Carter 1998; Pool 1974).



Fig 4 Building of the Wet Dock c 1881. © Gibsons of Scilly. (Penlee House Gallery and Museum PEZPH: 1991.435).



Fig 5 Sandy Slip, before the alterations, May 1922. Photographer unknown. Battens Wharf in the background. (Penlee House Gallery and Museum PEZPH: 1991.391).



Fig 6 War Memorial c 1930 – Raphael Tuck & Sons Ltd, London. Penzance 'Snap-Shot Album' (no.96). The war memorial sits on the extant base of the 18th century battery. The shingle beach in the foreground is now the site of Jubilee Pool. (Penlee House Gallery and Museum PEZPH: 1992.334).



Fig 7 The Wharf c 1930 – Raphael Tuck & Sons Ltd, London. Penzance 'Snap-Shot Album' (no.96). Penlee House Gallery and Museum PEZPH: 1990.309a).

2.3 Modern use

By the mid-20th century the impact of road and rail freight transport was making itself felt and the scale of Penzance's import and export trade reduced considerably. Today the working harbour is still a busy functional space, however, supporting a variety of small-scale multi-purpose maritime functions that include modest fish landings and the handling and shipping of freight and supplies to the Isles of Scilly; Penzance Harbour is also the operational base for the *Scillonian III* passenger ferry. The dry docks are still in use as the combined premises of a commercial ship repair yard, Penzance Dry Dock Ltd, and marine engineers, Penwith Marine Services. An outdoor lido (the Jubilee Pool) was built on Battery Rocks in 1935, expanding on the leisure character of the promenade and Western Green to the southwest of the harbour; during the Second World War the pool was the site of a short-lived coastal battery. To the east of Jubilee Pool a set of steps lead down to a small rock-cut bathing pool and this spot is still a favourite bathing point for town residents, even during the colder winter. During the 1950's the harbour was partly infilled between Albert Pier and Wharf Road to create a large visitor car park but still provides 240 moorings for resident recreational craft and berths in the west dock for up to 50 visiting yachts (months (Cahill and Russell 2003; Cornwall Council 2013)).

Ross Bridge and Wharf Road now form a major thoroughfare linking the north of town with Western Green and the road westwards towards Newlyn. This dissects the historic harbour extent, creating difficult pedestrian access through the area and detracting from the visual aesthetic. Many of the historic port buildings and former wharf-side warehouses are converted to commercial use as shops and restaurants, encouraging visitors to the area but further altering the historic coherence of the port, harbour and former foreshore areas. Although there is still a sense of the spatial contrast between the historic town flanking the spine of the headland and the low-lying historic harbour and former foreshore where it extended around the sheltered bay, it is now harder to form a clear picture of how these elements originally formed and held together. In particular the modern transport interchange at the northern end of the harbour and Albert Pier is a busy and diverse area of large modern structures and continual traffic movement that dominates the historic fabric of the old harbour and town edges and reduces our understanding of the relationship between this area and the historic harbour-side, and how it developed over time.

Nonetheless, the harbour area and Wharf Road today do coalesce to form a vibrant and colourful waterside, popular with both locals and visitors alike. Many characterful and historic elements of the historic harbour and adjacent town do still survive in the buildings and the structural landscaping of the current streetscapes and quay sides. The harbour continues to provide a safe anchorage, although the nature of the boats has changed over the years, and the working harbour and adjacent maritime-related businesses is still a hub of sea-going activity.

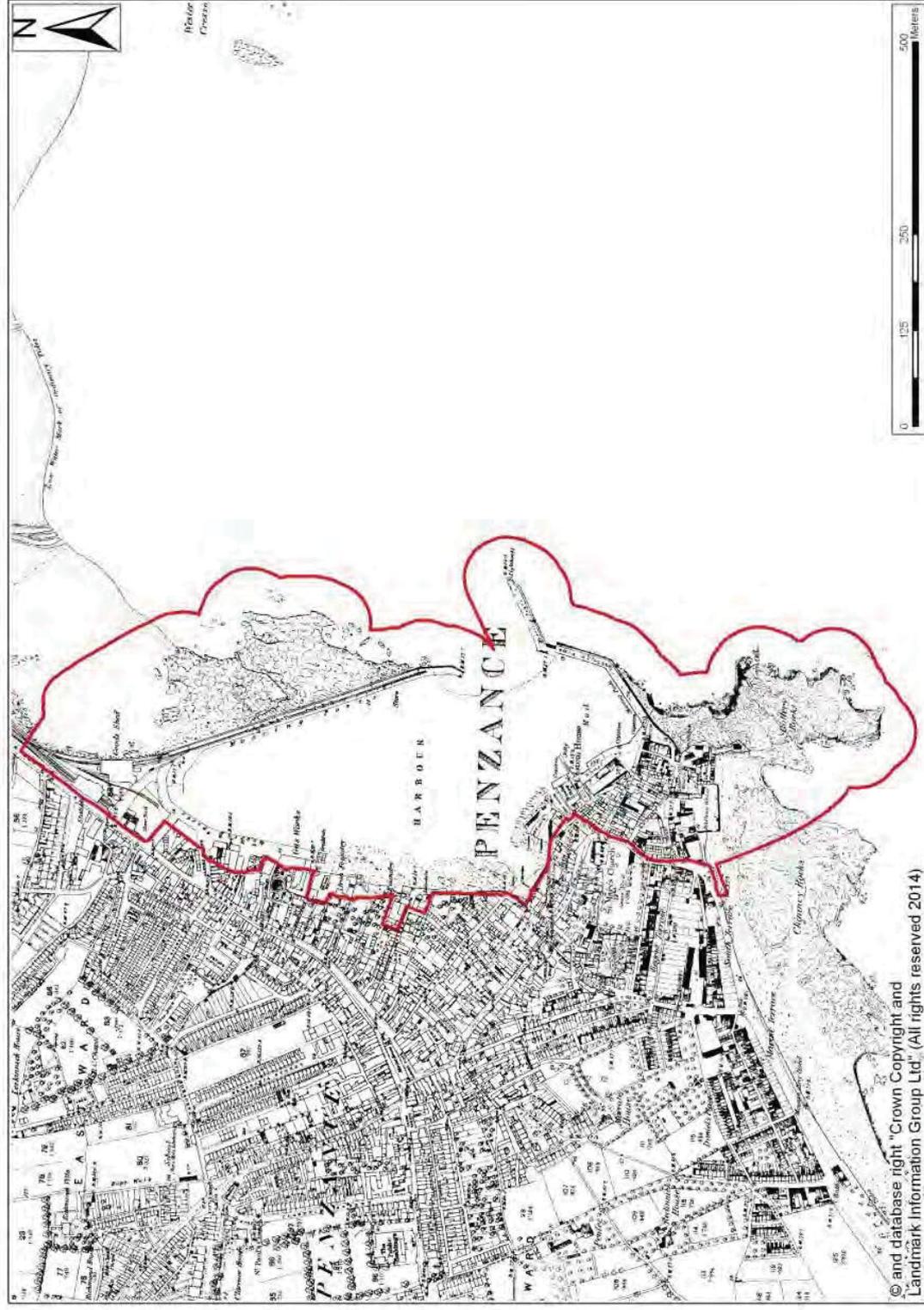


Fig 8 First Edition of the Ordnance Survey 25 Inch Map, c 1880.

