

Due to the curve of the harbour and railway area there is plenty of opportunity for views of the backdrop as described in the Landscape and Setting section, and there are views from the north across the sea of parked cars to ships masts and the bottom of the Barbican area. From the south end the views are more fragmented, with the backs of properties on Market Jew Street, the Wharfside development and railway station all lost in a melee of cars, signs and traffic signals.

The view of the Abbey Basin, although compromised by signs, some modern railings, poles and landscaping schemes, is one of the best known in Penzance, immortalised by Stanhope Forbes.

Ambience

Near to Wharfside and the bus & railway stations road traffic dominates, while at the southern end there is the added factor of this being a working harbour, usually bustling with workmen, cranes, forklift trucks, deliveries and boat movements.

While outside the new development at Wharfside pavements are wide, it is often an intimidating environment for pedestrians, who are confined along Wharf Road to a relatively narrow pavement.

Even around the Wharfside area where attempts have been made by local businesses to provide pleasant outdoor areas to eat, this is spoilt by constant traffic fumes.

On a quiet day, though, there is opportunity to enjoy the historic structures, buildings and boats of the working harbour and the rhythm created by the tide. In the season the inner harbour, always kept with water, is host to visiting tall ships, one of the major attractions of the area. The Abbey Basin presents a more secluded feel, with the now newly renovated Abbey Warehouse.

Transport Interchange

In the late 19th century, arriving by train, the visitor would be confronted by a large sweep of harbour and a line of wharves. Today, though, that has all been swept away and instead this area is dominated not by water but by a plethora of different hard surfaces, nearly all of them modern and alien, together with all the clutter of modern day street furniture, much of it extraneous.

The railway station is quite splendid – its crisp granite detailing, stacks and curving roof make it one of Penzance's major buildings in its own right. But more than this it is a critical gateway to the town and a symbol of the impact of the late Victorian age on Penzance's townscape. Its setting, though, has been compromised and it is hard to appreciate it in the whole. This also applies to its Chyandour Cliff elevation where it plays a key role in enclosing the bottom of the hill along the back of pavement – this can be hard to appreciate amid the signs, traffic lights and car fumes.

The Branwell's Mill complex also stands out as being of particular interest. It was in fact never a mill, but a granary, strategically located near to both railway and harbour side. This complex sets the scale for the buildings in this area – tall, four square warehouses in granite. They are a bit lost and difficult to access now that the roads are a one-way system, which has also further divorced them from their original context.

The 19th century converted warehouses are redolent of the area's former relationship with the harbour. The 1999 Wharfside retail and housing development for all its faults in terms of materials, detailing or lack of it, nevertheless is of a suitable scale and mass for the site. Its success in terms of the vitality of this part of the Conservation Area, providing links between the car park and Market Jew Street, should also be noted, as well as of the bottom of Market Jew Street, which was relatively rundown prior to Wharfside being opened.

Adjacent is the vacant gas holder site, currently awaiting a suitable proposal for redevelopment, which allows views of the backs of properties in Market Jew Street.

Tidal harbour

The sheltered housing scheme that adjoins the bottom of New Street is alien in design to the harbour area. The Lifeboat House (1884) stands strangely isolated from the sea on the " – it is wrongside of Wharf Road unclear what its use is at present, but it is a landmark building in this area.

Of interest all along the seaward side of Wharf Road is an array of original capstans, now half-buried in the tarmac.

The Abbey Basin has many moods, none more exciting than when an east wind is blowing and there is a full moon – this invariably results in water covering the old road on the inside of the basin. The newly refurbished Abbey Warehouse, is a landmark, not only of this sub-area, but of Penzance as a whole.

Abbey Slip, made famous by Stanhope Forbes, has been disappointingly treated – the surfacing is new and inappropriately detailed, the rails to the steps are utilitarian, and the poor quality of the bollard at the top is emphasised by the good ones at the bottom.

Ross Bridge, a modern update of the late 19th century original, narrows the road slightly here, acting as a natural traffic calming measure and affords views of the Abbey Basin and the tidal harbour. The bridge, on its huge granite supports, operates throughout the year and, when open, has the curious effect of cutting the working harbour off from the rest of the area.

Working harbour

The working harbour is characterised by bustle. During the week delivery lorries queue up to drop off goods for the freight ferry to the Isles of Scilly – everything from the weekly shop to new cars travels by boat. In addition, boat building takes place in the inner harbour and the dry dock, with cranes and forklift trucks often moving around within the harbour area and along the road. This is in addition to the activity created by visiting boats.

The key feature of the inner harbour is that the water is trapped by a sill so that it seems the tide never goes out. The inner face of the South Pier stands in deep water whatever the state of the tide.

An important element of both the tidal and working harbour sub-areas is the Dry Dock. This is an important historic structure but is also very much in use today – lined with granite, the discerning eye can depict the lines of the previous dry dock as well, which was at right angles to the present day. At surface level the green work sheds are also part of its character and can be seen for some distance.

There is a significant range of historic buildings surviving in this area, all with their own individual characteristics. The Trinity Lighthouse building and yard is not only a fine building but is also historically important as being the site from where the Wolf Rock Lighthouse was built – tram lines in the pavement are testament to the line the wagons took to the harbour side.

The Dolphin Inn, although it should be rendered, is nevertheless a strong presence on the corner where it has stood for at least two hundred years and probably more.

The scale is two storeys with a range of materials and textures, whether in the buildings or on the ground, and the roofscape is varied, made even more interesting by the steep change in levels to Quay Street beyond.

The Old Custom House gives an indication of the pre-19th century scale and is linked to its yard above by two flights of steps – one public (concrete) and one private (granite). The yard, used for parking for visitors taking the ferry to the Isles of Scilly, has potential for improvement and the pink paviments used to resurface the front clearly detract from both the conservation area and the listed building.

4.5.4 Harbour and railway issues

The transport interchange

2a - The transport interchange is dominated by signs, poles, junctions and crossings there is poor integration of facilities and uses as well as a general need to recognise the historic value of the built environment here, the settings of both Albert Street and the Branwells Mill complex are badly affected by the one way system.

The seating areas/use of the wide pavements around Wharfside are compromised by heavy traffic fumes and noise and the loss of the scenic harbour to the car park.

Harbour

2b - The north end of the harbour should never have been filled in, as this has not only at the very least submerged many historic features, it has also compromised the harbour itself and its relationship with the town.

The former gasholder site is at present vacant and awaiting a suitable development proposal

2c - Public access can be constrained in this area due to pavement width and heavy/working traffic

2d - Railings along Wharf Road/Ross Bridge are utilitarian and heavy-handed.

2e - There are some interesting double yellow lines across the top of Abbey Slip in New Street that are not only ugly but illiterate. Thick double yellow lines across the top of Abbey Slip

2f - Old Custom House: resurfacing to front is in alien pink pavements detracting from the setting of the listed building and the character of the conservation area.

2g - The Old Custom House Yard is an eyesore and it is hard to associate it with its historic function – there are all sorts of strange road markings and poor surfacing that could be quickly remedied to improve this interesting space.

CHARACTER AREA: THE HARBOUR AND RAILWAY



*Penzance station is the end of the line, the track separating the sea from the residential area to the east of town.
The modern white canopies of the bus station (below), are a local landmark in this area*





St Mary's Church dominates the skyline, here viewed from Wharfside. Wharf Road is a busy thoroughfare. A few trees attempt to soften the car park's impact



Abbey Warehouse, viewed across the Abbey Basin at high tide with St Mary's Church in the background is a famous view of the town



The Dolphin Inn has a strong presence on the corner facing the harbour. Replacing its lost render would improve its appearance



The Wharfside shopping development, seen here from the harbour carpark, even for all its design and material faults, is an appropriate scale for the site and has assisted in regenerating the lower part of Market Jew Street and better linking the town centre to the sea.

4.5.5 The Barbican

History and Topographical Development

This is the earliest part of Penzance – 'there may be surviving fragments of the medieval St Anthony's Chapel in St Anthony's Gardens but it is much changed from only a century ago and the townscape is in parts unrecognisable as having medieval origins.

In the 1930's slum clearance did away with tight grid of streets/courts on site of the present Jubilee Pool and in front of obelisk and the wharf, which was quite large. There were also buildings on the site of St Anthony's Gardens which were most probably connected with Batten's Wharf.

The present road is 20th century – previously the main route was via Green Street around the back of what are now St Anthony's Gardens and there were rows of houses on site of the present Yacht Inn (1930's).

There used to be a harbour office right on the corner adjacent to The Dolphin – presumably demolished when the road was put through in 1929, but it is worth mentioning as an indication of just how tight the townscape was historically and because of this there is huge archaeological potential across this sub-area.

In terms of topography, the Barbican now concentrates on the two nearly parallel streets of Coinagehall and Quay Streets with the church always prominent on the steeply rising ground beyond – the two streets run down to the Barbican buildings and are oriented towards two different character areas – the promenade on one side and the harbour on the other.

Landscape & Setting

This is the bottom of the ridge – the pens sans that runs up Chapel Street and down to end at Battery Rocks – as such it forms a barrier between the promenade and the harbour. The sea is a constant and yet ever changing setting - tidal movement is as important here as in the promenade and harbour areas in terms of impact on character.

The landward setting is the rising land behind – with mature trees and some prominent landmark buildings – e.g. St Mary's Church.

The wider landscape includes The Lizard in the distance and St Michael's Mount in the foreground as well as Gwavas Lake, Newlyn & Penlee Point and often the masts of boats in the harbour.

Views & Vistas

Views are predominantly of the sea as stated above; inland there are glimpses of the bottom of Chapel Street with St Mary's Church and the Penzance Arts Club building playing major roles.

From Green Street, the view of the church is particularly important between the Yacht and the Mission.

Ambience

The genteel atmosphere of St Anthony's Gardens contrasts with the tightness and textures of Barbican Lane redolent of a time when this part of town was purely a working area.

On a rough day the sea is a major factor and the wind can whip up here so that this is one of the most exposed parts of Penzance.

When the Scillonian is off-loading there is a bustle in this area with some pedestrian/traffic conflict.

The sounds are of the sea, traffic and the ubiquitous gulls. The Scillonian's horn is also a regular feature in the season.

General Character

There is a narrowing down of the street as it turns the corner around Jubilee Pool / St Anthony's Gardens this is accentuated by the raising in height of the sea wall opposite the Barbican buildings – the whole thing gives the sense of transition into a different character beyond.

Cars pervade, especially parked ones along Coinage Hall Street and at the junction at the bottom of Green Street.

Quay Street - The weighbridge and Scillonian office are a central feature, although presently in poor condition.

Looking up Quay Street the buildings step up and away with good rhythm – there is a feeling of colour and vibrancy with very much a harbour side feel.

The area adjacent to the Dock Inn remains bare and has an unfinished appearance other than for pub garden tables in the summer season.

There is an interesting mix of uses in Quay Street – from cottages, flats, garages, to the poorly designed Scillonian offices with their ramp and cars everywhere – this eclecticism is very much part of the character and marks out the street's context between the working harbour and the more well-to-do residences in Chapel Street – e.g. the wall to the rear of Lighthouse Centre is very important in streetscape (and steps at bottom).

Penzance Arts Club is a focal building at the top of Quay Street – its high wall and railings are as important when seen from this angle, and makes the Scillonian offices all the more inappropriate.

The granite pavement all up one side is in good shape and adds to the textural interest.

St Anthony's Gardens - St Anthony's Gardens date from the 1930's. This is a wonderful, semi-secluded area with odd bits of stone which might be historical – there is a bit of an air of mystery about the place, yet has formal planting and gravelled walks. The fountain looks odd there and has actually come from the forecourt of St John's Hall.

The car park appears to always have been intended as such; it sits behind a wall that binds it to the rest of the Gardens – as with other car parks in Penzance it suffers from poor surfacing and unattractive furniture.

Coinagehall Street - Adjacent Dock Inn Car Park: this is vacant and a critical development site – from the promenade side it is critical that any development here does not detract from the roofscape.

The former Vospers building is rendered, and has a horizontal emphasis; the parapet is heavier now than when originally designed and lifting the panelling may reveal windows again on the first floor to lighten its impact.

Further up there is a brief return to the flavour of cottages and industrial/warehouse buildings that must have characterised this area before the 1930's – very important for historical and archaeological reasons but also for the different textures and fabrics that permeate this area, especially as so much has been cleared away.

Under Chapel Yard - This street is dominated by walls, whether high e.g. to the church, or in decay, as at the rear of The Yacht Inn.

The modern development is neat but open where the townscape is all about high walls and enclosure and is in brick pavements and mean detailing.

The entrance to the Church is a lovely secluded corner with a granite arch and steps, the quality of which are compromised by the poor railings and gates.

Also there is a steep drop to the rear of the Yacht Inn – this is part of something different – Green Street. Cars are parked everywhere and detract from enjoyment of the textures and shapes in the streetscape. There is the problem of the older textures and walls being allowed to fall into disrepair and tattiness (rear Yacht Inn) – this wall is very big and of interest – probably the back/side wall to one of the cottages that formerly stood on this site.

Green Street - Green Street is short, on rising ground, with St Anthony's Gardens on one side and Coinagehall Street on the other – yet its width shows that this was once the main road linking the harbour to the road.

The Yacht Inn – apart from its plastic windows – makes a significant statement as a building from the 1930's to go with the Jubilee Pool. Once the site of 15-20 cottages, part of the slum clearances – hard to believe so many families could have lived in the space now taken up by one pub.

The Seaman's Mission (1908): its roof shape and cupola make it a focal building – it is visible for miles around. It is distinctive both in terms of materials and form with a vertical emphasis, and unusually for this area, in yellow brick with red brick dressings. The one thing that detracts is the small area used for seating - this has poorly detailed brick wall and concrete surfacing which are at odds with the quality of the building. Between the Yacht and the Mission St Mary's Church rises in a key view.

Barbican Lane - Surfacing material and design is critical to character along Barbican Lane – smooth granite with granite gutter and pavement to one side.

Most striking is the colour, the distinctive brown of Ludgvan granite. As well as the main surfacing, the granite pavement complete with glinter posts also survive.

It is very narrow and can be subject to clutter in the season from signs, tables and chairs, but these elements also give it life and need only sensible control.

An imposing and important feature is the wall on the north side which is full of interesting different types of stone and has evidence of old openings along it – the result is a wonderful mix of textures and insights to the history/archaeology of the place that cannot be repeated.

4.5.6 Barbican Issues

Concerns about future development

3a - There are opportunities for re-development in this area but in the past this has taken place in a piecemeal fashion without proper reference to the historic context.

Key development site in the heart of historic area.

Traffic

3b - There is a widespread problem of parked cars detracting from enjoyment of the historic environment. There is traffic/pedestrian conflict at the bottom of Quay Street and the bend around the Barbican due to speed of traffic.

Streetscape & landscape

3c - St Anthony's Gardens the car park is in need of resurfacing and tidying up (e.g. the ticket machine and telephone box are particularly unsuited to the historic environment), and possibly rethink area of soft landscaping on site of what used to be car park entrance, which is subject to erosion.

3d - St Anthony's Gardens: the fountain has been borrowed from St John's Hall see Issue 1a. There was until relatively recently water where there are now flowers.

3e - Jubilee Pool: the large tarmac area is unnecessarily ugly.

3f - Gates and railings to churchyard entrance are in galvanised steel and inappropriate to the setting of this archway through to the churchyard.

3g - Green Street: the seating area outside and adjacent to the Seamen's Mission detracts from the setting of the building and the Conservation Area.

Buildings

3h - The Vospers building is a potential development site and has a mixed impact on the Conservation Area.

3i - The Scillonian offices are an eyesore as are its ramp and car park.

CHARACTER AREA: THE BARBICAN



Quay Street retains its harbourside feel and retains some good granite paving. St Mary's Church dominates the street as it climbs up to meet Chapel Street.



The cupola on the Seaman's Mission overlooks St Anthony's Gardens, although the white former Vospers building tends to dominate this area. The Fountain would benefit from being returned to its original location outside St John's Hall with something appropriate to replace it



The Scillonian ferry terminates this view from Battery Road as the harbour meets the road



The smooth granite road surface is critical to the character of Barbican Lane

4.5.7 The Promenade

History and Topographical Development

The area around the Folly was originally beach-side squatter settlement separate to Penzance, but this changed to have walled pleasure gardens in the early 18th century, perhaps the first borough poorhouse (1768) and in the early-mid 19th century had lodging houses and public baths, a pipe manufactory and pottery. There is archaeological potential for all of these features.

The promenade and sea wall were built in 1843 on the underlying beach and sand dunes.

There used to be all sorts of structures on the Promenade of which there may be remains below the surface e.g. bandstand, Royal Baths Boarding House and Gibson's Studio, the Café Marina at Wherrytown end, even an indoor swimming pool. There may also be evidence of landing places, fish cellars, ropewalks and hay barns which are all recorded between the 16th to 19th centuries.

In 1911 the Pavilion was built and had a restaurant, theatre and ballroom. It used to have domes to the towers and railings to the front boundary.

The Jubilee Pool was opened in 1935 on the site of Batten's Wharf, a symbolic end to Penzance's role as solely a trading port and the recognition of its future as a tourist destination.

Landscape and Setting

A long sweep of land adjacent to the sea below the town and looking away from it out to sea

The state of the tide is an important part of the setting as at low tide there is a very different feel with all the rocks exposed.

Setting is the rising land behind – with mature trees and some prominent landmark buildings – e.g. St Mary's Church; also the wider landscape of The Lizard in the distance and St Michael's Mount in the foreground as well as Gwavas Lake, Newlyn & Penlee Point.

Key Views & Vistas

Views abound along the promenade which is one long unbroken sweep. St Michael's Mount is clearly visible as a landmark, whether from the beach or rising behind the war memorial, above and beyond the Jubilee Pool. Further afield, The Lizard and on a clear day the Goonhilly Earth Station satellite dishes, line the horizon. St Mary's Church sits on the skyline together with other key buildings such as the Market House. Sometimes the masts of tall ships in the harbour peep over the St Anthony's Gardens in the foreground.

To the west the long view is of Newlyn with its harbour and housing spread across the hillside, and out to Penlee Point, with Mousehole just tucked away around the corner.

To the north are Penlee Park and Morrab Gardens as well as some well-planted and salubrious residential streets. Trees are everywhere on the horizon, with plenty of opportunities for glimpses up little set pieces of secluded streets, giving the sense of an intimate world just off the promenade.

Ambience

Wild and windy or calm, there is always a close relationship with the sea's moods. The salty taste and smell of the sea pervades, whether as wild spray in January or even as the smell of seaweed at low tide on a summer's evening.

There is an appreciation of the space across Mount's Bay and with it a sense of place in awareness of distant landmarks Lizard, St Michael's Mount offset by the enclosure of town and trees to the other side of road.

This is a busy street, though, and cars can dominate, whether parked or cruising along, sometimes at speed.

For the pedestrian there is an element of uncertainty when on the pavement inside the flood wall because this area is well used by cyclists and skateboarders.

General

The Promenade surface is bad and in poor condition – also can be different colours whether on promenade or pavement.

The sea edge of the promenade is wonderfully chunky/great big blocks of granite and places where bits of old iron stick out – the robust underside to the genteel topside – except the genteel topside isn't as genteel as one might hope because the pink paving slabs are mostly cracked.

West end

The Beachfield Hotel, just outside the conservation area, is highly visible and well known landmark building. Its setting has been compromised by the treatment of the forecourt area which has lost its original railings.

The roundabout at the junction with Alexandra Road is dangerous due to poor visibility and traffic not slowing down adequately, particularly when approaching from the west. Further, a large road sign on the roundabout obscures everything when approaching the promenade from the west.

The monument that now stands at the entrance to the Rugby Club not far away used to be a central feature of the junction, just as the light column is now – the monument commemorates the opening of the nearby Alexandra Grounds. Its reinstatement could be part of a scheme to improve conditions for road users. Although enclosed behind tall railings, there is an open feel to Alexandra Grounds and lots of palm trees/semitropical planting.

Until 1911, events at Alexandra Grounds were held in a marquee put up every year – the Pavilion was then built, complete with distinctive domes to the towers – it had a restaurant, theatre and ballroom and was host to concerts. Now it is one of the most recognisable buildings in Penzance and still has restaurant but now has low key amusements on the ground floor and bowling to the rear, it has lost its domes though.