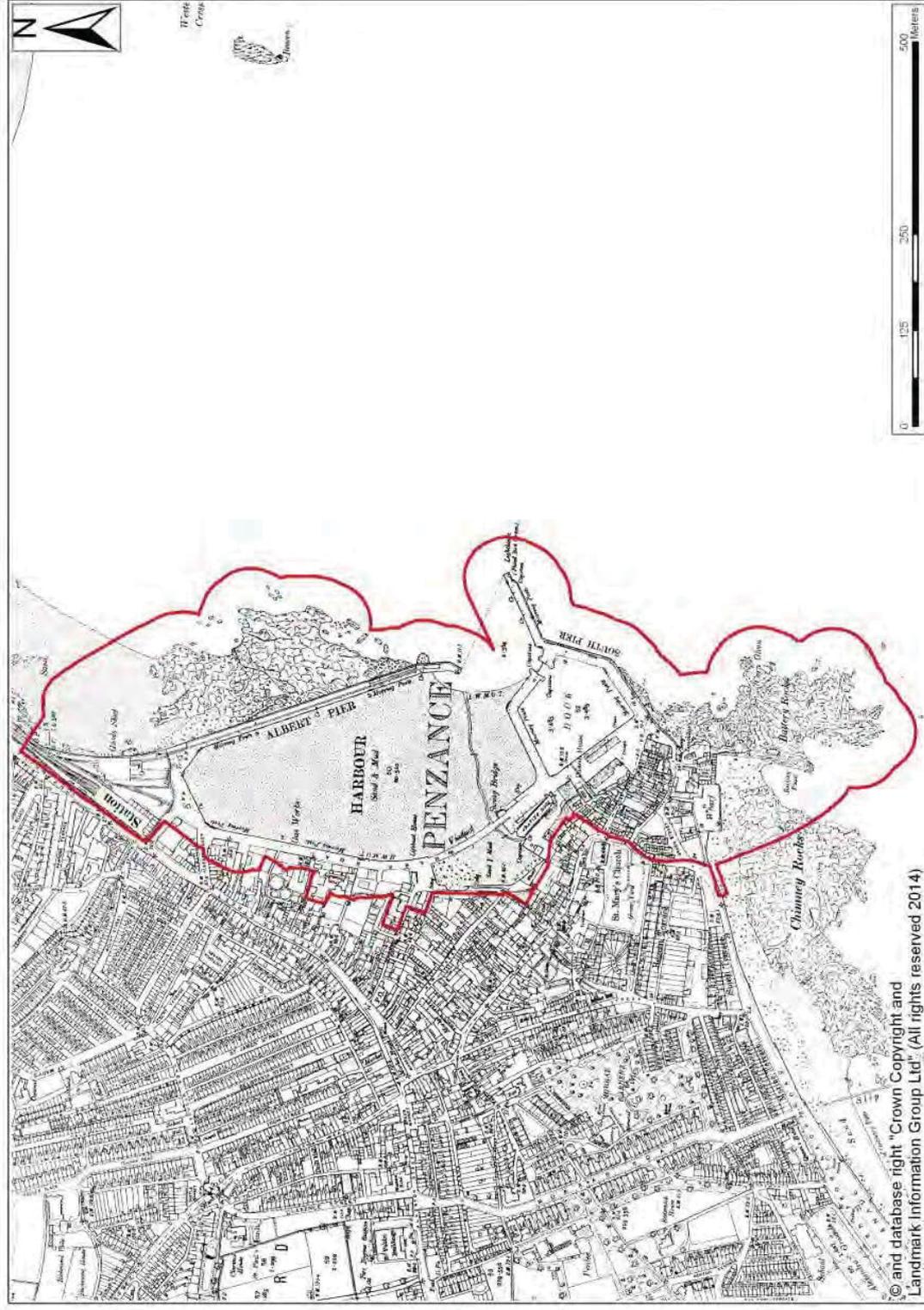


Fig 9 Second Edition of the Ordnance Survey 25 Inch Map, c 1907



Fig 10 RAF aerial photograph (1946: Ref No A20 3306 12 July 1946).



Fig 11 Aerial photograph (Cornwall Council 2005).

3 Description

Penzance harbour (centred at NGR SW 4772 3005) is sited at the south-west extent of the town in the lee of a north-south running spur of higher ground. The earliest medieval quay may still survive within the fabric of the later South Pier but the modern harbour extent now occupies the natural bay formed by South Pier and the rocky foreshore to the north, where Albert Pier is sited. A wet dock is enclosed by South Pier and the North Arm pier and the dry docks are still in use within the commercial shipyard.

Many of the historic elements of the harbour and associated structures still survive, although some are much altered in form and function. The natural topography of the foreshore strip and sheltered bay to the north of the harbour is now partly obscured by modern redevelopment. The cove at Battery Rocks has been infilled by the construction of Jubilee Pool; the construction of the 18th century coastal battery had already altered the natural topography of this area to some degree. In addition the harbour beyond the wet dock has suffered some deposition of tidal mud and silts as a result of the early modern quay extensions. The historic harbour and port area is now dissected by Wharf Road and Ross Bridge.

The study area comprises the historic harbour and South Pier and, to the north, Wharf Road and Albert Pier and the extended harbour enclosed by these. It also extends to the modern railway station. To the south of the harbour it includes St Anthony Gardens, the Jubilee Pool and Battery Rocks and a small section of the town to the south-west of the harbour, formerly the site of the medieval fishing settlement from which Penzance harbour originated.

3.1 Gazetteer

No.	Site type	MCO	NGR (SW)	Period	Description	Designation & Grade
1	SLIPWAY	-	47483 29860 47532 29879	EARLY MODERN	Modern concrete slipway onto the Promenade Beach	None
2	QUAY	-	47562 29874 47623 29878	EARLY MODERN	The southern end of Battens Wharf still survives as part of Jubilee Pool (Site 3)	Part of the listing for Jubilee Pool
3	LIDO	25115	47634 29826	EARLY MODERN	Jubilee Pool constructed in 1935	Listed Building Grade II
4	TIDAL SWIMMING POOL	-	47649 29759	EARLY MODERN	Rock cut bathing pool and steps S of Jubilee Pool (Site 3). Shown on the c1907 OS map	None
5	WALL	-	47642 29750	EARLY MODERN	Two sections of granite walling SW of the rock cut pool on Battery Rocks (Site 4), function unknown	None
6	COASTAL BATTERY	25113	47674 29848	EARLY MODERN	The base of the 18 th century battery and causeway survive W of Jubilee Pool (Site 3), currently the site of a WW1 war memorial (Site 7)	Listed Building Grade II

No.	Site type	MCO	NGR (SW)	Period	Description	Designation & Grade
7	WAR MEMORIAL	25114	47671 29847	EARLY MODERN	WW1 war memorial standing on the base of the 18 th century battery (Site 6)	Listed Building Grade II
8	SEA WALL	-	47675 29904 47682 29932	EARLY MODERN	Section of early 20 th century granite sea wall built across a former tidal inlet	None
9	SEA WALL	-	47682 29931 47756 29989	EARLY MODERN	Section of granite sea wall originally constructed in the mid to late 18 th century and rebuilt late 19 th century	None
10	QUAY	25108	47697 29962 47779 30015	MEDIEVAL	Part of the medieval quay may survive within the 18 th century rebuild	Listed Building Grade II*
11	QUAY	-	47779 30015 47809 30104	EARLY MODERN	Late 18 th to mid-19 th century expansion of South Pier, having several phases of construction	Listed Building Grade II*
12	QUAY	-	47809 30104 47897 30145	EARLY MODERN	Late 19 th century expansion of South Pier	Listed Building Grade II*
13	STORE HOUSE	-	47740 29982	EARLY MODERN	An open arched late 18 th century granite storage building on South Pier (Site 11)	Part of the Grade II* Listed South Pier
14	LIGHTHOUSE	29133	47893 30142	EARLY MODERN	Lighthouse built by Hayle Copperhouse Company in 1863	Part of the Grade II* Listed Quay
15	QUAY	-	47627 30094	EARLY MODERN	North Arm extension to South Pier to create wet dock, completed in 1884	Part of the Grade II* Listed Quay
16	CAPSTAN	-	47775 30100	EARLY MODERN	Four capstans, one on each corner by the wet dock gates	Part of the Grade II* Listed Quay
17	HARBOUR MASTERS OFFICE	-	47747 30121	EARLY MODERN	Harbour masters office on north arm of South Pier	Part of the Grade II* Listed Quay
18	WET DOCK	-	47714 30058	EARLY MODERN	Wet dock, built 1884	None
19	STORE HOUSE	-	47634 30107	EARLY MODERN	Two buildings, one of timber, both with corrugated iron roofs. Harbour buildings, possibly boat houses, which postdate the c1907 OS map. Now part converted to a shop and café	None

No.	Site type	MCO	NGR (SW)	Period	Description	Designation & Grade
20	SLIPWAY	-	47588 30152 47619 30111	EARLY MODERN	Granite built slipway to the SE of Ross Bridge, shown on the c1907 OS map	None
21	SWING BRIDGE	-	47572 30159	EARLY MODERN	Ross Bridge, constructed in 1881, replaced in 1981	None
22	BOOKING OFFICE	-	47579 30126	EARLY MODERN	An early modern brick built harbour building, currently a booking office and shop for Mermaid Boat Trips	None
23	DRY DOCK	6597	47554 30082	EARLY MODERN	Dry dock rebuilt in 1882 and taken over by Holman's in 1904. The scar of the former Mathews dry dock is visible within the later structure (Site 24)	Listed Building Grade II
24	DRY DOCK		47595 30071	EARLY MODERN	Two small dry docks shown on the c1880 OS map are likely to be those built by Matthews in 1815. The scar of the southernmost of these is visible in the later rebuild (Site 25)	None (but intersects with the Grade II Listed Holman's Dry Dock)
25	SHIPYARD		47575 30091 (centred)	EARLY MODERN	The shipyard enclosing the dry dock has been in existence since at least 1815, having been altered and extended during the later 19 th century	None
26	BONDED WAREHOUSE	-	47612 30066	EARLY MODERN	Granite bonded warehouse, incorporating an older store to the rear	Earlier component to rear is Grade II Listed
27	FISH CELLAR	-	47620 30049	POST MEDIEVAL/ EARLY MODERN	Granite fish cellar incorporated into later Custom House building	Part of Grade II Listed Customs House
28	CUSTOMS HOUSE	-	47604 30040	EARLY MODERN	Granite built customs house, now converted to residential use	Listed Building Grade II
29	TRAMWAY	41253	47620 30036	EARLY MODERN	Part of the tramway running from Trinity House to the quay, constructed in 1896 and closed in 1962	None