Folly/Queens Hotel

The width of the road, pavement and promenade start to enclose and narrow down after the Pavilion. The Folly is more disparate and organic in appearance, at a smaller scale than everything around it, reflecting its earlier origins.

There are some very good shopfronts along here attached to the Queen's Hotel (1861), the major landmark of the promenade. Originally it was two hotels (the right hand side was Mount's Bay Hotel) and this history can be read in the current elevation. The Queen's Hotel used to have a cupola and grand glazed entrance porch, but this interest has been replaced with bland picture windows across an ugly ground floor extension. Nevertheless, the building remains a focal point.

The pedestrian crossing rails outside the hotel are utilitarian in the extreme and detract from the character of the Conservation Area.

There are tantalising glimpses up to the mature trees in Penlee Park and the large houses.

East of Morrab Road

After Morrab Road there is a change of scale and use and a general narrowing down of road and esplanade area, mostly domestic scale granite cottages set back behind long lawned gardens, below the surface level of the road.

Marine Terrace: end stopped by two three storey buildings, both rendered with double height bays, which will run along terrace, which is nearly all granite, with good survival of stacks. Front boundaries are a mix of walls and fences, all bound together by a granite plinth, and there is photographic evidence of at least some railings. It is of interest that this terrace predates the Promenade and was built to front the open shoreline.

The Luggar: the render treatment serves to unify this disparate group of buildings but the overall effect is a brash one, the forecourt reduced by clutter, at odds with the street in use and scale. It is, though, a magnet for tourists in the season as it is one of the few places along the prom where they can sit outside, eat and drink, and see the sea.

The bottom of Queen Street is easily visible here and the Seafarer Restaurant is a little tatty with a poor rear extension, but other than this it is lovely glimpse of the road winding away up the hill, on the west side little cottages – on the east side the view is dominated by modern movement house with roof extension that towers over the cottages onto the Promenade.

South Terrace: more varied in finish than Marine Terrace and also slightly at an angle to the road with one exception (modern movement) there are no front dormers – tiny shallow roofs with continuation of two storey bay windows. They give the appearance of being a bit older than Marine Terrace, and seem always to have walls rather than railings. The very eastern one has a garden and high boundary wall that plays a strong role in the townscape and which has strangely positioned street furniture in front.

From here the streetscape begins to break down with more cottages, but then the fine Regent Terrace rises up behind. The setting is compromised by expanses of poorly defined tarmac (especially in front of the Stanley Hotel), and a plethora of advertisement and other signs. The impression is of an open, wide space, dominated by cars, with ungainly and inappropriate road line painting.

The Stanley Hotel is in good condition but has suffered a degradation of its historic character through the removal of its render and the installation of a large picture window and sign.

Regent Terrace: itself is an impressive terrace, most buildings used as guest houses/hotels, enhanced by good upkeep and the different colours of render. Good rhythm is created by the dormers, chimneys, sashes, porches and raised doors and steps. Gardens on the south side are used for parking but they have good gardens in front of the hotels as well to compensate and these are well enclosed and cared for. The buildings are high with steps and some good details and plenty of palm trees give it all a Riviera feel. This is accentuated by the backdrop of Morrab Gardens beyond and some of the bigger houses up there, adding to an air of opulence.

St Anthony's Terrace: back to small scale that turns the corner, back of pavement, part of something different leading up the Church (see Barbican area for more on this).

Jubilee Pool

Here the road bends around St Anthony's Gardens and there is the sense of change to something different which is reflected in the opening up again of the landscape – the gardens on one side and the pool and views out to the Mount on the other, and also glimpses of the harbour area.

Jubilee Pool – stunning shape and line outside and in. What is most noticeable is that you can look down on the whole thing and see its design/form in the ground – stunning in contrast in terms of colour and line compared to the darkness of the sea and the roughness of the rocks.

Then the backdrop breaks down in quality and character and modern flats intrude on historic character and then the gap site – critical to recognise that the mistakes of the past should not be repeated – roofscape is so important here.

The Battery Rocks are very important to the character of the area and are ever changing: at low tide their appearance is very different to high tide, and interestingly reveal that Penzance's base rock is not granite.

The War Memorial (1922) – although now a bit dwarfed by Jubilee Pool remains prominently sited, though deserves better in terms of railings.

4.5.8 Promenade Issues

Traffic

4a-Fast moving traffic dominates the pedestrian movement, sometimes dangerously, with particular concern at the Alexandra Road roundabout.

Signs and other clutter are a problem e.g a large road sign on the roundabout obscures everything when approaching the Promenade from the west.

There is uncertainty among visitors over which side of the flood wall is the cycle lane, which can lead to some conflict.

The pedestrian crossing rails outside the Queen's Hotel are standard utilitarian models that fail to match the quality of the area.

Streetscape and landscape

4b - The Promenade's surface is in a poor condition with cracked pink paving slabs.

4c - The original centrepiece to the Alexandra Road junction, a water fountain to commemorate the opening of Alexandra Grounds in 1903, is currently located at the entrance to Penzance Rugby Club.

4d - There are missing railings all along the Promenade, not least in front of the Pavilion and the walls and terraces outside Alexandra Gardens, which have been left with an unfinished feel.

4e - The Stanley Hotel area: the streetscape has broken down here, and there are several different colours of tarmac.

4f - Regent Terrace: the former large gardens on south side have been given over to car parking with accompanying wholesale loss of boundaries - Jubilee Pool & War Memorial - awful railings that should be replaced as a matter of urgency.

Buildings

4g - The Pavilion has lost some of its character and detail.

4h - The Luggar: the forecourt area is large, badly surfaced and ill-defined

4i - The Stanley Hotel has had its character compromised by stripping of render on front elevation and it has a poor sign and picture window to the promenade side.

CHARACTER AREA: THE PROMENADE



The wide promenade is somewhat detached from the town, shown here looking towards Newlyn. The expanse of pink and grey paving was a poor choice in surface treatment.



Parking dominates the front of the amusement arcade building, its lost its towers but still remains a local landmark, facing out to sea



At the end of the Promenade the Jubilee Pool is an important 20th century addition to the town, and a fine example of a lido



Regent Terrace, large Georgian properties used mainly as guest houses occupy an enviable position just off the Promenade

4.5.9 Lescudjack and the 'Battlefields'

History and Topographical Development

This area was originally large houses with extensive grounds which were then developed on in the 19th century – this has informed the pattern of development.

Development was not straightforwardly from the town centre outwards – rather it was developed piecemeal with the result that there evolved a townscape of different styles from Regency stucco in Rosevean Road to granite rows in High Street.

There was also little respect paid to natural contours – instead there are plenty of sharp and unexpected turns in the roads, and strange angles.

Taroveor Road/Mount Street is the only through route, which is perhaps why it became the focus for so many commercial and institutional buildings.

There is a remarkable concentration of churches and chapels across this relatively small area and these can be glimpsed from one to another like a chain of beacons rising out of the housing, each different in style.

Landscape and Setting

The whole area is on rising ground culminating with the large villas below Lescudjack Hillfort with their distinctive pine trees on the horizon to the east.

The countryside to the north is part of the setting with large trees and fields beyond the by-pass which is strangely invisible from Lescudjack.

The town centre is the setting for the lower part of the area – in particular the Market House Dome and the Church can also be glimpsed.

In the eastern part of the area the sea is highly visible and you can see wide sweeps of the bay and, higher up, the harbour and ship movements that you don't see on the prom side, such as large boats coming into the dry dock.

Key Views & Vistas

Views and glimpses abound of the sea throughout the area, while to the north the countryside rises up.

Internal" views of the churches and rows of rooftops and chimneys are also widespread – the roofscape takes on a special significance in this respect.

The Market Dome and St Mary's Church are two of the buildings that stand out in the town, a further reminder of the area's context and proximity to the centre.

Ambience

In places it is very calm and peaceful but this is predominantly a hard townscape and there is no escaping the town environment – sometimes there is no greenery at all and you could be in any industrial town in England – the context is lost. But mostly there is a clear relationship between this area and the town centre and its location by the sea.

It can be very quiet in the western part during the day here as this is a huge residential area and you can hardly hear traffic noise.

This does not apply, though, to the rat run of Taroveor Road/Mount Street where traffic moves too fast, nor at the bottom of Penrose Street et al where Chyandour Cliff is dominated by traffic.

Also the sound of the traffic on the main approach is clearly audible from e.g. Alma Terrace/Albert Terrace.

General

This is a large area of Penzance dedicated primarily to 19th century housing in mostly terraces and rows across the hillside above the commercial core and extending right up to the ancient hillfort and looking over to the countryside beyond.

Lescudjack Hillfort - Outside the conservation area, but crucial to its setting, the hillfort sits at the very top of the hill in good old fashioned strategic position – it is largely overgrown on one side, albeit with well worn dog walking paths, and in allotments on the other, perhaps reflecting a split ownership – but the bank is clearly visible and there is great archaeological potential.

Nestling beneath the hillfort and probably actually on its outer defences are the two large early 20th century villas that dominate the skyline of this part of Penzance also outside the Conservation Area – they are at the end of a rough track and feel quite remote, but can be seen for miles around – equally important are the pine trees that are in their grounds for the same reason – they are in some ways related to those at the top of Paul Hill in establishing a sense of place.

This is traditionally an area of large houses in own grounds – e.g. Rosevean House, Medrose House, but Penare Court is outside the conservation area even though a part of this pattern and surviving; the front is very good and set behind old walls and with mature trees.

Penare Road is a good example of several of the streets in the area that share common/similar characteristics (e.g. Barwis Hill, Lescudjack Road, Thornberry Terrace, Lannoweth Road, Penare Terrace) quite a wide street, planted with hedges/semi-tropical planting in front gardens that make it feel even more spacious. Most striking is the rhythm created by the way that the buildings step down the hillside and all have identical chimneys, small dormers and hipped two storey canted bays – a feature common throughout the area – The whole thing has a light and airy feel, with good views of the sea and glimpses through to the town beyond – especially the Market House. Features of special note: survival of some original railings in front of and dividing properties; corner properties have extra detailing to mark them out.

Views may be of the sea or across the houses to the town, St Mary's Church or the block of flats at St Clares – also allows vistas some with good punctuation – e.g. down Barwis Hill or bad (along Penare Terrace to a modern garage that is out of scale).