No.	Site type	MCO	NGR (SW)	Period	Description	Designation & Grade
30	DEPOT	41253	47622 30035 47655 30000	EARLY MODERN	A store house taken over by Trinity House in 1861	Listed Building Grade II
31	QUAY	-	47634 30084 47704 29973	MODERN	Extension of quay over former slipway. A medieval quay (MCO4866) may have stood here – referred to in a document of 1512. Corrugated sheds on the quay were built in 1922 for the steamer company Coast Lines Ltd	None
32	WEIGHBRIDGE	-	47663 29988	MODERN	A granite built weighbridge office in Trinity Square	None
33	INN	-	47673 29957	POST MEDIEVAL	Parts of the Dolphin Tavern date from at least the 16 th century	None
34	WAREHOUSE	-	47666 29939	EARLY MODERN	A late 19 th century granite warehouse to the south of the Dolphin Tavern	None
35	QUAY	-	47624 30084 47686 29966	EARLY MODERN	A quay side was built on reclaimed land at the foot of Quay Street and north along the former foreshore, infilling a former tidal inlet	None
36	SEAMENS MISSION	-	47567 29954	MODERN	Sailors Institute and Mission, built in 1908	None
37	WAREHOUSE	-	47509 30102	EARLY MODERN	Abbey Warehouse, early to mid-19 th century in date	Listed Building Grade II
38	QUAY	-	47506 30113 47491 30188	EARLY MODERN	A quay associated with the Abbey Warehouse still survives, currently used for car parking	None
39	SLIPWAY	-	47484 30147 47487 30187	POST MEDIEVAL/ EARLY MODERN	A slipway at the foot of Abbey Street, one of the post medieval slips down onto the foreshore	None
40	SLIPWAY	-	47492 30222	MODERN	A granite built slipway on the north side of Abbey Basin	None
41	BOLLARD	-	47489 30215	MODERN	A granite warping post at the north end of Abbey basin	None

No.	Site type	MCO	NGR (SW)	Period	Description	Designation & Grade
42	BOLLARD	-	47565 30169	MODERN	Two granite warping posts at the north end of the swing bridge for steering boats into the dry dock. Shown on c1907 OS map	None
43	LIFEBOAT HOUSE	39254	47502 30265	EARLY MODERN	Lifeboat house, 1885 to 1917, currently in use as a bistro	Listed Building Grade II
44	SLIPWAY	-	47669 30492	MODERN	Modern slipway at south east corner of Wharf Road car park	None
45	WORKING PIER	-	47770 40204 47691 30502	EARLY MODERN	Albert Pier, constructed in 1845, extended in 1853	Listed Building Grade II
46	ENGINE SHED	-	47778 30242 47773 30268	EARLY MODERN	Railway engine sheds on Albert Pier	Part of Grade II Listed pier
47	STEPS	-	47782 30219	EARLY MODERN	Steps cut into the top of the sea wall at the S end of Albert Pier	Part of Grade II Listed pier
48	DERRICK	-	47767 30263	EARLY MODERN	The base of a derrick survives on Albert Pier	Part of Grade II Listed pier
49	BOLLARD	-	47772 30207	EARLY MODERN	A warping post for steering shipping on the southern end of Albert Pier	Part of Grade II Listed pier
50	MOORING BOLLARD	-	47770 30219 47757 80294	EARLY MODERN	A row of granite mooring bollards on Albert Pier	Part of Grade II Listed pier
51	RAILWAY	-	47768 30269 47701 30471	EARLY MODERN	Railway lines on Albert Pier survive, embedded into modern surfacing	Part of Grade II Listed pier
52	WAREHOUSE	-	47547 30506	EARLY MODERN	A granite warehouse dating to 1872 on Wharf Road, now in use as commercial premises	Listed Building Grade II
53	BOOKING OFFICE	-	47808 30088	EARLY MODERN	An arched stone building built into the quay wall, now the check in point for the Isles of Scilly passenger ferry. Shown on the c1880 OS map. Similar to the 18 th century storehouse on South Quay (Site 13)	Part of the Grade II* Listed South Quay

No.	Site type	MCO	NGR (SW)	Period	Description	Designation & Grade
54	HARBOUR	-	47658 30256	MEDIEVAL/ POST MEDIEVAL	Penzance harbour is late 19 th century but the anchorage that preceded it probably has late prehistoric origins	None
55	HARBOUR POOL	-	47522 30165	EARLY MODERN	Abbey Basin, formed by the construction of Ross Bridge (Site 25) in 1881	None



Fig 12 Plan showing Gazetteer entries.



Fig 13 Looking west along South Pier (Site 10) towards the Dolphin Tavern (Site 33). The earliest medieval quay structure may be preserved within later rebuilds, some of which are 18th century in date.



Fig 14 Looking northwest across the floating dock (site 18) from South Pier (Site 10) towards the former steamer company sheds and Holmans dry dock (Site 25).



Fig 15 Looking up Quay Street from the Dolphin Tavern (Site 33). Trinity House (Site 30) and a modern weighbridge office (Site 32) are right of shot at the edge of Trinity Square, once a sandy inlet (Site 35).

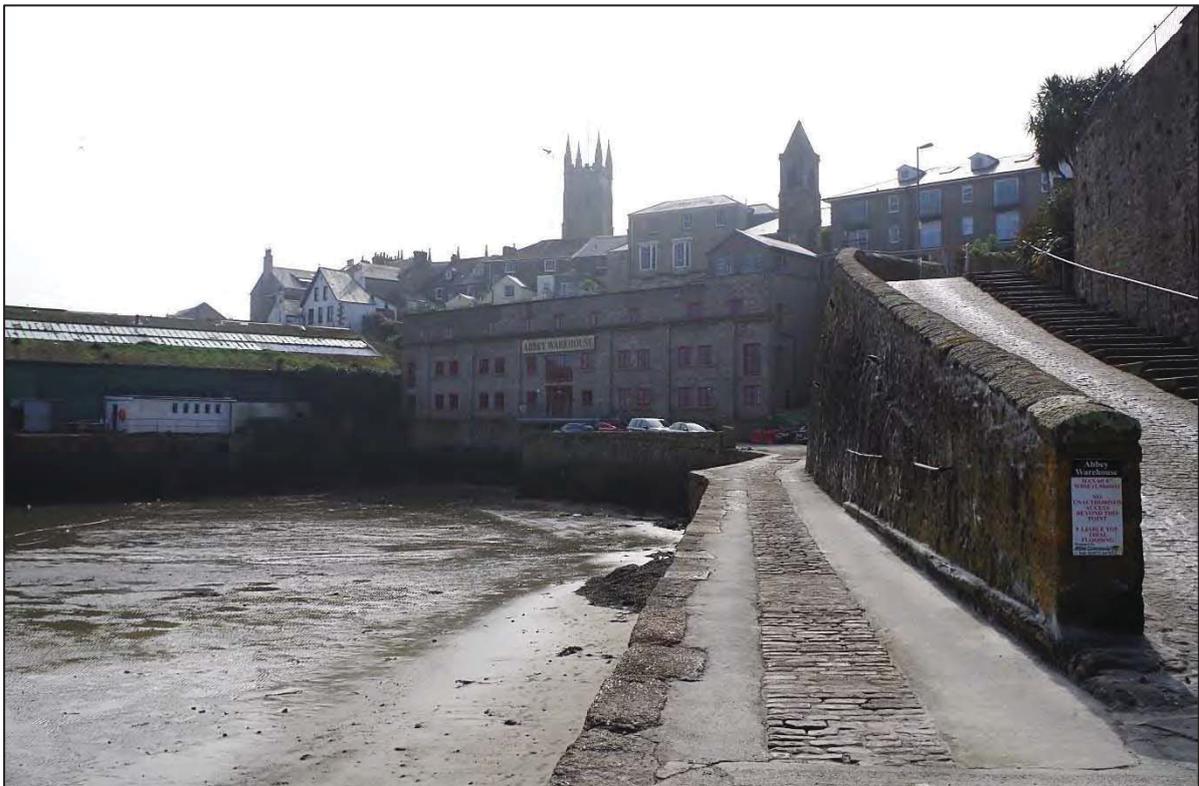


Fig 16 Looking west across Abbey Basin (Site 55) towards Abbey Warehouse (Site 37). The sloping path on the right is probably one of the post medieval slips (Site 39) onto the former foreshore.



Fig 17 The former Holmans Dry Dock (Sites 23 and 25) (now owned by Penzance Dry Dock Ltd) from Ross Bridge (Site 20).



Fig 18 The south end of Albert Pier (Site 45); a former railway shed (site 46) survives along with a section of railway line (Site 51). Granite mooring posts (Site 50) line the quay and some of the historic quay surface and walling can also be seen.



Fig 19 Jubilee Pool (Site 3), from Battery Road; the curving wall in the foreground may be a component of Batters Wharf (Site 2), which survives within the lido structure.



Fig 20 The defensive sea wall on the south side of South Pier (Sites 8 and 9); the construction clearly shows several phases of rebuilding and repair.



Fig 21 the base of the 18th century battery (Site 6) from Battery Rocks, now the site of a WWI war memorial (Site 7).



Fig 22 The rock cut bathing pool and steps (Site 4) on Battery Rocks to the south of Jubilee Pool. A section of walling (Site 5) is extant to the southwest.

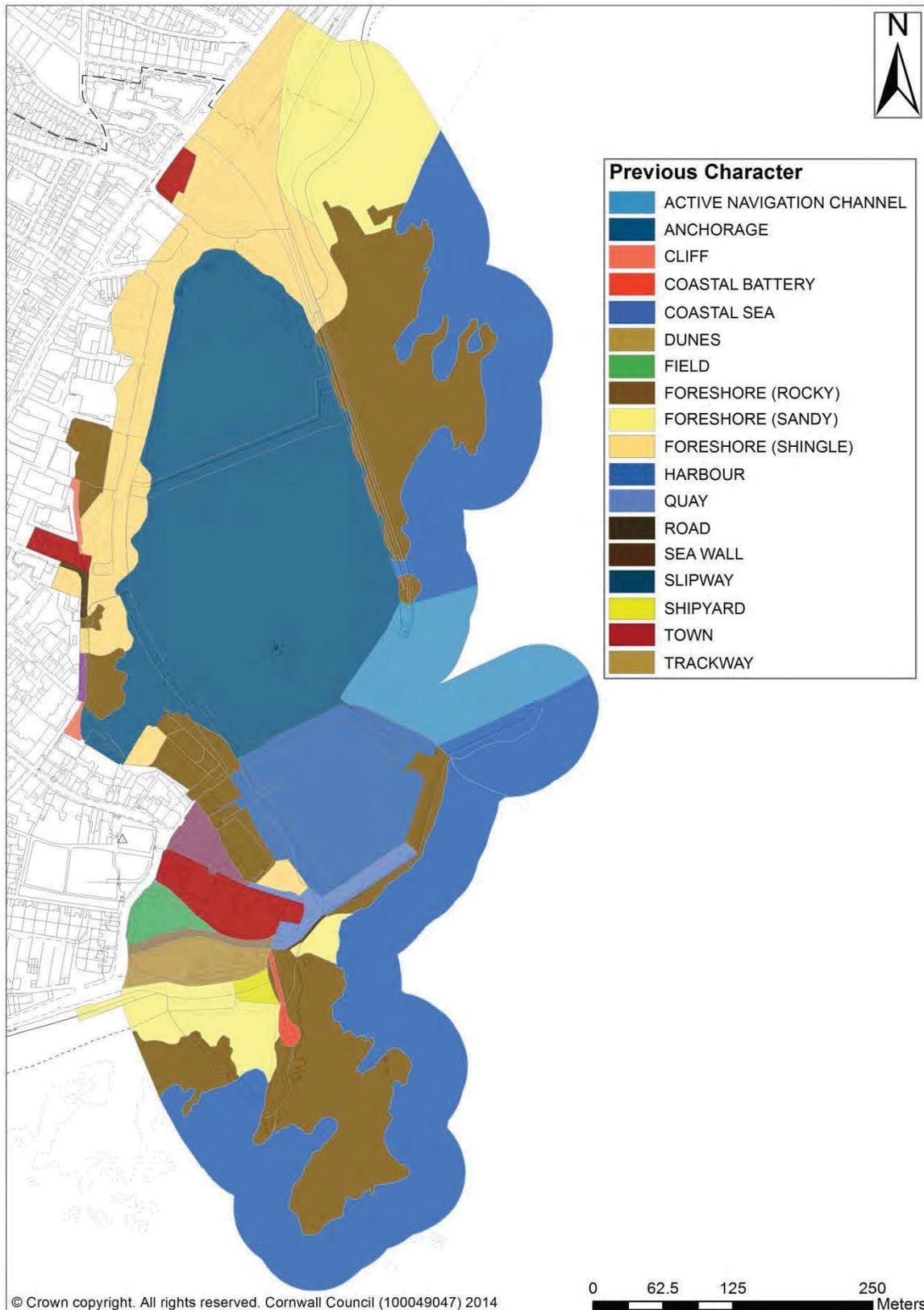


Fig 23 Late 18th to early 19th century previous character map showing characterisation to Sub-Type level, based on the c 1841 Tithe Map.

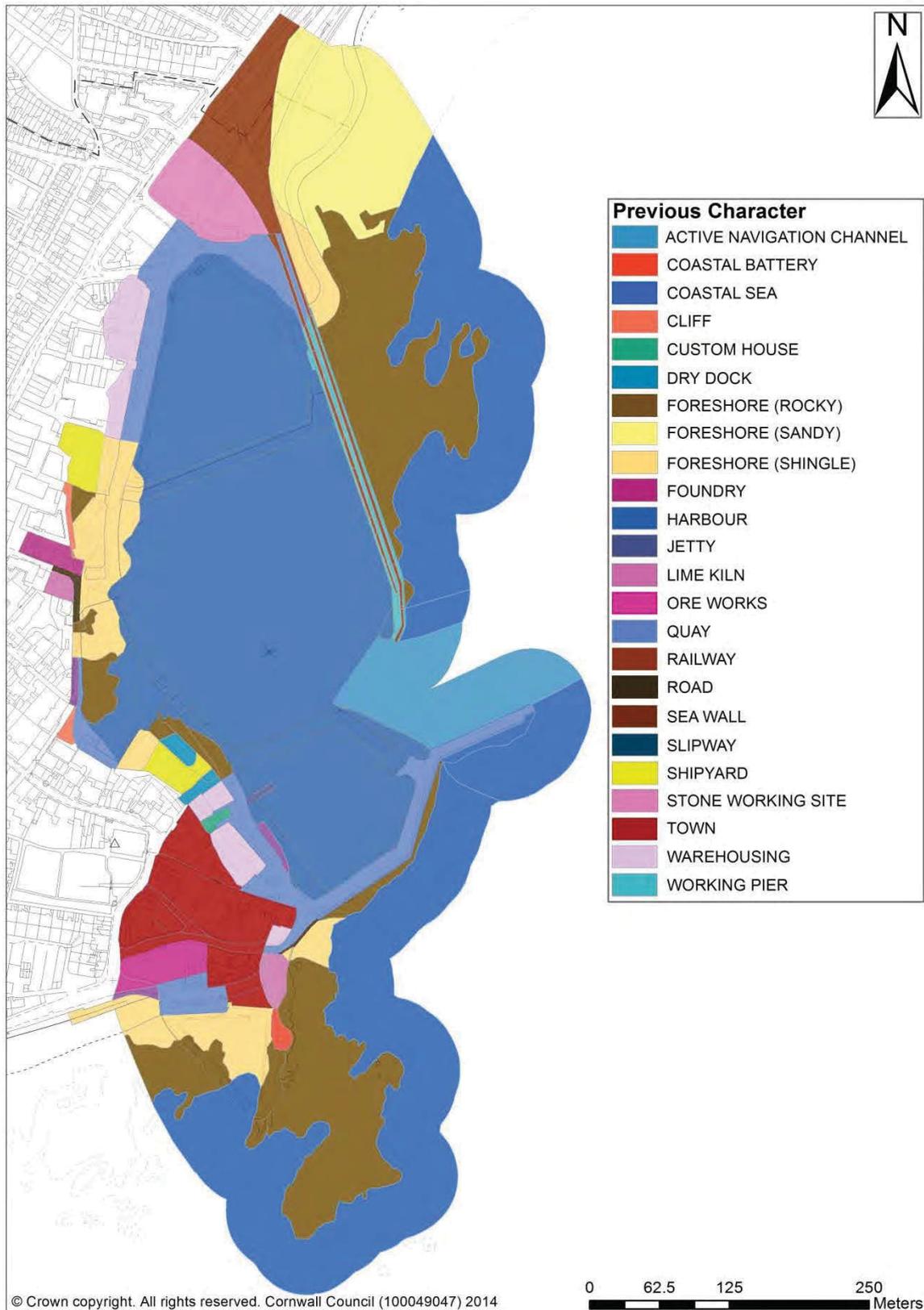


Fig 24 Late 19th century previous character map, based on the c1880 OS map.