The backs of these streets form long and at times complex arrangements of lanes and alleys – most share the following characteristics: high granite walls, slate roofs on rear extensions (especially on falling ground where rhythm becomes pronounced), chimneys and outbuildings. It is very important to recognise permeability by pedestrians as a characteristic of the area.

Some breakdown of boundaries to accommodate car parking but overall not too bad really because of a lack of opportunity – Lescudjack Terrace has parking area for whole terrace which could be improved, especially as on a junction so highly visible face on.

Lescudjack Terrace (early 20th century) worthy of special mention as raised up with the houses set back – they are tall with huge bays to maximise views over the smaller houses in front of them.

Thornberry Terrace has the double height bays on the rear to take advantage of the views. To the front, then, are deep light wells to accommodate the fall in ground level – every inch is used and there is still planting to the front. Further down the hill the terraces give way to large detached villas, all the same date still, and set amid mature planting. Mount Prospect Hotel is one of them – some loss of quality to grounds for car parking but mostly compensated for by huge privet hedge and mature palm trees.

The Coastguard Cottages form a separate group across the road and are by and large earlier than the detached villas – in well detailed and distinctive late Gothic style – setting now partially compromised by redevelopment in front – especially appalling treatment to car parking area in alien materials. But railings/gateway/steps and footpath survive onto Chyandour Cliff – very important for historical context and texture.

Lannoweth Road is as Penare Road with the additional interest of stable block paving which is probably contemporary with the houses – also one house at bottom end has delightful lantern dormer to take advantage of sea views; at the top there is a statement building with balustraded balconies to the upper floor, this makes a good endstop to the street. Also important are the railings that turn the corner into Lescudjack Road – at this point there is an awareness of looking down on the backs of an older area – the feeling of an edge here.

Lescudjack Road is as above but the bottom half is very different with hedges and smaller cottages – see St John's Church area for this.

Chyandour Cliff -Lannoweth Terrace adjacent to new development is plain but comparatively wonderful – two storey canted bays/small dormers/chimneys with pots, all on raised gardens behind railings and interesting gates – greatly undervalued in the noise and dirt of Chyandour Cliff.

St John's Church area - The Church is set down a leafy lane – trees are part of the character here – one might almost not realise the urban setting in places – the church itself is a low key granite affair but it is highly visible around the Conservation Area and is also important for the community as patron saint of Penzance. Next door is the Old Vicarage, also set among trees – both buildings look too big to be in such small grounds but the whole thing is very intimate and well defined by walls and substantial planting. The church's parking area is well enclosed with a matching granite wall although just a tarmac surface which rather lets it down.

Trewartha Terrace – is patterned stucco – all listed. What were once railings on a granite plinth is now thick and lush hedging which contributes significantly to the green feel of this part of Penzance. With no pavement the rural lane effect is complete, although towards the bottom of the lane the railway station's roof can be clearly seen, as well as the sea, and the sense grows of this being a quiet retreat in the heart of the town.

The allotments to the south-west of the church form a secret enclave and although used are quite overgrown and very well screened from passers-by.

Penrose Terrace is awash with listed buildings – rendered, polite, hipped shallow slate roofs and tall stacks, 12 pane sashes, set back in well-screened and mature gardens. Trees are important here as are the views of St Michael's Mount. The back lane is a wonderful array of one and two storey outbuildings on its west side, evidently the coach houses and servants' quarters to these large pretentious houses. The one bad bit is the setting to the Cliff Hotel at the bottom, which has been badly extended and had its grounds destroyed for parking.

Lescudjack Road bottom end is of a mixed character with some interesting old commercial buildings; these are in contrast with the fine finish of Penrose Terrace and speak of the tradesmen also working in this area – they add interesting texture to the townscape here, also they are hard up to the back of the road. There is no pavement here but rather a windy lane – perhaps a sign that it is part of something relating the old countryside before the fields were developed – one of the best things about Penzance is how this history permeates the streetscape. At junction with Mount Street there is a good water fountain in the wall, dated 1827.

Leskinnick Terrace is reminiscent of the houses in Regent Square – lovely terrace of two storey houses, which should all be rendered but some have had it removed – good brick stacks, some with interesting porch details. All set behind walls and mature front gardens – there is a secluded feel to the road which has a pavement on one side only – the allotments are opposite – and it has a curve as it goes up the hill that hides the fact that the cottages further up are not so exciting – a much plainer but no less interesting terrace which is such a contrast, having evidently been built on a tighter budget – with the allotment and mature planning opposite, though, the feeling remains green and airy. Cars have problems here, it is so tight. At the top there are views down to the Battlefields and the Catholic Church – this is a dense tightly packed urban landscape of granite terraces, stepping down and along hills, a mass of slate roofs and the church rising up out of it.

One of the hidden and much neglected treasures in Penzance can be reached through a covered alley – the Jewish Burial Ground.

At the bottom of Barwis Hill is Medrose House – one of the large houses still surviving in this area although the grounds have been built on in part – obviously earlier than the rest of the area, different orientation, set much lower and with granite wall playing its part in defining the boundary of the house and the street.

Rosevean Terrace has a secluded feel and stands in the grounds of Rosevean House, now a vet. The terrace is down an unsurfaced lane and screened by trees, overlooking the recreation ground – early 20 th century granite with small front gardens.

The Battlefields - Central wedge of tight rows and terraces relating to old field patterns – can result in sometimes bizarre angles in the streets and the buildings themselves.

Upper part – (St Francis Street et al) short streets of tightly packed plain but sturdy and well-detailed granite housing (two storeys with attic space), all with tiny back yards and back lanes – this is a gritty townscape with no softness and exacerbated by narrowness of streets and proliferation of cars – parked anywhere and everywhere there is opportunity. The old shops at the end of the short rows in St Mary's Street have gone although the shop fronts survive in places – a good reminder and record of the once thriving self-contained community that was here.

Lower part – (St Phillip Street et al) - these streets are almost at right angles to the upper ones and it is clear that they are contained within the old field boundaries – this has created some amazing angles. The streets run across a dip in the landscape so that vistas are long, in contrast to e.g. Belgravia Street where they go over a rise in the ground and the views are truncated. While mostly consisting of rows of housing as in the upper Battlefields area, there is also a range of two storey workshop buildings in St Phillip's Street worthy of note, and which give interesting detail and texture.

St Mary's Street, which acts as spinal route into town from this area, is home to the old Victorian school as well as the more modern and not so well-detailed St Mary's Haven in the grounds of the old convent this interesting group of buildings, which has links to Medrose House beyond, has a chapel, dormitory and large villa, all probably earlier than and consequently at different angles to the later street grid. Otherwise the street has one or two specialist shops (taxi & jewellery shop). On the west side, the houses are a bit grander with front gardens reminiscent of Barwis Hill et al but the houses are essentially two storey and granite-faced.

At the opposite end of the rows St Michael's Street sweeps up the hill and is much more of a hotchpotch of ages and designs: e.g. the late 19th/early 20th century rock-faced granite finished terrace with the two storey square bays at the top. Rock-facing is otherwise mostly confined to the end buildings of the rows on the elevation facing either St Mary's Street or St. Michaels Street – otherwise the streets are characterised by simple square faced lintels.

St Michael's Street terminates at the old school, now sensitively converted into flats and forming a focal building in this area. It is also at the head of one of the critical back alleys that run up from the railway station and which forms part of a network that links this part of the hill to the older area of Mount Street to the west and Leskinnick Terrace to the east (and the Jewish Burial Ground). With the steeply falling ground views across the backs of houses to the sea are part of the character.

Mount Street/Penwith Street - This part of the Conservation Area relates to the station and the bottom end of Market Jew Street more than it does to the residential properties in the rest of the Lescudjack and Battlefields area. This is an older pattern – Mount Street is early 19th century in character e.g. the Peruvian Arms is rendered and there is granite paving outside its entrances. The roof of the railway station is a distinctive landmark at the bottom of the street and St Michael's Mount is clearly visible as if floating above it. Also of note is the grand workshop entrance with office adjacent in a projecting oriel, again with a distinctive area of granite paving.

The houses in Penwith Street and Adelaide Street should be roughcast rendered but this has unfortunately been hacked off in many cases, revealing the rubble stone beneath, which is clearly not intended to be viewed – otherwise these are simple two storey rows with slate roofs and single attic dormers as common in this area. At the junction of these two roads with Taroveor Road is a focal point fish & chip shop – this has potential for improvement.

The Council's Direct Labour Organisation site on the site of two rows of houses, probably demolished in slum clearances – possibly now a development site, it is generally tatty and run down in appearance.

Between Mount Street and Adelaide Street and bounded by the depot to the north, Cross Street is an interesting mix of styles and textures: a potential redevelopment site where the gym is – presumably an old depot building – as there has been some loss of boundary definition here and line to back of pavement opportunity for cottage. At the corner with Mount Street the disused chapel (now antique/bric-a-brac shop) is very good but in places needs some attention, with the small Sunday School building to the side charming in its scale.

Taroveor Road - Taroveor Road is the main through route in this area, particularly for local people, and its character is diverse, as it passes through and links together different character sub-areas.

At the top of Penwith Street Taroveor Road turns a sharp corner heralding a change in character marked by the pair of large villas set back in their own mature grounds with a granite wall topped by a hedge. This scale is echoed by the adjacent Belle Vue Terrace which is three storey and rendered all set behind a high wall with a semi-private footpath, the terrace only let down by arguably its most important constituent – No.1 which also addresses Taroveor Road.

Opposite this interesting group is an equally impressive set piece of shopfronts, all appearing to lack a use at the present time, but which are unusual in having a transom light carrying over a recessed set of paired doors – these are distinctive in the townscape, although one has been significantly altered the transom has survived.

Albert Terrace and Alma Terrace are both distinctive two and three storey rendered terraces, both separated from their front gardens by roads and both with amazing views across the rooftops to the east, the railway station and Mount's Bay – while both have a sense of quiet seclusion this is particularly true of Albert Terrace which is a cul-de-sac. This is where 19th century developers have taken full advantage of the topography. There is a surprising amount of greenery here, including mature palm trees and plenty of fruit trees, perhaps survivors of when this area was laid to orchards, as so much of the Penzance area was prior to development.