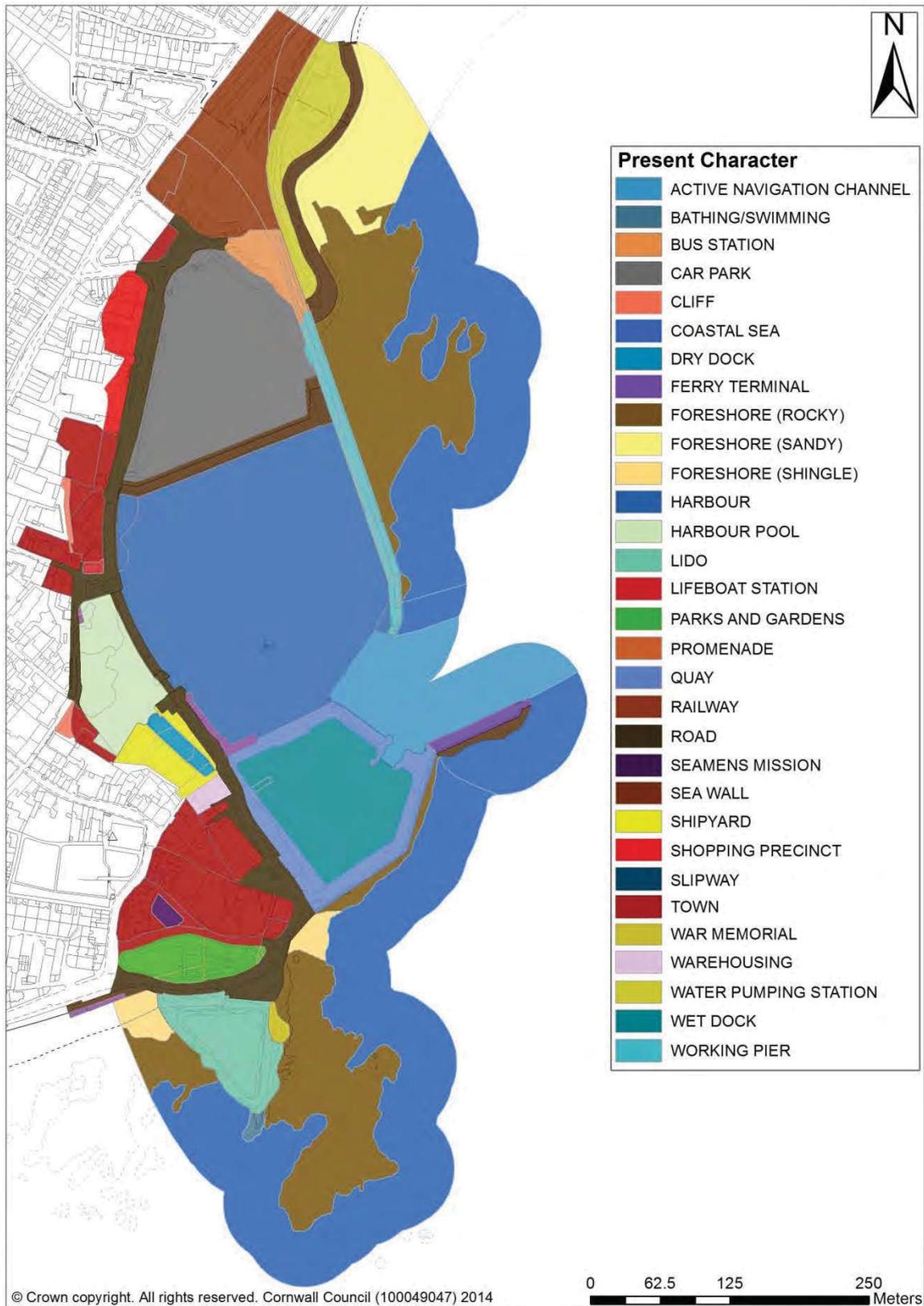


Fig 25 Present character map, based on OS digital mapping (2014).

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 1841 Tithe mapping and the c 1880's First and Second Edition Ordnance Survey mapping (mid to late 19th century character); c 1907 Second Edition Ordnance Survey mapping and 1946 RAF vertical photographs (early to mid-20th century character) with present character based on 2014 Ordnance Survey digital mapping. The characterisation mapping is shown at Sub-Type level, the lowest hierarchy of historic characterisation. These component parts or site types are discussed below within a broader context of characterisation aimed predominantly at 'Broad Type' level.

3.2.1 Late 18th to early 19th century character

The late 18th to early 19th century character of Penzance (Fig 23) captures the development of the port-related areas prior to any large-scale alteration of the early foreshore. The physical coastal landscape would have been the site of human activity and cultural adaption over millennia but this intervention is not always visible to the eye, although evidence of physical change may lie buried below the surface. The historic characterisation of these areas of Penzance during this time slice is therefore contextualised under the Broad Type Cultural Topography (Intertidal), Sub-Types 'Foreshore (Shingle)', 'Foreshore (Sandy)' and 'Foreshore (Rocky)'. The developing town along the backbone of the headland is outside of this study area but the base of the rocky headland retains the core of early settlement that formed part of the planned medieval town, characterised as Broad Type 'Settlement', Sub-Type 'Town'.

A single quay ran from the foot of the headland, rebuilt and extended by this point but not yet part of the wider port expansion of the later 19th century (Fig 23). The small harbour created by the quay's presence was simply part of a larger anchorage created by the sheltered bay, with a naturally-formed deep navigation channel between the outlying spits of rocky foreshore. These elements formed part of a cohesive port-related character, embodied within Historic Characterisation hierarchy Broad Type 'Water Transport' Character Types 'Port and Dock Installation' and 'Navigation Channel', Sub-Types 'Quay', 'Harbour', 'Anchorage' and 'Active Navigation Channel'.

To the south of the quay a section of defensive sea wall (Broad Type 'Flood and Erosion Defence') ran around the edge of a small sandy inlet between the quay and Battery Rocks. The coastal battery and its causeway (Broad Type 'Defence', Sub-Type 'Coastal Battery') occupied the western edge of Battery Rocks; at some point during the post medieval period a small shipyard (Broad Type 'Shipping Industry', Sub-Type 'Shipyards') may have stood on the foreshore to the west of the battery (Fig 23). At this point the foreshore and coastal margins to the southwest of the town were still a mix of sand and sand dunes (Broad Type 'Cultural Topography (Landward)', Sub-Type 'Dunes') backed by open fields (Broad Type 'Enclosed Land', Sub-Type 'Field').

3.2.2 Late 19th century character

By the late 19th century the character of Penzance harbour was changing radically, reflecting the massive expansion that was occurring as a result of the boom time in local trade and industry. The characterisation for this time slice reflects this expansion in progress. The northern end of the harbour had seen the build-up of the natural foreshore for the construction of Albert Pier and Wharf Road, characterised as Broad Type 'Water Transport', Sub-Types 'Working Pier', 'Quay' and 'Warehousing' (Fig 24). The mainline station and railway (Broad Type 'Transport', Sub-Type 'Railway') had been constructed, to include sidings and sheds along St Albert Pier. The original quayside on the south side of the harbour had been extended and rebuilt, with additional warehousing and a customs house occupying the built up ground on the former rocky foreshore and the small shingle beach in front of the Dolphin Inn. Two small dry docks lay to the north within a small shipyard. The majority of these components formed part of the broader port-related character (Broad Type 'Water Transport', Character Type 'Port and Dock Installation'), defined by Sub-Types 'Quay', 'Warehousing', 'Customs

House', Dry Dock'. The shipyard (Sub-Type) is characterised under Broad Type 'Shipping Industry, Character Type 'Marine Construction'.

In addition to the expanded port and dock facilities there was a distinct industrial character to sections of the town bordering the harbour and Wharf Road by the late 19th century. Industrial premises included lime kilns, ore works and foundries. A stone working site was sited to the southwest of the railway station. These individual industrial elements (Sub-Types) are collectively characterised under the Broad Type 'Processing Industry'. A small industrial core was particularly notable to the south of the harbour at Battery Rocks, where small-scale premises and yards had become established adjacent to Battens Wharf. A substantial ore works stood to the north of the quay and lime kilns occupied the built up ground adjacent to the former coastal battery, incorporating part of the former causeway. Interspersed with these small industrial premises were modest cottages and dwellings expanding out from the back plots of the former medieval town. This amalgamation of relatively poor housing and small-scale industry is collectively characterised as Broad Type 'Settlement', Sub-Type 'Town'.

3.2.3 Present character

The present character of Penzance reflects the development of the port and docks by the early 20th century and the subsequent changes to this during the later 20th century as a result of the diminishing role of the harbour and the growth of the town as a commercial centre and tourist attraction (Fig 25).

The continuing expansion of the harbour during the latter years of the 19th century and the first decades of the 20th century saw the construction of North Arm Pier, the extension of the quay and the creation of a wet dock. The extended quay subsequently became the terminal for the *Scillonian* passenger ferry link with the Isles of Scilly. The 19th century construction of the Ross Bridge created the tidal Abbey Basin. A small quay and the Abbey Warehouse were sited at the western edge of this (Fig 25). As before, these individual elements form part of the broader context of port-related character, captured by Broad Type 'Water Transport', Sub-Types 'Quay', 'Wet Dock', 'Ferry Terminal' and 'Harbour Pool'. By the early 20th century the two small dry docks were replaced by one larger dry dock (Broad Type 'Water Transport'), now amalgamated within an extended shipyard run by the Penzance Dry Dock Company *Broad Type 'Shipping Industry', Sub-Type 'Shipyard'.

The port facilities along Wharf Road and Albert Pier were eventually replaced by a through road along the harbour edge, the former warehousing now taken over by a shopping precinct and small-scale commercial premises and cafes or converted to residential use (Broad Types 'Commercial' and 'Settlement', Sub-Types 'Shopping Precinct' and 'Town'). This 20th century development finally incorporated any surviving sections of foreshore. The present day through road now incorporates part of the quaysides to the southwest of the harbour, effectively dividing the working harbour from the shipyard and warehouses to the southwest. Some of these, along with the former customs house and Trinity House Depot (subsequently the National Lifeboat Centre Museum), have also been converted as shops or restaurants or been adopted for residential use. The cohesive character of these areas is now predominantly urban in nature, characterised as Broad Type 'Settlement', Sub-Type 'Town'.

The northern end of Wharf Road had become a transport hub of a different kind by the latter part of the 20th century. The railway station was extended over the site of the former stone working yard and a bus station and visitor car park constructed on the northern end of Albert Pier, infilling part of the harbour as a result (Fig 25). Characterised as Broad Type 'Transport', these are distinguished as Sub-Types 'Railway', 'Bus Station' and 'Car Park'. Adjacent to the railway station a water pumping station (Broad Type 'Water Supply and Treatment', Sub-type 'Water Pumping Station') was constructed, contained by a substantial sea wall (Broad Type 'Flood and Erosion Defence, Character Type 'Sea Defence') to the east (Fig 25).

To the south of the harbour by Battery Rocks the change in character has distinctly moved away from industrial and towards the 20th century leisure market. The present

day character is predominantly recreational, with related elements (Sub-Types) characterised under Broad Type 'Recreation'. Redevelopment of the former ore works and adjacent yards and workshops has created St Anthony Gardens (Sub-Type 'Parks and Gardens'). The lime kilns to the north of the battery have disappeared beneath the remodelled road scheme that accesses the promenade and Western Green to the west. The base of the coastal battery survives but is now the site of a war memorial (Broad Type 'Commemorative', Sub-Type 'War Memorial'). Batten's Wharf and the shingle cove adjacent to Battery Rocks now form the site of a seaside lido, Jubilee Pool (Sub-Type 'Bathing/Swimming').

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

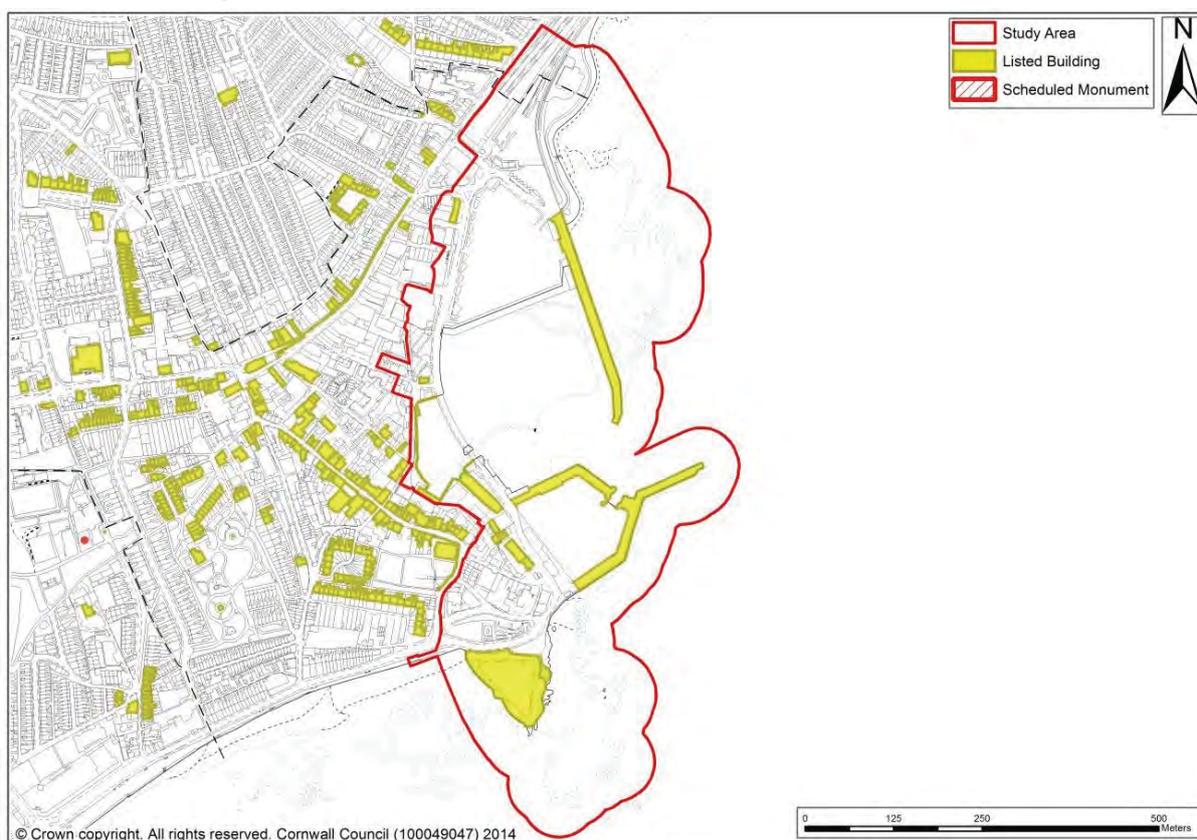


Fig 26 Listed buildings in the study area.

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

The study area contains the following Listed Buildings (Fig 26):

- South Pier (Grade II*);
- Albert Pier (Grade II);
- Old Lifeboat House (Grade II);
- Dry Dock at Penzance Shipyard (Grade II);
- Abbey Basin Quays and Slipway (Grade II);
- The Abbey Warehouse (Grade II);
- Custom House (Grade II);
- Trinity House Depot (Grade II);
- Battery and War Memorial (Grade II);
- Jubilee Pool (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.

Listed Building Heritage Partnership Agreements

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

Local Listed Building Consent Orders

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

Heritage at Risk

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

Penzance 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'.

Penzance Conservation Area was designated in 1969 and extended in 1976 (DC 0182). Penzance Conservation Area Character Appraisal and Management Proposals report was produced by Cornwall Council in 2010.

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).

Penzance Conservation Area is already covered by an Article 4 Direction. Further information on what additional restrictions apply can be obtained from the Local Planning Authority.

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 Penzance 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 within the study area.

4.2 Ownership

Penzance Harbour is now a local authority owned harbour managed by the Cornwall Council Harbours Board. It has a resident Harbour Master and a recently established Penzance Harbour Users Association.

Penzance Harbour currently offers commercial ship repairs from Penzance Dry Dock Ltd who operates a dry dock and marine engineering services from Penwith Marine Services. Mooring facilities provide 240 moorings for recreational resident's craft and up to 50 berths within the wet dock for visiting yachts. The port continues to handle modest fish landings but its main cargo consists of supplies and freight to and from the Isles of Scilly. It also provides the operational base for the *Scillonian III* passenger ferry, which operates between Cornwall and the Isles of Scilly.

4.3 Planning arrangements

4.3.1 The Marine Management Organisation (MMO)

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

4.3.2 The National Planning Policy Framework (NPPF)

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

4.3.3 Cornwall Local Plan

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

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

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

4.3.4 The Cornwall Maritime Strategy 2012–2030

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

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

4.3.5 Cornwall Devolution Deal

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

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

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

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

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

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

5 Forces for change

5.1 Development Pressures

Penzance Harbour has witnessed a significant decline in maritime trade since the later 20th century. It retains some commercial and freight services, largely due to its link to the Isles of Scilly, but much of its trade is now associated with maritime recreation and tourism.

The harbour area, to include Wharf Road and Albert Pier, has also been significantly affected by town development and planning decisions carried out through the latter years of the 20th century. This is particularly evident along Wharf Road and in the harbour core where the majority of the historic maritime buildings and warehouses are now converted to commercial or residential use. To some extent this reflects the growth of Penzance town as a popular tourist resort, the maritime edges of the town being progressively drawn into the commercial urban core and the harbour quays becoming the site of modern road and rail transport links and recreational provision.

The change in emphasis from a commercial harbour dealing in maritime-focussed trade to a leisure port appears set to continue for Penzance. The Penzance Harbour Users Association has recently identified concerns about the future of Penzance Harbour. They have established through community consultation that Penzance harbour is considered a major asset and a natural focus for new investment. This makes the port vulnerable to change but also opens up opportunities for future growth.

Recent plans for a substantial marina development at Penzance are currently shelved due to funding being withdrawn. The marina development would potentially increase the number of visiting boats and the level of visitor footfall in the town, raising the amount of potential revenue brought into the town through the tourist trade. Negative impacts would include a substantial development potentially out of keeping with the scale and character of maritime Penzance, the allocation of available funding away from other more sympathetic development projects and the potential legacy of an unsuitable 'white elephant' if the anticipated use of such a development is not fulfilled.

5.2 Isles of the Scilly transport links

The loss of the helicopter link to the Isles of Scilly has impacted on visitors to Penzance and Scilly but there is an opportunity for increasing the seagoing link currently provided by the *Scillonian III*. This would potentially bring a higher visitor footfall to the harbour and increase harbour revenue and income for neighbouring commercial premises such as the shops and cafes now lining the harbour areas. Associated with this are the potential impacts of dredging on palaeoenvironmental deposits, the medieval harbour and wreck sites — a programme of capital dredging works is currently being carried out to improve access to the harbour (Johns forthcoming).