Rosevean Road is older than many of the streets around it as it was the original route to Rosevean House. This accounts for its narrowness compared with St James Street to its south and of which, at first glance, it

appears to be a continuation. It was intended to have villas along its length and there are some survivors from this early period, albeit in some cases stripped of their render and poorly altered. Otherwise this is a street of mixed terraces, all with differing levels of pretension - Medrose Terrace is grander with stucco front elevations and front steps - with the landmark Catholic Church located half way along. It also has, at its southern end, one warehouse type building which is of particular interest because it is in brick – most unusual in an otherwise granite/render dominated sub-area.

The townscape here is small scale and intimate with back lanes revealing small yards enclosed with high granite walls, while to the front, there is room for parking on one side only or, in some cases, not at all.

To the west lies Caldwell Road, a long two storey granite row of two storey paired half houses, distinctive for their regular cut stonework, high doorways and tall windows. There are framed views of the school at one end and trees at the other. The back lane separates Caldwell Road from Tolver Road, and here there is a distinct difference both in the levels and the social classes for which the houses were originally built, with the backs of the houses in Tolver Road towering over the cottages and outbuildings to Caldwell Road.

High Street, St James Street and Belgravia Street, to the south of Taroveor Road, are three similar wide streets of granite rows straddling the rising ground immediately adjacent to the town centre. From Taroveor Road it is not possible to see the ends so that the town is completely obscured from this point – it is not until one has reached the ‘summit’ that the view unfolds and the Market House dome rises up, dramatically. In the case of St James Street it is St Mary’s Church that becomes the focal point, although this is spoilt by the inappropriate extension to Barclays Bank on Bread Street. While sharing common characteristics of being wide streets with rows of granite houses, all with slate roofs, and mostly of the same scale, the piecemeal way in which these streets were developed is evident in the different details on the houses – e.g. some have tripartite sashes, some small front gardens, original railings and steps, others covered entrances to rear lanes with original granite cobbles – all these details are essential to the character of each street and to the group as a whole.

Between High Street and Belgravia Street there is a large area now used as garage court, but which was once the site of a brewery – this has a lot of potential for improvement.

The bottom of these streets give way to an array of interesting warehouse type buildings associated with others in Bread Street, or premises in Causewayhead.

In Taroveor Road there is a small group of Victorian institutional buildings – the chapel (at the top of High Street), the old school and the Rechabite Hall. The latter is disused and starting to fall into disrepair, yet is one of the key buildings in this part of the Conservation Area, due to its size, design and location.

Conversely, Taroveor Terrace is like a well-kept secret, the mid-19th century cottages tucked away in a secluded cul-de-sac, some with room for small private walled gardens. Parking here appears to be self-regulating and the informal nature of the terrace is an important part of its character.

Coombe Road to St Clare’s - This part of the Conservation Area was not developed until the early 20th century and had greater pretensions – this is reflected in the houses in e.g. Pendarves Road where Pendarves House is a key feature in the townscape with wonderful patterned tiled gables and stain glass early 20th century detailing echoed elsewhere in the road. Opposite is Pendarves Villa with its distinctive painted side veranda. Pendarves Road itself also has doorways set in deep open tiled halls – a feature of note adding to colour and texture of this area.

Rosevean House now accessed from Coombe Road but used to have entrance gates at bottom of Barwis Hill, but this has now been built on with ungainly modern detached housing. The house itself is a delight – early 19th century, render with hipped slate roof, central brick stack and partly glazed veranda to south elevation. The grounds were probably terraced gardens once and, although largely given over to car parking, there are plenty of mature trees and grass banks to compensate and effectively screen the house

from Coombe Road altogether – giving a flavour of the how the area might have looked before the extensive housing area was developed. Trees here are very important to setting of this part of the Conservation Area.

Richmond Church sits modestly here, an unassuming late Victorian church with a plain lawned yard, the only jarring features being its galvanised railings. The Arts and Crafts Hall behind is worth a mention yet seems to be poorly maintained.

Tolver Place as per Penare Road et al – front gardens really strike a contrast with the continuation in Tolver Road, which does not have quite so much room.

Once the grounds of the formerly grand Richmond House and Richmond Villa the rows that lie between Tolver Place and St Clare Street are laid out in as tight a grid as those in the Battlefields, effectively separating the two houses, that still survive, from their original relationship and context. Also not helped by the modern house in grounds of Richmond House with its poor detailing and forecourt treatment – still lots of trees though. To the west of these tight two storey rows there were formerly many more houses but these have been replaced by blocks of flats.

The back lane to Tolver Road is one of most important pedestrian routes in Penzance linking town to housing and Humphry Davy School – lined by granite walls – but could do with some more trees.

St Clare Street - This is one of the gateway routes into Penzance and starts outside the Conservation Area as leafy and spacious with the cemetery and cricket ground on one side and Council Offices at St Clare's House on the other.

There is an abrupt change of scale to the inter-war row that curves around to face the flats and address the corner – dwarfed by the flats and by the treatment to the roundabout – the result is an ungainly space and little townscape.

In the Conservation Area on the south-west side are remains of old terraces many with evidence of former shopfronts – all two storey and rendered.

Windsor Terrace is tucked away behind the row, a surprising find of an intimate and secluded area so near to the noisy St Clare Street, consisting of very simple two storey granite/some painted cottages, no pavements but granite setts, mews and alleys, lots of texture and materials.

Distinctive buildings in this area - the red brick Hanwarr's shop building and also the rendered Fountain Tavern, which is a focal point, relating to the previous street pattern. Adjacent is Bullock Market Terrace, an incredibly secluded enclave of two storey cottages with workshops/mews behind, well screened by a high hedge and the wall to the cattle market but setting marred by deeply unattractive car park/garage area and the overbearing block of flats.

4.5.10 Lescudjack and Battlefields Issues

Future Development

5a - In the past new buildings have been erected in focal points or along the skyline with deleterious effects.
5b - The Council's Direct Labour Organisation site and the adjacent gym building on Cross Street appear to be quite rundown.

Streetscape

5c - Parking areas that would benefit from improvements:

Lescudjack Terrace – this is an important junction

St John's Church – parking area has great potential for something special

Penrose Terrace – Cliff Hotel parking area; poor garage design and siting

Rear of Bullock Market Terrace

Fish & chip shop at the top of Penwith Street has opportunity for enhancement to forecourt area

Buildings

5d - There has been significant loss of shopfronts to residential use especially in St Mary's Road and Taroveor Road where the buildings have also become rundown as a result of the change of use

5e - Belle Vue Terrace – the end property is in a very poor condition

5f - The Rechabite Chapel is disused and in a poor state of repair.

CHARACTER AREA: LESCUDJACK AND THE 'BATTLEFIELDS'



Unified tightly knit 19th century terraces in this part in the conservation area are typical, with strong architectural detailing, as in this example (Tolver Road). In this area street parking narrows otherwise wide streets.



These properties were constructed for the working classes, simple houses, that have now suffered from some inappropriate changes, e.g. replacement windows. Note also the parked cars, and proliferation of wheelie bins. This view along High Street affords a glimpse of the Market House dome.



The remains of an old water fountain survive at the bottom of Mount Street, now protected by listing, features such as these add interest to the street scene and are important references to the past



Another example of the regular terraced streets found in this part of the conservation area, gradually climbing up away from the sea The paving adds texture and is probably original.

4.5.11 Alverton and Morrab

History and Topographical Development

This is the genteel part of Penzance, characterised by leafy roads and parks, lined with large and elegant residences.

In the early 19th century, the growth of the middle classes led to the erection of stucco terraces, such as Regent Square and North Parade, introducing a secluded air of elegance to the town.

Later, this development spread out with, in 1865, Alexandra Road and in 1880, Morrab Road being laid out on a broad plan, cutting through the much earlier North Parade.

There are three significant areas of public open space in this sub-area. Penlee House and its parkland were created from the pre-existing fields in the 1850's, later to become the town's museum, art gallery and public park. Morrab House, originally a private house was eventually to become Morrab Library and, in the 1880's Morrab Gardens were specifically created as a semi-tropical garden for the enjoyment of the public. In 1903, Alexandra Grounds, donated by the influential Bolitho family, were opened.

Landscape and Setting

One of the most attractive areas in any Cornish town, the landscape is sloping, steeply in places, with plenty of mature trees, whether in parkland, gardens or used to line the streets.

In the west the area is semi-rural in setting with old granite walls and plenty of trees associated with the Lariggan Valley.

The south of the area is more related to the sea and sits on the coastal plain beneath the rising land of the more salubrious residential areas and parks.

To the east the land is steeper and the slightly older townscape is tucked in tight to the town, with the spine of Chapel Street rising up behind and the sea laid out in front.

Key Views & Vistas

There are many opportunities, as elsewhere in the town, to glimpse the sea, often framed between trees or visible above the rooftops.

Equally the town centre, with the twin focal points of the Market House and St Mary's Church can be seen from various vantage points.

Ambience

This has traditionally been the wealthy area in Penzance and there is a rather luxuriant feel in the amount of space, planting and architectural detail.

As this is the home to two libraries, a semi-tropical garden, a park, tennis club, two playgrounds and Penzance's football team, it is also an area well-used by the local population and can be busy at times. (The Rugby Club just outside the conservation area is a major contributor of people, traffic and parking on match days.)

Traffic can detract in places – this applies mostly to routes through such as Alexandra Road, Morrab Road and Alverton Road. However, parking is a major problem, in terms of impact on character, throughout the area.

It is a permeable area, especially for pedestrians – there are opportunities to walk from one end of the area to the other only having to cross one or two roads. Some of these paths are very leafy and can feel quite secret; certainly this is a very pleasant urban experience compared with elsewhere in the town.

Clarence Street - Slightly detached from the general Alverton area Clarence Terrace is a secluded and wealthy cul-de-sac of large 19th century villas hidden away from Clarence Street and St Clare Street, with a communal front garden/ driveway and plenty of mature trees.

Just below these, Clarence House, a large granite villa, is set back from the street in its own grounds; and has recently been renovated into a school building. Mature trees are very important to its setting.

At the corner of the street is an ornate pump, one of several in the town worthy of note.

The terrace in Clarence Street, with associated chapel, is very fine but has suffered in part from neglect in recent years.