5.3 Coastal erosion

The foreshore levels in front of the coastal defences at Penzance have fallen significantly in the time that these have been monitored (broadly since the 1960s). The construction of the sea defences over the years has aimed to reduce the impact of coastal flooding and storm impact but has also been partly influential in creating the current patterns of shoreline erosion and deposition, as has the historic construction of the harbour. The eroding foreshore and falling beach levels have no natural recharge from the protected shoreline and the weak tidal currents in this area mean there is low sediment transport potential. Conversely the impact of reducing foreshore levels in front of the coastal defences is creating an increased risk of their becoming undermined. This risk is exacerbated by the risk of overtopping waves as climate change brings greater risk of damaging storms and sea level rise (see below).

5.4 Climate change

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

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

'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)

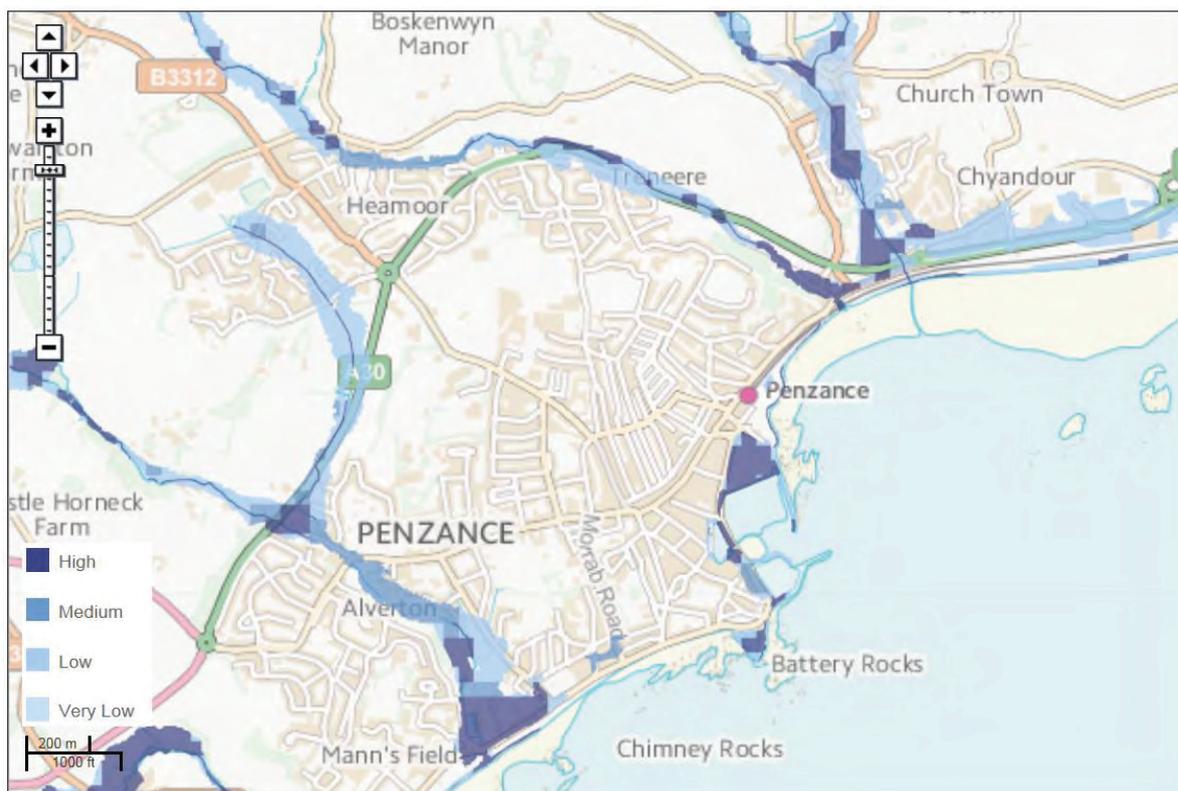
The predicted rise in sea level in the next century due to global warming could have a profound effect on areas of Cornwall's low-lying shoreline (although historic Penzance was hit by a Tsunami in 1755, with a rise of 8 feet in sea levels).

Recent storm damage during the winter of 2013-2014 has also demonstrated the vulnerability of historic harbour structures along Cornwall's coastline to the ferocity of storms, which are also likely to increase as a result of global warming. The South Pier and Jubilee Pool both suffered substantial storm damage during the winter of 2013-2014 and the Jubilee Pool will be closed for refurbishment for the summer of 2015.

'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)

The Cornwall and Isles of Scilly Shoreline Management Plan Stage 2 review currently recommends a hold the line policy for the shoreline at Penzance, which anticipates that in future years the area vulnerable to potential erosion and flooding will gradually push further inland. The natural topography of Penzance harbour, being built out onto naturally durable rocky outcrops, may be better protected than other areas of the adjacent coastline.

Penzance Harbour is currently covered by the Cornwall Maritime Strategy 2012-2030. As well as looking to protect the natural and historic maritime and environmental of the coastline of Cornwall and its communities, the objectives include *'protecting and developing the 'working harbour' role of Cornwall's estuaries, ports and harbours'* and *'to better connect Cornwall's coastal communities and destinations'* (pp 20-21). These are particularly pertinent to Penzance whose working harbour sustains Cornwall's links with the Isles of Scilly and whose growing leisure industry partly relies on expanding the current harbour facilities to promote use by visiting yachts and leisure craft.



© 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.

Fig 27 Risk of flooding from rivers and sea at Penzance (© Environment Agency copyright and database rights 2015. © Ordnance Survey Crown copyright. All rights reserved. Environment Agency, 100026380. Contains Royal Mail data © Royal Mail copyright and database right 2015).

The areas marked as 'High' on Figure 27 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 Penzance Harbour's port-related heritage.

6.1 Evidential

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

Elements of the 18th century quay (South Pier) survive and may preserve some of the older medieval and post medieval fabric of the earliest quays at Penzance. The 18th century coastal battery and its causeway also survive and several phases of the defensive sea wall (dating between the later 18th and early 20th centuries) are visible on the south side of South Pier. The 19th century Battens Wharf has been retained within the modern structure of Jubilee Pool. Many of the historic harbour buildings remain, although the majority of these are now converted to residential or commercial use. The present dry dock retains physical evidence for the earlier dry dock within its present

form. There is a section of surviving tramway and a turntable on the north side of Trinity House, although its link with the historic quayside is lost.

The topography of the historic shoreline is preserved in the current building line behind the harbour and along Promenade Road and Wharf Road. Many of the historic back lanes and slipways (e.g. Barbican Lane, New Street, Jennings Street and Abbey Street) that once accessed the foreshore are also well preserved. Some of the historic warehousing along Wharf Road survives, although now converted to commercial use. The harbour has lost some of its historic form and context through the construction of the car park and bus station but Albert Pier remains extant, complete with sections of the quayside railway lines and sheds. On both South Pier and Albert Pier there is much evidence of their historic form and associated quayside furniture; to include granite mooring bollards, warping posts, derricks and capstans. The phasing of harbour development can be discerned through the different structural forms of granite walling and quay surfacing.

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 coastal battery remains a visual reminder of the defensive role of Penzance during the Napoleonic Wars; the WWI war memorial that now stands upon it continues the link with military defence and remembrance of those who served locally.

The majority of the working components of the modern harbour continue to reflect its function by the later 19th century, when the harbour as it is seen today fully took shape; the wet and dry docks, adjacent boatsheds and warehousing, the Custom House, Lifeboat House and former Trinity House Depot, and the *Scillonian III* ferry, which perpetuates the link with the Isles of Scilly. Although many of the historic harbour buildings are now converted to a different commercial, and often non-maritime, use, their former nature and function are typically preserved in their built form and by the names of the businesses that now occupy them. Through the construction of the Wharf Road car park and the bus station, Albert Pier has become somewhat separated from the rest of the harbour complex and its maritime role, both historic and modern, is less evident, although visual elements of its original function and relationship with the railway to the northwest still survive within the fabric of the quay and quayside buildings. Likewise, the former warehouses on Wharf Road are largely lost to modern retail development, again severing the link between the northern end of the harbour and its older southern counterpart.

The modern character of the harbour area today remains distinct from that of the town on the higher ridgetop. Historically the harbour was always set apart from the town at the foot of the cliff, with much of the maritime trade and mercantile-related business run from the fine houses and business premises on Chapel Street. This distinction is still apparent in the street layout and building character of the two areas.

Penzance once played a key role in the pilchard industry that was widespread throughout Cornwall. Although the seine boats no longer draw their nets out on the Promenade Beach to dry there are still subtle reminders of the historic fishing capability of the harbour. The former Custom House that fronts the harbour is partly built on a former fish cellar. St Anthony Gardens preserves the conjectured name of the medieval fisherman's chapel that once stood to the west of Barbican Lane, the partial remains of which are documented to be incorporated within the garden walls. Fishing remains a small part of the modern working harbour but not on its once historic scale.

6.3 Aesthetic

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

Penzance harbour today is a bustling, vibrant centre of maritime and commercial activity, full of colour and sound. The working harbour and dry dock generate a natural energy and there is the continual movement of a variety of maritime craft, from pleasure boats to commercial shipping; particularly busy in-season. Whilst not wholly

aesthetic in itself the harbour is set against the steep backdrop of the town with its winding streets and historic buildings. Far ranging coastal and sea views can also be appreciated from many points around the harbour and its immediate environs, reinforcing the primacy of the sea in Penzance's historic development.