Regent Square to Morrab Road - Regent Square is a secluded square of two storey stucco houses, all with slate roofs, porticos and front gardens running to the road like spokes in a wheel. The result is that the houses, fine in themselves, are enhanced by their garden setting. It is surprisingly quiet here, so close to Chapel Street.

The west back of Regent Square faces onto the bottom of Queen Street (for top half see Historic Town Centre section). This is a mixed area of uses and textures, from the former granite school to the rendered auction house and the adjacent builders' yard.

Opposite is Daniel Place, a long, narrow road of two storey rendered cottages, late 19th century – unusual for this area and striking in its rhythm and simplicity.

Above this are the wonderful Morrab Gardens and the grand houses that look over them. The Gardens themselves are nothing less than stunning – a semi-tropical oasis in the heart of Penzance. As well as a good range of interesting species, the Gardens also have features such as the bandstand and the fountain, of interest in their own right. The Morrab Library building sits amid the mature planting – once a Regency style house and now well used by the community and home to a large selection of often rare books.

St Mary's Terrace looks over the Gardens and is an indication of the pretensions of this area tall rendered and granite ashlar houses set behind mature front gardens with views over Morrab Gardens and down to the sea. The lane itself is narrow and leafy for the bottom part and it is only near to the top that this atmosphere disappears and the Penlowarth office block rises up to destroy the setting and character of this area.

Immediately to the south Coulson Terrace is a particularly fine terrace of large stucco houses, secluded in the heart of the town. The setting has recently been compromised on the Gardens side by a poorly detailed wall and railings, and the hit and miss fence onto the lane is also of insufficient quality for these houses.

To the north of the Gardens Morrab Terrace continues this style. The houses are grand, have significantly larger front gardens than is the norm in Penzance, and their rear gardens that adjoin Morrab Gardens. They face not the Gardens themselves but a leafy footpath, one of the many that permeate this area and a major pedestrian route into the town centre. South Parade, opposite, is also to be considered as part of this aspirational group - a secluded terrace of tall stone houses with shared grounds which are well planted with mature trees, and exude a sense of privacy.

To the north of this area is the edge of the town centre with Parade Mews, Parade Passage and Victoria Place, a tight knit web of narrow streets and alleys making for an intimate townscape. The buildings are generally smaller in mews type developments. Worthy of note is the small water fountain set into the wall, one of many in Penzance from the early 19th century, and part of its rich Victorian streetscape.

North Parade is part of the early 19th century expansion of the town, an impressive row of stucco three storey houses separated from their long gardens by a narrow road, along one side of which is a granite slab pavement. Many of the gardens have been lost to parking with the associated inappropriate hard surfacing and breakdown/loss of definition to the boundaries on that side.

Park Close at the western end of North Parade is a terrace of more modest two storey cottages with an interesting array of outbuildings and wall onto the back lane it shares with Wellington Terrace – part of the mews character of Buriton Row this is very much a secluded corner.

Morrab Road is lined with an impressive array of near identical mid-late 19th century three storey gabled granite houses that step down the hill towards the sea in a regiment of slate roofs and brick stacks with impressive clay chimney pots. They sit behind short but often well planted front gardens and have tiled paths and simple but well-detailed tall sash windows to their bays, very similar to others in Mennaye Road and the most western part of the Conservation Area in Alverton Road. There is a back lane on the east side that links with Morrab Place and is a peaceful haven, lined with outbuildings to the houses and the long granite wall to Morrab Gardens.

The sea is the focal point for the bottom of the road while towards the top the entrance to Penlee Park and Gallery, the Public Library and Art School buildings are focal points of community activity. The feel of the street is mixed, with doctors' and dentists' surgeries next door to private houses and plenty of hotels as well. Because this is a major through route for traffic from the town to the Promenade area it can be busy, especially in the library area but its width allows for parking on one side only and this seems to create natural traffic calming.

The sense of space and greenery is reinforced by the entrances to Penlee Park and Morrab Gardens, both of which reveal beautifully planned and mature planting.

After the key Marine Park Hotel which is effectively an announcement of the late Victorian part of the road, Morrab Road kinks outside the entrance to Morrab Gardens and significantly narrows adjacent to the Queen's Hotel. It is here that the rear car park of the hotel becomes all too apparent and would benefit from some enhancement and a less utilitarian approach to its barrier system.

Adjacent, Trelawny's Garage is a local landmark, having traded on this site for many years there is still an embossed advertisement on the outside of the north facing side wall that is of interest.

Brighton Terrace is of a strikingly different scale to the remainder of the street and speaks of an older townscape, before the Promenade was built. Here is a row of tiny two storey cottages set behind small front gardens with granite walls.

They relate to the similar cottages in South Place Folly, just around the corner, with which they form a group and which contribute to a tighter townscape immediately to the west.

Cornwall Terrace, which is of the same date and forms the third side to this early 19th century triangle, is predominantly two storeys in render and runs at an angle up the side of what were the grounds to Redinnick House and down towards the sea. These are small but genteel residences with well-defined features and boundaries. There is an interesting juxtaposition of roads here reflecting the complex history of this small area.

Penlee Park - This is the largest area of enclosed public open space in Penzance and is host to a mix of uses – as such it has its own range of mini-character areas. Around the popular art gallery and café at Penlee House the landscape is harder with more formal planting, but with plenty of views of the wider park with its mature trees, many of which are semi-tropical. There is a small enclosed outdoor theatre much used in the summer season for music and theatre performances. The Penzance Tennis Club has a new

clubhouse which is very large with a prominent roof, but hopefully this will mellow with age. The hard tennis courts are kept in good condition and have been coated with green dye to enhance their appearance. Unfortunately, several trees were lost to the new clubhouse and there appears to have been a significant amount of tree felling in the park generally. This has been partially counteracted by a string of new trees planted in the large grassy area that is the heart of the park; in places it is possible to discern the old field boundaries which survive in part. With a playgroup at the top of the park, housed in a former outbuilding to the house, there is a small play area at the bottom and an ornamental pond fed by a lion's head water chute. In all Penlee Park is a varied space valued by the local community both for its multiple uses and for its varied planting and large trees.

A striking feature of Penlee Park is its permeability. There are entrances on all four sides and it is part of the extensive Penzance pedestrian network. It is also surrounded by paths which may have originated when the land was private and now give alternative routes, especially after dark when the park is closed. These paths are of value in their own right, one being host to an attractive water chute and "washing place."

To the south this green part of the conservation area continues with the football ground which is on a flat piece of land below the level of the main park, from where there are views over to Alverton and beyond.

South of Penlee Park - Redinnick House which, like Penlee, once stood in its own grounds is an early 19th century villa adjacent to Penlee Park. However, the historic context was lost when the grounds were extensively redeveloped in the late 20th century; this area now detracts from the character of the Conservation Area.

The land falls away from Penlee Park quite steeply with the result that there are stunning views out to sea, particularly from the entrance onto Penlee View Terrace. Here the style reflects that in Morrab Road – large three storey houses, some rendered but many in rock faced granite stepping down the hill. This pattern is picked up in Mennaye Road and Alexandra Place as well. Mennaye Road is of particular interest since it has one of the few chapels (now converted) in this part of Penzance, compared with the large number in the north of the town.

To the east of Mennaye Road, though, the ranks of terraced houses are noticeably more modest – Bay View Terrace, Redinnick Terrace and Redinnick Place are characterised as short streets with two storey rendered houses at the bottom of the hill. St Mary's School is of the same small scale and is very urban in character, with only a hard surface playground. Typical in design of a small Victorian church school, with good detailing, it nevertheless appears cramped and relatively rundown in comparison with the spacious and well-equipped sandy playground in Alexandra Grounds and the recently refurbished tennis courts.

Alexandra Road (including Trewithen Road and Hawkins Road) - The east side of Alexandra Road currently marks the western extent of the Conservation Area, except for two small areas on the west side. This is, of course, a nonsense, as the street is an historical entity and enjoys an exciting character on both sides. Lined with mature street trees it is awash with large late 19th/early 20th century buildings, most of which were almost certainly intended at the outset for hotel use.

On the west side there are several large detached houses (outside the Conservation Area) in their own extensive grounds, their setting to the rear the important green wedge of the Lariggan Valley. The recent Molwin housing development also lies outside the conservation area whilst the Victorian terrace north of it (inside the Conservation Area) is linked to the terrace on the east side in scale, design and function.

Trewithen Road and Hawkins Road are also hosts to the large houses and, very unusually in Penzance where land is at a premium, they all have large gardens with mature planting.

Together with Penlee Park the area sets a salubrious leafy atmosphere for promenading as was originally intended.

This character is adversely affected at times by heavy fast moving traffic and parked cars.

Alverton Road - At the western end of Alverton Road, beyond the current Conservation Area is arguably one of the oldest parts of Penzance – the Alverton House complex on the south side of the road adjacent to Lariggan Stream may well be the site of the original Alverton Manor and is precious not only for its inherent quality but also for its archaeological potential.

This western approach to Penzance is lined with mature trees and has a semi-rural feel associated with the outskirts of a small country town. On the south side, particularly, there are older detached buildings of interest and some quality – Alverton Cottage, Hawks Farm (famously where Admiral Pellew was born) – are remnants of this important historic townscape.

Particularly noticeable is the difference in levels between the north and south sides of the road. The older properties are significantly lower down, in places partially hidden by the later improved road and with railings to protect the basement wells, while the early 20th century buildings are on an embankment. The first of these in the Conservation Area is Alverton Terrace, which is remarkably similar in design to those in Alexandra Place and Mennaye Road, at the other end of Alexandra Road. Set back on a raised pavement, though, the three storey houses are an imposing group and also announce the beginning of an urban townscape.

To the east of the junction with Alexandra Road the north side is characterised by large early 20th century houses and institutional buildings in their own grounds, some all but hidden behind high dense hedges. These may date from around the time that King's Road and the area south of Bolitho School was laid out, once a private house and even a hotel. This whole area is part of the Alverton Road development and impact on its setting.

Closer to the town the buildings on the north side street are older and come up the edge of pavement. On the south side, though, with the exception of Hawks Farm, the townscape is more fragmented. The site of Bellair House, which was bombed in World War 2 and subsequently demolished, has become a health clinic of no architectural merit in the Conservation Area.