Parts of the harbour and its surroundings now strongly reflect the rise of tourism and recreational activity from the later 19th century onwards. St Anthony Gardens and Jubilee Pool provide both a striking visual and sensory aesthetic and the natural rock cut bathing pool on the southern end of Battery Rocks remains a popular bathing point to dedicated locals and visitors throughout the year. The local shops, cafes and restaurants that now occupy many of the historic harbour buildings provide a year round attraction and a natural hub of leisure-related activity. The variety of boats and shipping that now use the harbour facilities creates its own visual aesthetic, a vibrancy of movement, colour and sound.

6.4 Communal

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

Although Penzance harbour receives many visitors every year it retains a strong centric focus of local business and maritime purpose. It also sustains the link between Cornwall and the Isles of Scilly. The harbour and its maritime trade were the formative reason behind the development of the commercial town and the local community continues to benefit from the business generated by the harbour facilities and the small business potential created through the conversion of some of the historic harbour buildings. Local residents are also finding opportunity to settle in the area as more residential units become available. This historically functional area of Penzance now sees a more subtle blend of maritime working business and local residential and commercial activity. Today the 'local' community is a diverse mix of bohemian artists and thinkers, long-standing Cornish families and migrated out-of-county residents. Visitors to Penzance contribute a seasonal buzz of appreciation for the historic town and bustling waterside along with generating welcome seasonal income. Penzance remains primarily a working town and harbour, however, and that balance is to be respected and preserved.

7 Summary of recommendations

As reflected in the three characterisation time slices presented for Penzance, the port area has developed through time from a small fishing settlement by a natural anchorage and harbour in the lee of a narrow foreshore to a large-scale multi-purpose maritime port and trade centre, with more recently an increasing emphasis on leisure and recreation-based activities. The distinctive character of the harbour area today is therefore largely due to the symbiotic relationship between the site's natural topography, the changing demands of maritime trade and export over time and the 20th century growth in leisure and tourism. Much of the historic harbour area, particularly the northern end, now caters to modern commerce, a busy road and rail transport interchange and the provision of visitor car parking to the rest of Penzance. Key to the appreciation of the present harbour-side, however, is the survival of the historic quays and quay-side infrastructure and the historic buildings associated with these.

Cornwall Council is currently working on a Heritage Partnership Agreement (HPA) with the National Trust using Mullion Harbour as a pilot project with the idea of using it as model for HPAs for Cornwall Council owned ports and harbours, such as Penzance. The first stage of the HPA will be a Conservation Management Plan for the harbour. Penzance and its port-related heritage would also benefit from a similar HPA and an adequately-resourced Conservation Management Plan, informed by appropriate condition surveys and structural assessments. The Plan should include a vision for Penzance along with a set of management policies, taking into account what has gone before. These policies should be specific to the needs of Penzance and its port-related heritage and the people who value it and its current management issues.

A number of the historic harbour buildings and structures are Listed Buildings, and the whole falls within a Conservation Area. Although the re-use of the historic buildings sustains their preservation it is important that future development is sympathetic to the historic built fabric of the harbour area and that it endeavours to retain their historic character. Currently there is also some loss of coherence in the wider harbour area caused by the main thoroughfare which now cuts through the harbour along Wharf Road and the creation of the car park and bus station. The large-scale retail development in this area of the town over recent years has also exacerbated this to some degree. It is important that future development does not cause further separation of the historic harbour elements and that some thought is given to restoring their former relationship. The proposed marina development, although currently on hold, has received some contention and if it does eventually proceed there should be a review of its suitability, appropriateness and scale in respect of the existing historic harbour side.

In accordance with guidance issued by Historic England it is good practice to regularly review Conservation Area Appraisals to ensure they remain accurate and up to date. It was the intention to review and monitor the Penzance CA Appraisal with a formal review to take place within 5 years of its adoption by Cornwall Council, so it is recommended that the formal review should take place in 2016.

There has been only limited archaeological intervention or historic assessment of Penzance Harbour and to help better understand the area a proper digital survey of key historic components is recommended; this should include a measured topographical survey of the harbour area and its relationship to the ridgetop town as well as full buildings surveys of selected historic buildings and structures. New development within the harbour area and in the vicinity of Quay Street, Coinagehall Street and Barbican Lane should be accompanied by appropriate archaeological intervention as there is a strong likelihood for surviving below-ground remains to be associated with the earliest settlement and harbour development and/or the industrial premises that were a feature of the harbour peripheries by the 19th century. This area suffered as a result of the 1930's slum clearances, with substantial loss of historic built fabric. A large unsightly tarmacked area beside Jubilee Pool has replaced the former lime kilns and cottages in this area and some sympathetic landscaping here would be beneficial.

The potential for the survival of buried archaeological features and deposits should be considered if any ground disturbance or dredging is planned and appropriate provision should be made for assessment and recording.

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.

8 References

8.1 Primary sources

Ordnance Survey, c 1865. *25 Inch Map* First Edition (fiche copy at CAU)

Ordnance Survey, c 1907. *25 Inch Map* Second Edition (licensed digital copy at CAU)

Ordnance Survey, c 1914. *25 Inch Map* Second Edition (licensed digital copy at CAU)

Ordnance Survey, 2007. *Mastermap Digital Mapping*

Tithe Map and Apportionment, c 1841. *Parish of Penzance* (licensed digital copy at CAU)

8.2 Publications

Cahill, N, and Russell, S, 2003. *Cornwall and Scilly Urban Survey: Penzance*, Truro (Cornwall Archaeological Unit)

Cahill, N, 2015, *Pers Comm*

Carter, C, 1998. *The Port of Penzance*, Lydney (Black Dwarf Publications)

- Cornwall Archaeological Unit and the Cahill Partnership, 2000. *Penzance Harbour, Cornwall: Historic Character Assessment*, Truro (Cornwall Archaeological Unit)
- Cornwall Council, 2010. *Penzance Conservation Area Appraisal*, Truro (Cornwall Council)
- Cornwall Council, 2012. *A Future for Maritime Cornwall: The Cornwall Maritime Strategy 2012–2030*. Truro (Cornwall Council)
- Cornwall Council, 2013, *Maritime Section Responsibilities*. Truro (Cornwall Council)
- English Heritage 2008, *Conservation Principles, Policies and Guidance for the Sustainable Management of the Historic Environment*, English Heritage
- English Heritage, 2011. *Understanding Place: Conservation Area Designation, Appraisal and Management*, English Heritage
- English Heritage, 2012. *Good Practice Guide for Local Heritage Listing*, English Heritage
- Historic England, 2015a. *Setting up a Listed Building Heritage Partnership Agreement*, Historic England Advice Note 5
- Historic England, 2015b. *Drawing up a Local Listed Building Consent Order*, Historic England Advice Note 5
- Johns, C, forthcoming. *Penzance Harbour, Cornwall: Archaeological recording during capital dredging works 2014–5*, Truro (Cornwall Archaeological Unit)
- Lowe, J A, Howard, T P, Pardaens, A, Tinker, J, Holt, J, Wakelin, S, Milne, G, Leake, J, Wolf, J, Horsburgh, K, Reeder, T, Jenkins, G, Ridley, J, Dye, S, and Bradley, S, 2009. *UK Climate Projections science report: Marine and coastal projections*, Met Office Hadley Centre, Exeter
- Polsue, J, 1867–1873. *Lake's Parochial History of Cornwall*, WH, 1870. Vol. III
- Penwith Local History Group, undated. *In and Around Penzance during Napoleonic Times*.
- Pool, P A S, 1974. *The History of the Town and Borough of Penzance*, Penzance
- The Cahill Partnership, 2009. *Penzance Harbour, South Pier: Historic Building Analysis*. Penzance

8.3 Websites

- <http://www.heritagegateway.org.uk/gateway/> English Heritage's online database of Sites and Monuments Records, and Listed Buildings
- http://thesaurus.historicengland.org.uk/thesaurus.asp?thes_no=1 Historic England site type thesaurus
- <http://www.cornwall.gov.uk/environment-and-planning/conservation/conservation-areas/conservation-area-character-appraisals-and-management-plans/conservation-area-character-appraisals-west/>
- <http://www.ciscag.org/>
- <http://www.jubileepool.co.uk/>
- <http://www.penzance.co.uk/descrip/harbour.htm>
- <http://www.penzanceharbour.co.uk/home/>
- <http://www.penzancetowncouncil.co.uk/penzance-harbour.html>
- <http://www.cornwall-ifca.gov.uk/> Cornwall IFCA
- <https://www.gov.uk/government/organisations/environment-agency/> Environment Agency
- <http://www.ciscag.org/> Cornwall and Isles of Scilly Coastal Advisory Group (Shoreline Management Review)
- <http://ukclimateprojections.metoffice.gov.uk/21678>

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.

© 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.

Report author: Fiona Fleming
Produced for Historic England
by Cornwall Archaeological Unit, Fal Building,
County Hall, Truro, Cornwall, TR1 3AY
Tel: (01872) 322057
Email: cau@cornwall.gov.uk