Adjacent to this Treveen House has also been developed and extended; the development does not address Alverton Road, but rather Penlee Car Park.

Penlee Car Park is a large tarmac area sloping down to Penlee Park which can be clearly seen at the bottom, especially the intrusive roof of the new tennis club. Once partly the gardens to Wellington Terrace, it is now a space in need of significant enhancement.

Wellington Terrace itself is an imposing 19th century three storey rendered terrace, which is astonishingly almost hidden from view by a dense hedge that fronts onto Penlee Car Park. The terrace has an impressive piece of slate hanging on its south end elevation and an interesting array of outbuildings and textures along its back lane.

The north side of Alverton Road is a fascinating mix of small but pretentious town houses with much older cottages that lined this ancient route out of Penzance to the west. Many of these properties are now offices or surgeries giving the road an appropriately edge of town feel, although its quiet gentility can be marred by traffic at times.

4.5.12 Issues in Alverton and Morrab Buildings

6a - Penlowarth detracts from the character of the area and the setting of key listed buildings.

6b - The importance of Brighton Terrace at the bottom of Morrab Road is not recognised as an early terrace relating to the tightknit townscape of South Place Folly and Cornwall Terrace

6c - The Bellair House site in its present form detracts from the character of the Conservation Area.

Streetscape

6d - Loss of gardens to parking has become a major issue in North Parade, with disastrous implications for the townscape.

6e - The Queen's Hotel car park is an unattractive space behind a utilitarian barrier

6f - There is widespread loss of railings to front boundaries

6g - Penlee Car Park is not of sufficient quality in terms of materials and design.

CHARACTER AREA: ALVERTON AND MORRAB



Morrab Gardens is an important formal green oasis with many important trees situated in a residential area of the well off middle classes



Morrab Road slices through the earlier North Parade on its way to the sea. Its strong gables and remarkably intact two storey bay sash windows make it a superb example of later 19th century development in the town



Sitting at the top of Clarence Street this recently converted building is a classic example of The early 19th century development taking place in the town



Trees and elevated properties at the end of Bay View Terrace form a pleasing terminus of view. Strong detail prevails – the multi pot chimney stacks, two storey bay windows and small front gardens address the wide street, narrowed only by parked cars

5.0 PRESERVATION & ENHANCEMENT

5.1 Preservation

It is the aim of the Council that the character and appearance of Penzance's Conservation Area should be preserved and enhanced but the designation of a conservation area is not a bar on future developments.

Special character is derived from the overall effect of many components and the responsibility for managing the conservation area rests not just with the local planning authority but with everyone who lives, works or impacts on the settlement. Changes that are not controlled through the planning system can have an adverse effect on the special character. It is important for all involved to think about what makes Penzance unique, and to take positive steps to preserve and enhance it.

Penzance Conservation Area was first designated as far back as 1969. As currently designated, it is an extensive area covering the historic town centre, harbour, promenade and pre-1900 residential areas. Its special architectural and historic interest is comprehensively described in the character and appearance section. Furthermore, the publication entitled 'Cornwall and Scilly Urban Survey - Historic Characterisation for Regeneration for Penzance', a detailed study published in September 2003 (view on line at www.historic-cornwall.org.uk), provides the means of understanding the diverse range of factors which combine to create the 'distinctiveness' and 'sense of place' of the entire pre-1907 developed area of Penzance.

In summary preservation and enhancement will be achieved by:

- refusing permission for the demolition of any building or structure if its loss would damage the character or appearance of the area;
- ensuring that development and listed building works which fall under the control of the local planning authority are sympathetic to the special character of the area;
- providing local design guidance as part of this Conservation Area Statement and encouraging developers to build upon this guidance in devising detailed site-specific design statements to inform proposals;
- continuing to bring under control by means of an Article 4 Direction some types of development which would otherwise lie beyond the local planning authority's remit;
- taking action to bring neglected buildings in the Conservation Area into acceptable repair where their condition and appearance is damaging the character of the area;
- preserving views, open spaces, gardens, trees, boundary treatments and floorscapes which make an important contribution to the character of Penzance;
- retaining shopfronts which contribute to the historic character of the area;

5.2 Design Guidance

Conservation Area designation is not intended to prevent change, especially that which would enhance the character of the area. However the scope for new development within the Penzance Conservation Area is limited.

The general design guidance for any development in the Conservation Area is that its character and appearance should be preserved and enhanced. In particular:

- Development should seek to reinforce the grain and pattern of development through sensitive siting, responding to building lines and aspect, in design, form, scale detailing and materials. Important public views should also be respected.
- The hierarchy of traditional buildings should not be challenged through the introduction of large structures. Modest houses should not be extended and altered to make them larger and grander; the variation in property sizes and detailing is an essential characteristic of Penzance. The clear hierarchy of houses and villas in the town should be respected.

- When making alterations or creating a new building it is important that natural and existing site features such as trees, shrubs, stone boundary walls etc. are retained as these help new development to blend into its setting.
- The scale and form of new development will be in keeping with local traditions, using building forms, proportions, fenestration, materials and detailing appropriate to their context.
- Plot boundaries are important features in some parts of the Conservation Area and should be respected and maintained. The most appropriate boundary treatment, depending in which part of the town you are in, is likely to be stone or railings. Timber fences are not traditionally used in Penzance, and will be discouraged in new development.
- Appropriate landscaping and planting, sensitive to its impact on the surrounding area, will be encouraged. Gardens and open spaces which contribute to Penzance's character will be protected from damaging development.
- If new development is to be seen to reflect Penzance's historic sense of place then it follows that attention to local detailing in roofing, the design and detail in windows, doors, roofs, chimneys etc. will all be important. Proposals should be developed from careful research within the town.
- High quality contemporary design solutions, respectful and appropriate to their historic context, will be welcomed where they can make a positive contribution to the character and appearance of the area.

5.3 Listed Buildings

Many buildings of special historic or architectural interest have been designated as listed buildings. Once a building has been listed works which would affect its special interest require listed building consent from the local planning authority. Both internal and external works require consent. In addition to the main building, as identified in the list, curtilage structures are covered by listed building protection. This means that any object or structure within the curtilage of the listed building at the date of listing, which forms part of the land and has done since 1 July 1948, for example, the boundary walls and outbuildings may also require formal consent to alter.

Proposals concerning listed buildings within Penzance will be considered not only in terms of the effect on the building itself, but also on their effect on the character and appearance of the Conservation Area.

The listed buildings within the Penzance Conservation Area, at the time of publication of this document, are highlighted on the attached map. It is important to note that changes may occur in the list from time to time so in order to confirm whether a building is listed it is still essential to check with the Local Planning Authority. As outlined above, in addition to the principal listed buildings, some curtilage structures are covered by listed building controls. Further information about listed buildings is available from the Local Planning Authority.

5.4 Protection of Other Buildings

There are many buildings, structures and features in Penzance which are not listed but which contribute to its character and appearance.

There are some increased planning controls in Conservation Areas but it is still possible for alterations to take place which would dilute the quality of the townscape. The Penzance conservation area is already protected by an Article 4 Direction which effectively ensures that certain works (for example replacement windows, doors and roofs) protect the special character and appearance of the conservation area.

5.5 General Issues

Penzance is generally in good condition reflecting high property values and general prosperity of the town and there are few signs of vacant properties, or detrimental under use of buildings. Nevertheless there remain some issues that require careful monitoring or improvement in order to protect the special character of the town. These are summarised below:

5.5.1 Highway related issues

Poorly designed standard traffic management solutions and excessive street 'clutter' already degrade and blight otherwise attractive areas of Penzance's historic townscape. The community has given a clear indication that only sensitive and creative design solutions will be accepted. There still exist in parts of the town centre, significant barriers to pedestrian flow as well as unattractive and uninviting pedestrian links between the town and the harbour areas.

Several car parks sit uncomfortably within the historic town centre both lacking identity or quality. The harbour carpark is just that, a sea of cars built over part of the former harbour.

Within the town examples survive of historic surfaces, and these should be protected during works, several areas of small cobbles survive along property edges, and large granite surfaces also survive in a few locations. Statutory undertakers should take particular care around such areas.

Summary

- Resist any further loss of traditional surface treatments
- Encourage visual improvements to traffic calming methods and minimise highway markings and signage
- Encourage enhancement to the carparks

5.5.2 Boundary treatment & garden development

Front and rear gardens within the conservation area form a vital part of its character and integrity. Front gardens are often small gaps between buildings and road, fortunately often too small to be sacrificed for parking. Where it has happened it is always to the detriment of the streetscape. Rear gardens are not immune from such development. Many properties that have rear service lanes have unfortunately sacrificed the stone boundary walls for garaging and parking. Developments within rear gardens and yards can, in places, be quite intrusive with many roads and paths affording views to the rear of properties due to the topography. Evidence also exists where railings have been lost, probably largely through the war effort. Careful research through old photographs may assist with ensuring appropriate detailing if reinstatement is considered appropriate.

Summary:

- Resist the loss of boundary walls and introduction of parking. Encourage reinstatement of appropriate uses and boundary treatments

5.5.3 References to former uses

It is essential to retain references to former uses both in plan form of the settlement and in features on individual buildings (for example shopfronts).

Alterations should also ensure that non domestic buildings retain their particular features without introducing domestic elements.

Outbuildings are also important structures that help in the understanding of uses and their loss or inappropriate alteration should be avoided.

Summary:

- Encourage the retention of features that provide valuable references to former uses

5.5.4 The use of prevalent traditional & local building materials and methods

It is essential to encourage and promote the use of appropriate building materials and methods, paying particular attention to local detailing, and the correct use of these ensures that the special character and appearance of Penzance is protected.

Walls: The palette of materials used in Penzance is rich and varied which helps to create interesting elevations and streetscenes. The choice of materials and how they are used is usually indicative of the age of construction and status of the building; however in Penzance with a history of prosperity and growth since the 17th century there are several examples of buildings having been refronted, so analysing the walling material on these buildings should be done with caution.

Stone (ashlar, squared and coursed, to rubble), stucco, pebbledash, slate hanging and unusual brickwork all feature within the town. Embellishments were added often in the 19th century to enhance appearance and status of buildings and these additions now form part of the historic interest.

Repair using traditional materials and methods is essential. The use of cement should be avoided, renders and mortars should be of lime, with appropriate colours of well graded sand. Pointing should be almost flush with the masonry. Painting of previously unpainted surfaces should normally be avoided and conservation advice should be sought on appropriate paint and colour.

Roofs: The topography of Penzance makes the roofscape of great importance. Slate is the predominant roofing material and its varying age and use combined with the variety in roof form pitch etc make a considerable contribution to character. Many examples survive of scantle slate roofing, which is wet laid slates laid to diminishing courses. Such detailing is essential to the character of the settlement and needs to be protected. Other fine examples exist of original dry laid roofs, some with probable Welsh slate following the arrival of the railway in the mid 19th century.

The introduction of man made 'slates' is noticeable in Penzance, especially on the terraces where they often sit uncomfortably next to wet laid slate roofs. Although often a cheaper option these man made materials fail to replicate the character of traditional slate roofs and are never satisfactory.

The use of clips or hooks to fix dry laid roofs is not traditional and has a detrimental visual impact – nails should always be used to fix such slates.

Chimneys are a crucial feature of roofscapes. Loss of chimney pots stacks is always detrimental and should be resisted. If repair is not an option, reconstruction can be carried out. Where chimneys have been lost in the past encouragement should be given to their appropriate reinstatement.

Penzance has suffered from a loss of traditional cast iron rainwater goods, in preference for plastic, probably not only due to cost but also the coastal location increasing maintenance. Where they do survive they are important details to be retained (and repaired or replaced on a like for like basis). Encouragement should be given to reinstatement in cast iron (or aluminium where appropriate) where it has been lost on all older properties.

It is important to protect traditional detailing when finishing a roof. Clay ridge tiles, open eaves, timber fascias or mitred slate or mortar fillets. Avoiding the use of concrete ridge and hip tiles, boxed soffits etc.

Dormers and rooflights do feature within the town. The older examples do not detract from the appearance of the buildings on which they are situated, and may form part of its original design (for example on Tolver Road). In some circumstances the use of larger loftspaces can be preferable to extending the building in other ways. It is essential to ensure that such additions are appropriate in design and detail to the building on which they are situated and have limited impact on townscape views.

Joinery: Authentic joinery adds to the visual quality and historic character of buildings. Survival is greatest on the listed buildings within the town, but a good number of unlisted buildings retain historically important joinery. Like most other towns and villages though many properties have been disfigured with the introduction of inappropriate materials and detailing. The use of plastic and aluminium is noticeable.

Old joinery is rarely un-repairable and the first consideration should always be for its careful repair. However if repair is not possible the next best thing is a replica replacement.

Sliding sash windows are the most common type of window treatment within the conservation area. Although numerous examples remain of small pane sashes (e.g. 12 or 16 pane) some windows on older buildings have been replaced with four or two pane sashes as glass became cheaper, and examples of larger pane sashes can be found on many of the later 19th century terraces.

The loss of traditional doors is also common place, especially now cheap inferior timber doors are readily available. Where original doors survived they should be repaired. Where they are beyond repair they should be replicated, and where lost advice should be sought as to a suitable replacement which reflects the status and age of the building.

Paint, of an appropriate colour, is the traditional finish for joinery and the fashion for stripped and stained woodwork should be avoided. In addition encouragement should always be given to the reintroduction of appropriate doors and windows where they have previously been lost.

Shopfronts: Many historic shopfronts survive within Penzance, although largely found in the secondary shopping areas (e.g. Causewayhead and Chapel Street) and are an essential part of its character. There is a noticeable loss of quality historic shopfronts on Market Jew Street which is regrettable. Even where the use has ceased it is essential to retain good shopfronts as part of the character and development of the town, this is especially important in the more residential areas of the town where shops survive on ends of terraces to serve the immediate community. It is important to retain and restore historic features on shopfronts, to ensure signage on current businesses is appropriate to both the building it is on and the wider townscape.

The use of metal roller shutters has meant that some areas, at night, take on a more forbidding atmosphere and their blank exterior has the effect of deadening the streetscene.

Summary:

- Resist further use of non-traditional materials and designs for windows and doors and encourage reinstatement where these alterations have already taken place
- Resist further installation of non-traditional dormers, rooflights or picture windows and encourage improvements where poorly scaled and designed examples exist
- Resist the loss of chimney stacks and pots and encourage replacement where previously lost
- Encourage the use of lime pointing on traditional buildings
- Encourage the replacement of artificial slate with natural slate as appropriate to the building. Resist the use of clips or hooks. Where appropriate continue the use of wet laid scantle slate roof coverings.
- Encourage the retention of traditional shopfronts, ensure that new shopfronts are appropriate in design and detail to the building and encourage the use of appropriate signage on business premises
- Discourage the use of roller shutters, encourage the use of more design sensitive security measures where necessary

5.5.5 Contribution of Trees and other Vegetation

Although primarily dealing with issues relating to the built environment it is recognised that there are several individual trees and groups of trees, along with other vegetation that are extremely important to the character and appearance of the town. Conservation area designation adds a layer of protection for most trees within its boundary and where a tree that makes a positive contribution to the character and appearance of the settlement faces a definite threat a Tree Preservation Order can be placed on it to ensure it is protected from loss or damage.

Summary :

- Encourage the retention of all trees and other vegetation that makes a positive contribution to the setting of individual buildings or the wider townscape.

5.5.6 Wirescape and other statutory installations and services

As in many settlements the wirescape is intrusive in places within the town. Whilst it is recognised that this provides an essential service, opportunities for its improvement, and ideally relocation below ground should be considered at every opportunity. The position and maintenance of other installations should also be carefully considered and where choice in design is available, such as street lighting, care should be taken to ensure the quality reflects the special character of the town.

The domestic wheelie bin is now common place in our towns and villages, and in commercial centres the larger industrial sized bins also make an appearance. These are always to the detriment of character and appearance and encouragement should be given to appropriate storage and screening of refuse bins.

Summary:

- Encourage the relocation of the wire network underground and encourage statutory undertakers to liaise with the Council and to undertake works appropriate to the Conservation Area
- Review the refuse bin storage and collection strategy

5.5.7 Extent of intrusion and damage

There are inevitably elements of intrusion and damage within the conservation area, not just in terms of alterations to historic buildings or features, but also relating to inappropriate development, including new buildings or extensions to existing ones.

Penzance is not without areas that could be improved and enhanced and this should be recognised and encouraged where appropriate. It is, however, a well established cohesive settlement with a high concentration of historic buildings, which help to draw attention away from the more neutral or negative elements.

Summary:

- Encourage improvements to, or removal of poorly designed extensions in conspicuous locations, and resist further developments of poor quality
- Encourage the improvement to areas that fail to make a positive contribution to the character or appearance of the Conservation Area.

5.5.8 Archaeology

With the complex history of Penzance is archaeological potential almost anywhere within the settlement. As the town was known to be in existence by the 14th century, and considered large within the region by the 16th century, along with its history of economic wealth and prosperity there could be remains of earlier phases of development almost anywhere, although most likely in the town centre and harbour/Barbican areas. Consequently works that require excavations or alterations may reveal interesting finds.

Where works are subject to the planning process guidance contained in Planning Policy Guidance Note 16 will be taken into consideration and conditions attached to permissions where appropriate. PPG15 and PPG16 are due to be replaced with a combined document PPS5 Planning for the Historic Environment in the near future.

Works being undertaken by private owners or statutory undertakers is harder to monitor but they should be aware of the potential to reveal important finds and should contact the Council for further advice should this occur.

Summary:

- Encourage retention of any items of archaeological interest where possible, and adequate recording where their alteration or loss is proposed

5.5.9 Climate Change & Historic Conservation

The Council has a strong commitment to the development of sustainable communities. Reducing factors which may exacerbate climate change is among the most important challenges facing communities.

Climate change has the potential to be detrimental to the historic environment, for example through rising sea levels, increased flooding, possible increases in storminess and weather intensity, and greater risk of ground subsidence.

The Council will encourage and enable the development of renewable energy. However, it also recognises that some forms of renewable energy delivery can have an incongruous and damaging effect on the character and appearance of individual buildings and of settlements and their settings. English Heritage (Wind Energy and the Historic Environment) advises that the cumulative effects of projects as well as their specific impacts will need to be considered.

There is likely to be increasing demand for the installation of wind turbines, solar panels and photovoltaic cells, and planning legislation has now been amended to include permitted development rights for such works. In view of the potential for alteration to the character and appearance of the conservation area, the Council will consider amending the existing Article 4 Direction to require planning permission for the installation of wind turbines, solar panels and photo-voltaic cells.

Summary:

- Encourage appropriate use of sustainable energy generation without detracting from the character and appearance of the conservation area

5.5.10 Conservation Area Appraisal Review

In accordance with guidance issued by English Heritage it is good practice to regularly review conservation area appraisals to ensure they remain accurate and up to date. It is the intention to review and monitor this appraisal with a formal review to take place within 5 years of its adoption by Cornwall Council.



Causwayhead, although pedestrianised, still has conflict between pedestrian and vehicles especially during delivery times. Concrete pavements and highway-related clutter detract from the street scene, and features such as seating and rubbish bins are poorly sited



The ETS / Britannia building occupies an important corner. Its prominent dormers, awkward roofline and unattractive wall surfaces jar with the surrounding buildings. The Betfred building also presents an opportunity for enhancement by reinstating the original window proportions, and appropriate joinery, and introducing a narrower fascia that relates better to the shopfront.



This prominent later 20th century shopfront fails to protect the special character of the building, or of the wider Greenmarket and presents a good opportunity for sympathetic replacement.



Even relatively minor changes can make a difference – if the Lavenders Bakery fascia was narrower to match the Cargo Clothing sign it would enhance the appearance of the shopfront



Car parks generally offer scope for enhancement, this could include better surface and boundary treatment in places and improving the relationship between vehicles and pedestrians



The south side of Market Jew Street has suffered from extensive 20th century redevelopment and the majority of this makes a negative contribution to its special character. Sensitive replacement when the opportunity arises could improve the town's principle commercial street.



Many buildings do retain good architectural detailing and the use of traditional materials enhances the quality of buildings in the conservation area. For example the retention of the horizontal emphasis and detailing on this Art Deco building (above left) and the use of wet laid slate (above right).